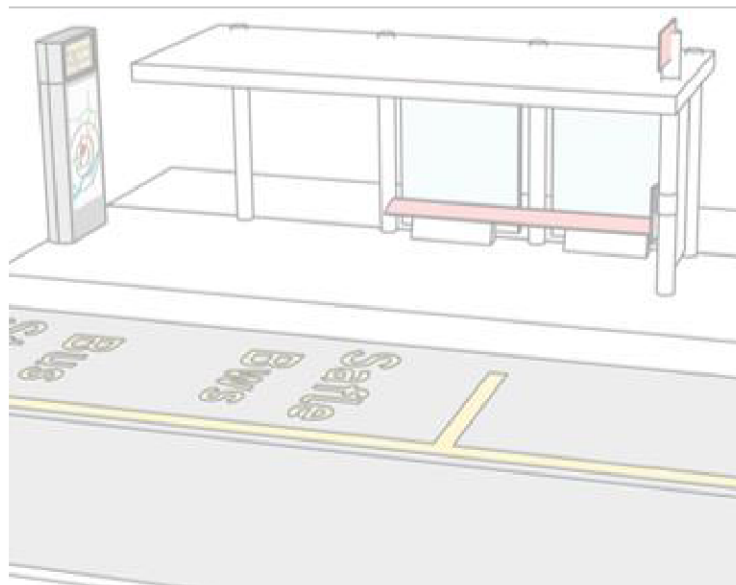


**Cyngor Sir Ynys Môn**  
**Isle of Anglesey County Council**

# Prosiect Cyfnewidfeydd Bws Bus Interchanges Project

GRANTIAU CYFALAF TRAFNIDIAETH LEOL LLYWODRAETH CYMRU BA2022-23  
WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2022-23



**Ffurflen Gais**  
**Application Form**  
**9 Chwefror / February 2022**

**WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2022-23  
APPLICATION FORM**

**LOCAL TRANSPORT FUND AND RESILIENT ROADS FUND**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Cyngor Sir Ynys Môn - Isle of Anglesey County Council	
<b>Scheme Name</b>	Bus Interchanges Project	
<b>Grant</b> <i>(please select one)</i>	Local Transport Fund / Resilient Roads Fund	
<b>Date of Scheme</b>	April 2022 - March 2023	
<b>Funding required for 2022-23</b>	£630,000	
<b>Project Manager Contact Name</b>	<div style="background-color: black; color: yellow; text-align: center; padding: 20px;"> Redacted : Personal Data </div>	
<b>Contact Telephone</b>		
<b>Contact email</b>		
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>		

**WELTAG CHECKLIST**

- Which WelTAG Stages have you completed? Please tick all that apply.

Stage 1 ☒      Stage 2 ☒      Stage 3 ☒      Stage 4 ☐

**This grant application form provides summarised approach to addressing the WelTAG Stage 1 and Stage 2 processes, with a separate document attached with provides design details and costs (Annexe A: Bus Interchanges Project, Dated 09.02.2022).**

**Further detailed design is ongoing to complete up to a WelTAG Stage 3-level output which will provide final detailed costs.**

- What level of risk is your study? Please tick one (See WelTAG page 34 for definitions).

Low ☒      Medium ☐      High ☐

**Risk is low – with all elements to be constructed within the public highway and at locations where there is already bus stop infrastructure in place.**

- Who is or will be on your **Review Group**? Please give job title and department/ organisation representing.

Economic	Redacted - Personal Data	
Social		
Cultural		
Environmental		

Active Travel Expert	Redacted - Personal Data
Others (please specify)	

For packages, where there are different Review Groups, please list the projects below and provide information on who is or will be on the review group for each project:

**Not Applicable.**

- What WeITAG Stages do you plan to have completed by the end of 2022-23? Please tick all that apply

Stage 1 ☒ Stage 2 ☒ Stage 3 ☒ Stage 4 ☒

**During 2021-22 a Stage 3 WeITAG summary will be finalised with an updated scheme design and scheme cost estimate.**

**During 2022-23 a Stage 4 WeITAG will be produced, which will include:**

- Typical number of bus passengers at stop
- Inputs: cost of delivering the bus stop / interchange improvements
- Outputs: location of bus stop improvements and itemised list of components (shelter, information totems, kerblane realignment etc)



## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

## **Anglesey Bus Interchange Improvement Project**

**Details of the proposed improvements are provided in the attached report  
[see Annexe A: Bus Interchanges Project, Dated 09.02.2022]**

**In summary, Isle of Anglesey County Council proposes to improve eight key bus interchanges within Anglesey's five towns – Holyhead, Llangefni, Menai Bridge, Amlwch and Beaumaris. Creating more attractive and comfortable bus interchanges / stops with improved information would potentially encourage more people to utilise local buses which ultimately would lead to addressing targets for sustainable travel and decarbonisation of the transport sector.**

**The current bus interchanges/stops comprise of a simple bus stop configuration, which generally fall below the typical expectations of a town centre interchange when compared to best practice standards. Improvements to the bus stops and associated facilities would provide greater comfort and safety, prominence/attractiveness, and protection during inclement weather. Provision of electronic information on bus timings and routes would also help to make bus travel more attractive.**

**The proposed package of schemes comprises of improvement of bus stops and their immediate surroundings, with a view to incorporate the following enhancements (subject to further design development, identification of local constraints and local authority/town council approval):**

- **Bus shelters with eco characteristics where feasible**
- **Electronic information displays showing bus information.**
- **New flags, posts, and cases**
- **Paving and kerb works**
- **Bus stop road markings**
- **New/additional seating**
- **Landscaping**
- **Lighting**
- **Cycle Storage**

**The proposed bus stop / interchange improvement locations are as follows:**

- 1. Summer Hill bus stop Holyhead (OS GB grid reference SH 24660 82695)**
- 2. Cenotaph bus stop Holyhead (OS GB grid reference SH 24770 81948)**
- 3. Lôn Goch bus stop Amlwch (OS GB grid reference SH 44370 92916)**
- 4. Swyddfa Bost Post Office bus stop Church St Llangefni (OS GB grid reference SH 45916 75803)**
- 5. High Street Llangefni (OS GB grid reference SH 45757 75723)**
- 6. Spar bus stop Beaumaris (OS GB grid reference SH 60562 76076)**
- 7. Ena's bus stop Beaumaris (OS GB grid reference SH 60571 76086)**
- 8. Wood Street bus stop opposite library Menai Bridge (OS GB grid reference SH 55615 72008)**

## **SCHEME BUSINESS CASE**

### **1. STRATEGIC CASE**

<b>The Case for Change</b>	
<p><b>Current and Future Barriers and Opportunities</b> What are the local and wider issues, both transport and non-transport that this scheme will address in the short and long term? Refer to Future Trends Report. Include baseline data where available. What will happen if no action is taken?</p>	<p><b>Llwybr Newydd sets out a vision for a transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use. Bus travel is a critical component of a future sustainable travel system in Wales, and helps people to access services, health centres, education, and employment, and as a result contributes towards the local economy in each area of Wales.</b></p> <p><b>Although travel demand by all modes in Wales has followed a continuous upward path, bus travel has experienced a drop demand of 33% between 2010 and 2019<sup>1</sup>. This trend of lower year-on-year bus use will continue unless major improvements and modernisations are implemented.</b></p> <p><b>In Anglesey, one of the barriers to bus use is poor and sub-standard bus stop infrastructure and provision of information – which will need to be addressed if bus services are to play a greater role in carrying people in Anglesey.</b></p>
<p><b>Scheme objectives</b> What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measureable, Achievable, Realistic and Time-limited)</p>	<p><b>The components of bus are networks and timetables, bus vehicles, corridor and stop infrastructure, ticketing, information, and branding / marketing. All of these components need to be addressed to improve attractiveness and usage of bus services.</b></p>

<sup>1</sup>Future Trends Report 2021 (Welsh Government)

	<p><b>This project in Anglesey is aimed at addressing the current poor and sub-standard infrastructure and information at key bus interchanges in Anglesey's main towns. The overall objectives are:</b></p> <ul style="list-style-type: none"> <li>• <b>With better bus infrastructure and information an overarching objective is to increase bus usage (although this will also be dependent on the quality, frequency, and general operation of bus services)</b></li> <li>• <b>The local objective of the project is to provide better facilities and information at bus stops and interchanges such that travellers feel comfortable and secure and have knowledge of local bus service timings and routes.</b></li> <li>• <b>Upgrade bus stop infrastructure to best practice.</b></li> <li>• <b>Provide passengers with electronic data showing timetables and / or real time information on bus departures (Note: Electronic data displays to be funded separately).</b></li> </ul>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver?</p>	<p><b>The improved bus interchanges will comprise of upgraded waiting facilities and information – with the following upgrades at each of eight bus interchange locations:</b></p> <ol style="list-style-type: none"> <li><b>1.New Bus shelters with focus on eco credentials such as sedum roofs &amp; solar panels.</b></li> <li><b>2.Electronic Information signs displaying timetables and / or real time information on bus departures ((Note: Electronic data displays to be funded separately)</b></li> <li><b>3.New posts, flags &amp; cases</b></li> <li><b>4.Kerb works</b></li> <li><b>5.Bus Stop Markings</b></li> </ol>

	<p><b>6.New Seating area</b>  <b>7.Landscaping</b>  <b>8.Lighting</b>  <b>9.Cycle Storage</b></p>
<p><b>Fit with Policies and Plans</b>  Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, Local Transport Plan and any other related policies and plans.</p>	<p><b>The Wales Transport Strategy Llwybr Newydd has set out a vision for a stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, low-carbon and that encourage more people to use the bus rather than their cars.</b></p> <p><b>Creating more attractive and comfortable bus stops with improved facilities and information will encourage more people to utilise local buses which ultimately would lead to assisting in decarbonising the transport sector and meeting government targets in respect of sustainable travel.</b></p> <p><b>The North Wales Joint Local Transport Plan (2015) sets out priorities, including raising the profile and performance of public transport services in North Wales, and providing high quality interurban bus services. The Plan refers (p52) to bus stop and bus boarding improvements, signage improvements, and shelter provision.</b></p> <p><b>In FUTURE WALES: The National Plan 2040, Policy 12 – Regional Connectivity states that there is a need to invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.</b></p>

<b>Community Engagement and Consultation</b> Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design?	<b>Development of the scheme designs includes engagement and workshops with Town Councils and other local stakeholders in order to ensure any relevant comments are captured and addressed in the installed schemes.</b>
<b>Active Travel (Wales) Act 2013</b> Please set out how you have had regard for walkers and cyclists and what steps you have taken to enhance the provision for walkers and cyclists, during construction and in scheme design.	<b>Development of the scheme designs includes reviewing bus interchange locations and their provision for people on foot, wheelchair uses, and for cyclists. Design development includes for upgrades to facilities / footways.</b>

### Fit with Grant Purpose/ Objectives

Please outline below how your scheme contributes to the relevant grant purpose/ objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant purpose/ objectives	Scheme Contribution
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Deliver the vision and priorities of Llwybr Newydd in a way that is good for people and communities, good for the environment, good for the economy and places, good for culture and the Welsh language.</li> <li>• Deliver an accessible, efficient, sustainable transport system that is safe, well-managed and adapts to and mitigates for climate change.</li> <li>• Deliver the priorities in Llwybr Newydd <ul style="list-style-type: none"> <li>◦ Bring services to people in order to reduce the need to travel;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Bus interchanges are important places in people's everyday travel and are focal points for travel within and beyond local communities.</b></li> <li>• <b>Travel by public transport is an essential component of providing people with access to jobs, education and services and the associated economic benefits.</b></li> <li>• <b>Anglesey has a high proportion of Welsh-speakers and hence providing local people with good public transport</b></li> </ul>

	<ul style="list-style-type: none"> <li>○ Allow people to move easily from door to door by accessible, sustainable transport services and infrastructure; and</li> <li>○ Encourage people to make the change to more sustainable transport.</li> <li>• Contribute to actions set out in Llwybr Newydd, including the 9 mini plans.</li> </ul>	<p><b>services and facilities, such that they are able to be economically active in their own communities, contributes positively towards maintaining Welsh-speaking communities.</b></p> <ul style="list-style-type: none"> <li>• <b>High quality bus services and interchange / waiting facilities are a necessary component of delivering an accessible, efficient, and sustainable transport system that is safe, and contributes towards climate change mitigation by providing people with an alternative to private car use.</b></li> </ul>
<b>Resilient Roads Fund</b>	<ul style="list-style-type: none"> <li>• Address disruptions caused by severe weather to the highway network, especially to the public transport network</li> </ul>	<p><b>High quality bus interchange facilities, with real time information, increases the perception of permanence and reliability.</b></p>



## **2. TRANSPORT CASE**

### **Impact Assessment**

Transport schemes must seek to maximise their contribution to the WTS ambitions, which are linked to the well-being goals. Please provide a summary of the expected impacts of the scheme. This should be informed by the statutory and non-statutory impact assessments including who is affected, how, and key qualitative/ quantitative supporting evidence. The impacts shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative, or neutral, and should consider all users including those with protected characteristics.

WTS Ambition	Impacts	How does the scheme reduce negative impacts and maximise positive impacts?
<p><b>Good for People &amp; Communities</b></p> <p>Good for people and communities A transport system that contributes to a more equal Wales, a healthier Wales and that everyone has the confidence to use</p>	<p><b>Equality</b></p> <ul style="list-style-type: none"> <li>Equality, diversity and human rights impact assessment</li> <li>Affordability: is there any change to the cost of travel paid by users</li> </ul> <p><b>Health</b></p> <ul style="list-style-type: none"> <li>Health impact assessment</li> <li>Physical activity: the amount of walking, cycling and other physical exercise undertaken by people</li> </ul> <p><b>Confidence and Safety</b></p> <ul style="list-style-type: none"> <li>Accidents: the number and severity of injuries</li> <li>Security: how safe do people feel?</li> <li>Journey quality: for example, the comfort of the vehicle and access to information</li> </ul>	<p><b>Key impacts:</b></p> <ul style="list-style-type: none"> <li>Provides improved access to public transport for all members of society, with good access for disabled people.</li> <li>Standard WebTAG-based parameters indicate that improved comfort and information for bus passengers has an effective improvement in Generalised Journey Cost</li> <li>Increased bus travel will include an associated increase in walking by passengers to and from bus stops. DfT data<sup>2</sup> indicates that typical walk distances to bus stops are around 400m.</li> <li>High quality bus interchange facilities and information provides passengers with a higher degree of comfort and safety.</li> <li>Improvements at bus stops will include works to kerbs to improve level boarding access to buses which increases accessibility for all travellers.</li> </ul>

<sup>2</sup> National Travel Survey 2019

<p><b>Good for the Environment</b></p> <p>Good for the environment: A transport system that delivers a significant reduction in Greenhouse gas emissions, maintains biodiversity and ecosystem resilience and reduces waste</p>	<p><b>Greenhouse Gas</b></p> <ul style="list-style-type: none"> <li>Greenhouse gases: is there a change in the amount of greenhouse gases emitted</li> </ul> <p><b>Biodiversity and Ecosystem Resilience</b></p> <ul style="list-style-type: none"> <li>Biodiversity: is there an impact on wildlife and the number of species</li> <li>Water Environment: is there an impact on water courses</li> <li>Air pollutants: is there a reduction in air pollutants from transport?</li> <li>Noise pollution: is there a reduction in noise?</li> </ul> <p><b>Waste</b></p> <ul style="list-style-type: none"> <li>Reduction of waste</li> <li>Percentage of waste produced by the transport sector that is reused or recycled</li> </ul>	<p><b>Improved bus stops / interchanges will have the following effects:</b></p> <ul style="list-style-type: none"> <li><b>Higher bus use and associated reduction in travel by private cars will have an associated reduced carbon impact.</b></li> <li><b>People using buses instead of cars will result in an overall reduction in local air pollutants</b></li> </ul>
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<p><b>Good for the Economy &amp; Places</b></p> <p>Good for the economy and places: a transport system that contributes to our wider economic ambitions, helps local communities, supports a more sustainable transport supply chain, uses the latest innovations and addresses transport affordability</p>	<p><b>Cohesive Communities</b></p> <ul style="list-style-type: none"> <li>• Access to services: impact on journeys to key services such as health facilities, schools</li> <li>• Access to employment: how many jobs can people reach and what is the journey time</li> <li>• Severance: do any groups of people become separated from others or facilities</li> <li>• Rural impact assessment</li> </ul> <p><b>Innovation</b></p> <ul style="list-style-type: none"> <li>• Use of and support for innovation</li> </ul> <p><b>Distribution of Goods</b></p> <ul style="list-style-type: none"> <li>• Sustainable movement of goods</li> </ul> <p><b>Affordability</b></p> <ul style="list-style-type: none"> <li>• Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares.</li> <li>• Accidents: the cost of accidents.</li> <li>• Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts</li> <li>• Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts</li> <li>• Local economy: how does the scheme affect the sectors in the local economy?</li> </ul>	<p><b>Improved bus stops / interchanges will have the following effects:</b></p> <ul style="list-style-type: none"> <li>• <b>Improved quality bus stops will provide people with comfortable and safe surroundings, and provide level boarding onto buses</b></li> <li>• <b>Better overall bus services and infrastructure will provide people with sustainable travel access to jobs, education and services and have associated economic benefits.</b></li> <li>• <b>Better real time information and integrated, smart ticketing helps people travel confidently across different modes of transport at the best time and cost for them</b></li> </ul>
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<p><b>Good for Culture &amp; the Welsh Language</b></p> <p>A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances our historic environment</p>	<p><b>The Welsh language</b></p> <ul style="list-style-type: none"> <li>• Welsh Language impact assessment</li> </ul> <p><b>Arts, Sports and Culture</b></p> <ul style="list-style-type: none"> <li>• Access to arts, sports and culture</li> </ul> <p><b>Historic Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape: is there a visual or other impact on the landscape</li> <li>• Townscape: is there a visual or other impact on the townscape</li> <li>• Historic Environment: are there any changes in areas of historical interest?</li> </ul>	<p>Improved bus stops / interchanges will have the following effects:</p> <ul style="list-style-type: none"> <li>• Anglesey has a high proportion of Welsh-speakers and hence providing local people with good public transport services and facilities, such that they are able to be economically active in their own communities, contributes positively towards maintaining Welsh-speaking communities.</li> <li>• High quality bus interchange infrastructure will improve the local townscape at each of the bus stop locations.</li> </ul>
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### Value for Money

Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money. Include Benefit Cost Ratio (BCR) if known:

#### **Approach to Design and Cost**

**Bus interchange improvements are to be provided at eight locations in Anglesey's main towns. Each bus interchange improvement has been subject to a bespoke design such that existing infrastructure is retained where appropriate to ensure costs are minimised.**

#### **Benefits for improved infrastructure and information**

**The primary mechanism through which bus improvements translate into higher demand and benefits for users is through adjustments to the actual or perceived cost of travel, which is expressed in the term Generalised Journey Time (GJT). Quicker bus speeds and more frequent services are a critical factor in improving services, but other 'soft' measures (for example improved bus stops and vehicles) relate to the quality of bus services. Such quality factors can have some impact on actual journey times, but they also affect the way users perceive bus services and make bus travel more attractive at any given level of cost or journey time. There are a range of values in technical literature – typically based on 'willingness to pay' or stated preference surveys – which express these improvements as reduction in GJT. Typical values for bus stop improvements are shown in the tabulation below (primarily drawn from a 2009 report undertaken for the DfT on the role of 'soft measures' in influencing bus patronage growth which has been subsequently adopted into WebTAG guidance M3.2.1).**

<b>Quality Factor</b>	<b>Value (Generalised Journey Time)</b>
<b>New Bus Shelters</b>	<b>1.08 minutes</b>
<b>Real time passenger information</b>	<b>1.69 minutes</b>

**The potential uplift in passenger demand is calculated by applying an elasticity of demand with respect to GJT (where elasticity is a parameter which determines the relationship between changes in GJT and changes in demand). Hence, improved bus stops and provision of information will tend to produce an uplift in passenger demand in line with the reduction in perceived GJT.**

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme.

<b>How will the scheme be delivered?</b>	
<b>Schemes are being design by IACC (in 2021-22), and are proposed to be constructed by the Council's term contractor.</b>	
<b>What are the key activities and milestones identified?</b> Provide a summary of the key dates below and attach a copy of your project plan if appropriate. Include actual/anticipated dates for completion of milestones. This should include, as a minimum, design, timing of approvals, procurement, construction period and anticipated completion where applicable	
<b>Design Activity – January – March 2021 (ongoing and already funded)</b> <b>Construction Activity April 2022 onwards</b>	
<b>Have the key risks been identified?</b> If yes, please provide a summary of the key risks and attach relevant evidence e.g. a risk register	Yes/No
<ul style="list-style-type: none"> <li>• <b>Public acceptance: Consultation with local town councils is being undertaken</b></li> <li>• <b>Impact of utilities: Information on the presence of utilities is being utilised in scheme design to avoid conflicts.</b></li> </ul>	
<b>Have all the necessary permissions been identified?</b> (e.g. TROs, flood-risk permits, land) If Yes, what permissions are required?	Yes/ No
<b>No formal permissions are required as the locations are already bus stops and hence planning permission is not required.</b>	
<b>Have all the necessary permissions been secured?</b> If yes, please provide a summary below and attach relevant evidence to provide confirmation (eg. email or other correspondence). If no, what permissions have been secured, which remain outstanding and what is their current status?	Yes/ No
<b>No formal permissions are required as the locations are already bus stops and hence planning permission is not required.</b>	

<b>Have all land ownership requirements been identified or resolved?</b> Please provide a summary below including details of known land ownership issues and evidence of any that have been resolved.	Yes/ No
<b>No land acquisition is required as the locations are already bus stops.</b>	
<b>Have you undertaken your Regulatory Impact Assessments including EQIA?</b> If Yes, please provide evidence and information of whether it resulted in any changes to the proposals. If No, please provide details of when one is to be carried out.	Yes/ No
<b>An RIA and EQIA will be undertaken prior to implementation of bus stop / interchange upgrades.</b>	
<b>Have any other survey requirements been identified or undertaken? <i>Eg. utilities, SUDS engagement, ecological, archaeological</i></b> Please provide a summary below	Yes/ No
<b>Utilities have been identified.</b> <b>Drainage requirements are unchanged from present situation.</b>	



#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2021/22	2021/22	2022/23 projected	2023/24	2024/25	2025/26	Later	Total
Surveys								
Design								
Land Purchase								
Accommodation Works								
Construction			£559.90					
Project Management			£55.10					
Monitoring and Evaluation			£15.00					
Promotion								
<b>GROSS TOTAL</b>			£630.00					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>								
<b>NET TOTAL</b>			£630.00					

## Quarterly Expenditure Profile

Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend.

	Forecast FY2022-23 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design				
Land Purchase				
Accommodation Works				
Construction	£28.00	£111.98	£195.97	£223.96
Project Management	£5.51	£13.78	£16.53	£19.29
Monitoring and Evaluation	£0.00	£1.50	£6.00	£7.50
Promotion				
<b>GROSS TOTAL</b>	<b>£33.51</b>	<b>£127.26</b>	<b>£218.50</b>	<b>£250.75</b>
Match funding amount, percentage contribution and <b>source(s)</b> ( <i>insert name of organisation</i> )				
<b>NET TOTAL</b>	<b>£33.51</b>	<b>£127.26</b>	<b>£218.50</b>	<b>£250.75</b>

## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

**Key aspects of the commercial approach are:**

- **Bus stop improvements will be carried out by IACC's term contractor.**
- **Bus stop equipment (e.g. shelters) will be specified during the design and a supplier identified through available framework contracts.**
- **Effective procurement is fundamental to the Isle of Anglesey County Council and the delivery of value for money, community well-being and sustainability will be a key focus for this project.**

## **MONITORING AND EVALUATION**

Has a monitoring and evaluation plan been prepared?

If yes, please provide details below or attach relevant documents as evidence. What is the baseline data and relevant targets?

**Overall bus patronage data will be monitored on a regular basis to observe and measures trends.  
Feedback will be obtained from stakeholders and local people in respect of the quality, comfort, safety, and environmental aspects of the schemes (after their installation).  
A further phase of monitoring and evaluation will follow in the 12 months following scheme opening, subject to funding.**

Has any monitoring or evaluation work already taken place?

If yes, please provide details below and attach any relevant documents to this application as evidence.

**Existing bus patronage has not been measured due to present COVID effects.**

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### **PROMOTION**

How do you plan to promote your scheme and encourage people to make the change to more sustainable modes of travel?

**The bus stops will include electronic display panels which will serve as a means to encourage people to make more trips by bus by provision of reliable and up-to-date information.**

**Council social media will be utilised to inform the public about the newly installed bus waiting facilities after completion of the schemes.**

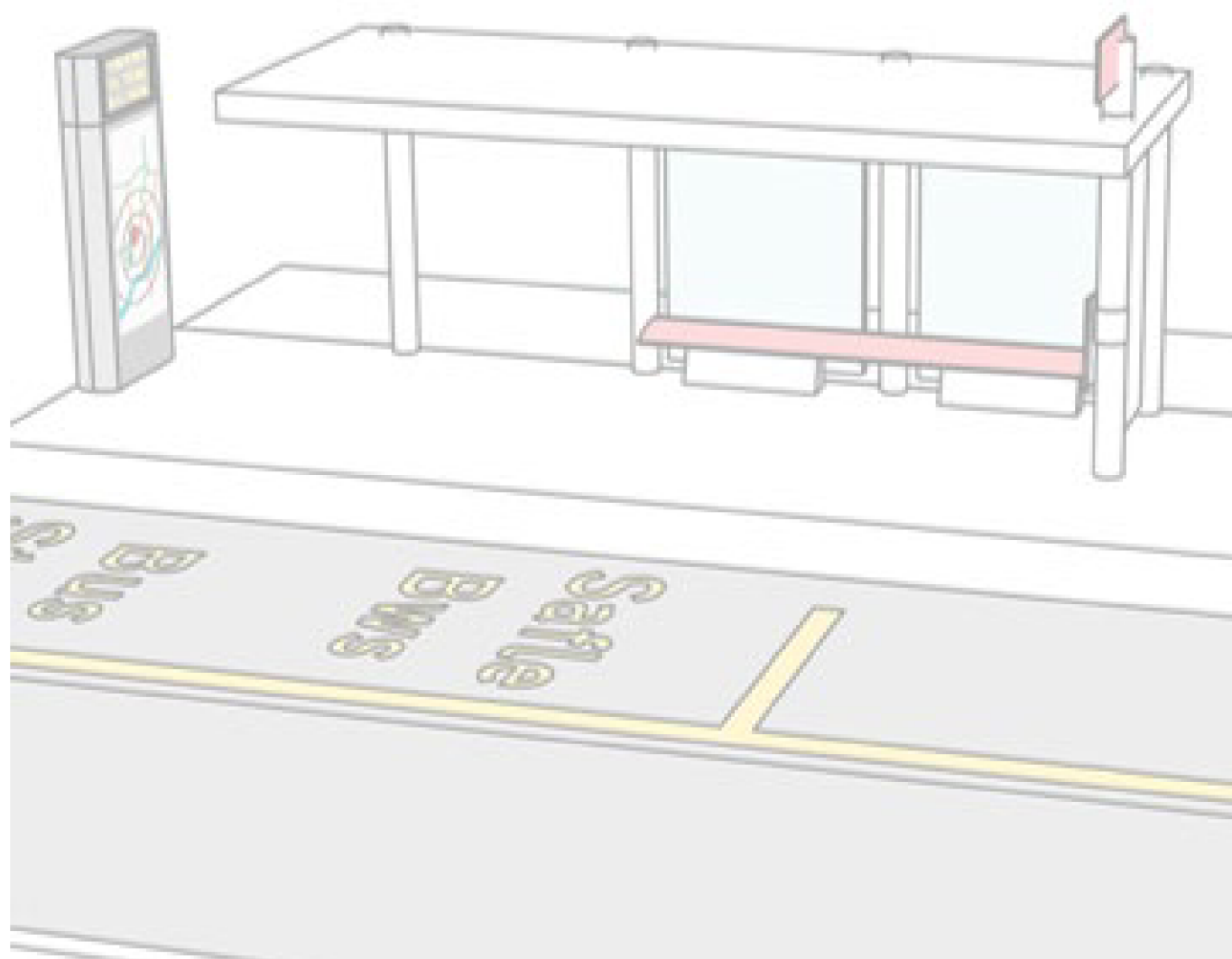
**Cyngor Sir Ynys Môn**  
**Isle of Anglesey County Council**

# Annexe A

## Bus Interchanges Project

WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2022-23

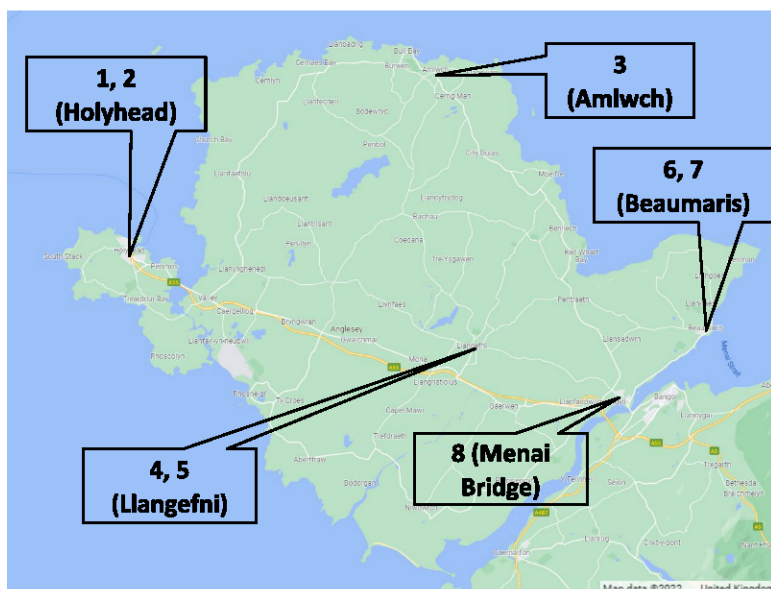
Application Form  
09 February 2022



## SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Isle of Anglesey County Council proposes to improve eight key bus interchanges within Anglesey's five towns – Holyhead, Llangefni, Menai Bridge, Amlwch and Beaumaris. Creating more attractive and comfortable bus interchanges / stops with improved information would potentially encourage more people to utilise local buses which ultimately would lead to addressing targets for sustainable travel and decarbonisation of the transport sector.



Bus Interchanges / Stops	OS Grid
1. Summer Hill bus stop Holyhead	SH 24660 82695
2. Cenotaph bus stop Holyhead	SH 24770 81948
3. Lôn Goch bus stop Amlwch	SH 44370 92916
4. Swyddfa Bost Post Office bus stop Church St Llangefni	SH 45916 75803
5. High Street Llangefni	SH 45757 75723
6. Spar bus stop Beaumaris	SH 60562 76076
7. Ena's bus stop Beaumaris	SH 60571 76086
8. Wood Street bus stop opposite library Menai Bridge	SH 55615 72008

The current bus interchanges/stops comprise of a simple bus stop configuration, which generally fall below the typical expectations of a town centre interchange when compared to best practice standards. Improvements to the bus stops and associated facilities would provide greater comfort and safety, prominence/attractiveness, and protection during inclement weather. Provision of electronic information on bus timings and routes would also help to make bus travel more attractive.

The proposed package of schemes comprises of improvement of bus stops and their immediate surroundings, with a view to incorporate the following enhancements (subject to further design development, identification of local constraints and local authority/town council approval):

1. Bus shelters with eco characteristics where feasible
2. Electronic information displays showing bus information.
3. New flags, posts and cases
4. Paving and kerb works
5. Bus stop road markings
6. New/additional seating
7. Landscaping
8. Lighting
9. Cycle Storage

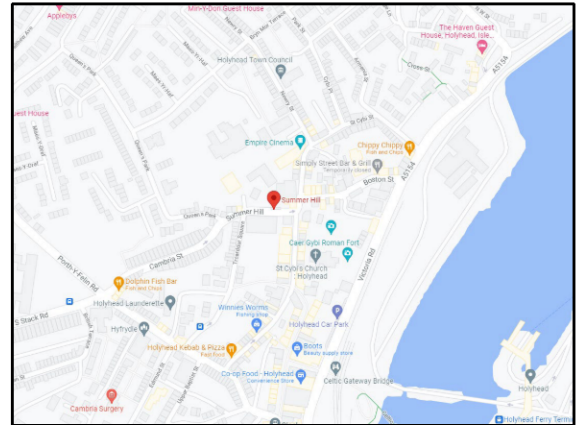
Scheme descriptions and estimated costs are summarised on the following pages, and an overall financial profile is shown in Appendix A.

# Summer Hill bus stop, Holyhead

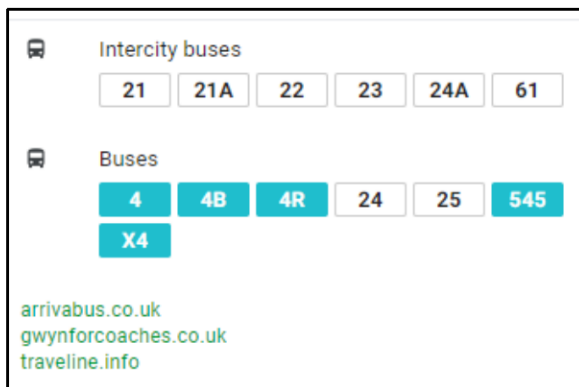
Stop ID: ynydmgd | OS GB grid reference: SH 24660 82695



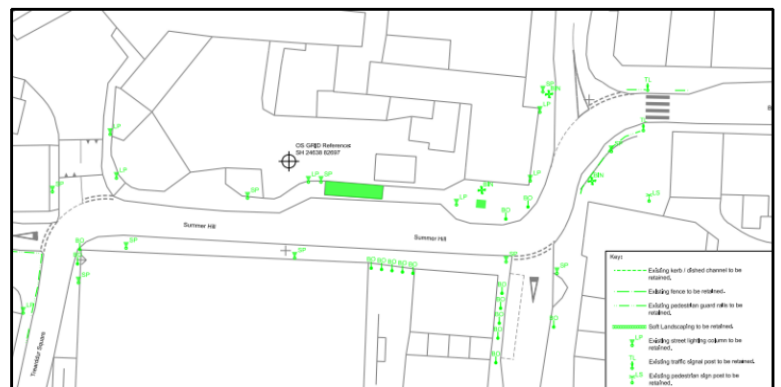
Bus Stop – Google Streetview



Bus Stop Location Plan



Bus Services serving the bus stop



Existing Bus Stop Arrangement (OS Mapping)

## Description of Scheme

This bus stop in Holyhead is an important bus interchange which serves as a waiting area for passengers, and also as a location where passengers can transfer between services. It is proposed to widen the footway at the stop location (which a significant proportion of the scheme cost).

## Indicative Cost

**£155,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 large-size totem and 1 next bus display)	✓ **
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓

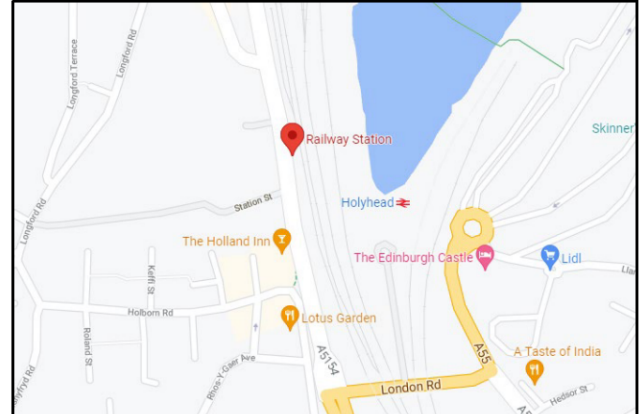


# Cenotaph bus stop, Holyhead

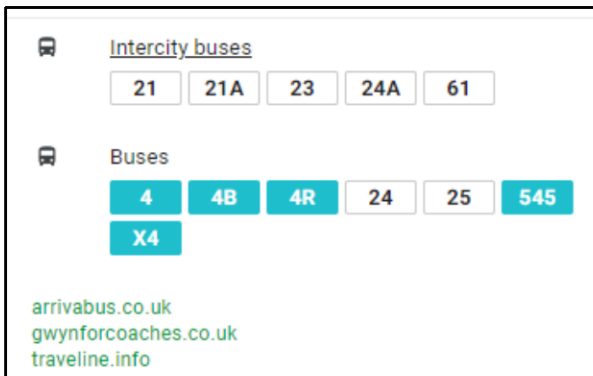
Stop ID: ynyamgm | OS GB grid reference: SH 24770 81948



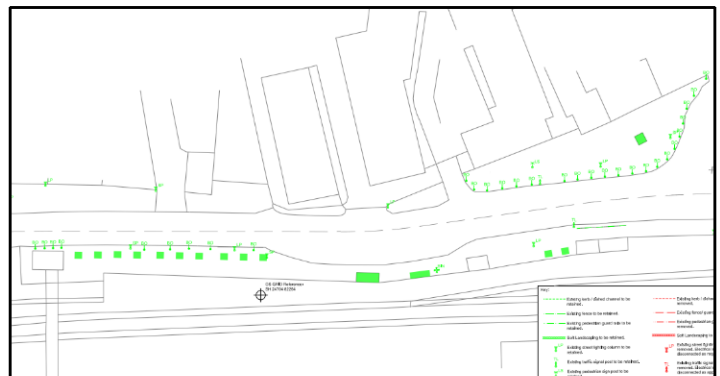
Bus Stop – Google Streetview



Bus Stop Location Plan



Bus Services serving the bus stop



Existing Bus Stop Arrangement (OS Mapping)

## Description of Scheme

This bus stop in Holyhead is an important bus stop close to the Railway Station serving long distance and local buses.

## Indicative Cost

**£65,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

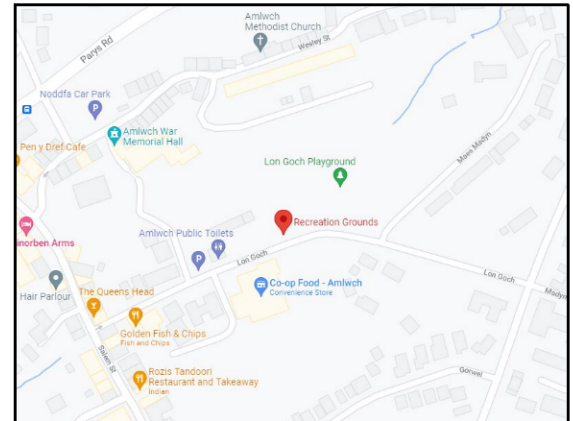
Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 large-size totem)	✓**
New flags, posts and cases	✓
Paving and kerb works	✗
Bus stop road markings	✗
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓

# Lôn Goch bus stop, Amlwch

Stop ID: ynyadap | OS GB grid reference: SH 44370 92916



Bus Stop – Google Streetview



Bus Stop Location Plan

Intercity buses

32

61

Buses

31

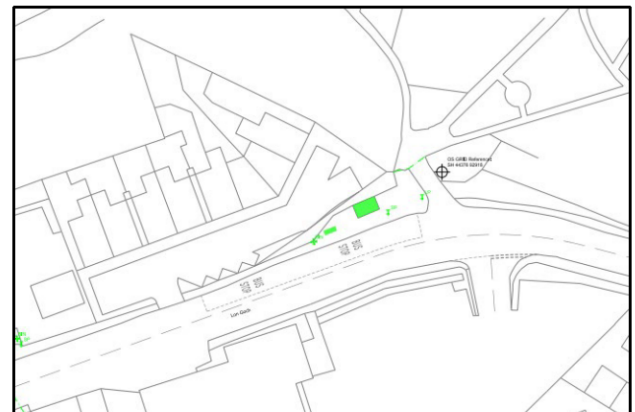
60

62

62CS

562S

[arrivabus.co.uk](http://arrivabus.co.uk)  
[traveline.info](http://traveline.info)



Existing Bus Stop Arrangement (OS Mapping)

Bus Services serving the bus stop

## Description of Scheme

This bus stop in Amlwch is a terminus point for services to Bangor and Llangefni – and is an important waiting area for passengers within Amlwch and the wider northern part of Anglesey.

## Indicative Cost

**£45,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 medium-size totem)	✓**
New flags, posts and cases	✓
Paving and kerb works	✗
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓

# Swyddfa Bost Post Office bus stop Church St, Llangefni

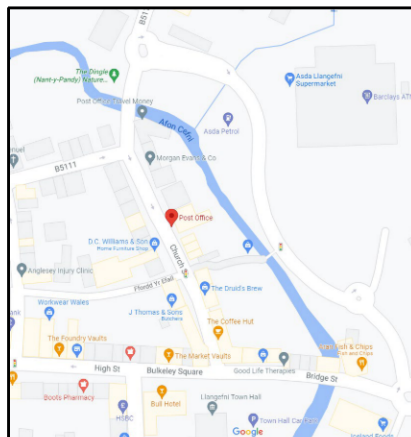
Stop ID: ynyatwg | OS GB grid reference: SH 45916 75803



Bus Stops – Google Streetview

Intercity buses	
32	36
Buses	
4	4B
4R	42
42A	45
48	50
52	54
55	X4
X43	

Bus Services serving the bus stop



Bus Stop Location Plan



Existing Bus Stop Arrangement (OS Mapping)

## Description of Scheme

This is a two-bay bus stop in Llangefni for terminating and through-buses, which also serves as a location where passengers can transfer between services. Treatment of the large two-bay stop and adjacent footway / guardrails leads to a higher than normal cost.

## Indicative Cost

**£100,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 medium-size totem and 2 next bus displays)	✓ **
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓

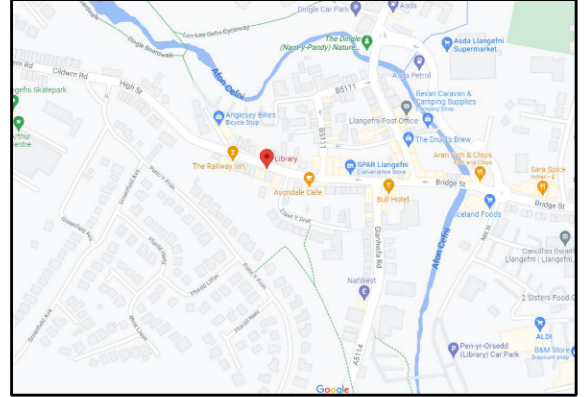


# High Street, Llangefni

Stop ID: nnyatwt | OS GB grid reference: SH 45757 75723



Bus Stop – Google Streetview



Bus Stop Location Plan

Buses
4 4B 4R 4X 42 45
48 52 54 X4 X43

[arrivabus.co.uk](http://arrivabus.co.uk)  
[gwynforcoaches.co.uk](http://gwynforcoaches.co.uk)  
[traveline.info](http://traveline.info)

Bus Services serving the bus stop

## Description of Scheme

This bus stop in Llangefni is an important stop for local and through-buses, which also serves as a location where passengers can transfer between services.

## Indicative Cost

**£60,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

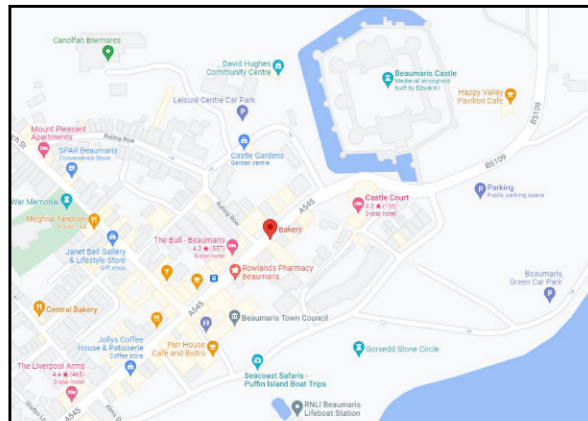
Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 medium-size totem)	✓**
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✗
Landscaping	✗
Lighting	✓
Cycle Storage	✓

## Spar bus stop, Beaumaris

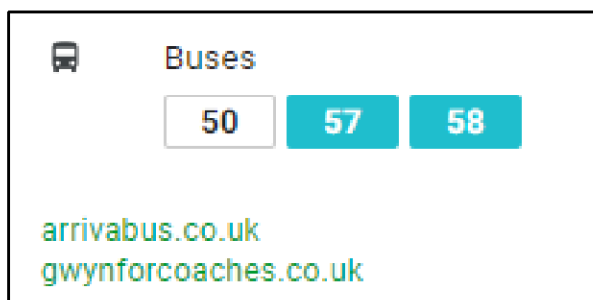
Stop ID: ynyadjw | OS GB grid reference: SH 60562 76076



Bus Stop – Google Streetview



Bus Stop Location Plan



Bus Services serving the bus stop



Existing Bus Stop Arrangement (OS Mapping)

### Description of Scheme

This bus stop in Beaumaris is the main westbound boarding point for bus services towards Bangor. The historical characteristics of the streetscape and buildings mean that provision of a standard large shelter is not feasible.

### Indicative Cost

**£45,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

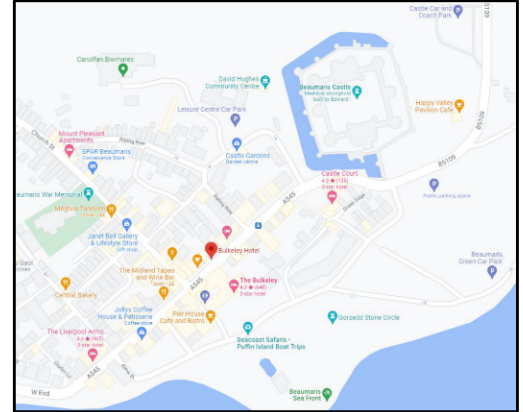
Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 medium-size totem)	✓**
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✗

## Ena's bus stop, Beaumaris

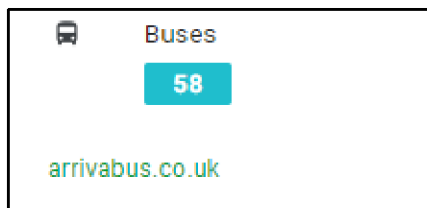
Stop ID: ynyadjg | OS GB grid reference: SH 60571 76086



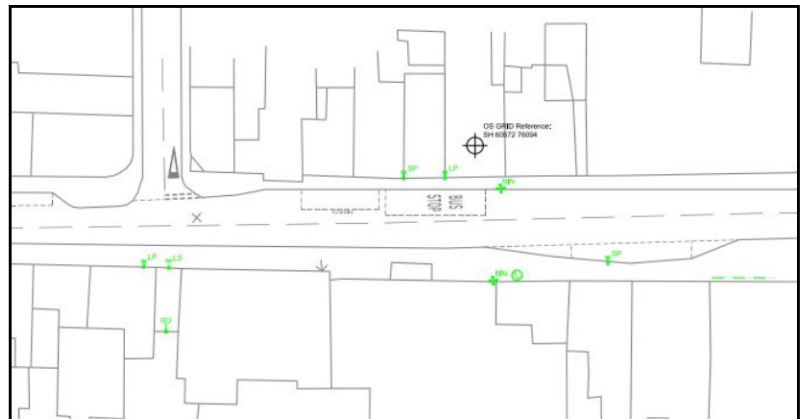
Bus Stop – Google Streetview



Bus Stop Location Plan



Bus Services serving the bus stop



Existing Bus Stop Arrangement (OS Mapping)

### Description of Scheme

This bus stop in Beaumaris is the main eastbound alighting point for bus services from Bangor. The historical characteristics of the streetscape and buildings mean that provision of a standard large shelter is not feasible.

### Indicative Cost

**£45,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

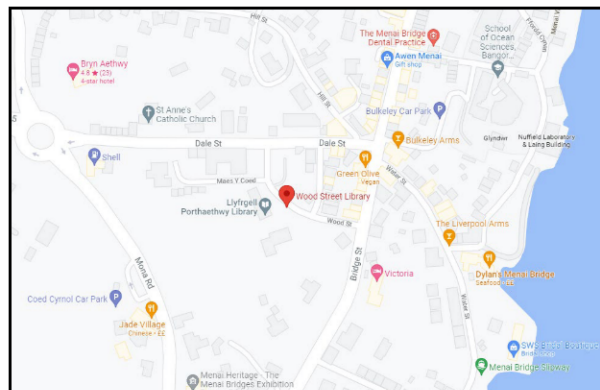
Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 medium-size totem)	✓**
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓

# Wood Street bus stop opposite library, Menai Bridge

Stop ID: ynydajp | OS GB grid reference: SH 55615 72008



Bus Stop – Google Streetview



Bus Stop Location Plan



Existing Bus Stop Arrangement (OS Mapping)

Buses
4A 4H 42 42A 57 58
62 62A 63 X4
arrivabus.co.uk traveline.info

Bus Services serving the bus stop

## Description of Scheme

This bus stop in Menai Bridge is an important bus interchange which serves as a waiting area for passengers, and also as a location where passengers can transfer between services.

## Indicative Cost

**£100,000\***

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.

\* Excludes electronic information displays

\*\* To be procured separately

Improvement	Applies
New Bus shelter	✓
Electronic information displays (1 large-size totem and 1 medium-size totem)	✓ **
New flags, posts and cases	✓
Paving and kerb works	✓
Bus stop road markings	✓
New/additional seating	✓
Landscaping	✓
Lighting	✓
Cycle Storage	✓



# Appendix A

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## Cost Information



## Forecast FY2022-23 Expenditure (in £000s)

Stop	Estimated Cost
Summer Hill bus stop Holyhead	£155,000
Cenotaph bus stop Holyhead	£65,000
Lôn Goch bus stop Amlwch	£45,000
Swyddfa Bost Post Office bus stop Church St Llangefni	£100,000
High Street Llangefni	£60,000
Spar bus stop Beaumaris	£45,000
Ena's bus stop Beaumaris	£45,000
Wood Street bus stop opposite library Menai Bridge	£100,000

This is based on an initial estimate of costs and is subject to design development, stakeholder consultation and a further costing exercise.