

Objective		1	2	3	4	5	6
Criteria		Improve journey times by public transport between population centres and key employment opportunities, thereby supporting socioeconomic growth in North Wales.	Reduce carbon impacts and greenhouse gas emissions from transport, thereby adapting to the impact of climate change.	Better connect local communities by public transport across North Wales to core public services including educational opportunities	Create an integrated sustainable transport network that is safe, reliable and affordable, providing a realistic alternative to the private car.	Support the visitor economy in North Wales by improving public transport accessibility to key destinations.	Support delivery of the North Wales Metro proposals.
Transport Problems							
1	Existing rail provision on Anglesey is extremely sparse, and there are no direct rail services between Amlwch and Bangor, or Gaerwen and Bangor.	+++	+++	+++	+++	+++	+++
2	Bangor Train station experienced an overall increase in entries and exits between 2004 and 2019, before decline resulting from the Covid-19 pandemic. This demonstrates that there is growing demand for connections to and from Bangor station.	+++	++	+++	+++	++	+++
3	Across Wales, patronage had been increasing prior to the pandemic. At a local and regional level, patronage had been declining from 2011, a trend that is bolstered by the lack of rail infrastructure on the Isle of Anglesey.	+++	++	+++	+++	++	+++
4	Bangor Train Station has provisions for multi-modal interchange, and provisions for users with accessibility needs, creating an opportunity to connect to this well set out station thereby supporting sustainable connectivity for all users.	+++	+	+++	+++	++	0
5	Key bus stops on the existing routes between Gaerwen and Bangor, and Amlwch and Bangor, are lacking in welfare facilities, seating provision, information boards, and cycle parking facilities, creating accessibility and multi-modal challenges	0	+	++	+++	++	++
6	Wales has seen a steady decline in bus patronage of around 14% between 2010 and 2019 prior to the impact of the pandemic	++	++	+++	+++	++	+++
7	WG are considering a new approach to buses: to be driven by public need rather than market forces as is currently the case. By better serving the public needs, WG hope this will break the reliance on the private car.	0	+++	+	+++	+	++
8	Bus service frequency is variable across the study area, however, is notably poor between Gaerwen and Bangor, with less than one service per hour, including at peak times.	+++	+++	+++	+++	+++	+++
9	To complete the journey between Amlwch and Bangor takes almost twice as long by bus than by car, with only a marginal saving on cost, making bus an unattractive alternative for this route.	+++	+++	+++	+++	+++	+++
10	GVA per head across the study area is significantly lower than the Wales Average.	+++	0	+++	+	++	+
11	The majority of people seek employment in the area they live, potentially suggesting a lack of connectivity to wider employment opportunities.	+++	+	+++	++	0	0
12	Travel demand for commuting between the Isle of Anglesey and Gwynedd is high, with Anglesey presenting the largest portion of out-commuters (with these commuting to Gwynedd).	+++	0	+++	+++	0	++
13	The key employment sites are located at the corridor terminals (North Anglesey and Bangor) highlighting the importance of connectivity between these areas and the wider corridor.	+++	++	+	++	+	+++
14	There is an aging population across the study area. This creates an opportunity to reduce outward migration through improved transport provision, and simultaneously to ensure that as people age, they are well-served by public transport.	0	0	+++	+	0	+
15	Transport has a key role to play in supporting culture and Welsh language across North Wales: the visitor economy in North Wales contributes £1.2 billion in annual spend. This sector can be supported by improving access by public transport to some of the region's most attractive visitor locations.	+	++	0	++	+++	0
16	Improving the public transport access to key visitor locations and attractions is key in addressing the goals of the Welsh Transport Strategy.	+	+++	+	++	+++	0
17	Commuting to places of employment and education is dominated by private vehicle use, with rail experiencing the lowest numbers.	+++	+++	+++	+++	0	+++
18	Access to Services deprivation is high along the corridor, improved public transport access and connectivity can support in reducing the deprivation levels associated with accessing key services.	++	0	+++	++	0	++



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19	Amlwch and Gaerwen each have catchments of below 500 within 20 minutes, meaning that the public transport network is not easily accessible across the study area or that the catchment area within the immediate vicinity of the interchanges is minimal.	+++	0	+++	+++	+	+
20	Bangor has a significant catchment that suggests opportunity to provide further rail connections to bolster its status as a key interchange in North Wales.	+++	0	+++	+++	+	+
21	Llanfairpwllgwyngyll and Llangefni have 20 minute catchments of above 2000 and above 1000 respectively, suggesting that new public transport infrastructure would support sustainable connectivity to employment, education, and leisure opportunities for many.	+++	0	+++	+++	+	+
22	Transport is the third highest emitting sector within Wales	++	+++	++	+++	++	++
23	Wales has committed to a Net Zero carbon target year of 2050	++	+++	++	++	++	++
24	There are a number of environmentally sensitive environments within the study area, which coincide with some of the most attractive visitor locations. Sustainable access to these is prudent to ensure adequate protection of these designations and the continued enjoyment of the natural environment.	0	++	0	0	+++	0
<b>Well-Being Goals</b>							
WBG1	A Prosperous Wales	+++	++	++	+++	+++	+++
WBG2	A Resilient Wales	++	+++	0	++	+++	+++
WBG3	A Healthier Wales	++	++	+	++	++	0
WBG4	A More Equal Wales	+++	++	+++	+++	+	++
WBG5	A Wales of Cohesive Communities	+	+	++	+	+++	0
WBG6	A Wales of Vibrant Culture and Thriving Welsh Language	+++	0	+++	0	+++	0
WBG7	A Globally Responsible Wales	++	+++	0	+++	0	++
<b>Wales Transport Strategy</b>							
WTSP1	Bring Service to people in order to reduce the need to travel	0	0	0	0	0	0
WTSP2	Allow people and goods to move easily by accessible sustainable and efficient transport services and infrastructure	+++	+++	+++	+++	+++	++
WTSP3	Encourage people to make the change to more sustainable transport	+++	+++	+++	+++	+++	++
WBA1	Good for People and Communities	+++	++	+++	+++	+++	++
WBA2	Good for the Environment	0	+++	+	+++	+++	++
WBA3	Good for the Economy and Places in Wales	+++	++	+++	+++	+++	++
WBA4	Good for Culture and the Welsh Language	0	0	+	+	+++	++