

|                |  | SERVICE TO LLANGFNI<br>BUS |   | INCREMENTAL INLAND BUS<br>BUS |  | INCREMENTAL COASTAL BUS<br>BUS |   | Scoring |
|----------------|--|----------------------------|---|-------------------------------|--|--------------------------------|---|---------|
| Criteria       | Option 4a  |                            | Option 4b   |                               | Option 4c  |                                |   |         |
|                | Score  | Justification              | Score   | Justification                 | Score  | Justification                  |   |         |
| Objectives     | Improve journey times by public transport between population centres and key employment opportunities, thereby supporting socioeconomic growth in North Wales. | 0                          | This option would reduce the journey time between Bangor and Llangefni by 2.5% (from 45 minutes to 43.9 minutes). Overall this option has a neutral impact on the demand for public transport with only a very minor increase in % of the market: from 0.6% of the market to 1.1% of the market (1tph).   | +                             | This option would have a neutral impact on journey times due to failing to offer an improvement on existing public transport provision between Bangor and the incremental stopping points (including Llanerch-Y-Medd, Llangylog and Llangefni). Overall this option makes public transport more attractive and is expected to increase demand from 1.2% of the market to 2.7% of the market (1tph).  | ++                             | This option would reduce the journey time when travelling along the coast between Bangor and the incremental stopping points (including Moelfre, Benllech and Llangefni) by an average of 22% (from 93 minutes to 72.5 minutes between Bangor and Moelfre, including stops). Overall this option makes public transport more attractive and is expected to increase demand from 0.6% of the market to 4.7% of the market (1tph).  | +++     |
|                | Reduce carbon impacts and greenhouse gas emissions from transport, thereby adapting to the impact of climate change.   | +                          | Reducing the fleet of diesel vehicles on the network is likely to have a beneficial impact on the reduction of emissions. Further quantitative appraisals would be required to quantify the beneficial impacts due to a reduction in GHG and Carbon emissions.  | +                             | Reducing the fleet of diesel vehicles on the network is likely to have a beneficial impact on the reduction of emissions. Further quantitative appraisals would be required to quantify the beneficial impacts due to a reduction in GHG and Carbon emissions.   | +                              | Reducing the fleet of diesel vehicles on the network is likely to have a beneficial impact on the reduction of emissions. Further quantitative appraisals would be required to quantify the beneficial impacts due to a reduction in GHG and Carbon emissions.  | ++      |
|                | Better connect local communities by public transport between Amlwch and Bangor to core public services including educational opportunities                     | +                          | 32.2% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,457 people), and 0.1% from Bangor (from 95,350 people to 95,444 people), meaning that there will be improved access to key education and healthcare providers in the vicinity of this route.   | +                             | 33.8% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,565 people), and 0.1% from Bangor (from 95,350 people to 95,445 people), meaning that there will be improved access to key education and healthcare providers in the vicinity of this route.  | +                              | 35.7% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,710 people), and 0.1% from Bangor (from 95,350 people to 95,444 people), meaning that there will be improved access to key education and healthcare providers in the vicinity of this route.   | +       |
|                | Create an integrated sustainable transport network that is safe, reliable and affordable, providing a realistic alternative to the private car.                | +                          | There are currently a high number of incidents on average per year on key routes in the scheme area. Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space. The cost of travel in this option will be competitive with the private car. Overall, this option represents a realistic alternative to the private car.  | +                             | There are currently a high number of incidents on average per year on key routes in the scheme area. Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space. The cost of travel in this option will be competitive with the private car. Overall, this option represents a realistic alternative to the private car.   | +                              | There are currently a high number of incidents on average per year on key routes in the scheme area. Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space. The cost of travel in this option will be competitive with the private car. Overall, this option represents a realistic alternative to the private car.  | 0       |
|                | Support the visitor economy in North Wales by improving public transport accessibility to key destinations.  | +                          | This option would enhance connectivity to key visitor attractions by bus. This includes the Dingle Nature Reserve at Llangefni.   | ++                            | This option would enhance connectivity to key visitor attractions by bus, depending on how far the incremental option extends. These include the Dingle Nature Reserve at Llangefni, Parys Mountain at Penysarn, Copper Kingdom, Anglesey Coastal path at Amlwch, which traverses the Anglesey AONB.   | +++                            | This option would enhance connectivity to key visitor attractions by bus, depending on how far the incremental option extends. These include the Dingle Nature Reserve at Llangefni, Parys Mountain at Penysarn, Copper Kingdom, Anglesey Coastal path between Benllech and Amlwch, which traverses the Anglesey AONB.  | -       |
|                | Support delivery of the North Wales Metro proposals.   | +                          | In line with metro proposals for bus corridor enhancements. However, primary aspiration is for reinstatement of Gaerwen to Amlwch rail corridor.  | +                             | In line with metro proposals for bus corridor enhancements. However, primary aspiration is for reinstatement of Gaerwen to Amlwch rail corridor.   | +                              | In line with metro proposals for bus corridor enhancements. However, primary aspiration is for reinstatement of Gaerwen to Amlwch rail corridor.  | --      |
| WelTAG Impacts | Social & Cultural  | +                          | Accidents:<br>Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space.<br>Accessibility:<br>32.2% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,457 people), and 0.1% from Bangor (from 95,350 people to 95,444 people).<br>Personal affordability:<br>The passenger cost is competitive with the private car. Therefore, this option would reduce levels of social isolation, which is often related to unreliable public transport services or services that do not go to the right places or at the right times.   | +                             | Accidents:<br>Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space.<br>Accessibility:<br>33.8% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,565 people), and 0.1% from Bangor (from 95,350 people to 95,445 people).<br>Personal affordability:<br>The passenger cost is competitive with the private car. Therefore, this option would reduce levels of social isolation, which is often related to unreliable public transport services or services that do not go to the right places or at the right times.  | +                              | Accidents:<br>Switching to bus would reduce the risk of incidents as it reduces car trips on the highway, however still utilises highway space.<br>Accessibility:<br>35.7% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,710 people), and 0.1% from Bangor (from 95,350 people to 95,444 people).<br>Personal affordability:<br>The passenger cost is competitive with the private car. Therefore, this option would reduce levels of social isolation, which is often related to unreliable public transport services or services that do not go to the right places or at the right times.   | ---     |
|                | Environmental  | 0                          | This option would see an addition to the number of buses on the road network between Bangor and Llangefni. This option makes the assumption that the bus route would utilise the existing highway network, that no construction works are required and that the use of hydrogen powered, or electric buses would be preferred. Given the infrequent journey times and insignificant number of buses that will be added to the highway network, this option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Further quantitative analysis would be required to quantify any potential impacts on air quality, noise and GHG. | 0                             | This option would see an addition to the number of buses on the road network between Amlwch and Bangor. This option makes the assumption that the bus route would utilise the existing highway network between Amlwch and Bangor, that no construction works are required and that the use of hydrogen powered, or electric buses would be preferred. Given the infrequent journey times and insignificant number of buses that will be added to the highway network, this option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Further quantitative analysis would be required to quantify any potential impacts on air quality, noise and GHG. | 0                              | This option would see an addition to the number of buses on the road network between Amlwch and Bangor. This option makes the assumption that the bus route would utilise the existing highway network between Amlwch and Bangor, that no construction works are required and that the use of hydrogen powered or electric buses would be preferred. Given the infrequent journey times and insignificant number of buses that will be added to the highway network, this option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Further quantitative analysis would be required to quantify any potential impacts on air quality, noise and GHG. |         |

|                          |                                |    |  |    |   |    |  |
|--------------------------|--------------------------------|----|--|----|---|----|--|
|                          | Economic                       | +  | <p>This option would reduce the journey time between Bangor and Llangefni by 2.5% (from 45 minutes to 43.9 minutes).</p> <p>32.2% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,457 people), and 0.1% from Bangor (from 95,350 people to 95,444 people).</p> <p>By providing connectivity by bus, this option would offer better reliability and reduced risk of incidents due to reducing car trips on the highway, however still utilises highway space.</p> <p>Overall, this option would enable more reliable and efficient journeys between key settlements and employment destinations between Amlwch and Bangor, thereby supporting economic growth.</p>   | +  | <p>This option would have a neutral impact on journey times due to failing to offer an improvement on existing public transport provision between Bangor and the incremental stopping points (including Llanerch-Y-Medd, Llangwylog and Llangefni)</p> <p>33.8% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,565 people), and 0.1% from Bangor (from 95,350 people to 95,445 people).</p> <p>By providing connectivity by bus, this option would offer better reliability and reduced risk of incidents due to reducing car trips on the highway, however still utilises highway space.</p> <p>Overall, this option would enable more reliable and efficient journeys between key settlements and employment destinations between Amlwch and Bangor, thereby supporting economic growth.</p>  | +  | <p>This option would reduce the journey time when travelling along the coast between Bangor and the incremental stopping points (including Moelfre, Benllech and Llangefni) by an average of 22% (from 93 minutes to 72.5 minutes between Bangor and Moelfre, including stops).</p> <p>35.7% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,710 people), and 0.1% from Bangor (from 95,350 people to 95,444 people).</p> <p>By providing connectivity by bus, this option would offer better reliability and reduced risk of incidents due to reducing car trips on the highway, however still utilises highway space.</p> <p>Overall, this option would enable more reliable and efficient journeys between key settlements and employment destinations between Amlwch and Bangor, thereby supporting economic growth.</p>  |
| Critical Success Factors | Potential Value for Money      | 0  | <p>VfM at this stage considers the well-being of the public, which comprises of economic, social and environmental impacts of the option. This option would reduce the journey time between Bangor and Llangefni by 2.5% (from 45 minutes to 43.9 minutes).</p> <p>32.2% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,457 people), and 0.1% from Bangor (from 95,350 people to 95,444 people), meaning that there will be improved access to key employment sites, leisure facilities, education and healthcare providers in the vicinity of this route. This option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Overall, this option would have a neutral impact on the well-being of the public.</p> | 0  | <p>VfM at this stage considers the well-being of the public, which comprises of economic, social and environmental impacts of the option. This option would have a neutral impact on journey times due to failing to offer an improvement on existing public transport provision between Bangor and the incremental stopping points (including Llanerch-Y-Medd, Llangwylog and Llangefni).</p> <p>33.8% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,565 people), and 0.1% from Bangor (from 95,350 people to 95,445 people), meaning that there will be improved access to key employment sites, leisure facilities, education and healthcare providers in the vicinity of this route. This option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Overall, this option would have a neutral impact on the well-being of the public.</p> | +  | <p>VfM at this stage considers the well-being of the public, which comprises of economic, social and environmental impacts of the option. This option would reduce the journey time when travelling along the coast between Bangor and the incremental stopping points (including Moelfre, Benllech and Llangefni) by an average of 22% (from 93 minutes to 72.5 minutes between Bangor and Moelfre, including stops).</p> <p>35.7% more people would be able to reach Llangefni within 60 minutes from their homes (increasing from 7,153 people to 9,710 people), and 0.1% from Bangor (from 95,350 people to 95,444 people), meaning that there will be improved access to key employment sites, leisure facilities, education and healthcare providers in the vicinity of this route. This option will have a neutral impact on noise, air quality, landscape / townscape, biodiversity, historic environment, and the water environment. Overall, this option would lead to a slight beneficial impact on the well-being of the public.</p> |
|                          | Supplier Capacity & Capability | ++ | Additional services could be achieved through variations to existing contracts.  | ++ | Additional services could be achieved through variations to existing contracts.   | ++ | Additional services could be achieved through variations to existing contracts.  |
|                          | Potential Affordability        | ++ | As existing road infrastructure can be used, significantly lower capital costs would be required compared to rail.   | ++ | As existing road infrastructure can be used, significantly lower capital costs would be required compared to rail.  | ++ | As existing road infrastructure can be used, significantly lower capital costs would be required compared to rail.   |