

	Criteria	Option 1			Option 2			Option 3			Option 4		
		a (inland) - heavy rail	a (inland) - light rail	b (inland) - bus	a (coastal) - heavy rail	a (coastal) - light rail	b (coastal) - bus	a (spur) - rail	b (incremental inland) - rail	c (incremental coastal) - rail	a (spur) - bus	b (incremental inland) - bus	c (incremental coastal) - bus
<b>Objectives</b>	Improve journey times by public transport between population centres and key employment opportunities, thereby supporting socioeconomic growth in North Wales.	++	++	+	++	++	+	++	++	+++	0	+	++
	Reduce carbon impacts and greenhouse gas emissions from transport, thereby adapting to the impact of climate change.	++	++	+	++	++	+	++	++	++	+	+	+
	Better connect local communities by public transport between Amlwch and Bangor 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.	+++	+++	+	+	+	+	++	++	+	+	+	+
<b>WeITAG Impacts</b>	Social & Cultural	++	++	+	++	++	+	++	++	++	+	+	+
	Environmental	-	-	0	-	-	0	0	-	-	0	0	0
	Economic	++	++	+	++	++	+	++	++	++	+	+	+
<b>Critical Success Factors</b>	Potential Value for Money	+	+	0	+	+	0	++	+	+	0	0	+
	Supplier Capacity and Capability	++	+	++	++	+	++	++	++	++	++	++	++
	Potential Affordability	--	-	++	---	--	++	-	-	--	++	++	++

Scoring	
Large Beneficial	+++
Moderate Beneficial	++
Slight Beneficial	+
Neutral	0
Slight Adverse	-
Moderate Adverse	--
Large Adverse	---