

Appraisal Summary Table	Option ID: 1
Option Name:	Shotton Integration Improvements
Option Description	Develop and implement proposals at Shotton Station to create a high quality and fully accessible integration between the Borderlands Line and North Wales Main Line to improve active travel and public transport access.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Linked to rail network plans for Shotton Station
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	15m - 50m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 3
Option Name:	Wrexham General Station: Access and Movement Development
Option Description	Part of Wrexham Gateway Masterplan aiming to provide a framework of proposals to deliver a transformative mixed-use area of regeneration of the area, delivering 7000 sqm of new office space, supporting business investment and a multi modal transport hub. Masterplan will link active travel, placemaking, public realm and community transport projects.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	City Centre Mold Road Active travel scheme Phase 2
Connectivity	Beyond the Region
LAs	Wrexham
Transport Modes	Walking and Cycling, Bus and Rail Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 4
Option Name:	Bangor Gateway Station Area transport integration
Option Description	TfW have identified an opportunity at Bangor station to improve the welcome into the city of Bangor and improve interchange with onward modes of transport. Station Quarter study is being undertaken to understand current problems and barriers faced when travelling to, from and using Bangor Station
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd
Transport Modes	Bus Services, Rail Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 5
Option Name:	Eryri Access Improvement
Option Description	Access improvements to Eryri through a range of measures including: Arosfan overnight motorhome and campervan pilot scheme; delivering of active travel routes including Glan Conwy to Llandudno Junction, Betws y Coed to Llanrwst and Bethesda to Zip World, and improvements to Pen y Pass, Oqwen, Nangwynant and Geirionydd.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd/ Conwy
Transport Modes	Walking and Cycling, Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 6
Option Name:	Holyhead Transport Masterplan
Option Description	Bus & Train Interchange (Tfw led Project) - modal shift
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	freeport
Connectivity	Beyond the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling, Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	50m -100m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 7
Option Name:	Integration with strategic public transport services: Abergele Park and Ride (Abergele Station)
Option Description	Provision of a park and ride facility at Abergele rail station with good connections to the A55 to encourage transfer from road to rail for longer distance work trips, such as to Wylfa nuclear new build
WeITAG Menu of Options Category	Behaviour change options
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 8
Option Name:	Integration with strategic public transport services: Colwyn Bay station integrated transport integration
Option Description	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved cyclist provision. This will reinforce regeneration initiatives in the Colwyn Bay area.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Scheme 172 Colwyn Bay Town centre includes redevelopment of station forcourt and links to town centre
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Third Party Funding

Appraisal Summary Table	Option ID: 9
Option Name:	Integration with strategic public transport services: Improved access to Ruabon Station and Gwersyllt Station
Option Description	A package of measures aimed at improving accessibility to rail services to cater for both existing and forecast demands for rail travel from this strategically placed location. Measures include: additional car parking capacity, improved bus passenger interchange facilities, improved disabled access to north/south bound platforms, improved access by walking and cycling
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Rail & bus service improvements. Cycle hire. Development of active travel network.
Connectivity	Within the Region
LAs	Wrexham
Transport Modes	Walking and Cycling, Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 10
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements, Flintshire
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Land Ownerships
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 11
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements in Ynys Mon
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Work Undertaken To-date
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Ynys Mon
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 12
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements in Gwynedd
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 13
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements in Wrexham
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	City and county strategic plan
Connectivity	Beyond the Region
LAs	Wrexham
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	1m - 5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 14
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements in Conwy
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 15
Option Name:	Integration with strategic public transport services: Public transport infrastructure improvements in Denbighshire
Option Description	Ongoing bus infrastructure improvements, including bus priority measures, bus boarding improvements, signage, bus stops and shelter provision.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	To coordinate with TfW work
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 16
Option Name:	Chirk Railway Interchange Hub
Option Description	Chirk Railway station as a potential interchange hub - especially for more rural communities that could link by Fflecsi/ local bus/ active travel
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Bus and rail improvements, development of active travel network
Connectivity	Beyond the Region
LAs	Wrexham
Transport Modes	Walking and Cycling, Bus & rail Services, taxis
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 18
Option Name:	Integration with strategic public transport services: Llandudno Junction Station transport integration
Option Description	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking, cyclist provision and extended footbridge from station to create a new link to employment and leisure sites to the south of the station.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	Walking and Cycling, Bus Services
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Third Party Funding

Appraisal Summary Table	Option ID: 19
Option Name:	Improved links to employment: A55 Transport hub/ park and ride for Wylfa
Option Description	Work to manage traffic on the network during construction of Wylfa Newydd subject to development coming forward during plan period
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	interdependent on Wylfa Development
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Shelved
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 20
Option Name:	Introduce a free tourist/visitors public transport
Option Description	The Konus card giving free public transport to tourists/visitors and paid for (partly) by a tourist tax
WeiTAG Menu of Options Category	Behaviour change options
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd/ Conwy
Transport Modes	Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 21
Option Name:	Mobility Hub in Wrexham
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Bus & rail service and infrastructure enhancements, cycle/active travel schemes - eg. rental/hire/loans
Connectivity	Beyond the Region
LAs	Wrexham
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 22
Option Name:	Mobility Hub in Rhyl
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	TfW Station Network Plans.
Connectivity	Beyond the Region
LAs	Denbighshire
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 25
Option Name:	Mobility Hub in Prestatyn
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	TfW Station Network Plans.
Connectivity	Beyond the Region
LAs	Denbighshire
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 26
Option Name:	Mobility Hub in Buckley
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Land Ownerships
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 27
Option Name:	Mobility Hub in Llangefni
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 28
Option Name:	Mobility Hub in Connah's Quay
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Land Ownerships
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 29
Option Name:	Mobility Hub in Bangor
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 30
Option Name:	Mobility Hub in Holyhead
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Other
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 31
Option Name:	Mobility Hub in Menai Bridge
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Multiple
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 32
Option Name:	Mobility Hub in Flint
Option Description	A mobility hub that brings together on one central site a multi-modal interchange, which over time will be staffed and would have real time information, café, and toilets
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Land Ownerships
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling, Bus Services, Rail Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 34
Option Name:	Garden City Interchange
Option Description	Deliver a new interchange at Garden City to link Hawarden Bridge Station, the Northern Gateway Development, Deeside Industrial park and the core bus network. The facility would also benefit the Northern Gateway spine road.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Land purchases anticipated Nov 2024. Funding for construction, Business Case
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Walking and Cycling, Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 35
Option Name:	Deeside Parkway
Option Description	Development of new railway station with connecting bus route
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Funding for construction
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Bus Services, Rail Services
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	0
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 36
Option Name:	Penyffordd Station Park and Ride
Option Description	Create a Park and Ride facility at the existing Penyffodd Railway Station with access to Borderlands Line for travel to/from the DIP, Wrexham and Liverpool for employment.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Funding for construction
Connectivity	Local
LAs	Flintshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 37
Option Name:	Improved access to Rhyl Rail and Bus station
Option Description	Improve active travel links, cycle parking and storage, integrated car park ticketing
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Part of TfW SNP project
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 38
Option Name:	Improved access to Prestatyn Rail Station
Option Description	Improve active travel links, cycle parking and storage, integrated car park ticketing
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Bridge Rd and Nant Hall projects form part of this.
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 39
Option Name:	Develop the NCN Route 85/84 and the rural network of active travel routes to connect with NCN route 5 and an inter-urban route between Deeside and Wrexham.
Option Description	Develop the NCN 84/85 as well as routes connecting to the NCN 5. This includes planning and developing the rural network of routes that connect with National Cycle Network Route 5 on the north coast, and an inter-urban route between Deeside and Wrexham. Cycle route infrastructure through WCBC from Trevor to Lavister (and onward to Chester) as well from Shropshire to Mold, Flintshire. Associated facilities and parking strategy at key interchanges including urban centres, railway stations and bus stations
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Beyond the region
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	15m - 50m
Estimated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 40
Option Name:	Provide an Active Travel route across Britannia Bridge
Option Description	An active travel route provided across Britannia Bridge preferably at rail deck level but possibly on a cantilever structure at road deck level.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 41
Option Name:	Investigate implementing signal controlled gating for cycle traffic across the Menai Suspension Bridge
Option Description	Signal-controlled gating to allow cycle traffic to cross the Menai Suspension Bridge separately from motor traffic
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 42
Option Name:	Encouraging sustainable travel: Anglesey cycling strategy
Option Description	Delivery of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the island including NCN routes. The scheme looks to construct additional off-highway cycle paths.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 43
Option Name:	Connect both bridges to local communities with comprehensive and comfortable active travel networks
Option Description	The development of a comprehensive, comfortable, attractive and safe active travel network extending from both ends of both bridges to connect communities and important destinations in Ynys Môn and north Gwynedd
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 45
Option Name:	Improved links to employment: Active travel route - Kinmel Bay to Tir llwyd Industrial Estate
Option Description	Provision of Active Travel Route extending the existing walking and cycling provision on St Asaph Avenue, Kinmel Bay (which starts at the A548 and ends at Cader Avenue) to Tir Llwyd Industrial Estate and linking to other walking and cycling provision up to the roundabout with the A547 and beyond. The improvement is likely to include the widening of the existing footway(s) along St Asaph Avenue to provide additional capacity as a shared use cycling and walking route
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Scheme 168 Towyn to Rhyl Strategic AT Route
Connectivity	Local
LAs	Conwy
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 46
Option Name:	Improved links to employment: B5129 Sandycroft to Chester and Broughton via AirBus and coach cycleway
Option Description	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Land Purchases being completed
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 47
Option Name:	Improved links to employment: A547 Active Travel, Safety and Capacity Improvements
Option Description	Provision of Active Travel Route and capacity enhancement along Gors Road, Towyn (1.5 miles) linking the A548 and the A547, linking to other walking and cycling provision along the A547 and beyond including Rhuddlan Road (3.5 miles) to Towyn and Kinmel Bay, and Rhuddlan to Borth Roundabout, complementing other active travel routes being promoted by Denbighshire County Council.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Scheme 168 Towyn to Rhyl Strategic AT Route
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 48
Option Name:	Access to Services: Wrexham City Centre Accessibility
Option Description	Delivery of a programme of infrastructure improvements and traffic management measures to improve the overall accessibility of Wrexham City Centre. This will include: provision of new and enhanced pedestrian crossing facilities, measures to improve physical accessibility of the pedestrianised area for those with impaired mobility, implementation of innovative parking management schemes to improve the ease, availability and affordability of parking in the City Centre and implementation of a City Centre destination management signing strategy to improve ease of navigation.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	City Centre Mold Road Active travel scheme Phase 2, High Street re-development, Holt & Chester Road Active travel schemes
Connectivity	local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 49
Option Name:	Encouraging sustainable travel: A5025/ B5420 Four Crosses Roundabout improvement
Option Description	A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 51
Option Name:	Encouraging sustainable travel: Improved pedestrian crossing facilities in Wrexham
Option Description	Provision on new and enhanced pedestrian crossing facilities at identified sites where traffic volumes present a barrier to safe and sustainable movement by walking and cycling. Ruabon Road, Wrexham Town Hill, Wrexham, Grosvenor Road/Powell Road, Wrexham, Chester Road, Wrexham etc, as well as in other built up areas of Wrexham County
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Development of Active travel network, bus priority measures potentially
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 52
Option Name:	Mold Road (City centre) active travel corridor
Option Description	Construction of phase 1. Continue with design & engagement on Phase 2 &3 and later build
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Wrexham Gateway, Bus priority measures, other AT routes
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 54
Option Name:	Scheme Development: Wrexham Industrial Estate Routes 1 to 5 and surrounding area
Option Description	Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes,
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Other AT routes, developments at WIE
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 55
Option Name:	Caia Park Active Travel
Option Description	Caia Park active travel area improvements
WellTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Other AT routes
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 56
Option Name:	Cefn Mawr active travel
Option Description	Cefn Mawr active travel improvements
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Other AT routes
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 57
Option Name:	Cefn Road Active Travel
Option Description	Cefn Road Active Travel improvements
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Other AT routes, Flood resilience for Cefn Road
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 58
Option Name:	Rhostyllen area active travel
Option Description	Rhostyllen area active travel improvements
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	New residential developments
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 59
Option Name:	Wrexham City Centre Active Travel
Option Description	Wrexham City Centre Active Travel Improvements
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	City Centre Mold Road Active travel scheme, Other AT routes, City Strategic plan
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 60
Option Name:	Moss Valley Active Travel
Option Description	Moss Valley AT Improvements
WellTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 61
Option Name:	Gwersyllt Mold Road Active Travel Corridor
Option Description	Gwersyllt Mold Road Active Travel Corridor Improvements
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 62
Option Name:	Chester Road
Option Description	Chester Road Active travel routes
WellTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	City Centre Strategic Plan, Other AT routes, bus priority measures
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 63
Option Name:	Kingsmill Road
Option Description	Kingsmill Road active travel routes
WellTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Other AT routes, Bus Priority Measures
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 64
Option Name:	Coedpoeth to Wrexham
Option Description	Coedpoeth to Wrexham Active travel routes
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Bus priority measures, Western gateway and Junction 4 of A483
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 65
Option Name:	Gwersyllt - Llay Active travel Corridor
Option Description	Gwersyllt - Llay Active travel Corridor improvements
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 66
Option Name:	Stansty Road Active Travel Route
Option Description	Stansty Road Active Travel Route improvements
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 67
Option Name:	Wrexham - Gwersyllt via Rhosrobin
Option Description	Wrexham - Gwersyllt via Rhosrobin Active travel corridor
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 68
Option Name:	Holt and Borrass Road - Wrexham Active Travel
Option Description	Holt - Wrexham Active Travel link
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 69
Option Name:	Wrexham Active travel Southern Routes
Option Description	Active Travel route improvements linking Wrexham-Rhostyllen-Johnstown-Ruabon (links to Rhosllannerchrugog and Penycae) and onward to Cefn Mawr/ Trevor.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Other AT routes, bus priority measures, Links to rail station at Ruabon
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 70
Option Name:	Chirk to Trevor Active travel route
Option Description	Chirk to Trevor Active travel route development
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Links to Chirk rail station
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 71
Option Name:	Active travel as home to school transport, Wrexham
Option Description	Active travel to support home to school transport
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Other AT routes
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 72
Option Name:	Safe Routes in communities/ home to school transport, Flintshire
Option Description	Safe routes in communities/ home to school transport across the county
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 73
Option Name:	Safe Routes in communities/ home to school transport, Ynys Mon
Option Description	Safe routes in communities/ home to school transport across the county
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 74
Option Name:	Safe Routes in communities/ home to school transport, Gwynedd
Option Description	Safe routes in communities/ home to school transport across the county
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Safer Routes in Communities

Appraisal Summary Table	Option ID: 75
Option Name:	Safe Routes in communities/ home to school transport, Denbighshire
Option Description	Safe routes in communities/ home to school transport across the county
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Ongoing work
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Safer Routes in Communities

Appraisal Summary Table	Option ID: 76
Option Name:	Safe Routes in communities/ home to school transport, Conwy
Option Description	Safe routes in communities/ home to school transport across the county
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Safer Routes in Communities

Appraisal Summary Table	Option ID: 77
Option Name:	Encouraging sustainable travel: Gaerwen - Amlwch Line Corridor
Option Description	Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with Welsh Government and Network Rail
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 78
Option Name:	Vale of Clwyd Sustainable Transport Package (continuation)
Option Description	Provide a continuous active travel route between Ruthin and St Asaph, thereby providing a continuous route from Ruthin to Rhyl where it will connect to the existing coastal route, (National Cycle Network Route 5) and a continuous active travel route of 19 miles from Rhyl to Ruthin. Strengthening of existing bus services along the Vale including connections to employment and residential centres.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 81
Option Name:	Nant Hall Road, Prestatyn
Option Description	Route connecting residential areas and primary school with Town Centre including Bus and Rail Stations
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 82
Option Name:	Brook Street/ Maes Pengwern
Option Description	Route connecting linking residential areas and schools to Town Centre
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 83
Option Name:	Hylas Lane/ Castle Street, Rhuddlan
Option Description	Route to improve active travel access to primary school Ysgol y Castell
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 84
Option Name:	Bridge Road, Prestatyn
Option Description	Route to connect rail station and bus station in Prestatyn Town Centre
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 85
Option Name:	Phase 2 of Corwen to Cynwyd
Option Description	Second and final phase of route connecting employment and residential areas.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 86
Option Name:	River Clwyd Railway Bridge, Rhyl/ Kinmel Bay
Option Description	Use of redundant span of railway bridge to provide a route connecting residential areas on both sides of the river with employment areas and a Further Education site
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 87
Option Name:	H-Bridge, Rhyl
Option Description	Provision of safe active travel route over Chester-Holyhead railway line, connecting existing AT networks on either side of the railway
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 88
Option Name:	Grove Road to Colomendy Industrial Estate, Denbigh
Option Description	Route connecting residential areas with retail areas and education sites
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 89
Option Name:	Lenten Pool, Denbigh
Option Description	Improvements to existing mini-roundabout junction to make it more user-friendly for Non-Motorised Users
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 90
Option Name:	Llanrhydd Street, Ruthin
Option Description	Accessibility improvements to entrance at rear of existing secondary school, Ysgol Brynhyfryd
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 91
Option Name:	Rhyl East Active Travel Masterplan
Option Description	Series of schemes being developed for the Rhyl East area
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 92
Option Name:	Rhyl Central Active Travel Masterplan
Option Description	Series of schemes being developed for the Rhyl Central area
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 93
Option Name:	Llangollen Active Travel Masterplan
Option Description	Series of schemes being developed for the Llangollen area
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 94
Option Name:	Rhuddlan Active Travel Masterplan
Option Description	Series of schemes being developed for the Rhuddlan area
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 95
Option Name:	Ronaldsway Active Travel route, Bodelwyddan
Option Description	Route between Rhuddlan and Borth Roundabout, connecting to St Asaph Avenue AT route
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 98
Option Name:	Implement the Bus Transformation Network , Flintshire
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the region
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 99
Option Name:	Implement the bus transformation network Ynys Mon
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 100
Option Name:	Implement the bus transformation network Gwynedd
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Within the Region
LAs	Gwynedd
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	5m-10m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 101
Option Name:	Implement the bus transformation network Conwy
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 102
Option Name:	Implement the bus transformation network Denbighshire
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 103
Option Name:	Regional rural bus and coach network, Flintshire
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Funding, operators
Connectivity	Local
LAs	Flintshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 104
Option Name:	Regional rural bus and coach network Ynys Mon
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 105
Option Name:	Regional rural bus and coach network Gwynedd
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 106
Option Name:	Regional rural bus and coach network Wrexham
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Bus priority measures, improved bus and rail services
Connectivity	Within the region
LAs	Wrexham
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 107
Option Name:	Regional rural bus and coach network Conwy
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 108
Option Name:	Regional rural bus and coach network Denbighshire
Option Description	Introduce a network of regional rural Fflecsi services with an hourly service frequency extending into the evenings that link rural settlements and are operated by a fleet of Fflecsi bus and coaches that are comfortable for longer journeys.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 112
Option Name:	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Ynys Mon
Option Description	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 113
Option Name:	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Gwynedd
Option Description	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 114
Option Name:	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Conwy
Option Description	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 115
Option Name:	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Denbighshire
Option Description	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 116
Option Name:	Car Clubs
Option Description	Local Authorities will collaborate to regionally coordinate and promote car sharing clubs across North Wales. This may involve a joined up approach working with the Welsh Government and external providers for example utilising platforms like Lift share and TrydaN
WeITAG Menu of Options Category	Behaviour change options
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the region
LAs	All - TfW support
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 117
Option Name:	HGV parking in Holyhead, A55 and Pont Britannia Bridge
Option Description	Provide HGV parking in Holyhead, along the A55 and at both sides of the Pont Britannia.
WeITAG Menu of Options Category	Other
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 118
Option Name:	Strategic re-routing of HGVs on Trunk Road Network away from Llangollen
Option Description	Strategic re-routing of HGVs on Trunk Road Network away from Llangollen
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 119
Option Name:	Transport Network Resilience Improvements: Bridge strengthening at Gwynedd pinch points
Option Description	The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented in a phased programme according to priority
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 120
Option Name:	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites, Flintshire
Option Description	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Funding
Connectivity	Local
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 121
Option Name:	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Ynys Mon
Option Description	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 122
Option Name:	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Gwynedd
Option Description	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 123
Option Name:	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Wrexham
Option Description	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 125
Option Name:	Capacity and safety enhancements/ pinch point improvements: Collision Cluster sites Denbighshire
Option Description	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors in order to identify any need for future individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus should be on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework. Specific schemes should include interactive signing and the alleviation of flood risk on connections where access to employment and services are impacted.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 126
Option Name:	Capacity and safety enhancements/ pinch point improvements: street lighting renewal
Option Description	The renewal of street lighting columns across the region, making them suitable to be fitted with new low energy LED lanterns
WeITAG Menu of Options Category	Other
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Road Safety measures, Active Travel schemes
Connectivity	Within the region
LAs	All
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	5m-10m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 129
Option Name:	Capacity and safety enhancements/ pinch point improvements: B4366 Pengelli to Bethel Road improvements
Option Description	Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. This may include multi user path provision as part of the scheme
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Dependent on Active Travel Scheme between Bethel and Caernarfon
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 130
Option Name:	Improved links to employment: Coastal Denbighshire access to employment
Option Description	Improve access to employment in North Denbighshire and adjacent areas of Conwy, including improvements to junction capacity on the A547 near Rhuddlan, and links between deprived areas such as West Rhyl and employment areas such as St Asaph Business Park, Tir Llwyd Industrial Estate in Kimmel Bay
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 131
Option Name:	Improved links to employment: Local strategic links to Deeside Industrial Park/EZ
Option Description	Improved flow and capacity at Queensferry roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 132
Option Name:	abergele link road
Option Description	Construction of a link road from the Rhuddlan Road roundabout (A55 J24) to St George Road. This will provide access to land allocated for employment and housing purposes in the Local Development Plan (LDP) as well as direct links to the trunk road junction.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 133
Option Name:	Improved links to employment: Rhyl Town Centre accessibility improvements
Option Description	Improve traffic management within Rhyl Town Centre with the purpose of improving the flow of traffic through the town centre, including the ease with which traffic navigates to parking spaces and other destinations such as tourist attractions. It will also include improved bus transport links to the Royal Alexandra Hospital on East Parade which is due to be redeveloped. There is potential for improvements as part of future regeneration projects
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 134
Option Name:	Access to Services: Access to Glan Clwyd Hospital
Option Description	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 136
Option Name:	Access to Services: Access to Maelor Hospital
Option Description	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network for emergency services and buses, junction control measures to improve existing vehicular access for emergency vehicles and buses, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Western gateway/ Junction 4 of A483, bus priority measures,
Connectivity	local
LAs	Wrexham
Transport Modes	Walking and Cycling, Bus services, Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 138
Option Name:	Access to Services: Access to Denbigh Community Hospital
Option Description	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 139
Option Name:	Access to Services: Access to Ruthin Community Hospital
Option Description	To improve the resilience and ease of bus, taxi and emergency vehicle access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: Additional vehicular access/egress points from the network to the main car parks, junction control measures to improve existing vehicular access and egress to the site, additional walking and cycling infrastructure to improve sustainable access/egress. This scheme can be phased to address key hospitals in the first instance then Minor Injury Units such as Holywell, in the future.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 140
Option Name:	Access to Services: A499 to Nefyn Link (B4417)
Option Description	Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide improved safer links, vehicular and active travel, for Nefyn and also the community of Llithfaen to the A499.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Dependent on Active Travel Scheme between Pistyll and Nefyn
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 141
Option Name:	Access to Services: A4086 Cibyn to Pontrug Road Improvements
Option Description	Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying villages.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Dependent on Active Travel Scheme between Llanberis and Caernarfon
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 142
Option Name:	Access to Services: Dinas Dinlle Link to A499
Option Description	Upgrade of the existing Class III road which forms a link between Caernarfon airport and the A499 which in conjunction with the Allt Goch proposal would create an improved transport link from the A487(T) nr Penygroes. The scheme would consist of road widening and re-alignment with junction improvement on the A499.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 144
Option Name:	Chester-Broughton growth corridor
Option Description	The scheme involves construction of a dual or single-carriageway road with associated active travel and public transport infrastructure
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	On hold
Option Interdependencies	Funding - outcome of roads review, land ownership, Highways Agency England, Trunk Road, planning
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Shelved
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 145
Option Name:	Warren Hall (mixed use development site)
Option Description	Mixed use development site
WelTAG Menu of Options Category	Land-use planning options
Summary of Work Undertaken To-date	On hold
Option Interdependencies	None
Connectivity	Local
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 147
Option Name:	Llanbedr Transport Improvements
Option Description	Cyngor Gwynedd is collaborating with partners to identify transport solutions to improve access and alleviate transport problems in Llanbedr. This is being progressed through the WelTAG process.
WelTAG Menu of Options Category	Land-use planning options
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Dependent on Ardudwy Green Corridor
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 148
Option Name:	Integration with strategic public transport services: A525 accessibility improvements
Option Description	Building upon the A525 Rhyl to Denbigh Route Management Strategy (RMS) there is the potential for further improvements along this transport corridor including capacity enhancements, a new bus terminus in Denbigh, options for a St Asaph relief road and tourist signing.
WelTAG Menu of Options Category	Land-use planning options
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 149
Option Name:	B5102/ B5373 Crown Crossroads, Llay
Option Description	Scheme identified as part of a supporting scheme for the improvements to strategic transport network
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Llay to Gwersyllt
Connectivity	local
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 151
Option Name:	Transport Network Resilience Improvements: A499 Penrhos Road flood alleviation improvements
Option Description	A499 Penrhos Road flood alleviation improvements
WelTAG Menu of Options Category	Land-use planning options
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 152
Option Name:	Improved links to employment: Congestion and parking review in Gwynedd
Option Description	Review of paid for and free on and off street parking arrangements to optimise the available resources, support and facilitate access and modal shift.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 153
Option Name:	Pont Llanerch Bridge replacement between Trefnant and Tremeirchion
Option Description	Regionally significant bridge that was washed away during a storm in 2021. Scheme is supported by Welsh Government Grant under their Resilient Roads initiative. Denbighshire County Council are working alongside Dwr Cymru Welsh Water and NRW to complete the design stage.
WelTAG Menu of Options Category	Land-use planning options
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 154
Option Name:	Porth Caernarfon (Gateway) Project
Option Description	As part of a wider regeneration programme a review of infrastructure in the Pen Llyn area of Caernarfon to include a flyover, multi storey car park and bus interchange. The intention being to implement a project which re-defines the area as a key, attractive, contemporay gateway to access the town.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 155
Option Name:	Improved links to employment: A5025 Valley to Amlwch
Option Description	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Wylfa
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Shelved
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 156
Option Name:	Resilience Road to and from Beaumaris
Option Description	The Lairds Beaumaris Road scheme involves improvements to the B5109 road, which connects Llangoed to Beaumaris
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 157
Option Name:	Highway maintenance and improvements, Flintshire
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 158
Option Name:	Highway maintenance and improvements, Ynys Mon
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 159
Option Name:	Highway maintenance and improvements, Wrexham
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Various walking and cycling, bus priority and roads programmes
Connectivity	within the region
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	50m-100m
Estimted OPEX Cost Level	5m-10m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 160
Option Name:	Highway maintenance and improvements, Denbighshire
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 161
Option Name:	Highway maintenance and improvements, Conwy
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 162
Option Name:	Highway maintenance and improvements, Gwynedd
Option Description	Highway maintenance and improvements: A range of schemes involving capacity and safety enhancements/ pinch point improvements and Transport Network resilience improvements, with specific measures including, but not limited to street lighting renewal and flood risk alleviation.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 163
Option Name:	Public EV charging in public car parks and information coordination, Flintshire
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Grid Capacity, Funding, Standardisation, Resource to deliver, Loss of parking income.
Connectivity	Local
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Ultra-low Emission Fund

Appraisal Summary Table	Option ID: 164
Option Name:	Public EV charging in public car parks and information coordination, Ynys Mon
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Ultra-low Emission Fund

Appraisal Summary Table	Option ID: 165
Option Name:	Enhance Public EV charging and information coordination, Gwynedd
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charging points. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Gwynedd
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Ultra-low Emission Fund

Appraisal Summary Table	Option ID: 166
Option Name:	Public EV charging in public car parks and information coordination, Conwy
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Ultra-low Emission Fund

Appraisal Summary Table	Option ID: 167
Option Name:	Public EV charging in public car parks and information coordination, Denbighshire
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Ultra-low Emission Fund

Appraisal Summary Table	Option ID: 168
Option Name:	Freight Alternative Fuels (Hydrogen at Holyhead)
Option Description	Ambition North Wales to explore opportunities with the IACC to develop a fuelling distribution centre in connection with Holyhead Hydrogen Hub located at Parc Cybi, in collaboration with Menter Môn
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	hydrogen hub
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Freight and Logistics
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	1m - 5m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 169
Option Name:	Surface access improvements and associated works to overcome Transport constraints to access to the Anglesey Freeport Sites, Ynys Môn
Option Description	Schemes to identify and progress surface access improvements and associated works to Anglesey Freeport Sites, including but not limited to works to address transport constraints on development on the Rhosgoch site as well as other Freeport locations including Llangefni, Gaerwen and Holyhead.”
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Môn
Transport Modes	Freight and Logistics
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 170
Option Name:	North Wales Bus Infrastructure Enhancements - bus priority measures in North Wales
Option Description	Delivery of bus priority infrastructure across six local authorities to support the planned routes as part of the bus transformation network. Identification of delay hotspots and proposals for bus priority infrastructure in these locations to reduce journey times, improve reliability, and minimise delays. A study is currently being undertaken which will identify potential congestion locations that will impact on planned future bus network, determining the likely causes of these delays and developing options to address them, and evaluating these options and providing recommendations for which should be taken forward. Potential intervention types include but are not limited to improvements to stop and shelter provision, bus lane, segregated routes, supporting traffic regulation orders, and technological enhancements (e.g. signal technology).
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Interdependencies with Menai Resilience Improvements, and Cross-Border Study, implementation of bus transformation network and bus infrastructure enhancements in each local authority
Connectivity	Within the region
LAs	All - TfW support
Transport Modes	Bus services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 171
Option Name:	North Wales Express Coach - provision of an express coach service along the A55 corridor between Port of Holyhead and Liverpool
Option Description	Delivery of an express coach service between Port of Holyhead and Liverpool identified within the Union Connectivity Review and North Wales Transport Commission. A study is currently being undertaken to identify a preferred service pattern/ design, vehicle propulsion and specifications, bus priority measures required to address delays, and enhancements to interchanges at 19no. potential stopping locations to serve the proposed service, enhance customer experience, and improve multi-modal interchange capabilities. Potential supporting infrastructure includes bus priority measures, infrastructure to support vehicle propulsion/ depots, and new or enhanced interchanges at stopping locations.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Interdependencies with Menai Resilience Improvements, Cross Border Study, and North Wales Bus Infrastructure Enhancements, and implementation of the bus transformation network
Connectivity	Beyond the region
LAs	All - TfW support
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 172
Option Name:	Wrexham City Strategic Transport Plan
Option Description	Development of a Strategic Transport Plan to ensure the synergy of transport projects within Wrexham City
WelTAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Bus Network improvements, Rail service improvements, Active Travel Network Development, Behaviour change & promotion work, Micromobility hire options, Car clubs etc
Connectivity	Local
LAs	Wrexham
Transport Modes	Roads and Streets, Bus Services, Active Travel
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 174
Option Name:	Improvements to infrastructure in the vicinity of Junction 4 and Western Gateway
Option Description	Infrastructure improvements and associated behaviour change to ensure maximisation of sustainable travel in the area.
WeITAG Menu of Options Category	Behaviour change options
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Bus network improvements, Active Travel Network Development, Western gateway Development, Key Strategic Site 1 residential development
Connectivity	Within the region
LAs	Wrexham
Transport Modes	Roads and Streets, Bus Services, Active Travel
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	15m - 50m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 175
Option Name:	Penrhyn Bay AT
Option Description	Improvements at Toll Bar junction to change the mini roundabout to a signal controlled junction to improve AT use and reduce RTC. Also includes AT pathways linking Coleg Llandrillo and Ysgol Glanwydden.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	173 Llandudno Railway Station AT Links
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 176
Option Name:	Towyn to Rhyl Strategic Active Travel Route
Option Description	Continuation of the AT route from Towyn Park to Kinmel Bay and into Rhyl. The route follows the NRW water course and crosses the River Clwyd via the old railway bridge which connects Conwy with Denbighshire
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	45 Tir Llwyd AT routes; 47 Gors Road/A547 AT routes
Connectivity	Within the Region
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 177
Option Name:	Dolgarrog AT
Option Description	Continuation of the TfW/DCWW funded bridge scheme. Providing AT compliant connections to the bridge and improved access between the Railway station to the village.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	170 Mor I'r Mynydd Strategic AT Route
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 178
Option Name:	Mor i'r Mynydd/ Coast to Valley Strategic Active Travel route
Option Description	Long distance AT connecting the Urban settlement of the Llandudno junction area in the north to Betws y Coed in the south. Mainly following the A470 corridor.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	169 Dolgarrog AT Route
Connectivity	Within the Region
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 179
Option Name:	Pont Conwy AT
Option Description	Re-design of the existing road bridge with the introduction of a canter levier section in order to provide a wider pathway for AT use along the NCN5 over the river Conwy.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	176 Llandudno Junction station AT links
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 180
Option Name:	Colwyn Bay Town Centre AT
Option Description	Active travel links into and within the town centre. Includes streetscape improvements within the core town centre area (station forecourt) and new parking provisions.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	8 Colwyn Bay Station
Connectivity	Within the Region
LAs	Conwy
Transport Modes	walking, cycling, roads and placemaking
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 181
Option Name:	Llandudno Railway station Active Travel links
Option Description	Create active travel route from Llanrhos to Llandudno Railway station via the B5115, A470 Conway Road and Vaughn Street. Forms part of the TfW active travel links to Railway Stations strategy.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	167 Penrhyn Bay AT
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 182
Option Name:	Llysfaen AT
Option Description	Improved AT links from Llysfaen to Colwyn Bay schools including new route on Clobryn Road which links the village to the A547
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 183
Option Name:	Penmaenmawr & Llanfairfechan AT
Option Description	Improved AT links in Penmaenmawr and Llanfairfechan, focussing on schemes already developed by the cancelled A55 J15-J16 project
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 184
Option Name:	Llandudno Junction Railway station Active Travel links
Option Description	Active travel routes to Llandudno Junction Railway station via the B5115, A547 and A546. Forms part of the TfW active travel links to Railway Stations strategy.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	171 Pont Conwy AT
Connectivity	Local
LAs	Conwy
Transport Modes	walking and cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 185
Option Name:	A547 route improvement
Option Description	Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Kinmel Bay.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	182-184 A547 bridges and viaducts; 172 Colwyn Bay Town Centre; 47 A547/Gors Road AT; 176 Llandudno Junction Railway Station AT Links
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 186
Option Name:	B5106 route improvement
Option Description	Improvement to the structural integrity, road safety, active travel provision, public transport infrastructure and traffic management facilities along the route between Conwy and Betws y Coed.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	170 Mor I'r Mynydd Strategic AT Route; 169 Dolgarrog AT Route
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 187
Option Name:	B5381 route safety enhancement
Option Description	Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 188
Option Name:	A548 route safety enhancement
Option Description	Road safety improvement to reduce RTCs along the route. Works include improvements to Signs, lines, HFS, minor works.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Safety Capital

Appraisal Summary Table	Option ID: 189
Option Name:	B5106 Bridge strengthening
Option Description	Tal y Cafn Bridge - 3 span steel truss bridge with main span of 49.5m. Strengthen provisionally sub-standard 3T GVW bridge to provide resilient route and for A55 trunk road diversion resilience.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	170 Mor I'r Mynydd Strategic AT Route
Connectivity	Local
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 190
Option Name:	A547 Old Colwyn/Llanddulas Bridges
Option Description	Old Colwyn Bridge and Llanddulas Quarry Bridge - strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	177 A547 Route improvement
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 191
Option Name:	A547 Penmaenhead Viaduct
Option Description	Penmaenhead Viaduct - 15 span reinforced concrete bridge, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	177 A547 Route improvement
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 192
Option Name:	A547 Raynes viaduct
Option Description	Raynes Viaduct - 27 span reinforced concrete bridge, with 67m main arch span, 17T GVW substandard structure, strengthening/refurbishment to provide a resilient route and for A55 trunk road diversion resilience
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	177 A547 Route improvement
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 193
Option Name:	A470 Overline Bridge Llandudno Junction
Option Description	LCR Overline Bridge, 3 span bridge over county roads and Railway - provisionally sub-standard bridge due to bearing failure. To provide a resilient route to Llandudno.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 194
Option Name:	NCN 5 Pensarn to Belgrano and Blue Bridge to Baysville
Option Description	Widening and improving NCN5 route to Active Travel standards
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	walking/cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 195
Option Name:	NCN 5 Old Colwyn to Rainbow Bridge
Option Description	Widening and improving NCN5 route to Active Travel standards
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Conwy
Transport Modes	walking/cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 196
Option Name:	Colwyn Bay Promenade - Rotary Way to Porth Eirias
Option Description	Combined resilient road/active travel and coastal defence improvements to protect critical infrastructure including A55 and Chester to Holyhead mainline
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Beyond the Region
LAs	Conwy
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 197
Option Name:	Bagillt To Greenfield
Option Description	Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Greenfield to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Land Ownerships, funding, Planning, TRO's
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 198
Option Name:	Active Travel links to A494 River Dee Bridge
Option Description	Identify and implement localised active Travel Links in connection with the River Dee Crossing
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Land Ownerships, funding, Planning, TRO's
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 199
Option Name:	Lower Aston hall Lane
Option Description	Active Travel route linking Aston and Hawarden Communities. Providing safer walking and cycling links
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Land Ownerships, funding, Planning, TRO's
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 200
Option Name:	Bagillt to Flint
Option Description	Conduct a comprehensive review and enhancement of the Active Travel Route between Bagillt and Flint to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Land Ownerships, funding, Planning, TRO's
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 201
Option Name:	Flint to Connahs Quay
Option Description	Conduct a comprehensive review and enhancement of the Active Travel Route between Flint and Connahs Quay to improve safety, accessibility, and connectivity for pedestrians and cyclists. This scheme will focus on upgrading infrastructure, addressing safety concerns, and ensuring compliance with national active travel standards. The goal is to promote sustainable transportation, reduce dependency on motor vehicles, and encourage healthier lifestyles.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Land Ownerships, funding, Planning, TRO's
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 202
Option Name:	Ewloe Roundabout Active travel Improvements
Option Description	Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Funding
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 203
Option Name:	Wylfa Roundabout Active travel improvements
Option Description	Enhancements to pedestrian and cycling infrastructure at the Interchange, with aspects on the Highway Authority road network.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Funding
Connectivity	Local
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 204
Option Name:	Highway Improvements at Alexandra St in connection to Shotton Interchnage Improvements
Option Description	Implement highway related proposals to support the Development proposals at Shotton Station to create a high quality and fully accessible integration between the Borderlands Line and North Wales Main Line to improve active travel and public transport access.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	linked to network rail plans for Shotton station
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 205
Option Name:	Enhancements to Deeside park and ride bus service - decarbonisation
Option Description	Develop and implement improvements to the Deeside Park and Ride bus service to support decarbonisation efforts. The scheme focuses on reducing carbon emissions through enhanced public transport options, making commuting more sustainable for workers and visitors to the Deeside Industrial Park.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Funding
Connectivity	Beyond the Region
LAs	Flintshire
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 206
Option Name:	Upper Bangor Access Improvements
Option Description	Review opportunities to re-establish a multi modal link between the A487 and Belmont Avenue to improve access for local and longer distance travel options and mitigate congestion.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Dependent on Bangor Active Travel Scheme
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	15m - 50m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 207
Option Name:	Local Active Travel improvement in main settlements (Bangor, Porthmaodog, Caernarfon, Pwllheli, Tywyn, Bala, Blaenau Ffestiniog, Dolgellau, Felinheli, Bethesda, Abermaw)
Option Description	Improve Walking and cycling provision within the designated settlement.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	Dependent on Bangor Gateway Scheme and Upper Bangor Access Improvements
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 218
Option Name:	Lon Las Improvement. Improving and enhancing existing off road cycle routes, Lon las Ogwen, Lon Las Menai and Lon Eifion
Option Description	Contiune the planned programme of works to improve and enhance the existing off road walking and cycling network, Lon las Menai, Lon Las Eifion and Lon las Ogwen
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 219
Option Name:	Bethel to Caernarfon Active Travel Route
Option Description	Create a 2.1km muliti user path along side an existing highway between Caernarfon by pass and Arfon Leisure Centre, Caernarfon. The scheme will complete the active travel route between Bethel and the designated settlement.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Dependent on B4366 Bethel Road Improvements
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 220
Option Name:	Llanberis to Caernarfon Active Travel Route
Option Description	Create a 6.4km multi user path along side an existing highway between Caernarfon and Llanrug. The scheme will complete the active travel route between Llanberis and the designated settlement.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Dependent on Pontrug - Cibyn road widening Scheme
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 221
Option Name:	Rhosgadfan to Caernarfon Active Travel Route
Option Description	Create an active travel route which connects Rhosgadfan with the wider active travel network
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 222
Option Name:	Caernarfon to Rhyd ddu Active Travel Route
Option Description	Create an active travel route which connects Rhydd ddu to Caernarfon, part of Eryri Access Improvement
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 223
Option Name:	Llanberis to Nant Peris Active Travel Route
Option Description	Create an active travel route which connects nant Peris to Llanberis, part of Eryri Access Improvement
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 224
Option Name:	Llanrug to Bethel Active Travel Route
Option Description	Create an active travel route which connects Bethel and Llanrug.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 225
Option Name:	Nantlle to Penygroes Active Travel Route
Option Description	Create an active travel route which connects communities along the Nantlle corridor with Caernarfon
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 226
Option Name:	Caeathro to Caernarfon Active Travel Route
Option Description	Create an active travel route which connects Caeathro and Caernarfon.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 227
Option Name:	Rhiwlas to Bangor Active Travel Route
Option Description	Create an active travel route which connects Rhiwlas and Bangor.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 228
Option Name:	Llanberis to Bangor Active Travel Route
Option Description	Create an active travel route to completes the active travel offer between Llanberis and Bangor.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 229
Option Name:	Mynydd Llandygai Active Travel enhancement
Option Description	Local Active Travel improvements in Mynydd Llandygai area
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 230
Option Name:	Pistyll to Nefyn Active travel route
Option Description	Create an active travel route between Pistyll and Nefyn
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Dependent on A499 to Nefyn Road Improvement Scheme
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 231
Option Name:	Ederm to Nefyn Active Travel Route
Option Description	Create an active travel route between Ederm and Nefyn
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 232
Option Name:	Aberdaron Active travel Route
Option Description	Create a local active travel route in Aberdaron
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 233
Option Name:	Sarn Mellteryn Active Travel Route
Option Description	Create a multi user path, which connects a rural housing estate with the centre of the Sarn Mellteryn Village
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 234
Option Name:	Pwllheli to Abersoch Active Travel Route
Option Description	Create a multiuser path along the A499 between Abersoch and Llanbedrog and an off road walking and cycling provision between Llanbedrog and Pwllheli
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 235
Option Name:	Pwllheli to Mynytho Active Travel Route
Option Description	Create a walking a cycling route which connect Mynytho to the proposed Active Travel route between Llanbedrog and Pwllheli
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 236
Option Name:	Efailnewydd to Pwhelli Route
Option Description	Create a multi user path between Efailnewydd and Pwllheli
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 237
Option Name:	A499 Caernarfon to Pwllheli active Travel Route
Option Description	Create a 11Km Multi user path along the A499 to complete the 32Km Walking and cycling route between Caernarfon and Pwllheli.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 238
Option Name:	A499 Pwllheli to Porthmadog Active Travel route enhancement and Improvement
Option Description	Improve the existing walking and cycling route between Pwllheli and Porthmadog
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 239
Option Name:	Chwilog to Afonwen Active Travel Route
Option Description	Create a 1KM Multi user path which connect Chwilog with the wider active travel network
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 240
Option Name:	Cricieth Active Travel Improvement
Option Description	Improve and enhance active travel provision in Cricieth
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 241
Option Name:	Bethgelert Active Travel improvement
Option Description	Improve and enhance active travel provision in Bethgelert
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 242
Option Name:	Porthmadog to Llanfrothen Active Travel Route
Option Description	Create a new 2K Muti user path which connects Y Garreg Llanfrothen with Penrhyndeudraeth along the A4085 and enhance the existing walking and cycling provision between Boston lodge and Minffordd.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 243
Option Name:	Ardudwy Green Corridor Active Travel Routes
Option Description	Create a walking and cycling route which connects the communities along the A496 corridor between Penrhyndeudraeth and Barmouth
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	15m - 50m
Estimted OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 244
Option Name:	Trawsfynydd Active Travel Route
Option Description	Improve walking and cycling provision in Trawsfynydd
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 245
Option Name:	Frongoch to Bala Active Travel Route
Option Description	Create a new walking and cycling route which connects the White water centre at Frongoch with Bala along the old railway line
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 246
Option Name:	Rhos y Gwaliau to Bala Active Travel Route
Option Description	Enhance the existing active travel provision between Rhos y Gwaliau and Bala
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 247
Option Name:	Llandderfel to Bala Active Travel Route
Option Description	Create a new Active Travel route which connects Llandderfel with Bala
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 248
Option Name:	Corris Uchaf to Corris Active Travel route
Option Description	Improve and enhance existing active travel provision between Corris Uchaf and Corris
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 249
Option Name:	Tywyn to Machynlleth Active Travel Route
Option Description	Create a new 1.3Km Multiuser path between Cwrt and Pennal and a 3Km Multiuser path between Esgairgoch and Machynlleth along the A493 to complete the walking and cycling route between Tywyn Machynlleth.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	5m-15m
Estimated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 250
Option Name:	Tywyn to Aberdyfi Active Travel Route
Option Description	Create a new 3Km Multiuser path to complete the walking and cycling route between Tywyn and Aberdyfi.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 251
Option Name:	Tywyn to Llanegryn Active Travel Route
Option Description	Create a 3Km multi user path between Llanegryn and Brynchrug to enhance the existing active travel provision in the area.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Gwynedd
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 252
Option Name:	Gaerwen Industrial Estate Road
Option Description	Strategic re-routing of HGVs on the A5, Gaerwen to provide improved access / exit to and from Gaerwen Industrial Estate (largest industrial estate on the Island)
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	ynys mon
Transport Modes	Multiple
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 253
Option Name:	A5 Resilience Road Project (Pentre Berw)
Option Description	Improvements along the A5 between Lon Las Cefni and Pentre Berw
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	ynys mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Roads Resilience

Appraisal Summary Table	Option ID: 254
Option Name:	Transport Interchange Newborough
Option Description	Transport and Access Scheme in partnership with NRW
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	NRW
Connectivity	Local
LAs	ynys mon
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 255
Option Name:	Access to Freeport sites (including Rhosgoch)
Option Description	Transport and Access Scheme
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	future aspiration
Option Interdependencies	freeport
Connectivity	Within the Region
LAs	ynys mon
Transport Modes	Freight and Logistics
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 256
Option Name:	ActiveTravel Llanfairpwll (Lon Refail to Lon Graig)
Option Description	To facilitate modal shift to sustainable modes for current and future journeys to key trip attractors such as Llanfairpwll Train Station and Ysgol Llanfairpwll, as well as onward travel to Menai Bridge and Ysbyty Gwynedd and Bangor University on the mainland, by providing 0.6km of safe, attractive active travel provision between Lon Graig and Lon Refail, upon the delivery of the scheme.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.25m-0.5m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 257
Option Name:	Active Travel Malltraeth to Newborough
Option Description	Provide safe connection between Malltraeth and Newborough to connect communities as well as providing a suitable link to extend the Lon Las Cefni to meet the Glasffordd Mon vision.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 258
Option Name:	Active Travel Benllech
Option Description	AT improvements that will also provide significant road safety improvements in the tourist village of Benllech.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 259
Option Name:	Active Travel Gaerwen
Option Description	AT improvements that will provide improved opportunity for walking and cycling in the village and to outer settlements including Llanddaniel. The improvements will enable safer travel to school as well as more attractive routes through the industrial estate which is currently dominated by HGV travel.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 260
Option Name:	Active Travel Valley
Option Description	Enable connectivity from RAF Valley Campus to Valley Train Station by incorporating key destinations along the route including primary schools at Caergeiliog and Llanfihangel-yn-Nhywyn.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 261
Option Name:	Active Travel Amlwch (Phase 1 and Phase 2 on B5111)
Option Description	Improve connectivity from Amlwch Port to Amwch Secondary School and Leisure Centre and link to town centre
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 262
Option Name:	Implement the bus transformation network Wrexham
Option Description	Bus Transformation Network supported by multi-year funding would have higher frequencies and longer hours of operation, which will allow for a higher number of journeys that better fit with people's travel needs and that will be more attractive for everyday travel use. Enhancements to Traws Cymru routes, service frequencies and hours of operation are carried out in the short term, other operations to follow,
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	Bus priority measures, AT routes, City and county Strategic plans
Connectivity	Beyond the Region
LAs	Wrexham
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	5m-10m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 263
Option Name:	Subsidised taxi rides in rural areas to fill "gaps" in public transport in Wrexham
Option Description	Subsidised taxi services to fill gaps in service, as a back-up system that allows users to access taxis at a very low cost to cater for space and time "gaps". The gaps can be times of day when public transport is unavailable or remote rural areas not yet served by public transport.
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	County strategic plan
Connectivity	Within the region
LAs	Wrexham
Transport Modes	Taxi and Private Hire Vehicles
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	1m - 5m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 264
Option Name:	Capacity and safety enhancements/ pinch point improvements: A5152 Smithfield Road junction capacity and safety improvements, in particular for active travel and bus
Option Description	Alterations to the existing roundabout junction to improve safety and traffic throughout by making more efficient use of the available road space.
WeiTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	City centre strategic plan, bus service enhancements, bus priority measures
Connectivity	Local
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 265
Option Name:	Capacity and safety enhancements/ pinch point improvements: B5425/ Plas Acton Road junction capacity/ safety improvement, especially for active travel and buses
Option Description	Junction improvement scheme to improve the overall capacity and safety.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	Other Active Travel routes
Connectivity	Local
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 266
Option Name:	Capacity and safety enhancements/ pinch point improvements: Cemmaes to B5111 improvements
Option Description	Improvements to Class 3 road between Cemmaes (Llanfechell/Rhosgoch) to B5111 Llanerch y Medd to Rhosybol Road
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Within the Region
LAs	Ynys Mon
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Aspirational
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1m - 0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 267
Option Name:	Improved links to employment: Improved access to Llay Industrial Estate
Option Description	To improve the overall accessibility of Llay Industrial Estate, whilst mitigating as far as is practicable the impacts of HGV movements on local communities. Measures will include: New infrastructure connecting the estate with the existing wider network walking and cycling network, improvements to the existing Crown Crossroads junction to improve capacity and provision for sustainable walking and cycling movements, and traffic and speed management measures to mitigate the impacts on local communities of HGV movements between the estate and strategic network
WelTAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the region
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 268
Option Name:	Public EV charging in public car parks and information coordination, Wrexham
Option Description	Produce a strategy for public electric vehicle charging, which will look at providing schemes of charge points in all public car parks. Coordinate between Local Authorities to share information about where charge points are, whether they are operational and how much they cost to charge. This could be through regular updates in collaboration with third party providers, such as Zap Maps.
WeITAG Menu of Options Category	Options for more sustainable services
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	City Strategic plan and County Strategic Plan
Connectivity	within the region
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Ultra Low emission fund

Appraisal Summary Table	Option ID: 269
Option Name:	Bastion Road, Station Road, Coronation Gardens, Prestatyn
Option Description	Junction improvements and new sections of ATR
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Other

Appraisal Summary Table	Option ID: 270
Option Name:	Upper Denbigh Road, St Asaph
Option Description	Introduction of controlled crossing and footway widening
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 271
Option Name:	Park Street, St David's Lane, Denbigh
Option Description	Junction improvements and new sections of ATR
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 272
Option Name:	Ruthin Road, Ystrad Road, Denbigh
Option Description	Junction improvements and new sections of ATR
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 273
Option Name:	Ysbyty Glan Clwyd, Bodelwyddan
Option Description	Junction improvements and new sections of ATR
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	Future aspiration
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Long-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 275
Option Name:	B4501 to St David's Lane, Denbigh
Option Description	Improvements to existing public footpath to make it accessible and suitable for active travel
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Active Travel Fund (ATF)

Appraisal Summary Table	Option ID: 276
Option Name:	RTI infrastructure at various bus hubs, Denbighshire
Option Description	Looking to bid for LTF to be able to supply real time information displays at main bus hubs within Denbighshire. Dependent on approval and amount awarded, this is to be estimated at £100k.
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Mobility hubs in Rhyl and Prestatyn
Connectivity	Within the region
LAs	Denbighshire
Transport Modes	Bus services
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 277
Option Name:	Central Promenade accessibility improvement, Rhyl
Option Description	Improvement of connections between the beach and the Town Centre for pedestrians and cyclists. Reconfiguration of carriageway layout to reduce crossing distances and reduce traffic speeds, whilst decluttering and improving quality of the public realm.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Denbighshire
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	5m-15m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	UK Government Funding

Appraisal Summary Table	Option ID: 278
Option Name:	Improved links: Congestion and parking review in Wrexham
Option Description	Review of paid for and free on and off street parking arrangements in town centres to optimise the available resources, support and facilitate access and modal shift.
WeITAG Menu of Options Category	Options to make better use of existing infrastructure
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Wrexham
Transport Modes	Roads and Streets
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.5m-1m
Potential Funding Stream	Unknown

Appraisal Summary Table	Option ID: 279
Option Name:	Road Safety Revenue: Educational Interventions
Option Description	Educational interventions to primary school pupils to teach importance of road safety. Educational intervention to teach the next generation on life-skills in respect of safe walkign and cycling. To be delivered by Road Safety Coordinator and Cycling Instruction
WeITAG Menu of Options Category	Behaviour change options
Summary of Work Undertaken To-date	In delivery
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	<1m
Estimtated OPEX Cost Level	0.1-0.25m
Potential Funding Stream	Road Safety Revenue

Appraisal Summary Table	Option ID: 280
Option Name:	Road Safety Capital: Highway Incident Improvements
Option Description	Highway improvements to overcome corridors that have a number of incidents including KSI and where reported problems are identified by NWP
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Local
LAs	Ynys Mon
Transport Modes	Roads and streets
Anticipated Delivery Timescale:	Short-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	0.1-0.25m
Potential Funding Stream	Road Safety Capital

Appraisal Summary Table	Option ID: 281
Option Name:	Dolgellau Bus Interchange
Option Description	Introduce a bus interchange facility at Dolgellau to improve safety, integration and co-ordination of bus services
WeITAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the region
LAs	Gwynedd
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	1-5m
Estimtated OPEX Cost Level	<0.1m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 282
Option Name:	Improve public transport connectivity and travel options for St Asaph Business Park
Option Description	A package of measures to improve the connectivity and accessibility of public transport options for St Asaph Business Park to support the Council's emerging Economic Strategy.
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In early-stage development
Option Interdependencies	None
Connectivity	Within the Region
LAs	Denbighshire
Transport Modes	Bus Services
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	<1m
Estimted OPEX Cost Level	0.1-0.25m
Potential Funding Stream	Local Transport Fund (LTF)

Appraisal Summary Table	Option ID: 283
Option Name:	Bridge Route South Active Travel (Connected to Wrexham Industrial Estate)
Option Description	Routes 1-5, Byn Road, Cefn road and Bangor on Dee connections, as well as minor works at Bryn Estyn, Erlas and Redwither lanes,
WelTAG Menu of Options Category	Options for new infrastructure using the Sustainable Transport Hierarchy
Summary of Work Undertaken To-date	In later-stage development
Option Interdependencies	Other AT routes, developments at WIE
Connectivity	Local
LAs	Wrexham
Transport Modes	Walking and Cycling
Anticipated Delivery Timescale:	Medium-term
Estimated CAPEX Cost Level:	5m-15m
Estimted OPEX Cost Level	0.5m-1m
Potential Funding Stream	UK Government Funding