



Llywodraeth Cymru
Welsh Government

Integrated Sustainability Appraisal of Llwybr Newydd – A New Wales Transport Strategy

Post publication statement

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Incorporating

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CONSULTANCY



VERSION CONTROL

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2	10/05/21	CW		Update following client comments

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1 Introduction

1.1 What is Llwybr Newydd?

- 1.1.1 Llwybr Newydd – A New Wales Transport Strategy (WTS) is a statutory document required by the Transport (Wales) Act 2006 (The Act). The Act places a duty on Welsh Ministers to prepare and publish a WTS setting out its policies and how they will be discharged. The WTS sets out Welsh Government's strategic priorities and desired outcomes; it addresses all transport modes, including walking, cycling, public transport, electric vehicles and the private car.
- 1.1.2 The Welsh Government is seeking to develop the new WTS in order to provide a long term vision for transport over the next 20 years, recognising a number of recent changes and looking to address future opportunities and challenges. The WTS will provide the strategic framework within which future decisions on investment options will need to be made. It will not identify or present specific projects, schemes, initiatives or interventions, as these will be set out in the 5-year detailed National Transport Delivery Plan and Local Transport Plans.

1.2 What is the Integrated Sustainability Appraisal?

- 1.2.1 Integrated Sustainability Appraisal (ISA) is a process of appraising the contents of the WTS, as it is developed, against a series of sustainability objectives. ISA has been undertaken throughout the preparation of the WTS and enabled feed-back of recommendations to improve the relative sustainable development performance of the WTS. The ISA incorporates statutory and Welsh Government required assessments and it meets the legal requirements of the Strategic Environmental Assessment (SEA) Regulations. The ISA is high-level and considers both positive and negative effects of the WTS. The purpose of this is to help ensure that future land-uses in Wales over the next 20 years are sustainable.
- 1.2.2 One of the 'ways of working' that form part of the Welsh Government sustainable development principle is the need to take an integrated approach. The ISA, therefore, includes a number of other statutory and non-statutory assessments. This allows for a more rounded view of the sustainability implications and opportunities arising from the WTS to be taken. The ISA integrates the following assessments and legislative requirements: Sustainability Appraisal; SEA; Well-being of Future Generations Act (2015); Welsh Language (Wales) Measure 2011; Equalities Impact Assessment; Children's Rights Impact Assessment; Sustainable Management of Natural Resources and the Natural Resources Policy (Environment (Wales) Act 2016). The ISA also accounts for the non-legislative requirements of assessments relating to Rural Proofing; Health Impacts; Climate Change; and Economic Development. The integration of these assessments ensures that a collaborative approach is undertaken on different issues, sharing knowledge and recognising links between topics in a consistent and transparent manner.

1.3 ISA and WTS processes so far

- 1.3.1 The WTS preparation commenced with a process of evidence gathering and stakeholder engagement in early 2020. Consultation on the draft ISA Scoping Report was undertaken between 05 May and 31 July 2020. In addition, a workshop was held in early May 2020 with stakeholders from within Welsh Government, who represent the range of assessment processes to be integrated into the ISA. The ISA Scoping Report was issued to statutory stakeholders for comment, as well as other relevant or interested stakeholders.
- 1.3.2 In September 2020, an early iteration of the WTS was assessed in the ISA. The results of this process were fed back to the WTS team in order to help inform their decision-making process and to ensure that environmental and sustainability considerations are integrated into the WTS from the outset.

- 1.3.3 In October 2020, a revised draft of the WTS was prepared and was appraised in the Interim ISA Report. The version of the WTS assessed in the Interim ISA Report was an earlier version to that published as part of the public consultation. The WTS and the Interim ISA Report were published for consultation between November 2020 and January 2021.
- 1.3.4 The ISA Report (March 2021) contains the findings of an updated assessment of the Consultation Draft WTS. Further amendments were then made to the WTS following the consultation period, resulting in the March 2021 version of the WTS. The March 2021 ISA Report therefore also includes an assessment of the final WTS, as well as incorporating comments made on the ISA itself during the consultation.
- 1.3.5 Following the issuing of the March 2021 ISA report, the WTS was updated to incorporate some of the ISA recommendations. An assessment of the March 2021 (publication version) WTS was not required due to the nature of the minor amendments made to the WTS. This is set out in more detail in Section 3.7 of this Statement.

1.4 Purpose of this Post Publication Statement

- 1.4.1 This Post Publication Statement represents the conclusion of the ISA process and fulfils the plan and programme adoption requirements of the SEA Regulations. In accordance with Regulation 16 (4) of the SEA Regulations, this statement sets out the following:
- How environmental and sustainability considerations have been integrated into the WTS (Section 2 of this document);
 - How opinions expressed in response to the consultation on the ISA Reports have been taken into account (Section 2 of this document);
 - How the results of the ISA Reports have been taken into account (Section 3 of this document);
 - The reasons for choosing WTS, as published, in the light of the other reasonable alternatives dealt with (Section 3 of this document); and
 - The measures that could be taken to monitor the significant environmental and sustainability effects of the implementation of the WTS (Section 4 of this document).

2 How Environmental and Sustainability Considerations have been Integrated into the WTS

- 2.1.1 The scope of the assessment of the WTS was based on the assessment framework of objectives, developed and refined between April and October 2020 at the ISA scoping stage¹. The well-being goals have been integral to the preparation of the Scoping Report and the ISA Framework and have been used to inform the review of the evidence, identify issues and structure the ISA Framework (see Table 2.2 of the ISA Main Report², March 2021). The sustainable development principle defined by The Well-being of Future Generations (Wales) Act is a fundamental part of how the Welsh Government must operate. The principle states that Welsh Government must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. The principle is made up of five 'ways of working' that public bodies are required to apply in order to maximise the contribution towards sustainable development. What these are, and how the ISA has adopted these ways of working to-date is presented in section 1.5 and Table 1.2 of the ISA Main Report, March 2021.
- 2.1.2 The assessment was high-level, reflecting the national remit of the WTS and its purpose. The assessment has taken into account what the WTS could potentially achieve and its national scope. It therefore recognises the role and influence of other stakeholders, for example, education providers or health boards, in achieving common goals, albeit outside of the remit of the planning system. The assessment is reflective of the potential for the WTS to guide land-use planning on a national and regional scale and does not seek to provide specific localised design guidance, although principles contained within the WTS will need to be followed in the preparation of lower tier plans, which are required to be in general conformity with the WTS.
- 2.1.3 The assessment of the WTS demonstrates a transparent and robust decision-making process for developing the strategy. The development of the ISA and the WTS has been iterative, with regular discussions between the ISA and WTS teams. Recommendations have been made for improvements, as appropriate. The collaborative process of working has included meetings and informal review stages to discuss emerging issues. The ISA process has, therefore, been able to provide Welsh Government with accurate, robust and transparent information with regard to the sustainability of options (including individually and cumulatively) that has played a major role in the Government's decision-making process.

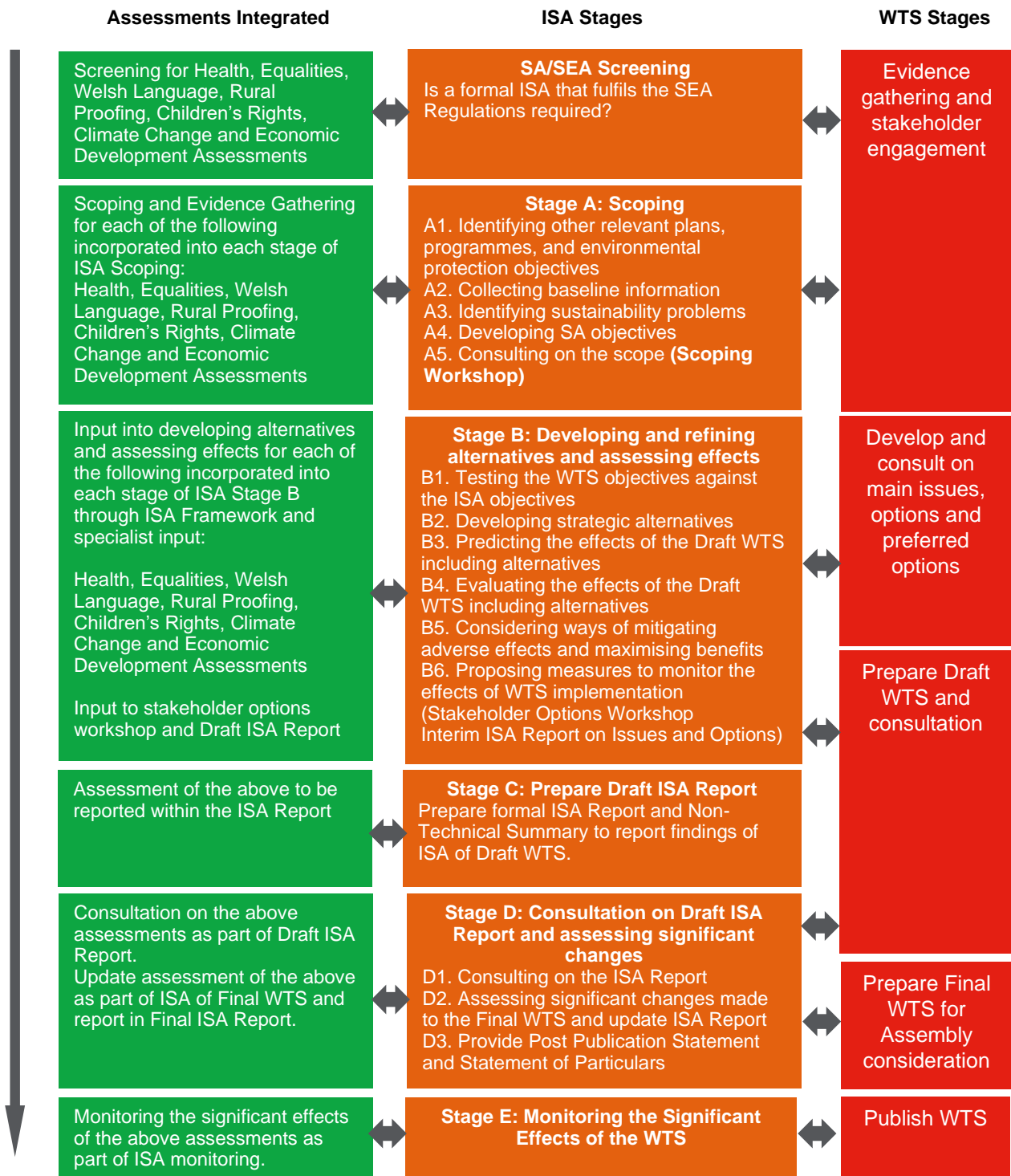
2.2 Evidence Gathering, ISA Scoping and Stakeholder Engagement

- 2.2.1 Figure 2-1 presents the process leading up to the development of this Post Publication Statement, which has run parallel with the preparation of the WTS.
- 2.2.2 Stage A of the ISA (Scoping) commenced during March 2020, which included evidence gathering and analysis of sustainability issues and opportunities which dovetailed into the evidence base. The draft Scoping Report for the ISA of WTS was one of the first stages in engagement and collaboration. Consultation on the draft Scoping Report was undertaken between 5th May and 31st July 2020. In addition, a virtual workshop was held in March 2020 with stakeholders who represent the range of assessment processes to be integrated into the ISA.

¹ Arcadis (2020) Integrated Sustainability Appraisal of the Wales Transport Strategy – Final Scoping Report. Available at: <https://gov.wales/sites/default/files/consultations/2020-11/consultation-summary-of-responses.pdf> [Accessed: 20.04.21]

² Arcadis (2021) Integrated Sustainability Appraisal of Llwybr Newydd – A New Wales Transport Strategy. Available at: <https://gov.wales/llwybr-newydd-wales-transport-strategy-2021-integrated-sustainability-appraisal> [Accessed 20.04.21]

Figure 2-1: Stages in the ISA Process (adapted from ODPM 2005³) and WTS Development Stages



³ ODPM (2005) A Practical Guide to the Strategic Environmental Assessment Directive Practical guidance on applying European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment"

2.2.3 This work constituted Stage A, 'Setting the Context and Objectives, Establishing the Baseline and Deciding on Scope', of Figure 2-1 above. This included the following five tasks:

- A1: Identifying other relevant policies, plans and programmes and ISA objectives;
- A2: Collecting baseline information;
- A3: Identifying sustainability issues and problems;
- A4: Developing the ISA Framework; and
- A5: Consulting on the scope of ISA.

2.2.4 The Final Scoping Report (October 2020)⁴ represents the initial stage of the ISA. It follows an integrated approach which has been shaped through engagement and involvement of stakeholders and follows the methodology set out in the published guidance⁵ seeking to:

- Set the scope and level of detail of the ISA;
- Identify relevant plans, policies, programmes and initiatives that will inform the ISA process;
- Identify relevant information about existing and predicted future social, economic, cultural and environmental conditions in Wales at a national scale;
- Identify key sustainability issues and opportunities; and
- Present a framework for the ISA, against which the WTS can be appraised.

2.2.5 Responses to the comments received, and how they have influenced the revisions to the ISA, are set out in the Final ISA Scoping Report⁶.

⁴ Available at: <https://gov.wales/sites/default/files/consultations/2020-11/consultation-summary-of-responses.pdf> [Accessed: 17.03.21]

⁵ ODPM (2005) A Practical Guide to the Strategic Environmental Assessment Directive Practical guidance on applying European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment"

⁶ Arcadis (2020) Integrated Sustainability Appraisal of the Wales Transport Strategy – Final Scoping Report. Available at: <https://gov.wales/sites/default/files/consultations/2020-11/consultation-summary-of-responses.pdf> [Accessed: 20.04.21]

Table 2-1: ISA Framework for the assessment of the WTS

ISA Objectives	Decision aiding questions Will the WTS....?	Well-being goal
<p>1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales</p>	<ul style="list-style-type: none"> • Contribute towards an improvement in access to health and social care services especially in isolated/rural areas? • Contribute towards an improvement in the accessibility of Welsh-medium health and welfare services? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Reduce danger from road traffic, particularly for vulnerable and priority groups? • Reduce driver stress and potential stresses caused to other road users? • Reduce the health impacts of transport, including the impacts of air quality and noise, such as respiratory and cardiovascular health and stress? • Contribute towards improving access to open space including opportunities for play and access to national parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? • Contribute towards reducing loneliness and social isolation? 	<p>A prosperous Wales A healthier Wales A more equal Wales A Wales of cohesive communities</p>
<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<ul style="list-style-type: none"> • Create conditions to reduce levels of crime and the fear of crime? • Improve the accessibility and availability of public transport, so that access is equitable? • Improve the safety, convenience and accessibility of walking and cycling routes so that walking and cycling are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities? • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? • Create the conditions within which equalities based on background or circumstances can be improved? • Create the conditions within which gender inequality may be reduced? • Create the conditions within which age inequality may be reduced? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities? 	<p>A Wales of cohesive communities A prosperous Wales A healthier Wales</p>
<p>3. To support sustainable economic development and diversity</p>	<ul style="list-style-type: none"> • Support equitable access to employment, education and training opportunities? • Encourage sustainable access to tourist facilities and attractions? • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support the regeneration of underperforming areas? 	<p>A prosperous Wales A more equal Wales</p>

ISA Objectives	Decision aiding questions Will the WTS....?	Well-being goal
	<ul style="list-style-type: none"> Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks? Encourage inward investment? Encourage improved productivity through enhanced connectivity? Support enhancements to the rural economy and rural diversification? Support and encourage third sector activities, including community transport? Support reducing the need to travel for work? Would it help to reduce inequalities associated with socio-economic disadvantage? 	<p>A Wales of vibrant culture and thriving Welsh language</p> <p>A globally responsible Wales</p>
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	<ul style="list-style-type: none"> Promote sustainable and resilient access to Wales' cultural and heritage assets and activities? Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? Contribute to the efficient management of travel in tourist areas during peak periods? 	<p>A Wales of vibrant culture and thriving Welsh language</p>
5. To encourage the protection and promotion of the Welsh language	<ul style="list-style-type: none"> Encourage transport providers to meet Welsh Language standards? Seek to support improved access by sustainable modes to Welsh-Medium education facilities? Seek to support the increase in the range of services offered in Welsh? Seek to support Welsh-speaking communities through transport initiatives? Create the conditions in which the Welsh language thrives? Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? 	<p>A prosperous Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh language</p> <p>A globally responsible Wales</p>
6. To reduce greenhouse gas emissions from transport	<ul style="list-style-type: none"> Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? Contribute to a reduction in CO₂ emissions from the transport sector? Encourage cleaner technology for transport? Create the conditions whereby sustainable design is required to be an integral part of new development? Encourage a reduction in the demand for energy and increase energy efficiency? Increase the potential for the use of low carbon or zero energy sources? Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>
7. To enable climate change resilience	<ul style="list-style-type: none"> Contribute to the reduction and management of flood risk? Encourage all new transport development to be climate change resilient? Reduce the inequalities experienced in relation to access to transport during flooding events? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p>

ISA Objectives	Decision aiding questions Will the WTS....?	Well-being goal
	<ul style="list-style-type: none"> Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? Contribute to the implementation of coastal adaptation due to coastal erosion? 	<p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>
8. To protect and improve air quality	<ul style="list-style-type: none"> Create the conditions within which air quality can be improved and protected? Reduce the negative effects of transport on local air quality? Improve air quality in order to remove existing Air Quality Management Areas and reduce the likelihood of new Air Quality Management Areas being required through transport initiatives? Create the conditions within which potential emissions from traffic and industry may be reduced? Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	<ul style="list-style-type: none"> Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? Encourage the protection and enhancement of townscape character and quality? Promote sensitive design in transport infrastructure development? Reduce the adverse impacts of road traffic and parking (e.g. visual intrusion and noise) on Wales' valued landscapes and townscapes? 	<p>A prosperous Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh language</p> <p>A globally responsible Wales</p>
10. To promote the conservation and enhancement of heritage assets	<ul style="list-style-type: none"> Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? Encourage the conservation and enhancement of the historic landscape? 	<p>A prosperous Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh language</p> <p>A globally responsible Wales</p>
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	<ul style="list-style-type: none"> Promote the establishment of more coherent and resilient ecological networks on land that safeguard ecosystem services for the benefit of wildlife and people? Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? Provide an improvement in opportunities for people to access wildlife and open green spaces? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>

ISA Objectives	Decision aiding questions Will the WTS....?	Well-being goal
	<ul style="list-style-type: none"> • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity? 	
12. To ensure the sustainable use of natural resources	<ul style="list-style-type: none"> • Contribute to the protection and enhancement of ground and surface water quality? • Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • Increase opportunities to enjoy Wales' natural environment and rights of way network through all forms of active travel? 	<p>A prosperous Wales A resilient Wales A healthier Wales A Wales of cohesive communities A globally responsible Wales</p>
13. To enable the protection of tranquil areas and prevention of noise and light pollution	<ul style="list-style-type: none"> • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • Reduce the number of areas negatively affected by noise pollution? 	<p>A more resilient Wales A healthier Wales A Wales of cohesive communities</p>

3 How the Findings of the ISA have been Taken into Account and Reasons for Choosing the Final WTS

3.1 WTS Reasonable Alternatives

- 3.1.1 For the purpose of satisfying the requirements of an SEA Environmental Report, it is necessary for the ISA report to identify and evaluate the environmental effects of proposals in the WTS, alongside the identification and evaluation of environmental effects of reasonable alternatives to these proposals. The purpose of using reasonable alternatives is to show that evidence has generated the proposed Plan rather than vice-versa.
- 3.1.2 Determining if an alternative is reasonable is typically an evaluative and qualitative assessment for the planning authority. SEA Guidance states that “*only reasonable, realistic and relevant alternatives need to be put forward*”. The SEA Regulations do not define what constitutes a reasonable alternative, or how many alternatives must be considered.
- 3.1.3 The development of ‘reasonable alternatives’ was discussed at length with the WTS team, with various directions and possibilities being considered. As an outcome of these discussions, ‘alternatives’ to the approaches in the plan were not considered to be reasonable, particularly as there are no spatial elements to be considered. As the preparation of the WTS is an iterative process and the ISA has appraised three separate iterations of the WTS, alternatives of each aspect of the WTS have essentially been considered as the document has evolved, following suggestions from the ISA and consultations.
- 3.1.4 The WTS sets out a Vision for the transport sector in Wales. This is followed by Ambitions and Priorities which, if achieved, would ensure that the desired Vision becomes reality. In order to successfully achieve the Vision, Ambitions and Priorities, the WTS then sets out detailed Mini Plans for each sector of transport that describe in detail the approach to be taken by the Welsh Government.
- 3.1.5 The Vision, Ambitions, Priorities and Mini Plans are designed to ensure legal compliance, including with the various relevant plans and programmes identified during Scoping. They are also designed to ensure that Wales’ transport sector becomes increasingly sustainable (in terms of its environmental, social, economic and cultural effects) during the lifetime of the WTS. An alternative approach to this, i.e. one which is not legally compliant or does not enhance the sustainability of the transport sector in Wales, would clearly not be ‘reasonable’.
- 3.1.6 The Mini Plans were written as part of the plan as a separate modal process, grouped to avoid repetition.

3.2 Iterations of the WTS and ISA

- 3.2.1 The ISA is an iterative process which involves appraisal and feedback to the plan-makers at numerous stages in the development of the WTS. The ISA has appraised different versions of the WTS as part of the iterative process, which is set out in Table 3-1.
- 3.2.2 An initial and early draft of the WTS was provided to Arcadis in September 2020 and this was assessed using the ISA Framework. The ISA assessment results and recommendations were fed back to the plan-makers, providing them with insight into the performance of the different options against each of the legislative and non-legislative impact assessments. Following this, the WTS was refined. This was a crucial element in the development of the WTS and helped with the production of the October 2020 draft that was published for consultation.

- 3.2.3 The assessment of the initial early draft of the WTS in September 2020 identified largely positive effects. It was considered that the WTS comprehensively addressed the key sustainability issues and opportunities associated with Wales’ transport sector and sought to address these. Recommendations were made to maximise these positive effects in order to deliver more significant positive effects, as well as to fill any potential gaps.
- 3.2.4 In October 2020, a revised draft of the WTS was prepared and appraised, as presented in the Interim ISA Report. The WTS was published for consultation between November 2020 and January 2021, accompanied by the Interim ISA Report⁷. The October 2020 assessment included in the Interim ISA Report is based on an iteration of the WTS that was then superseded by the consultation version of the WTS.
- 3.2.5 Comments received during the consultation, and responses to these, can be found in Appendix C of the ISA Report, March 2021. During this consultation period, a workshop with Welsh Government department heads was held. The results of this process are reflected in the assessment of the consultation version iteration. The appraisal of the Consultation Draft WTS can be found in Appendix D of this ISA Report. This was undertaken following the publication of the Interim ISA Report.
- 3.2.6 In February 2021, following the receipt of the consultation comments, the WTS was further amended, and the March 2021 version formed. The ISA Report appraises the March 2021 WTS (presented in Appendix E of the ISA Report, March 2021) and presents the findings and recommendations.
- 3.2.7 The Final (publication version) WTS (March 2021) was prepared following the receipt by Welsh Government of the Final ISA Report, ahead of publication. During this time, minor amendments were made to the WTS, which are not reflected in the March 2021 version of the ISA Report. However, these minor changes have been considered in this Post Publication Statement. No further changes to the ISA were considered to be necessary, as explained in Section 3.7 of this Statement.

Table 3-1: Versions of the WTS appraised in each ISA report

Presented in the Interim ISA Report
<p><u>September 2020 Pre-Consultation Draft WTS – not published</u></p> <ul style="list-style-type: none"> • Vision; • Ambition: Good for people and communities; • Ambition: Good for the environment; • Ambition: Good for Welsh culture and language; • Ambition: Good for the economy; • Priority 1: Reducing the need for private car and vehicle use; • Priority 2: Public transport services that people can use, want to use and do use; • Priority 3: Safe, well-maintained transport infrastructure; • Priority 4: Behavioural change; and • Priority 5: Innovation that deliver more sustainable transport choices. <p><u>October 2020 Pre-Consultation Draft WTS – not published</u></p> <ul style="list-style-type: none"> • Vision; • Ambition: Good for people and communities;

⁷ Arcadis (2020) Integrated Sustainability Appraisal of Llwybr Newydd – A New Wales Transport Strategy – Consultation Draft. Available at: https://gov.wales/sites/default/files/consultations/2020-11/integrated-sustainability-appraisal-isa-of-llwybr-newydd-a-new-wales-transport-strategy-consultation-draft_0.pdf [Accessed 15.02.21]

- Ambition: Good for the environment;
- Ambition: Good for the economy and places in Wales;
- Ambition: Good for Welsh culture and language
- Priority 1: Planning for better connectivity;
- Priority 2: Public transport services that people can use, want to use and do use;
- Priority 3: Safe, accessible, well-maintained transport infrastructure;
- Priority 4: Behaviour change;
- Priority 5: Adopt innovations that deliver more sustainable transport choices
- Mini Plan for Active Travel;
- Mini Plan for Bus;
- Mini Plan for Rail;
- Mini Plan for Roads, Streets and Parking;
- Mini Plan for Community and not-for-profit Transport Sectors;
- Mini Plan for Taxis and Private Hire Vehicles;
- Mini Plan for Freight and Logistics;
- Mini Plan for Ports and Maritime Transport; and
- Mini Plan for Aviation.

Presented in the Final ISA Report

October 2020 Consultation Draft WTS (Appendix D)

- Vision;
- Ambition: Good for people and communities;
- Ambition: Good for the environment;
- Ambition: Good for the economy and places in Wales;
- Ambition: Good for Welsh culture and language;
- Priority 1: Planning for better connectivity;
- Priority 2: Public transport services;
- Priority 3: Safe, accessible, well-maintained and managed transport infrastructure;
- Priority 4: Making sustainable transport more attractive and affordable;
- Priority 5: Support innovations that deliver more sustainable transport choices;
- Mini Plan for Active Travel;
- Mini Plan for Bus;
- Mini Plan for Rail;
- Mini Plan for Roads, Streets and Parking;
- Mini Plan for Third Sector;
- Mini Plan for Taxis and Private Hire Vehicles;
- Mini Plan for Freight and Logistics;
- Mini Plan for Ports and Maritime Transport; and
- Mini Plan for Aviation.

March 2021 WTS (Appendix E)

- Vision;
- Priority 1: Bring services to people in order to reduce the need to travel;
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable transport;
- Priority 3: Encourage people to make the change to more sustainable transport;
- Ambition: Good for people and communities;
- Ambition: Good for the environment;
- Ambition: Good for the economy and places in Wales;
- Ambition: Good for culture and the Welsh language;
- Mini Plan: Active Travel;
- Mini Plan: Bus;
- Mini Plan: Rail;
- Mini Plan: Roads, Streets and Parking;
- Mini Plan: Third Sector;
- Mini Plan: Taxis and Private Hire Vehicles (PHV);
- Mini Plan: Freight and Logistics;
- Mini Plan: Ports and Maritime Transport; and
- Mini Plan: Aviation.

Presented in this Post Publication Statement:

An overview of how the ISA process has influenced the development of the WTS.

Consideration of amendments between the March 2021 (assessed version) WTS and the 2021 (final publication version) WTS.

3.3 Assessment of the October 2020 Consultation Draft WTS

- 3.3.1 Appendix D of the Final ISA Report (March 2021) sets out the assessment of the consultation draft WTS.
- 3.3.2 Again, the Vision and Ambitions were assessed for their compatibility against the ISA Objectives. The Vision was amended and was identified as compatible with all ISA Objectives. The compatibility of the four ambitions against the ISA Objectives was identified as the same as the October 2020 WTS.
- 3.3.3 The Five-Year Priorities and each of the Mini Plans were assessed in more detail against each ISA Objective.
- 3.3.4 The assessments of consultation draft priorities were primarily the same as the assessment of the October 2020 WTS. In the assessment of the consultation draft WTS, strong positive effects were identified for Priorities 3 and 4 against ISA Objective 2 (cohesion and equality) which were previously minor positive. This is because the priorities provided further detail on how to ensure transport in Wales is accessible to a wide range of individuals, is affordable and seeks to improve perceptions of transport, including safety and reliability.

- 3.3.5 Other changes included a minor positive score (instead of neutral) for Priority 4 against ISA Objective 5 (Welsh language) because the priority was amended to include the statement “provide better information for users”, which should include information on the Welsh language.
- 3.3.6 The appraisal of the Active Travel and Rail Mini Plans against ISA Objective 5 (Welsh language) went from uncertain to minor positive as further detail was added to help the Welsh language thrive, including bi-lingual interpretation on walking and cycling routes.
- 3.3.7 The Mini Plan on Roads, Streets and Parking appraised against ISA Objective 3 (economic development) went from a range of positive and negative outcomes to minor positive, as the Mini Plan was amended to provide further detail on reducing congestion, which would be likely to have positive effects on supporting the Welsh supply chain and benefiting the economy.
- 3.3.8 Again, recommendations previously given to the Welsh Government were amended in light of the latest WTS, and where appropriate, further recommendations were provided. It was considered that the changes made between iterations, following recommendations in the ISA, lead to an improvement in the potential to achieve more sustainable development.

3.4 Assessment of the March 2021 WTS

- 3.4.1 The WTS is a national strategy and the appraisals identified broad and general trends of potential effects at the national level. The appraisal in the ISA focused on Chapters 1 (Vision), 2 (Priorities), 3 (Well-being Ambitions), and 7 (Mini Plans). Mobility in Wales was prepared as a background report for the WTS. This document was reviewed, and provided supporting information used in the appraisal of the WTS.
- 3.4.2 The Vision and Ambitions of the WTS were assessed for their compatibility with the ISA Objectives. This was a qualitative appraisal based on expert opinion and guided by the decision-aiding questions in the ISA Framework.
- 3.4.3 The Priorities and each of the Mini Plans were assessed in more detail against each ISA Objective. As the WTS does not have any spatial/land-use elements, however, the prediction of effects with high certainty and detail was not possible.
- 3.4.4 The assessment is presented in full in Appendix E of the Final ISA Report (March 2021) and summarised in Table 3-2 below.

Table 3-2: Effect scores recorded for the Five Year Priorities and Mini Plans in the WTS against each ISA Objective (March 2021)

WTS	ISA Objective												
	1. Health	2. Cohesion & equality	3. Economic development	4. Welsh culture	5. Welsh language	6. GHG emissions	7. Climate change resilience	8. Air quality	9. Landscape & townscapes	10. Heritage	11. Ecosystems	12. Natural Resources	13. Tranquility
Priority 1: Bring services to people in order to reduce the need to travel	+	++	+	+	+	+	+	+	+	+	+	+	+
Priority 2: Allow people and goods to move easily from door to door by	++	++	++	+	+	+	+	+	+	+	+	+	+

WTS	ISA Objective												
	1. Health	2. Cohesion & equality	3. Economic development	4. Welsh culture	5. Welsh language	6. GHG emissions	7. Climate change resilience	8. Air quality	9. Landscape & townscapes	10. Heritage	11. Ecosystems	12. Natural Resources	13. Tranquility
sustainable transport													
Priority 3: Encourage people to make the change to more sustainable transport	+	++	+	+	+	+	○	+	+	+	+	+	+
Mini Plan: Active Travel	++	+	+	+	+	++	+	++	+	+	+	+	+
Mini Plan: Bus	++	++	+	+	+	+	?	+	+	+	+	+	+
Mini Plan: Rail	++	++	++	+	+	++	+	+	+	+	+	+	+
Mini Plan: Roads, Streets, and Parking	++	++	+	+	+	+	+	+	+	+	+	+	+
Mini Plan: Third Sector	++	++	+	+	+	+	○	+	○	+	+	+	+
Mini Plan: Taxis and Private Hire Vehicles	+	+/-	+	+	+	+	○	+	○	○	+	+	+
Mini Plan: Freight and Logistics	+	+	+	○	+	+	○	+	-	○	+	+	+
Mini Plan: Ports and Maritime Transport	+	+	++	++	+	+	-	+	○	+	+	+	○
Mini Plan: Aviation	-	+/-	++	+	+	--	○	--	-	○	-	+	--

Key:

Strong positive (significant)	++	Uncertain outcome	?
Minor positive	+	Minor negative	-
Neutral outcome	○	Strong negative (significant)	--
Range of positive and negative outcomes	+/-		

3.5 Comparison Between the Findings of the Assessment of the Consultation Version of the October 2020 WTS and the March 2021 WTS

3.5.1 Between the October 2020 consultation draft WTS and the March 2021 WTS, the WTS was re-structured, and the number of priorities reduced from five to three. Changes to the WTS and how these amendments affected the ISA assessments are set out below.

3.5.2 The Vision was updated to include 'efficient' transport systems. In relation to the Vision, the score for ISA Objective 4 (Welsh culture) changed from compatible to uncertain, and for ISA Objectives 7

(climate change resilience), 9 (landscape and townscape), 10 (heritage), 11 (ecosystems), 12 (natural resources) and 13 (tranquillity) changed from compatible to neutral. This was primarily because some detail was removed from the Vision. For example, the Consultation Draft Vision stated that a sustainable transport system would be *“good for people and communities, good for the environment, good for the economy and places and good for culture and the Welsh language”*; which was amended to state *“meets the needs of future generations whilst protecting the ability of future generations to meet their own needs”*.

- 3.5.3 The chapter on the Priorities was moved forward in the document and changed from five priorities to three priorities. Overall, the predicted sustainability effects were considered to be less significant, due to a reduction in specifics with regard to potential implementation of measures.
- 3.5.4 In relation to the Ambitions, it was considered that the amendments to the WTS strengthened their compatibility with the ISA Objectives.
- 3.5.5 The Mini Plans were amended slightly in response to the consultation comments and the ISA recommendations. The Mini Plan on Active Travel was amended from minor positive to significant positive in the ISA. This reflected the ISA recommendation that the WTS provided more detail on how it would target reducing particular health inequalities.
- 3.5.6 For the Active Travel Mini Plan, the score for ISA Objective 11 (ecosystems) remained the same, but the ISA noted that the previous recommendation to reference the maintenance of active travel routes in the Mini Plan was actioned.
- 3.5.7 The Mini Plan for Bus revisions led to two ISA Objective scores being updated. ISA Objectives 1 (health) and 2 (cohesion and equality) both increased from minor positive to significant positive as the Mini Plan was enhanced to state that *“training [will be] in place to ensure that drivers make everybody feel welcome and safe, and keep that training up to date”* which could have direct benefits for health and equality.
- 3.5.8 For the Mini Plan on Rail, in relation to ISA Objective 1 (health), the WTS took on the ISA’s recommendations to reference changing people’s current perceptions of rail travel (for example barriers relating to cost or accessibility), and therefore, the score changed from minor positive to significant positive. The scores for ISA Objectives 2 (cohesion and equality), 3 (economic development) and 6 (GHG emissions) also changed from minor positive to significant positive due to amendments made to the Mini Plan. The Mini Plan was amended to state that upgrades would be made to existing infrastructure to improve *“the resilience of rail infrastructure to flooding and extreme weather”* following the ISA recommendation. This changed the score for ISA Objective 7 (climate change resilience) from uncertain to minor positive.
- 3.5.9 In relation to the Roads, Streets and Parking Mini Plan, the scores changed for ISA Objectives 1 (health) and 2 (cohesion and equality) both to significant positive, due to amendments to the Mini Plan, which seek to set speed limits and prevent pavement parking to make roads safer.
- 3.5.10 For the Third Sector Mini Plan, the score for ISA Objective 13 (tranquillity) changed from neutral to minor positive as the Mini Plan was amended to promote the greater use of alternative vehicle technologies and increased vehicle sharing, which may reduce noise and light pollution.
- 3.5.11 The Mini Plan on Aviation was amended to state *“we will involve users including people who share protected characteristics in the design and upgrading of facilities for passengers”*. Therefore, the score for ISA Objective 2 (cohesion and equality) changed from minor negative to positive/negative.
- 3.5.12 Although strong positive effects were predicted for environmental, social and economic indicators, it was considered that the potential for the WTS to contribute further to sustainability could be

enhanced in some areas. In order to improve the potential for the WTS to contribute towards the ISA Objectives, a number of recommendations were made. These are set out in Section 3.6.

3.6 Avoiding, Reducing or Mitigating Negative Effects and Maximising Positive Effects

3.6.1 A summary of recommendations made for the WTS, and how Welsh Government has responded in the WTS, are presented in Table 3-3. It is noted that the following recommendations (from the October 2020 iteration of assessment) were reflected (to some degree) in the March 2021 WTS:

Mini Plan: Active Travel

- The Mini Plan could include more detail on walking and cycling links – ideally, these would be safe and attractive routes that encourage people to walk or cycle. They would be of high biodiversity value that link with the wider green infrastructure network, which provide natural benefits to all spheres of sustainability including enhancing the public realm (social and economic benefits); health benefits; biodiversity and visual amenity value; flood defence; air quality; soil enrichment; wildlife corridors.
- The Mini Plan makes reference to new developments, but emphasis should also be placed on improving and extending existing routes to reduce severance and improve take-up of walking and cycling.
- Walking and cycling links can be designed in such a way that makes a positive contribution towards local character, for example greening or public realm. This could be added to the Mini Plan.
- Schemes could be considered to provide or loan bikes and cycling equipment to residents in deprived areas who cannot afford their own. This would help reduce health inequalities by giving people equal access to exercise opportunities they may otherwise not have.
- The Mini Plan makes reference to new developments, but emphasis should also be placed on improving and extending existing routes to reduce severance and improve take-up of walking and cycling.

Mini Plan: Bus

- Buses could help to manage travel in tourist areas during peak periods or provide additional services to serve events, which may include Park and Ride services. In addition, buses could improve access to cultural sites of interest – there could be concessionary fares or discounted entry at heritage sites for example to encourage people to travel sustainably.

Mini Plan: Rail

- The Mini Plan mentions challenges associated with rail due to the rural nature of much of Wales but does not identify opportunities for how people living in rural areas may have improved access to rail services.
- The Mini Plan could include more detail on how rail services and access to train stations in mid Wales will be improved.
- The Mini Plan should clearly set out measures to ensure rail services are affordable and a viable mode of transport for users who are at a socio-economic disadvantage.
- The Mini Plan should refer to the fact that rail services will need to adapt in order to cater for major events, for example the provision of extra carriages to transport people or the impact of closed rail lines due to flooding.

Mini Plan: Roads, Streets and Parking

- The WTS could consider the inclusion of fiscal measures, such as Workplace Parking Levies or increasing the cost of parking to reduce congestion and car use.

- The WTS should ensure that access to electric vehicles is more equitable through accessible electric vehicle charging infrastructure. This is of particular importance in rural and isolated areas, where public transport use is not always a viable option.

Mini Plan: Freight and Logistics

- Details of the Mini Plan could be expanded to make sure that groups relating to disabilities or gender are not disadvantaged due to perceived anxieties around some routes due to high HGV traffic flows.

3.6.2 Table 3-3 sets out how the recommendations of the Final ISA (March 2021) of the WTS have been taken into consideration by Welsh Government.

Table 3-3: Summary of recommendations made in the ISA to help enhance the sustainability performance of the WTS (March 2021)

Section of the WTS	Recommendations	Welsh Government Response
Priority 2: Allow people and goods to move easily from door to door by sustainable transport	<ul style="list-style-type: none"> • The WTS describes a 'sustainable transport planning hierarchy'. It would be useful to set out the hierarchy in diagram form. 	Done.
Priority 3: Encourage people to make the change to more sustainable transport	<ul style="list-style-type: none"> • Any innovations, such as the development of apps, should be provided in languages other than English and Welsh – this could be stated to enable improved accessibility. • Data infrastructure could be used to make a system that is more responsive to extreme events, such as flooding. Real-time updates could give the public detailed information regarding the event and advice on how to travel. 	Data infrastructure included in WTS
Ambition: Good for the economy and places in Wales	<ul style="list-style-type: none"> • The ambition states “<i>We want Wales to be a centre for innovative technology such as hydrogen, electric and hybrid technology design and production that reduces carbon emissions from transport</i>”. It is recommended this refers to ‘emissions’ rather than ‘carbon emissions’ as the emissions related to transport can include particulate matter and NO₂ for example. • As well as focusing on more sustainable transport, technological innovations could include transport that will cope better in extreme weather conditions in rural areas, such as snowfall, than current transport modes can. The challenges we face from the climate are changing, and new transport technologies need to reflect that. • Text around the development of new technologies could include mention of the use of recycled materials. 	<p>Noted. WTS has a specific ambition on air quality.</p> <p>Adapting infrastructure to climate change included in WTS.</p> <p>There is an ambition on reducing waste, noting the challenges with recycled materials.</p>
Mini Plan: Active Travel	<ul style="list-style-type: none"> • The Mini Plan could go further to encourage the enhancement and development of the national cycle network and include details on how access to historic sites could be improved as a consequence, helping to enhance the visitor economy. • The Mini Plan states that infrastructure will be upgraded to deal with the impact of climate change, but details of these measures could be included. 	More people can use walking and cycling to enjoy Wales’ historic sites and monuments, national parks and landscapes and coastal areas.

Section of the WTS	Recommendations	Welsh Government Response
Mini Plan: Rail	<ul style="list-style-type: none"> It is recommended that 'conservation' is used as opposed to 'protect and sustain' in the Mini Plan, as this allows flexibility and an ongoing use of the asset to reflect changing needs. 	Careful choice of words to go wider than conservation.
Mini Plan: Roads, Streets and Parking	<ul style="list-style-type: none"> The Mini Plan could include measures to seek to reduce the impact of the road network in terms of noise and light pollution, which could include specific road building materials or the use of natural buffers, which could also contribute to improved biodiversity and air quality. 	Covered in ambition on air quality and noise. Specific details are for individual schemes.
Mini Plan: Taxis and Private Hire Vehicles (PHVs)	<ul style="list-style-type: none"> The Mini Plan should acknowledge that not all people can afford to use taxis or Private Hire Vehicles (PHVs) despite these vehicles being the only available transport available, depending on location (rural or semi-rural areas) or the time of day. The Mini Plan could seek to make taxis and PHVs more affordable and could include measures to subsidise taxi fares for those for whom private hire is the only option. 	Affordability is addressed in the economic ambition.
Mini Plan: Freight and Logistics	<ul style="list-style-type: none"> The Mini Plan could consider how the WTS will address road improvements needed for freight transport, for example, narrow roads in rural areas which limit freight transport and lead to long diversions or some areas of the community not being able to access certain services. Reference could be made in the Mini Plan to NAPPAs along the SRN and other key freight routes and how noise pollution will be lessened for receptors along these routes. 	Road improvements are covered under the sustainable transport hierarchy. Noise and air quality under the relevant ambition.
Mini Plan: Ports and Maritime Transport	<ul style="list-style-type: none"> The Mini Plan should consider how ports and harbours will adapt to climate change, including the management of coastal flooding and the protection of floodplains and coastal adaption due to coastal erosion. The Mini Plan could further explore the use of public transport for access to ports and harbours. The Mini Plan could set out measures on how port operators will promote the use of the Welsh language. The Mini Plan should align more closely with Objectives 10 and 11 of the Welsh National Marine Plan document⁸: <ul style="list-style-type: none"> 'Protect, conserve, restore and enhance marine biodiversity to halt and reverse its decline including supporting the development and functioning of a well-managed and ecologically coherent network of Marine Protected Areas (MPAs) and resilient populations of representative, rare and vulnerable species'. 'Maintain and enhance the resilience of marine ecosystems and the benefits they provide in order to meet the needs of present and future generations.' 	Limited devolution of maritime transport to Wales, so WTS refers mainly to planning issues. Marine Plan is referenced in ambitions and general reference to marine conservation included in mini plan.
Mini Plan: Aviation	<ul style="list-style-type: none"> The Mini Plan could include potential noise and light pollution reduction measures and targets, as well as measures to reduce air quality, to improve certainty 	Noted.

⁸ Welsh Government (2019) Welsh National Marine Plan. Available at: https://gov.wales/sites/default/files/publications/2019-11/welsh-national-marine-plan-document_0.pdf [Accessed: 01.02.21]

Section of the WTS	Recommendations	Welsh Government Response
	<p>on its priority to reduce the 'environmental impacts of aviation' working with Cardiff Airport.</p> <ul style="list-style-type: none"> The Mini Plan could set out measures on how airport operators will promote the use of the Welsh language. 	

3.7 Final (Publication Version) WTS (March 2021)

3.7.1 As reflected in Table 3-3, the WTS was amended slightly between the final assessed version and the publication version, following the recommendations set out in the March 2021 ISA Report. A brief summary of the changes made is set out below, together with a summary of why it was considered that further assessment was not necessary:

- The 'Accessible' Vision was updated to state: "this means a system that meets the relevant policy and regulatory standards on equality, access, human rights and the Welsh language, and aims to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport services and infrastructure". This would not change the predicted effects identified in the March 2021 ISA report.
- The name of Priority 2 has been amended to "Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure". There are also some minor wording changes. None of the changes would be expected to result in changes to the predicted effects identified in the March 2021 ISA report.
- Other minor wording changes have been identified but again, would not be expected to impact any of the ISA effects. Therefore, a further assessment of the final WTS is not required.

3.8 How the Opinions of Consultation Bodies Have Been Taken into Account

3.8.1 The ISA Reports that have been prepared, and where they can be accessed online, are set out in Table 3-4. This also includes reference to where further information on responses to each consultation are recorded and how opinions of the consultation bodies have been taken into account.

Table 3-4: ISA Reports and where to find them

Existing ISA Reports	Where to find them
Integrated Sustainability Appraisal of the Wales Transport Strategy Draft scoping report (April 2020)	Available at: https://gov.wales/sites/default/files/consultations/2020-05/wales-transport-strategy-scoping-report-consultation-document.pdf
ISA Scoping - Appendix A: glossary and review of relevant plans, programmes and environmental protection objectives	Available at: https://gov.wales/sites/default/files/consultations/2020-05/appendix-a.pdf
ISA Scoping - Appendix B: baseline data, key issues and opportunities (April 2020)	Available at: https://gov.wales/sites/default/files/consultations/2020-05/appendix-b.pdf
ISA Scoping - Appendix C: internal compatibility of ISA objectives (April 2020)	Available at: https://gov.wales/sites/default/files/consultations/2020-05/appendix-c.pdf

Existing ISA Reports	Where to find them
Integrated Sustainability Appraisal of The Wales Transport Strategy Final Scoping Report (October 2020)	Available at: https://gov.wales/sites/default/files/consultations/2020-11/consultation-summary-of-responses.pdf
Integrated Sustainability Appraisal (ISA) of Llwybr Newydd: a new Wales Transport Strategy consultation draft (October 2020)	Available at: https://gov.wales/sites/default/files/consultations/2020-11/integrated-sustainability-appraisal-isa-of-llwybr-newydd-a-new-wales-transport-strategy-consultation-draft_0.pdf
Integrated Sustainability Appraisal of Llwybr Newydd: the Wales Transport Strategy (March 2021)	Available at: https://gov.wales/sites/default/files/publications/2021-03/llywbr-newydd-integrated-sustainability-appraisal.pdf

3.9 Consideration of Responses

- 3.9.1 All of the responses received during the Scoping Report consultation and Interim ISA Report consultation are set out in Appendix C of the March 2021 ISA Report. The tables in this appendix set out how each of the consultation comments were dealt with in the ISA.

4 Measures to Monitor Significant Environmental Effects

- 4.1.1 The ISA has identified the likely effects of the WTS on ISA Objectives. An indication of the certainty and timescales of these effects has also been predicted. However, there is a risk that the sustainability effects of the WTS, including the effects of specific aspects or the cumulative effects of WTS in-combination, are different to those anticipated due to unforeseen circumstances.
- 4.1.2 The SEA Regulations require that potential significant effects which may occur as a result of the implementation of the strategy be monitored. The SEA Regulations state that: *“The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action”*.
- 4.1.3 It is anticipated that the Welsh Government will be monitoring the implementation and effects of the WTS post-adoption to feed into future plan review and revision. Table 4-1 suggest a possible list of indicators that could be considered in developing a WTS Monitoring Framework.

Table 4-1: Final Monitoring Framework

ISA Objectives	Cumulative Effect	Proposed monitoring indicators NI: national well-being indicators
1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales	++	<ul style="list-style-type: none"> Percentage of people satisfied with their ability to access the health and social care services they need. Percentage of people satisfied with their ability to access open space. Percentage of journeys by active modes. Percentage of transport users satisfied with their journey. NI25. Percentage of people feeling safe at home, walking in the local area, and when travelling. NI3. Percentage of adults who have fewer than two healthy lifestyle behaviours. NI4. Levels of nitrogen dioxide (NO₂) pollution in the air. NI5. Percentage of children who have fewer than two healthy lifestyle behaviours. NI38. Percentage of people participating in sporting activities three or more times a week.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	++	<ul style="list-style-type: none"> NI24. Percentage of people satisfied with their ability to get to / access the facilities and services they need. NI25. Percentage of people feeling safe at home, walking in the local area, and when travelling. Percentage of people satisfied with their ability to access arts, sport, or natural and cultural heritage. Percentage of transport users satisfied with their journey. Percentage of journeys by public transport. Percentage of journeys by active modes. Households exposed to air pollutants and/or environmental noise from transport.
3. To support sustainable economic development and diversity	++	<ul style="list-style-type: none"> Percentage of people in employment. M9 Percentage of people satisfied with their ability to access the services they need. Percentage of businesses satisfied with their ability to move goods on the transport network.

ISA Objectives	Cumulative Effect	Proposed monitoring indicators NI: national well-being indicators
		<ul style="list-style-type: none"> Transport infrastructure and service vehicles in good condition. Growth in rural vs urban economies. Average delay per kilometre travelled. Percentage of journeys by public transport. Percentage of freight moved by low/zero carbon modes. Percentage of employees working from home on a regular basis.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	<ul style="list-style-type: none"> Percentage of people satisfied with their ability to access arts, sport, or natural and cultural heritage. Cultural and heritage assets and recreational spaces exposed to air pollutants and/or environmental noise from transport. Percentage of heritage assets in good condition on the transport estate. Average delay per kilometre travelled during major events and in tourist destinations at peak times.
5. To encourage the protection and promotion of the Welsh language	+	<ul style="list-style-type: none"> Percentage of people who speak Welsh. Percentage of people who speak Welsh daily and can speak more than just a few words of Welsh. Percentage of Welsh speakers satisfied with their ability to access transport networks through the medium of Welsh. Percentage of transport services and infrastructure that include the Welsh language. Percentage of people satisfied with their ability to access Welsh-medium services.
6. To reduce greenhouse gas emissions from transport	+/-	<ul style="list-style-type: none"> Greenhouse gas emissions from the transport sector. NI41. Emissions of greenhouse gases within Wales. NI42. Emissions of greenhouse gases attributed to the consumption of global goods and services in Wales. Numbers of registered electric vehicles and charging points available. Volume of road traffic. Percentage of journeys by public transport. Percentage of journeys by active modes. Percentage of freight moved by low/zero carbon modes. Households exposed to air pollutants from transport.
7. To enable climate change resilience	+	<ul style="list-style-type: none"> Transport infrastructure and service vehicles able to withstand heavy rain/flooding/snow. Instances of cancellations and disruptions to transport services due to extreme weather events, particularly in urban vs rural areas. Hectares of healthy ecosystems that form part of the transport network. Greenhouse gas emissions from the transport sector.
8. To protect and improve air quality	+	<ul style="list-style-type: none"> Greenhouse gas emissions from the transport sector. NI4. Levels of nitrogen dioxide (NO₂) pollution in the air. NI41. Emissions of greenhouse gases within Wales. NI42. Emissions of greenhouse gases attributed to the consumption of global goods and services in Wales. Households exposed to air pollutants from transport. Number of and area covered by AQMAs.

ISA Objectives	Cumulative Effect	Proposed monitoring indicators NI: national well-being indicators
		<ul style="list-style-type: none"> ● Percentage of journeys by public transport. ● Percentage of journeys by active modes. ● Percentage of freight moved by low/zero carbon modes.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	<ul style="list-style-type: none"> ● Hectares of healthy ecosystems that form part of the transport network. ● Volume of road traffic in town centres and through valued landscapes.
10. To promote the conservation and enhancement of heritage assets	+	<ul style="list-style-type: none"> ● Percentage of heritage assets in good condition on the transport estate. ● Heritage assets and historic landscapes exposed to air pollutants and/or environmental noise from transport.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	<ul style="list-style-type: none"> ● Hectares of healthy ecosystems that form part of the transport network. ● Populations of designated and non-designated species. ● Percentage of people satisfied with their ability to access wildlife and open spaces.
12. To ensure the sustainable use of natural resources	+	<ul style="list-style-type: none"> ● Surface water quality near areas with large amounts of transport infrastructure. ● Levels of soil pollution near areas with large amounts of transport infrastructure. ● Waste generated by the transport sector. ● Transport infrastructure and service vehicles in good condition. ● Percentage of journeys by public transport. ● Percentage of journeys by active modes. ● Percentage of freight moved by low/zero carbon modes.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	<ul style="list-style-type: none"> ● Households exposed to environmental noise from transport. ● Households exposed to light pollution from transport. ● Numbers of registered electric vehicles and charging points available.

5 Conclusion

- 5.1.1 This report satisfies the requirements of a Post Publication Statement as per the SEA Regulations. The Well-being of Future Generations (Wales) Act 2015 (WBFG Act) seeks to directly place Wales on a sustainable path to improving well-being. The well-being goals have been integral to the ISA including the preparation of the Scoping Report and the ISA Framework. The well-being goals have also been used to inform the review of the evidence, identify issues and structure the assessment Framework. The WTS, at each iteration, has been appraised for its likely significant effects against each of the ISA Objectives within the Framework. The ISA is a process that has been highly integrated with the development of the WTS, involving a close working relationship between the ISA team and the Welsh Government. The ISA has provided a structured way of considering the impacts of a wide range of options.
- 5.1.2 The ISA is used as a tool for consultation, providing the general public and statutory bodies with a breakdown of how the WTS has been developed in a way that will ensure that it can contribute to more sustainable development. The consultation, involvement and engagement process has given stakeholders the opportunity to provide feedback and suggestions towards enhancing the overall sustainability of the WTS.
- 5.1.3 Throughout the process, the ISA has provided recommendations which could help avoid or mitigate potential negative effects or enhance positive effects. Recommendations made to the Welsh Government have been a key feature of the ISA process from its inception. Key recommendations made, and the responses to these, are presented in previous ISA reports and in Chapter 3 of this Statement. Welsh Government has proved highly receptive to measures for enhancing the sustainability performance of the WTS and subsequently made enhancements and amendments throughout.

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