

Appendix D

Appraisal of Priorities, Modes and Sectors

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Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis

ISA Objective	Score	Duration Certainty	Appraisal – Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis
<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>	++	<p>Long term Low</p>	<p>This priority is highly compatible with ISA Objective 1 and the successful achievement of this priority would make a significant and long-term positive contribution towards this ISA Objective; however, certainty is low as many of the plans are speculative and their effects may vary depending on implementation.</p> <p>The priority seeks to adopt a ‘Town Centre First’ initiative to planning public transport services, supporting the ambition for ‘30% of the Welsh population to work from, or closer to, home’. This could lead to a reduction in road building, and therefore, a reduction in the potential for severance from new road building, as well as reducing traffic levels on existing roads, that may form barriers to community interaction.</p> <p>Reducing the need to travel by private car would likely help deliver improvements to air quality and noise from traffic, with subsequent benefits to people’s physical and mental health, and well-being. The priority would be likely to lead to higher rates of walking and cycling by designing new developments to be walk and cycle friendly, which would encourage physical activity and therefore have significant benefits to people’s health and well-being.</p> <p>A £20 million local broadband fund has been created to help provide home access to fast broadband as well as a roll-out of full-fibre broadband with Openreach to around 39,000 properties using £56m of public funding. The encouragement for people to work from home and improving access to fast and reliable broadband would help to reduce car-use, but there is uncertainty around the potential health impacts of this. For many people, walking or cycling to and from work is a key opportunity for exercise. Working alone at home could also lead to some detrimental effects on people’s mental well-being, as a result of isolation. However, it could lead to greater freedom to exercise during the day, when they otherwise might have been in an office.</p> <p>By seeking to reduce the volume of vehicles on the road and promoting working from home, it is likely that there would be a reduction in driver stress and road traffic accidents, because the frequency of vehicles on the road will be lessened. However, there is a high degree of uncertainty surrounding this.</p> <p>The priority seeks to ensure a “<i>joined-up approach to infrastructure investment</i>” is implemented, which could result in better integrated active travel and public transport links. This may help to reduce the time it takes to reach places, services and facilities. This would allow people to better spend their time doing what they want to do, rather than commuting for example, with likely benefits to their mental well-being.</p> <p>By reducing the need and time required to travel, the priority could encourage more people to access the open spaces they have available nearby to them, e.g. public parks. Accessing these spaces and community areas will help to build stronger communities, helping to reduce the risk of loneliness and isolation, however, there is a high degree of uncertainty around this.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis
<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	++	<p>Long term High</p>	<p>This priority is highly compatible with ISA Objective 2 and the successful achievement of this priority would make a significant and long-term positive contribution towards this ISA Objective, with high certainty. Investing in infrastructure that integrates walking and cycling with other transport modes would encourage more people to adopt active travel methods. As active travel is a free mode of transport, anyone can take part regardless of their economic situation, which would help to improve equality of access in Wales in terms of economic disparity. Through an increase in informal community interactions as a result of more people being outside, social cohesion could be improved. Community cohesion could also be improved through an increase in people travelling together on public transport, rather than alone in private cars.</p> <p>The priority seeks to improve access to fast and reliable broadband. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status or experience of technology. A £10 million local broadband fund has been created to help provide home access to fast broadband as well as a roll-out of full-fibre broadband with Openreach to around 39,000 properties using £56m of public funding, whilst there may be a difference in internet quality and access due to affordability, these funds should help to remove any economic disparity in broadband access.</p> <p>Increasing the number of employees who work from home could have benefits in relation to equality, as some employees who could not reasonably access employment opportunities would have a greater variety of jobs available to them.</p>
<p>3. To support sustainable economic development and diversity</p>	+	<p>Long term Low</p>	<p>This priority would contribute positively to ISA Objective 3, however the certainty around this is low. This priority highlights benefits that could be achieved through ensuring a 'joined-up' approach to infrastructure investment and reducing congestion through adopting a 'Town Centre First' initiative. This could lead to improved access to employment opportunities, helping to reduce unemployment in Wales by increasing access within and to different communities and areas. It will widen the variety of employment opportunities accessible to people of different communities and likely help to reduce employment inequality within Wales. The Town Centre First initiative supports the long-term ambition for '30% of the Welsh population to work from, or closer to, home'. This will be done through repurposing vacant buildings into co-working hubs and encouraging public sector organisations to set up offices in town centre locations. Superfast Businesses Wales's work to improve connectivity will also help to support this. An investment of £136 million is being put towards Transforming Towns which funds these projects. The initiatives set out under this priority would be expected to be advantageous to the Welsh economy.</p> <p>The priority encourages the reduction in need to travel for work by helping to promote working from home through improved digital connectivity and encouraging employer benefits. This will help to diversify the employee market as location will have less of a bearing on job opportunities; meaning that it may create equality of employment opportunity between rural and urban areas, however there is a high degree of uncertainty surrounding this.</p>
<p>4. To protect and promote Welsh culture and improve access to cultural and recreational spaces</p>	+	<p>Long term Low</p>	<p>This priority is generally compatible with ISA Objective 4 as the priority seeks to adopt a 'Town Centre First' initiative, which will help improve access in and around town centres through developing active travel routes, this could improve access to cultural and recreational spaces located within town centres as well, however certainty is low.</p> <p>A potential knock-on effect of improving active travel routes to workplaces and town centres and making working from home easier for employees through improving broadband access, it is likely that there will be reduced vehicles on the road this means that the setting of many cultural and recreational spaces and assets will be improved due to less noise and air pollution from that source, however, there is a high degree of uncertainty surrounding this.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis
5. To encourage the protection and promotion of the Welsh language	+	Long term Low	This priority is generally compatible with ISA Objective 5 with low certainty, as the commitment to providing and improving home broadband could help to improve the viability of more rural Welsh speaking communities, particularly for young people who may otherwise move to urban locations to seek employment opportunities.
6. To reduce greenhouse gas emissions from transport	+	Long term Medium	This priority is generally compatible with ISA Objective 6 with medium certainty, as by reducing the need for private car and vehicle travel, there will be lower greenhouse gas and CO ₂ emissions from the transport sector. Reducing the use of vehicles is proposed through increasing the proportion of people who work from home, improving broadband connectivity, locating residents near existing infrastructure/services/facilities and designing developments to be walk and cycle friendly. The transforming Towns fund will also help to support green infrastructure projects, which can be beneficial to reducing carbon emissions depending on design and implementation.
7. To enable climate change resilience	+	Long term Low	This priority is generally compatible with ISA Objective 7 with low certainty, as by investing in more sustainable forms of transport, it will help to future proof the Welsh transport system from the effects of climate change, however, there is some uncertainty surrounding this.
8. To protect and improve air quality	+	Long term Medium	This priority is generally compatible with ISA Objective 8 with medium certainty, as limiting car use will help to reduce greenhouse gas emissions, but also other forms of pollution, e.g., atmospheric nitrogen deposition. A reduced use of private cars and a reduction of vehicles on the road would help to reduce transport-associated emissions, such as PM ₁₀ , and therefore, improve the air quality of Wales. The transforming Towns fund will also help to support green infrastructure projects which can be beneficial to improving air quality as vegetation can help filter air pollutants.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Low	This priority is generally compatible with ISA Objective 9 with low certainty, as reducing vehicle numbers on the road and adopting a 'Town Centre First' approach could help to retain a more distinctive townscape due to improvement on the setting, with fewer cars travelling on the road to cause pollution. With more development in town centres this may have a resulting benefit where less development takes place outside of town centres on greenfield land. This could have a benefit for the landscape in rural and suburban areas. The transforming Towns fund will also help to support green infrastructure projects which could be beneficial to improving the scenery in towns.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	This priority is considered compatible with Objective 10 with low certainty. Increasing access by active travel and public transport links and adopting the 'Town Centre First' approach could lead to an increase of visitors to conservation and heritage areas in town centres, leading to increased investment, however, there is a high degree of uncertainty associated with this.
11. To promote the conservation and enhancement of biodiversity and geodiversity	+	Long term Low	<p>This priority is generally compatible with ISA Objective 11 with low certainty. There will likely be indirect positive effects from fewer vehicles on the roads, such as less air pollution and less noise pollution, which will lead to less habitat disturbance and cause less stress to flora and fauna, thereby providing a better environment for an increase in biodiversity, however this is not stated directly.</p> <p>Improving active travel routes and public transport links will likely grant easier access to wildlife areas and open green spaces, making them more accessible for all people and not only those who have access to a private car, with benefits to biodiversity conservation.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis
12. To ensure the sustainable use of natural resources	+	Long term Low	<p>This priority is generally compatible with ISA Objective 12 with low certainty, as by promoting active travel and public transport over personal car use, there will be less reliance on natural (non-renewable) resources used by petrol- and diesel-powered vehicles.</p> <p>As there will likely be fewer vehicles on the road due to promoting more sustainable transport methods, this will lead to fewer pollutants from car exhausts or spills from vehicles falling onto the tarmac, there is then less chance of surface water run off carrying these pollutants into the soil, groundwater and surface water, therefore, enhancing their quality and reducing the risk of contamination. However, there is a high degree of uncertainty surrounding this.</p>
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	<p>This priority is generally compatible with ISA Objective 13 with low certainty, as a reduction in the use of private cars and use will reduce transport-associated noise and light pollution. This would consequently have benefits to tranquil areas as well. The town centre first initiative will aim to increase development in town centres; this may have a knock-on benefit that less development takes place outside of town centres or in more tranquil areas, this could have a benefit of reduced noise pollution in rural and suburban areas due to fewer construction activities taking place.</p>

Priority 2: Accessible, sustainable and efficient transport services and infrastructure

ISA Objective	Score	Duration Certainty	Appraisal – Priority 2: Accessible, sustainable and efficient transport services and infrastructure
<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>	<p>++</p>	<p>Long term High</p>	<p>This priority is generally compatible with ISA Objective 1 and seeks to improve the accessibility of transport infrastructure, with high certainty.</p> <p>By improving the reliability, safety and frequency of public transport services, people could be less stressed by travelling and the prospect of travelling, in particular commutes or long journeys. Likewise, a system that is integrated between modes will be easier to navigate, resulting in a more relaxing journey. A system that is reliable and punctual should also mean users have to spend less time travelling, leaving more time for exercise or leisure activities, improving mental and physical health. The NTDP seeks to develop such schemes and promote a ‘one network, one timetable, one ticket’ system.</p> <p>Through improving the management and maintenance of the public transport system, it would help to improve access to health facilities and services for all people, of all backgrounds and even extend to improving access from rural locations due to faster commutes and less congestion. Safe, well-maintained and future proofed public transport would be particularly beneficial to children, older people and people from disadvantaged groups in terms of access to health facilities.</p> <p>By improving accessibility as part of design principles in infrastructure, there would likely be increased connectivity between communities and more options for travel and infrastructure implementation, and therefore, the risk of community severance would be reduced. This improved connectivity may also apply to green and open spaces, thereby allowing for more physical exercise options, especially for those who may not have access to private vehicles. This would be particularly important for young people, who may benefit from access to sports centres, recreational spaces and opportunities to socialise, but are too young to drive. Increased uptake of active travel has benefits for physical wellbeing, and the Active Travel Guidance and Active Travel Network Maps set out under this priority would help to support this movement.</p> <p>In addition, the priority seeks to support digital innovation. Innovations surrounding data use in transport will be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health.</p>
<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>++</p>	<p>Long term High</p>	<p>The priority demonstrates compatibility with Objective 2 with high certainty by addressing potential inequalities. Better management of public and active transport options, and inclusive design principles in infrastructure projects to improve accessibility. The better management, affordability and maintenance of public transport routes could help to improve equality within the public transport system, as more routes are accessible to people from any background and community. This increase in access would result in more equal access to educational facilities, employment opportunities and health facilities.</p> <p>Improving the use of data in transport infrastructure would also help to ensure the services are more accessible to young people who rely more heavily on public transport and data access than other age groups.</p> <p>The priority seeks to support integrated ticketing. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may, in general, have poorer access to and capability in using the technology that the integrated ticketing system will employ.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 2: Accessible, sustainable and efficient transport services and infrastructure
			<p>An example of improved accessibility proposed is the ‘gap fillers’ on rolling stock which automatically fill the gap between the train and the platform enabling safer access for people who may struggle to step onto the train such as the elderly or disabled people.</p>
<p>3. To support sustainable economic development and diversity</p>	<p>++</p>	<p>Long term High</p>	<p>The priority demonstrates compatibility with Objective 3 with high certainty. Public transport use is correlated with a stronger economy, due to spending on the transport service itself and ancillary services such as food and drink outlets in the vicinity of bus and train stations.</p> <p>A better managed and maintained public transport system would be likely to provide better access to education, training, jobs and employment opportunities to all residents. Further, public transport connectivity means that employers are able to gain a larger employment base, which could mean a more diverse economy. All of these factors lead to a more stimulated economy. More attractive public transport options will make people more likely to use these services to access urban centres and shops to spend money, meaning there will likely be an indirect increase to the diversity and development of the economy. It could also provide a boost to underperforming or difficult to access economic areas.</p> <p>By improving bus and train reliability and punctuality and transforming transport experiences, individuals are more likely to arrive at work less stressed and will be more productive, having a positive impact on the economy. If journeys can be a more enjoyable experience, individuals may be more inclined to travel where necessary in order to further grow their businesses.</p> <p>Under this priority, investment is encouraged towards the improvement of transport infrastructure and investment in low carbon technology for transport infrastructure, this will help to future proof the industry and could lead to improvements in freight transport and international travel, however, there is a high degree of uncertainty surrounding this effect.</p> <p>The priority supports a strategic approach towards freight and logistics as this is a very important industry in Wales and aims to “<i>help address key issues including last mile deliveries, skills and training, decarbonising the sector and moving freight from road to rail and water</i>” through strategic plans.</p>
<p>4. To protect and promote Welsh culture and improve access to cultural and recreational spaces</p>	<p>+</p>	<p>Long term Low</p>	<p>The priority is compatible with Objective 4 with low certainty. Increasing access and connectivity would likely help to increase access for everyone, including to cultural and recreational spaces, this would lead to an increase in their use which would likely lead to better upkeep for these spaces. Through improved management and maintenance of the public transport system and making the services a more appealing option for travel, it would be likely that this priority would lead to more people choosing public transport options and less people choosing private vehicles, which would lead to fewer vehicles on the roads. This could have a knock-on effect of reduced air pollution and noise pollution, improving the setting of many cultural and recreational spaces. However, there is a high degree of uncertainty surrounding this, as it depends on the specific location of new investment in relation to cultural and recreational places.</p>
<p>5. To encourage the protection and promotion of the Welsh language</p>	<p>+</p>	<p>Long term Low</p>	<p>The priority is compatible with Objective 5 with low certainty. The priority states that the languages available on mobile apps and transport websites, which will be used for the integrated ticketing/pay as you go system, will be available in both English and Welsh.</p>
<p>6. To reduce greenhouse gas</p>	<p>+</p>	<p>Long term Low</p>	<p>This priority is compatible with ISA Objective 6 with low certainty. The priority has a focus on the decarbonisation of all modes of transport, investing in EV charging, moving from road freight to rail/water freight transport, reaching a net zero emission bus fleet by 2035, reaching a net zero taxi fleet by 2028 and there are also plans to work with the UK Government</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 2: Accessible, sustainable and efficient transport services and infrastructure
emissions from transport			<p>on the incremental decarbonisation of the rail fleet. These initiatives set out under this priority will lead to the generation of fewer carbon dioxide emissions from transport, leading to a positive impact on greenhouse gas emissions.</p> <p>By improving the maintenance of active travel routes and incorporating these routes into journeys and the existing road network, this priority will further discourage the use of private vehicles and would lead to further reductions in greenhouse gas emissions.</p>
7. To enable climate change resilience	+	Long term Low	<p>This priority is generally compatible with ISA Objective 7 with low certainty as it states “for infrastructure the Sustainable Transport Investment Hierarchy starts with managing and maintaining our existing infrastructure and then adapting it for modal shift and the effects of climate change”, which could help Welsh transport adapt for climate change, however there is no further detail given.</p>
8. To protect and improve air quality	+	Long term Low	<p>This priority is generally compatible with ISA Objective 8, but with low certainty. The priority has a focus on the decarbonisation of all modes of transport, investing in EV charging, moving from freight to rail/water, reaching a net zero emission bus fleet by 2035, reaching a net zero taxi fleet by 2028 and there are plans to work with the UK government on the incremental decarbonisation of the rail fleet. This will lead to fewer carbon dioxide emissions from transport leading to a positive impact on air quality. Better maintained and safer active travel routes would be likely to reduce the use of private cars and public transport as they will become more accessible options for all people, this will reduce the volume of vehicles on the road and lead to a reduction in air pollution from transport. Through improved management and maintenance of the existing transport infrastructure network, which may include increased vegetation, air quality improvements through the reduction in, and sequestration of, pollutants may occur.</p>
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Low	<p>Although there is little overlap, the priority is compatible with Objective 9 with low certainty as it disincentivises car use, and cars tend to have negative impacts on townscape character. Road traffic and parking create noise disturbances and visual intrusions on traditional townscape character. By exploring measures that will deter car use, these negative impacts will be reduced. This would also have a knock-on effect of reduced noise pollution, thereby protecting and potentially enhancing the character of many townscapes and landscapes.</p>
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	<p>This priority is generally compatible with ISA Objective 10 with low certainty. Through improved management and maintenance of the public transport system/active travel options, they could become a more appealing option, which could lead to more people choosing public transport options and less people choosing private vehicles, leading to fewer vehicles on the roads. This would have a knock-on effect of reduced noise pollution, thereby conserving and potentially enhancing the setting of many heritage assets and historic areas. Increasing access and connectivity will likely help to increase access for everyone, including to conservation and heritage assets.</p>
11. To promote the conservation and enhancement of biodiversity and geodiversity	+	Long term Low	<p>This priority is generally compatible with ISA Objective 11 with low certainty, as it has a focus on investing in sustainable transport and decarbonisation. This will lead to knock on effects due to improved setting on wildlife habitats due to less air pollution from vehicle exhausts which can damage ecosystems. With the prioritisation of sustainable transport modes over road transport, and existing infrastructure maintenance prioritised over new construction, there may be less investment in new road building, which could lead to benefits against this objective.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 2: Accessible, sustainable and efficient transport services and infrastructure
12. To ensure the sustainable use of natural resources	+	Long term Medium	<p>This priority is generally compatible with ISA Objective 12 with medium certainty, as it could help to reduce the volume of carbon emissions in transport infrastructure by promoting low carbon transport options and decarbonisation within the public transport network. Improving the reliability, safety and frequency of the public transport system and making the services a more appealing option, will likely lead to more people choosing public transport options and less people choosing private vehicles. Fewer vehicles on the road means fewer pollutants from exhaust or spills falling onto the tarmac, and there is then less chance of surface water run off carrying these pollutants into the soil, groundwater and surface water, and therefore, enhancing their quality. However, there is a high degree of uncertainty surrounding this. By prioritising sustainable transport options, it is likely that this priority would lead to fewer road network developments, which would mean fewer materials are necessary and there would be more scope to use recycled materials. Fewer developments could also lead to less waste. However, there is a degree of uncertainty surrounding this.</p>
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	<p>This priority is generally compatible with ISA Objective 13 with low certainty. The priority seeks to improve the reliability, safety and frequency, as well as the management and maintenance, of the public transport system/active travel options and making them a more appealing option. This would be likely to lead to more people choosing public transport options and less people choosing private vehicles, which would lead to fewer vehicles on the roads. This would have a knock-on effect of reduced noise and light pollution, thereby helping to protect tranquil areas.</p> <p>The priority has a focus on the decarbonisation of all modes of transport, investing in EV charging, moving from freight to rail/water, reaching a net zero emission bus fleet by 2035, reaching a net zero taxi fleet by 2028 and there are also plans to work with the UK Government on the incremental decarbonisation of the rail fleet. Low carbon transport is usually quieter than alternatives, so this could lead to less noise from transport.</p>

Priority 3: Behavioural change

ISA Objective	Score	Duration Certainty	Appraisal – Priority 3: Behavioural change
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	+	Long term Medium	<p>The priority demonstrates compatibility with Objective 1 with medium certainty. By encouraging people to use sustainable transport options, such as walking and cycling, which has numerous benefits on physical and mental health and well-being.</p> <p>The priority supports a range of incentives such as extending concessionary travel schemes to older and disabled people, and plans for more e-bike hire/loan schemes. This would encourage people to walk, cycle and use public transport more, which would improve both physical and mental health through the exercise itself but also the increased time spent outdoors. In order to reduce health inequalities across Wales, it is important that these incentives are available to as broad a range of people as possible.</p> <p>By improving the reliability, punctuality and introduction of fairer fares to transport services, people would be likely to be less stressed by travelling and the prospect of travelling, in particular commutes or long journeys. A system that is reliable and punctual should mean users have to spend less time travelling, leaving more time for exercise or leisure activities, improving mental and physical health. An improved experience when travelling could also encompass ways to bring people together, reducing loneliness and social isolation. The use of shared solutions would encourage more social interaction whilst travelling than occurs whilst using the private car.</p> <p>The priority plans the introduction of a new 20mph national speed limit, which would make roads much safer and decrease the risk of serious injury and death due on Wales’s roads.</p> <p>The priority plans to introduce new civil enforcement powers to Local Authorities in 2023 that will help stop pavement parking, this will make streets much safer for the disabled (particularly the vision impaired), older people and pregnant women as it will reduce the chance of collision and having to step into the street. It is hoped that such measures would consequently increase the uptake of active travel due to improved safety on pavements.</p>
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	++	Long term High	<p>The priority is compatible with ISA Objective 2 with high certainty. Innovations such as <i>shared solutions, car clubs and other mobility as a service</i> could encourage social cohesion and bring communities together, and innovations in community transport could support rural communities and reduce the inequalities between rural and urban areas.</p> <p>The priority seeks to reduce the cost of sustainable travel through initiatives such as grants towards the cost of electric bikes, and by extending concessionary travel schemes to older and disabled people This will help make all forms of sustainable travel more equitable. In addition, the promotion of travel schemes will encourage community cohesion.</p> <p>The priority plans the introduction of a new 20mph national speed limit, which would make roads much safer and decrease the risk of serious injury and death due on Wales’s roads. This could have positive effects on young people and older people in particular, who may have more difficulty crossing roads.</p> <p>In many areas, there is currently a negative general perception of public transport and those who have the choice will often choose not to use it; these are often more affluent members of society. Through successful marketing campaigns and an improved service for the customer, as well as effective deterrents on car use, these individuals may be more inclined to use public transport and integrate with other groups in society, which will have a beneficial effect on community cohesion. The public transport recovery campaign will help in addressing the challenges in attracting people back to using public transport.</p>

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ISA Objective	Score	Duration Certainty	Appraisal – Priority 3: Behavioural change
			Better integrated transport systems could make journeys for those who frequently trip-chain easier, more efficient, and more affordable. The Fairer Fares commitment aims to ensure that sustainable public transport fares are made more affordable, there are currently concessionary fares available to older and disabled people, but this aims to investigate discounted travel for young people as well.
3. To support sustainable economic development and diversity	+	Long term Medium	<p>The priority is compatible with ISA Objective 3 with medium certainty. By improving the bus and train user experience, individuals are more likely to arrive at work less stressed and will be more productive, having a positive effect on the economy. If journeys can be a more enjoyable experience, individuals may be more inclined to travel where necessary in order to further grow their businesses.</p> <p>Digital innovations that allow integrated transport systems across the country could enhance connectivity and allow businesses to expand and function in a wider market more easily and more economically. If journeys are easier and more efficient, people are more likely to be willing to travel further to grow their businesses.</p> <p>The Fairer fare scheme and grants for bike hire may allow more people to access job markets they might have been limited to beforehand.</p>
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Low	<p>The priority is compatible with ISA Objective 3 with low certainty. By improving ease of movement around the country through the use of integrated ticketing and improving customer experiences on public transport services, access to cultural events and recreational spaces would be enhanced, and as such, the priority is generally compatible with this Objective. Currently, people may be put off visiting new or distant areas to access cultural or heritage assets due to the complexity of travel and the lack of knowledge regarding what the transport links will be like closer to the site. This is especially true considering many of these assets are located in urban areas which have larger and more complicated transport systems; or in rural areas, where there may be an apparent lack of or infrequent public transport that requires forward planning. With integrated, digitalised systems in place, alongside marketing campaigns, people can access transport information from afar and easily plan their journeys, thereby promoting easy access to Wales's cultural and heritage assets.</p>
5. To encourage the protection and promotion of the Welsh language	+	Long term Low	<p>The priority is compatible with ISA Objective 5 with low certainty. The priority will introduce Welsh language standards for bus services which should include training to ensure drivers and staff of transport services are able to use the Welsh language. This would be likely to further promote the use of the Welsh language and ensure transport services are accessible to all.</p>
6. To reduce greenhouse gas emissions from transport	+	Long term Medium	<p>The priority is compatible with Objective 6 with medium certainty. By encouraging an increase in public and active transport modes, and a decrease in private car use, particularly petrol- and diesel-powered vehicles. By supporting incentives to encourage people to walk, cycle or use public transport and exploring ways to disincentivise car use, the use of private vehicles may decrease, subsequently reducing greenhouse gas emissions. Incentives to use cleaner vehicles such as the e-bike grant system, particularly in areas or for certain individuals where car use is the only viable option, could also help reduce greenhouse gas emissions from transport.</p>
7. To enable climate change resilience	O	N/A	Neutral – no direct effect identified.

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8. To protect and improve air quality	+	Long term Medium	The priority is compatible with Objective 8 with medium certainty, by encouraging an increase in public and active transport modes, and a decrease in private car use, particularly petrol- and diesel-powered vehicles. By supporting incentives to encourage people to walk, cycle or use public transport and exploring ways to disincentivise car use, use of private vehicles will decrease, subsequently reducing emissions and improving air quality. Incentives to use cleaner vehicles such as the e-bike grant scheme, particularly in areas or for certain individuals where car use is the only viable option, could also help to improve local air quality.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Medium	The priority is compatible with ISA Objective 9 with medium certainty. Although there is little overlap, the priority is compatible with Objective 9 in that it disincentivises car use, and cars tend to have negative effects on townscape character. The priority also aims to disincentivise pavement parking, which will make towns more attractive and preserve the local townscape. Road traffic and parking create noise disturbances and visual intrusions on traditional townscape character. By exploring measures that will deter car use, these potential negative effects will be reduced.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The priority is compatible with ISA Objective 10 with low certainty. Road traffic and parking create visual intrusions on heritage assets. By exploring measures that will deter car use, these negative effects will be reduced. With ease of use of public transport due to an improved user experience, people may be more inclined to visit heritage assets and therefore support them financially, which will also help to improve their up-keep, however certainty around this is low.
11. To promote the conservation and enhancement of biodiversity and geodiversity	+	Long term Low	The priority is compatible with ISA Objective 11 with low certainty. Through promoting sustainable transport choices, greenhouse gas emissions will be reduced. This will help decrease the negative effects of the transport sector on the environment, which will have the knock-on effect of improving habitat quality and thereby increasing biodiversity in Wales, in particular reducing poor air quality. However, there is a degree of uncertainty surrounding this.
12. To ensure the sustainable use of natural resources	+	Long term Low	The priority is compatible with ISA Objective 12 with low certainty, by encouraging an increase in public and active transport modes, and a decrease in private car use, particularly petrol and diesel. This would result in a reduction in the volume of fossil fuels used by petrol- and diesel-powered vehicles. The use of integrated journey planning and ticketing would help to produce a more efficient public transport system, which would hopefully encourage higher levels of public transport use. This and the idea of mobility as a service would also help decrease private car use, again decreasing fossil fuel use.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	This priority is generally compatible with ISA Objective 13 with low certainty. Through promoting public transport and active travel options over personal car use, this priority seeks to reduce the volume of cars on the roads. This would have a knock-on effect of reduced noise pollution, and in some instances reduced light pollution due to a general decline in vehicle use overall.

Modes and Sectors: Active Travel

ISA Objective	Score	Duration Certainty	Appraisal – Active Travel
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	++	Long term Medium	The NTDP is compatible with ISA Objective 1 and a significant positive effect in the long term is predicted, but with medium certainty. The measures for delivering the NTDP include infrastructure development, as well as behaviour changes. Improving safety, including through changing the default speed limit in built up areas to 20mph from 30mph, changes to reduce pavement parking, as well as increasing the quantity and quality of walking and cycle routes and making these routes safer, may mean there could be fewer physical and mental barriers to walking and cycling. Due to reduced speeds and fewer vehicles on the roads there is likely to be a reduction in air pollution, which could improve air quality and improve the health of local communities. The NTDP also aims to support safe routes to schools. This programme of improvements aims to slow traffic and improve foot and cycle ways on routes to schools, which in turn supports schools in developing active travel plans to encourage young people to travel more sustainably. This would be likely to increase safety and efficiency for those walking and cycling around schools, as well as providing an opportunity for children and young people to learn more about the benefits of active travel, and an opportunity for children and young people to voice their own opinions and ideas on how active travel can benefit them. This could lead to significant and cumulative positive benefits for physical and mental health in both the short, medium and longer terms. The investment in the active travel fund programme increased from £10m in 2018/19, to £70m in 2021/22. The plan commits to creating connections across Wales through active travel routes and aims to identify and deliver routes that connect rural communities to key services and facilities. This includes delivering routes that connect rural communities to services and facilities in the nearest town.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	++	Long term High	The NTDP is compatible with ISA Objective 2 and a significant positive effect in the long term is predicted, with high certainty. The NTDP is compatible with ISA Objective 2, as it aims to remove the barriers that prevent people from cycling and walking, therefore potentially leading to more cohesive communities. It goes some way towards addressing inequality and mentions the need for extensive consultation when designing guidance for Active Travel Network Maps with a particular emphasis on people who do not currently walk or cycle for local trips, which may lead to a greater understanding in how inequalities might be addressed. As active travel is a free mode of transport, anyone can take part regardless of their economic situation, this means investment in active travel schemes will help to improve equality of access in Wales in terms of economic disparity. The investment in the active travel fund programme increased from £10m in 2018/19, to £70m in 2021/22. The plan commits to creating connections across Wales through active travel routes and aims to identify and deliver routes that connect rural communities to key services and facilities. The NTDP supports the provision of safe active travel routes to schools, this will help improve access to education for all children. <i>Recommendation: Further reference should be made to active travel routes being designed around those with limited mobility/vision.</i>
3. To support sustainable economic development and diversity	++	Long term Medium	The NTDP is compatible with ISA Objective 3 and a significant positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 3 as active travel will deliver benefits to the economy throughout Wales, with more people using active travel to get to work, through the uptake of schemes such as e-bikes, cycle to work schemes, as well as the development of integrated network maps and integrated journey planning. This could further support modal shift for commuters, and employers will be able to apply for a funding contribution to aid the implementation of enhanced workplace infrastructure. The further development of the National Cycle Network could support the leisure and tourism economy, which is specifically mentioned. By improving the integration of active travel with public transport, it is likely

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Active Travel
			that not only will this promote active travel but will also promote the use of public transport services, which would be beneficial for the economy of Wales.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Low	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with low certainty. Through widening the availability of cycle hire, integrating active travel routes into public transport and promoting behavioural change initiatives, the use of active travel will likely increase, this will increase the ease of access to cultural and recreational spaces and help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. The NTDP aims to improve active travel connections between Cardiff and Newport through enhancing the existing National Cycle Network Route 88 and the creation of a sustainable transport corridor along the A48. This will greatly increase access to cultural and recreational spaces across Wales. The NTDP states that “ <i>new station[s] will incorporate green infrastructure and be easy to access by walking and cycling, with secure cycle storage and cycle hire facilities provided</i> ” which could benefit those travelling into and out of Wales for sporting or cultural events.
5. To encourage the protection and promotion of the Welsh language	+	Long term Low	The NTDP is compatible with ISA Objective 5 and a minor positive effect in the long term is predicted, with low certainty. The NTDP refers to Welsh-medium education as being available on the network maps, which could help improve access to Welsh-medium educational facilities and thus promote the use of the Welsh language. <i>Recommendation: Access to Welsh language education facilities should be included in improvement of active travel routes.</i>
6. To reduce greenhouse gas emissions from transport	++	Long term Medium	The NTDP is compatible with ISA Objective 6 and a significant positive effect in the long term is predicted, with medium certainty. Active travel can help to reduce greenhouse gas emissions from transport, particularly for shorter journeys. The NTDP states that there will be fewer greenhouse gas emissions and air quality will have improved because more people have replaced car journeys with active travel. Through widening the availability of cycle hire, integrating active travel routes into public transport and promoting behavioural change initiatives, the use of active travel will likely increase, this will cause a decrease in the use of private vehicles, leading to a positive effect on reducing greenhouse gas emissions.
7. To enable climate change resilience	+	Long term Low	The NTDP is compatible with ISA Objective 7 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is generally compatible with ISA Objective 7 as supporting and improving active travel will reduce private car use and therefore reduce carbon dioxide emissions, helping to reduce an exacerbation of climate change. <i>Recommendation: The NTDP should ensure that any new active travel routes climate resilient through design and construction.</i>
8. To protect and improve air quality	++	Long term Medium	The NTDP is compatible with ISA Objective 8 and a significant positive effect in the long term is predicted, with medium certainty. The NTDP is highly compatible with ISA Objective 8, as active travel will help to reduce emissions from transport, particularly for shorter journeys. The NTDP plans to achieve this effect through widening the availability of cycle hire, integrating active travel routes into public transport and promoting behavioural change initiatives throughout Wales, leading to a positive effect on air pollution.
9. To protect and enhance the local distinctiveness of	+	Long term Low	The NTDP is compatible with ISA Objective 9 and a minor positive effect in the long term is predicted, with low certainty. Reducing car usage and making areas more attractive for walking and cycling can help protect and enhance the townscapes and landscapes of Wales. Reduced investment in road development may imply that more landscapes will be protected,

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Active Travel
our landscapes and townscape			however this effect is uncertain. The focus of this chapter of the NTDP is on towns and everyday journeys, but it also aims to maximise opportunities to support leisure and tourism and the further development of the National Cycle Network in Wales. The NTDP also aims to improve the standards of active travel infrastructure by considering the whole streetscape and how active travel routes interact with the environment.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The NTDP is compatible with ISA Objective 10 and a minor positive effect in the long term is predicted, with low certainty. Through widening the availability of cycle hire, integrating active travel routes into public transport and promoting behavioural change initiatives, the use of active travel will likely increase, this will increase the ease of access to conservation areas and help to improve the setting of these areas due to the benefits of fewer private vehicles being used to access them, however the effects are uncertain.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Low	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with low certainty. Through widening the availability of cycle hire, integrating active travel routes into public transport, and promoting behavioural change initiatives, the use of active travel will likely increase, this will decrease the effects of pollution from private vehicles which can affect wildlife spaces through air quality and noise. The scale of these effects is uncertain.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is generally compatible with ISA Objective 12, as the encouragement of the development of active travel and investments decisions may reduce the need for the development of new roads. Further, the promotion of active travel over other transport modes will help to decrease the use of private cars, which could reduce the use of fossil fuels.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Medium	The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is generally compatible with ISA Objective 13, as a reduction in the use of private cars and vehicle travel and an associated increase in active travel will reduce noise and light levels associated with vehicular traffic.

Modes and Sectors: Bus

ISA Objective	Score	Duration Certainty	Appraisal – Bus
<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>	<p>++</p>	<p>Long term Medium</p>	<p>The NTDP is compatible with ISA Objective 1 and a significant positive effect in the long term is predicted, with medium certainty. By making buses cleaner and safer, their use may be more appealing and could encourage people to use public transport to access health services. By integrating bus routes and services with active travel routes, more people may be encouraged to walk or cycle, with associated physical and mental health and well-being benefits. In addition, by improving transport connectivity and integrating different modes of transport, there will likely be increased connectivity between communities. The NTDP aims to guide the redesign of the bus network through a framework founded in the ways of working of the Well-being of Future Generations Act. The NTDP sets out that “<i>through this structured approach, we will ensure an efficient, equal and accessible range of bus services are delivered, which will allow people to access health, education, jobs and leisure activities through sustainable public and active transport</i>”. <i>Fflecsi services are being implemented in both urban and rural areas and seek to manage post-COVID adaptations to the bus services through demand responsive transport options</i>”. This would further enhance the ability of users, in particular vulnerable users or more rural communities, to reach healthcare facilities. The NTDP seeks to decarbonise the bus fleet in Wales, which could have a positive effect on air quality leading to improved health within communities. The NTDP also aims to incorporate use of the third sector (community transport options) into the current travel network. This type of integration will build on the successful implementation of fflecsi in Pembrokeshire, by the Pembrokeshire Voluntary Transport and the seasonal fflecsi coastal bus service on the Llŷn Peninsula delivered by O Ddrws I Ddrws. Options are currently being explored for greater use of community transport to access health; and the Wales Ambulance Trust is in talks with fflecsi to support their patient transport offer.</p>
<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>++</p>	<p>Long term High</p>	<p>The NTDP is compatible with ISA Objective 2 and a significant positive effect in the long term is predicted, with high certainty. The Bus chapter of the NTDP is compatible with ISA Objective 2 as the NTDP seeks for local communities, both rural and urban, will be better connected, and a significant positive effect is predicted. The NTDP aims to work with local authorities to connect smaller communities, who are often isolated and more rural, to the wider transport network. The NTDP has made a commitment in improving equality on who can use the bus network by stating “<i>Our concessionary fares scheme provides free bus transport for concessionary cardholders and discounted young person’s bus fares (Mytravelpass). Concessionary cards are provided to those over 60 years old or who meet the disability eligibility criteria and have their primary address in Wales</i>”. The NTDP aims to consult with different user groups on how the network can cater to serve their specific needs better. Fear of crime on public transport can act as a barrier to certain groups of users, notably women, older people and also people in the LGBTQ+ community. The NTDP states that bus services should be ‘fully-accessible, attractive and safe for everyone’ which may go some way to addressing this issue. The NTDP aims to improve equality across Wales through improving the access and connectedness of the bus/rail network, an integrated bus and rail system as customers are already able to purchase tickets combining Rail and TrawsCymru services which has simplifying journey planning and ticketing between South Wales and Aberystwyth and saving customers time and money. The introduction of the fflecsi services will help to address first/last mile issues and extending the reach of the public transport offering in Wales. A pilot scheme in Ebbw Vale operates in a mixed rural/urban environment and has opened several new public transport travel opportunities including early morning workers at the large Rassau industrial estate on the outskirts of the urban area who may have previously relied on more expensive taxi services or personal car use. Integrated journey planning and ticketing systems are being implemented which makes all services much more accessible, especially when delays/disruptions happen, however, these systems are accessible through apps and require internet access, meaning that there may be a disparity of access as those without internet connections may not be able to take advantage of these schemes. In order to</p>

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Bus
			simplify payment, investment is being made in a 'Pay-As-You-Go' contactless card ticketing system, this will make connections between walking, bus and rail much simpler, however it may require access to a contactless paying card meaning there may be a disparity of access. Along with this scheme however are new and improved zonal pricing, which aims to keep the cost of travel down making it more accessible for all.
3. To support sustainable economic development and diversity	+	Long term Medium	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is highly compatible with ISA Objective 3, as the local economy will be supported through enhanced connectivity and improved productivity over the long term. The NTDP promotes considerable investment into the bus industry through the purchasing of new vehicles and will support the recruitment and training of new operators. The investment into station improvements will also increase job requirements in this area, both for skilled and unskilled labour. Through faster journey times and improved interchange capabilities it will allow people to access job markets in further areas leading to more options for employees and employers. Improved access to employment is further enhanced by the proposed 'Pay-As-You-Go' ticketing and integrated journey planning schemes, to make travelling easier and more affordable. The introduction of the fflesci services will help to address first/last mile issues and extending the reach of the public transport offering in Wales. A pilot scheme in Ebbw Vale operates in a mixed rural/urban environment and has opened a number of new public transport travel opportunities including early morning workers at the large Rassau industrial estate on the outskirts of the urban area, resulting in benefits to the local economy. As this type of scheme is rolled out across Wales, this could see positive effects in the long term.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Medium	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with medium certainty. It states that buses will be a good option for getting to and from major arts and sporting events, and for enjoying Wales's natural and cultural heritage. For example, the Snowdonia Sherpa network will help to improve links between Snowdonia National Park and the main centres of the region, which maximises opportunities to travel and improves access to public transport both for locals and tourists, in an area where there is currently a lack of public transport. This will promote access through public transport and reduce the need for private vehicles. Through improvements to public transport, it will not only make this a more attractive method of accessing these spaces, but it will likely increase the ability of people to access these spaces.
5. To encourage the protection and promotion of the Welsh language	+	Long term Low	The NTDP is compatible with ISA Objective 5 and a minor positive effect in the long term is predicted, with low certainty. The NTDP may lead to positive effects when assessed against ISA Objective 5, as the NTDP includes Welsh language standards for those who provide bus services in Wales as part of the redesign of best practice guidance. However, the certainty of this effect is low.
6. To reduce greenhouse gas emissions from transport	+	Long term Medium	The NTDP is compatible with ISA Objective 6 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is predicted to lead to positive effects when compared to ISA Objective 6, as it sets out that Wales will deliver a zero-emissions bus fleet by 2035 and to replace 50% of the highest emission vehicles by 2028. A shift from the use of the private car to using public transport would lead to benefits for reducing the effect of transport-related greenhouse gas emissions. Integrated journey planning and active travel provision around bus stations may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions.

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ISA Objective	Score	Duration Certainty	Appraisal – Bus
7. To enable climate change resilience	○	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	+	Long term Medium	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 8; it sets out that Wales will deliver a zero-emissions bus fleet by 2035 and to replace 50% of the highest emission vehicles by 2028. A shift from the use of the private car to using public transport would lead to benefits for reducing the effect of transport-related emissions. Integrated journey planning and increased active travel provisions around bus stations may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Low	The NTDP is compatible with ISA Objective 9 and a minor positive effect in the long term is predicted, with low certainty. Improvements to the bus network and resulting modal shift may result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. The Snowdonia Sherpa network will help to improve links between Snowdonia National Park and the main centres of the region, which maximises opportunities to travel and improves access to public transport both for locals and tourists to beautiful landscapes. This will promote access through public transport and reduce the need for private vehicles. Fewer private vehicles will have a positive effect on the landscape and view of those visiting the sites. The NTDP seeks to ensure bus transport is a good option for visiting Wales's natural and cultural heritage.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The NTDP is compatible with ISA Objective 10 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 10 as it states that buses will be a great option for visiting Wales's natural and cultural heritage. This may improve the viability of conservation initiatives, but also reduce the effect of car traffic on these sites. The Snowdonia Sherpa network will help to improve links between Snowdonia National Park and the main centres of the region, which maximises opportunities to travel and improves access to public transport both for locals and tourists. This will promote access through public transport and reduce the need for private vehicles.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Low	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 11, as by improving the accessibility and connectivity of bus services and integrating them with other public transport services and active travel, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. Reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment. By 2035, the zero-emission bus fleet will be delivered and is set to replace 50% of the highest emission vehicles by 2028. The decarbonisation of the bus fleet will also help to contribute to improving the air quality and therefore the wildlife habitats. The NTDP, however, does not directly refer to biodiversity, geodiversity or ecosystems, reducing the certainty of the assessment.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 12, as Wales will have adopted innovative decarbonisation technology that helps to reduce emissions from buses. This could lead to a reduction in the need for natural resources such as fossil fuels. By 2035 the zero-emission bus fleet will be delivered and is set to replace 50% of the highest emission vehicles by 2028. A reduction in the use of the private car could lead to a reduction in the demand for new roads, and therefore a reduction in the need for raw materials for construction.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Bus
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Medium	The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 13, as by improving the accessibility and connectivity of bus services and integrating them with other public transport services and active travel, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. This could reduce light pollution and noise pollution. Further, the use of technology such as electric buses, could lead to lower levels of noise pollution from the buses themselves, creating a cumulative beneficial effect in the long term.

Modes and Sectors: Rail

ISA Objective	Score	Duration Certainty	Appraisal – Rail
<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>	<p>++</p>	<p>Long term Medium</p>	<p>The NTDP is compatible with ISA Objective 1 and a significant positive effect in the long term is predicted, with medium certainty. It states that rail travel will be safe and secure for all users. Enhanced rail services are likely to improve access to employment, community, and social infrastructure, all of which will have beneficial effects on health and well-being. Features such as journey planning and improvement to passenger communication are also likely to enhance equality and reduce customer stress on the rail network. The NTDP aims to increase the rate of services by 30% which should lead to a slight improvement for access for all customers. Faster journeys could help reduce air and noise pollution and therefore be beneficial to human health. Secure cycle parking will be installed at stations, which will be well lit and covered by CCTV, increasing the security and feeling of safety using rail facilities. Secure cycle parking may also encourage people to cycle to stations, rather than driving, which will help to improve their health through active travel. There is also a developing program to install defibrillators at suitable stations across the network. The NTDP includes many programmes focused on interchange improvements both at Central Valleys Line (under the metro development plan) and non-devolved stations, helping to further discourage the use of the private car and encourage the use of active travel modes. There is a commitment in the NTDP to work with Local Authorities to create sustainable transport interchanges and hubs around the rail stations to facilitate more public transport journeys, supporting a shift away from the private car. Furthermore, the NTDP seeks to develop and deliver a level-crossing strategy to target interventions for the highest risk crossings, improving safety across the network. Customer safety and security will be improved through LED lighting and monitored CCTV with more cameras and the latest digital recording.</p>
<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>++</p>	<p>Long term High</p>	<p>The NTDP is compatible with ISA Objective 2 and a significant positive effect in the long term is predicted, with high certainty. Enhancing and extending the rail network in all parts of Wales could lead to greater equality in the provision of transport services nationally. The NTDP also specifically sets out that accessibility schemes have been funded with Network Rail under their Access for All programme, which improves the certainty of the predicted effect. The NTDP aims to improve the provision of accessible services, including step-free access to all platforms, which will help reduce inequalities across the rail network. Other proposals to improve accessibility and customer experiences include new lifts and ramped footbridges to platforms, new and refurbished shelters, secure cycle storage, and free water re-fills. Features such as journey planning and improvement to passenger communication will also enhance equality on the rail network and reduce customer stress. The planned Integrated Journey Planning pathway will create an integrated programme of developments, which will work across different modes to enable end to end journeys to be easily planned and made, with ticketing options and fares that make them flexible and affordable. This could also improve equality across rail services. The NTDP also aims to increase the rate of services by 30% which should have a slight improvement on access for all, helping to reduce inequality due to access to services and facilities, especially for those with disabilities or pregnant women who may struggle to gain access at certain times and people of various religions who may not be able to gain access at certain times due to observing their faith, this increase in services will provide more options to prevent limiting access.</p>

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Rail
3. To support sustainable economic development and diversity	++	Long term Medium	The NTDP is compatible with ISA Objective 3 and a significant positive effect in the long term is predicted, with medium certainty. The enhancements and extension to the rail network in Wales would help to improve access to employment opportunities and the result in more efficient freight services, leading to benefits to the local economy. The planned Integrated Journey Planning pathway will create an integrated programme of developments, which will work across different modes to enable end to end journeys to be easily planned and made, with ticketing options and fares that make them flexible and affordable. During the plan period, these options will initially be developed in the Metro areas, with a zonal fares structure to be developed for the South Wales Metro area and a fair fares policy across all areas. The development of the rail network will create a demand for both skilled and unskilled labour, increasing employment opportunities. Increased connectivity through rail will increase the range of employment zones allowing candidates access to more job opportunities, benefiting the local economy. The connection to major cities such as the plans for the enhanced capacity in the South Wales mainline to facilitate direct services between West Wales and Bristol Temple Meads will have a huge beneficial effect on the economy due to improved access to job markets. This can also be said for improvements in connectivity between North Wales and South Wales (Shotton Interchange improvements) and improvements to Chester station capacity, allowing more capacity for services to the North Wales coast. The extension of the Crosskeys to Newport service to Ebbw Vale Town will provide two trains per hour enabling people from Ebbw Vale to work in areas where they may be greater employment opportunities, such as Newport.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Low	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 4, as the enhanced and extended rail network would enable people to be able to confidently use rail to get to and from major sporting and cultural events. The Third Sector section of the NTDP sets out that the Wales on Rails website (launched through Visit Wales) aims to promote historic rail and community rail partnerships, bringing visitors attractions together with heritage rail and the main rail and TrawsCymru routes to promote sustainable days out. Increased rate of services will also likely provide greater access to cultural and recreational spaces, although this is not a focus of the rail service provision in the NTDP directly. Therefore, a minor positive effect is predicted, although the certainty of the effect is low.
5. To encourage the protection and promotion of the Welsh language	+	Long term Medium	The NTDP is compatible with ISA Objective 5 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP seeks to “ <i>continue to develop our staff with customer focussed and Welsh language training programmes</i> ”. This would be expected to help protect and promote the Welsh language. The NTDP also aims to improve passenger communication, on stations, on trains and via digital channels to ensure passengers can plan their journeys and have confidence that they will be able to travel when they expect to do so. Therefore, although positive, the effect against this objective is likely to be minor.
6. To reduce greenhouse gas emissions from transport	++	Long term Medium	The NTDP is compatible with ISA Objective 6 and a significant positive effect in the long term is predicted, but with low certainty. The NTDP includes a range of priorities to improve services across Wales, including rolling out rail electrification, developing new stations and re-opening stations. Delivering public transport systems in all parts of Wales to improve services and better integrate other public transport and active travel within the rail system, could lead to a significant positive effect against this objective due to the reduced reliance on private car use, and therefore, a reduction on vehicle-associated greenhouse gas emissions. The Integrated Journey Planning pathway will create an integrated programme of developments which will work across different modes to enable end to end journeys to be easily planned and made with ticketing options and fares that make them flexible and affordable, further helping to reduce reliance on private vehicle. The NTDP commits to developing new infrastructure through a smart electrification approach, which will deliver on decarbonisation. The NTDP aims

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Rail
			to work on options for the diesel stock fleet to be converted to bi-mode (diesel and electric) as electrification is extended within Wales. There will also be models delivered as tri-modes (electric, battery and diesel) for use on the CVL and as diesel only on other parts of the network. There will be no diesel services operating on core valley lines by 2025 and there is a commitment to work with the government to promote the need for overhead line electrification in Wales. Approximately £800 million will be invested into new rolling stock by 2025 in order to have a rail fleet capable of transitioning to a more electrified network with options built in to change the traction power sources.
7. To enable climate change resilience	O	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	+	Long term Medium	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 8, as the plan seeks for the rail network to be decarbonised. It is hoped that more people will take the train instead of using their cars, reducing vehicle-associated emissions. Trains will make more use of renewable power sources for trains and the energy performance of stations and CVL infrastructure will have been improved. Decarbonisation will be achieved through a 'smart electrification' approach which has significantly reduced the cost of electrifying the CVL lines, this method will help with the continuation of electrification of other lines as well, this widespread decarbonisation will improve the air quality and reduce noise pollution in Wales.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Low	The NTDP is compatible with ISA Objective 9 and a minor positive effect in the long term is predicted, with low certainty. By improving the safety, access and connectivity of rail services and integrating them with other public transport services and active travel, more people may choose rail as a transport option, thereby encouraging less reliance on the private car. With fewer vehicles on the road there may be reduced air and noise pollution, improving the setting of both townscapes and landscapes.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The NTDP is compatible with ISA Objective 10 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is broadly compatible with ISA Objective 10 as improvements to the rail network and the increase of its use by the public will lead to a reduction in private cars and therefore a reduction in air and noise pollution which would improve the setting of conservation areas and heritage assets.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Low	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 11, as improving the safety, access and connectivity of rail services and integrating them with other public transport services and active travel may encourage more people to use the train as a transport option ultimately leading to fewer vehicles on the roads. This will reduce air pollution and noise pollution, which could improve ecosystems and habitat settings. The NTDP also briefly mentions the incorporation of green infrastructure in station facilities, this could help increase the biodiversity in local areas, however the design will largely affect how effective it is.
12. To ensure the sustainable use of natural resources	+	Short term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the short term is predicted, with low certainty. The NTDP is compatible with this ISA Objective as it seeks to roll out rail electrification, and the energy performance of stations and infrastructure will improve. In the short term, the construction of new rail infrastructure could lead to an increased need for natural resources, therefore reducing the potential significance of positive effects. The NTDP commits to developing new infrastructure through a smart electrification approach, which will deliver on decarbonisation, it also mentions developing green energy sources for station facilities. The NTDP aims to work on options for the diesel stock fleet to be converted to bi-mode

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Rail
			(diesel and electric) as electrification is extended within Wales to help reduce the amount of diesel fuel used. There will also be models delivered as tri-modes (electric, battery and diesel) for use on the CVL and as diesel only on other parts of the network. There will be no diesel services operating on core valley lines by 2025 and there is a commitment to work with the government to promote the need for overhead line electrification in Wales. Approximately £800 million will be invested into new rolling stock by 2025 in order to have a rail fleet capable of transitioning to a more electrified network with options built in to change the traction power sources.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 13, as improving the safety, access and connectivity of rail services and integrating them with other public transport services and active travel may encourage more people to use the train as a transport option ultimately leading to fewer vehicles on the roads. This will reduce noise and light pollution. Increasing the speed of rail services will also help to reduce air and noise pollution. The NTDP aims to decarbonise the rail network through smart electrification, this will lead to a reduction of noise pollution from rail travel.

Modes and Sectors: Roads, Streets and Parking

ISA Objective	Score	Duration Certainty	Appraisal – Roads Streets and Parking
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	++	Long term Medium	The NTDP is compatible with ISA Objective 1 and a significant positive effect in the long term is predicted, with medium certainty. The NTDP is highly compatible with ISA Objective 1, as lowering the default residential speed limit to 20mph in Wales will improve health outcomes, particularly for vulnerable groups. A default 20mph speed limit will lead to a reduction in road traffic casualties, with case study evidence showing a 63% reduction in fatal injuries across a four-year period (Bornioli et al, 2020). Reducing speed limits would be expected to help to improve safety, in particular for children, by reducing road collisions, as well as providing more opportunities to walk and cycle and improving health and wellbeing by reducing air pollution. The NTDP is committed to the continual development of the Traffic Officer service which helps to improve the safety of vehicle users on the Strategic Road Network (SRN). The NTDP also aims to continue to fund safety improvements on the highway network through three main grant programmes: Local safety schemes, Community safety schemes and Safe routes to school. All improvements and developments on the SRN will lead to better road-user safety, which are supported by the NTDP. In addition, the NTDP seeks to give greater priority to active travel on the road network and prioritising these users, which will help to encourage outdoor exercise and improve health, leading to significant cumulative benefits against this objective. The NTDP commits to best use and enhancement of future infrastructure projects, which will seek opportunities to enhance active travel, improve public transport and enhance biodiversity within the road network. The works will be coordinated with the public transport Metro and local authority transport programmes along with the Active Travel Network Management maps and delivery plans. These enhancements to active travel and public transport will lead to a more active community and reduce air pollution from reduced private vehicle use, which will have a positive effect on the health of the community.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	++	Long term High	The NTDP is compatible with ISA Objective 2 and a significant positive effect in the long term is predicted, with high certainty. The NTDP is compatible with ISA Objective 2, as it will improve the safety of walking and cycling by incorporating active travel into the road network through the provision of cycle lanes and footways. The NTDP would ensure that fewer people live on poorly maintained and unadopted roads. Default speed limits and enacting new civil enforcement powers that will allow Local Authorities to take action against on-pavement parking will also make streets safer, particularly for people with children in buggies, people with vision loss and those who are less mobile such as wheelchair users. The NTDP supports the funding of safety schemes including local safety schemes (based on delivering safety based around evidence recorded by the police in Wales), community safety schemes (taking into consideration issues raised by communities and changes in the local environment or traffic flow) and safe routes to school (targeted programme of improvements to support active travel options to schools). Delivering a strategy for fair road-user charging in Wales, as part of a broader package of measures to improve travel choices, should help to ensure that those who are reliant on cars will not be unfairly treated. All improvements to roadways and network operations will help to improve connectivity and access, therefore improving social cohesion. The NTDP also supports the update of the intelligent transport system strategy which will help to improve the safety and accessibility of public transport and road safety.
3. To support sustainable economic development and diversity	+	Long term Medium	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 3, as efficient, uncongested and well-maintained roads may make it attractive for businesses to locate to Wales thus supporting the Welsh supply chain and benefiting the economy. Maintaining and operating the SRN creates employment within Wales. The NTDP also notes the major road projects being undertaken currently and, in the future, which will all bring employment. An independent panel has been appointed to carry out "The

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Roads Streets and Parking
			Roads Review” to ensure that investment in roads is fully aligned with the WTS, to recommend current pipeline of road investment projects; to provide guidance for reallocating road space on parts of the road network, which might in future benefit from enhancement spend, and to consider how any savings might be allocated. The aim is for funds to be better directed and more efficiently used in the roads network.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Medium	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 4, particularly as road use and congestion will be managed around major cultural and sporting events in Wales. The NTDP will help to reduce the negative effect of cars on cultural and recreational spaces, improving the setting of these space through improved air quality and reduced noise from traffic. Improved integrated journey planning and community transport modes such as the third sector will help to provide increased access to sporting and cultural events for users who may find traditional access more difficult (disabled people).
5. To encourage the protection and promotion of the Welsh language	0	N/A	Neutral – no direct effect identified.
6. To reduce greenhouse gas emissions from transport	+/-	Long term Medium	<p>The NTDP will have both positive and negative effects on ISA Objective 6 in the long term, with medium certainty. EV charging will be implemented across Wales this will be supported by the road network supporting the provision of electric vehicle charging points as set out in the EV charging Strategy which also commits to charging being available every 20 miles across Wales by 2025. The NTDP supports the provision of EV charging and specific action for EV charging is laid out in the EV charging action plan published October 2021. In addition, the NTDP supports the strategic initiative of 20mph speed limits which will have benefits to air quality and the environment, it can also help encourage people to take up more sustainable transport modes. Trials are currently being piloted in:</p> <ul style="list-style-type: none"> • St Dogmaels, Pembrokeshire • St Brides Major, Vale of Glamorgan • Llanelli North, Carmarthenshire • Abergavenny, Monmouthshire • Central North, Cardiff • Severnside, Monmouthshire • Buckley, Flintshire • Cilfriw Village, Neath and Port Talbot. <p>Overall, the NTDP seeks to prioritise public transport and active travel on Wales’s roads, and therefore, there could be fewer cars and private vehicle journeys, leading to an overall decrease in greenhouse gas emissions in the long term. However, due to the nature of this chapter focusing on roads, streets and parking, there is also an emphasis on road management and maintenance, which will bring with it an increase in greenhouse gas emissions and could make road travel more attractive than less polluting transport options, such as public transport. Therefore, both positive and negative effects would be expected.</p>
7. To enable climate change resilience	+	Long term Medium	The NTDP is compatible with ISA Objective 7 and a minor positive effect in the long term is predicted, with medium certainty. Welsh Government will work with Natural Resources Wales to manage the effect of climate change on road infrastructure by improving surface water drainage, managing flood risk, and ensuring that new residential developments do not create

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Roads Streets and Parking
			harmful surface water discharges. In the trunk road biodiversity plan, one of the five key priorities is “ <i>To mainstream biodiversity and climate change resilience in our decision making and actions</i> ”. All road improvement projects will seek to include features which encourage biodiversity including new woodland and hedgerow planting.
8. To protect and improve air quality	+	Long term Low	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 8 as the plan seeks to prioritise active travel and public transport on Wales’s roads, which will reduce the number of cars and vehicle journeys in order to reduce associated environmental and air quality effects. The NTDP seeks to implement equitable road charging to help improve air quality, increased use of electric vehicles from promotion of EV charging will lead to a reduced reliance on fossil fuels which will have benefits to air quality. The NTDP aims to tackle air quality following on from the 2021 Air Quality Update Plan which laid out a robust regulatory framework, which measures to tackle roadside nitrogen dioxide exceedances. The Clean Air Plan for Wales: Healthy Air, Healthy Wales was published in August 2020. This sets comprehensive actions to deal with a wide range of cross-Government and sector actions for the achievement of national air pollution emission reductions and to reduce the effects of air pollution on human health, biodiversity and the natural environment, and the economy. The Clean Air Plan will be reviewed in 2025 following on from monitoring the progress. The plan also sets out the potential for a Clean Air Zone to tackle air pollution issues, as well as providing Local Authorities with powers to tackle unnecessary idling to improve local air quality.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Medium	The NTDP is compatible with ISA Objective 9 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 9 as the plan seeks to reduce the number of cars used by prioritising public transport and active travel, which will help improve the aesthetic of rural areas by reducing the number of cars parked, sometimes not in appropriate car parks. This will be achieved through the introduction of civil enforcement powers in 2023, creating places where pedestrians can walk freely without having to step onto the carriageway, this will make the streets of Wales more attractive for everyone. There are also plans for the improvement of unadopted roads which aims to help local authorities implement road improvements in 2023. This will help to improve the scenery and enhance the townscape. The NTDP commits to a Litter and Fly-tipping Prevention Plan (to be published in 2022) which aims to reduce the environmental and economic effects of fly-tipping, this will also lead to cleaner streets, enhancing the landscapes and townscapes. All road improvement projects will seek to include features, including new woodland and hedgerow planting. This will provide benefits for the landscape and townscape.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The NTDP is compatible with ISA Objective 10 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is somewhat compatible with ISA Objective 10, as most of the NTDP’s proposals will have positive secondary effects on the setting of heritage assets and conservation areas due to better air quality, less noise pollution, fewer cars parked inappropriately and enhanced biodiversity.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Medium	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 11 as it states that the NTDP will protect and enhance biodiversity and ecosystem resilience as part of the soft estate. The trunk road biodiversity plan will ensure biodiversity is maintained and enhanced whilst promoting the resilience of ecosystems. All road improvement projects will seek to include features which encourage biodiversity including new woodland and hedgerow planting. Improved air quality from increased adoption of electric vehicles will have a positive secondary effect on local biodiversity and the setting for wildlife.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Roads Streets and Parking
12. To ensure the sustainable use of natural resources	+	Long term Low	<p>The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is broadly compatible with ISA Objective 12, as opportunities to deliver works in more sustainable ways are being investigated, which may be through the reduction in materials used, the use of locally sourced lower carbon and recycled materials, or more energy efficient means of construction. Further information about the implementation of how this will be achieved would improve the certainty of positive effects against this objective. The NTDP supports the provision of EV charging and specific action for EV charging is laid out in the EV charging action plan published October 2021, which would help to reduce the quantity of fossil fuels used for transportation.</p>
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	<p>The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is broadly compatible with ISA Objective 13, as there will be less traffic noise on the road network, including quieter urban streets. Measures include the increased prevalence of electric vehicles, which are quieter than petrol or diesel-powered cars. However, maintenance of the SRN could increase noise levels at receptors nearby. The NTDP notes the plan to publish new strategic road maps under the Environmental Noise Regulations, a Noise and Soundscape Action Plan will be published in 2023 with a 5-year programme of prioritised noise interventions on the SRN being delivered from 2024 onwards.</p> <p><i>Recommendation: The NTDP should include measures to seek to reduce the effect of the road network in terms of noise and light pollution by including specific road building materials or the use of natural buffers, which could also contribute to improved biodiversity and air quality.</i></p>

Modes and Sectors: Third Sector

ISA Objective	Score	Duration Certainty	Appraisal – Third Sector
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	++	Long term Medium	The NTDP is compatible with ISA Objective 1 and a significant positive effect in the long term is predicted, with medium certainty. Firstly, there will be better access to health services which will work towards reducing health inequalities. The NTDP has a focus on community transport and working to improve coverage of community transport so that it can be accessed more easily and by more communities. The NTDP is developing a community car scheme package which will help the connectivity of rural communities. The NTDP will continue to support projects to improve the Transport to Health Network. The NTDP ensures that community transport organisations are closely integrated into the continued development of the fflecsi demand responsive network across Wales. This type of integration will build on the successful implementation of fflecsi in Pembrokeshire, by the Pembrokeshire Voluntary Transport and the seasonal fflecsi coastal bus service on the Llŷn Peninsula delivered by O Ddrws I Ddrws. Options are currently being explored for greater use of community transport to access health; and the Wales Ambulance Trust is in talks with fflecsi to support their patient transport offer. The NTDP supports the local level Neighbourhood and Community Transport Partnerships to develop local transport improvements. All of the proposed community transport schemes would help improve general accessibility of communities to health services. Other benefits include that more people will be able to access national parks and outdoor recreation, which has a resultant benefit on both physical and mental health. The NTDP also aims to improve access to jobs/training through third sector through the Wheels to Work project and improve access to historic and cultural spaces through community rail projects such as Wales on Rails.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	++	Long term High	The NTDP is compatible with ISA Objective 2 and a significant positive effect in the long term is predicted, with high certainty. The NTDP is highly compatible with ISA Objective 2, as there will be a reduction in isolated individuals and communities and there will be services for people who would not otherwise be able to access conventional public transport. The NTDP will improve access to health services and education, and effective safeguarding. As the plan also seeks to promote an active and engaged network of volunteers, it is likely that significant improvements to social cohesion and equality will be achieved. The NTDP seeks to support programmes of community transport particularly in rural communities where these schemes may be more relied upon. The NTDP supports the local level Neighbourhood and Community Transport Partnerships to develop local transport improvements, all of the proposed community transport schemes would help improve general accessibility of communities to health services. Other benefits include that more people will be able to access national parks and outdoor recreation. The NTDP also aims to improve access to jobs/training through third sector through the Wheels to Work project and improve access to historic and cultural spaces through community rail projects such as Wales on Rails. All of these schemes will work towards improving access for all, reducing inequality of access to any spaces within Wales, but especially for children, disabled people and elderly groups living in rural areas who may lack access to private transport methods.
3. To support sustainable economic development and diversity	+	Long term Medium	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with medium certainty. This NTDP is compatible with ISA Objective 3, as a wider range of people can access employment as well as retail, services, education, work and leisure services. The NTDP seeks to ensure that the visitor economy and rural jobs are boosted through historic rail services. There will also be a knock-on effect of less fuel poverty in rural areas where the cost of running a car can be high, due to a lower need for car-use, due to improved transport options through the third sector.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Third Sector
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Medium	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with medium certainty. This NTDP is compatible with ISA Objective 4, as there will be better access to sporting and cultural events. The Government will work with Visit Wales and other partners to continue to promote historic rail experiences in Wales. Wales's rich transport heritage including historic rail infrastructure, canals and rolling stock, will be preserved for future generations. The Wales on Rails scheme will bring together visitor attractions and heritage rail with the main rail and TrawsCymru routes to promote sustainable days out and whole holiday itineraries. The NTDP states that “we will work with the Heritage Rail Association (HRA), Office of Road and Rail (ORR) and UK Government on proposal for the creation of a new UK Heritage Rail Safety and Standards Boards (HRSSB). This will bring heritage rail in line with all other parts of the rail sector. This reflects the increasing role and popularity of heritage rail in tourism and local transport”. All general improvements to access through the third sector will improve access to cultural and recreational spaces.
5. To encourage the protection and promotion of the Welsh language	○	N/A	Neutral – no direct effect identified. <i>Recommendation: Reference should be made to Welsh language communities getting better accessibility and therefore supporting these communities, e.g. in North Wales and the Lyn Peninsula as well as West Wales.</i>
6. To reduce greenhouse gas emissions from transport	+	Long term Medium	The NTDP is compatible with ISA Objective 6 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with this ISA Objective, as there will be fewer carbon dioxide emissions as the NTDP encourages more people to travel together. Furthermore, the plan seeks for community transport to make greater use of alternative vehicle technologies, therefore reducing transport-related greenhouse gas emissions. Some schemes supported under the NTDP such as “Bus Buddies” promotes the use of public transport, reducing carbon dioxide emissions from private vehicles. The NTDP also aims to grow shared vehicle schemes such as bike hire/leasing and EV charging. Promoting the use of these transport methods will help to reduce the effect of private vehicle use.
7. To enable climate change resilience	○	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	+	Long term Medium	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with this ISA Objective, as there will be fewer polluting emissions as more people travel together. Furthermore, the plan seeks for community transport to make greater use of alternative vehicle technologies, reducing the potential emissions from the sector. The promotion of bike and EV schemes will also help to reduce air pollution in Wales.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	+	Long term Low	The NTDP is compatible with ISA Objective 9 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with this ISA Objective, as there will be fewer polluting emissions as more people travel together, which will help improve the setting of townscapes and landscapes. It will also mean fewer cars parked in towns/cities, especially reducing pavement parking, which can be a negative effect on townscapes.
10. To promote the conservation and enhancement of heritage assets	+	Long term Low	The NTDP is compatible with ISA Objective 10 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 10 as it states that the Welsh Government will work with Visit Wales and other partners to continue to promote historic rail experiences in Wales. Wales's rich transport heritage including historic rail

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Third Sector
			infrastructure, canals and rolling stock, will be preserved for future generations. Improvement of these community travel schemes will also help to provide access to heritage assets for many people who may not be able to access them otherwise.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Medium	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 11, as community transport will provide an improvement in opportunities for people to access national parks and outdoor recreation. Promotion of conservation may be achieved by more people understanding and learning about these areas.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with this ISA Objective, as there will be a reduced reliance on fossil fuels, through the greater use of alternative vehicle technologies and increased vehicle sharing. The promotion of EV charging (especially in rural areas) will also support this ISA Objective.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with this ISA Objective, as there will be a lower reliance on private car use due to people travelling together through third sector community transport, this will lead to less noise and light pollution from vehicles.

Modes and Sectors: Taxis and Private Hire

ISA Objective	Score	Duration Certainty	Appraisal – Taxis and Private Hire
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	+	Long term Medium	The NTDP is compatible with ISA Objective 1 and a minor positive effect in the long term is predicted, with medium certainty. It states that regardless of where customers live in Wales, they will experience a good level of taxi service with readily available, safe vehicles, with suitable drivers that improve customer service and vehicles that are accessible to all. This could have a role to play in reducing health inequalities and helping to ensure all residents have good access to healthcare facilities and facilitate social inclusion. The NTDP seeks to ensure that public safety will be promoted by the use of mandatory vehicle CCTV, standardised checks for applicants and license holders, standardised specifications for vehicles, a vehicle testing regime and implementation of a national licensing database. As part of the national standardisation of the taxi/PHV services, there is an aim to introduce training courses to make certain that individuals have the necessary skills to undertake the role of a licensed driver. The NTDP also seeks to improve safety by ensuring that licensed taxis/PHVs are easily recognisable to the public. There is a commitment to ensure there is not a reduction in the supply of accessible vehicles and opportunities will be explored to enhance the provision of such vehicles. The NTDP also seeks to simplify taxi fares, so that they are clear to customers and consistent across Wales. The Delivery Plan also seeks to ensure that customers are able to pay for taxis in a variety of methods, which will help to address customer concerns of fare refusal and booking cancellations and will improve confidence in using these services.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	+	Long term High	The NTDP will have both positive and negative effects on ISA Objective 2 in the long term, with high certainty. It states that regardless of where customers live in Wales, they will experience a good level of taxi service with readily available, accessible, safe vehicles, and with suitable drivers that provide good customer service. Taxis, however, may not be accessible for all due to high costs in particular areas or associated with distance (for example people living in rural areas where other forms of public transport are insufficient may pay disproportionately more). This means that access may not be equitable for those on lower incomes, which may include children, older people and disabled people. There is a commitment to ensure there is not a reduction in the supply of accessible vehicles and opportunities will be explored to enhance the provision of such vehicles. The Delivery Plan also seeks to simplify taxi fares, so that they are clear to customers and consistent across Wales, as well as ensure that customers are able to pay for taxis in a variety of methods. This may help to address customer concerns of fare refusal and booking cancellations and will improve confidence in using these services.
3. To support sustainable economic development and diversity	+	Long term Medium	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with medium certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is generally compatible with ISA Objective 3, as ensuring there is an efficient, affordable and accessible fleet of taxi services would help to provide more people can access work, services, leisure and education by complementing and integrating with other public transport services. There are currently around 11,000 licensed taxi/PHV drivers in Wales, and the Delivery Plan seeks to assist current drivers and new drivers through incentives which may include grants, loans or lease schemes for the use of zero-emission vehicles.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Medium	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with medium certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is compatible with ISA Objective 4, as it states that taxi and PHV drivers act as important ambassadors for Wales with a key role in introducing visitors to the

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Taxis and Private Hire
			country. The Delivery Plan seeks to improve driver relations with passengers through standardised training, background checks and safety measures.
5. To encourage the protection and promotion of the Welsh language	○	N/A	Neutral – no direct effect identified. <i>Recommendation: Standards in relation to Welsh Language should be incorporated into the proposed driver training.</i>
6. To reduce greenhouse gas emissions from transport	+	Long term Low	The NTDP is compatible with ISA Objective 6 and a minor positive effect in the long term is predicted, with low certainty. This Delivery Plan seeks for all taxis/PHVs to be zero emission by 2028, to achieve this plan a taxi decarbonization action plan informed by stakeholder engagement will determine the most suitable forms of incentives to get licensed drivers to convert to zero emission vehicles (which may include grants, loans or lease schemes). The Welsh Government have funded the purchase of 50 zero emission taxis which will be used to trial a “try before you buy” scheme. The Welsh Government are also developing plans for electric vehicle charging provision across Wales, which includes Taxi/PHV only charging points. <i>Recommendation: The NTDP should ensure that electric taxi/PHVs access will not be reduced, and enhancement of EV infrastructure will occur throughout both urban and rural Wales.</i>
7. To enable climate change resilience	○	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	+	Long term Low	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with low certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is compatible with ISA Objective 8, as the Delivery Plan seeks for all taxis/PHVs to be zero emission by 2028, which will have a positive effect on the air quality of Wales. However, the promotion of taxis and PHVs could potentially deter from the use of other public transport modes such as walking, cycling or bus, which are more energy efficient modes of transport and generate less air pollution than taxis and PHVs, reducing the potential significance of the effect.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	○	N/A	Neutral – no direct effect identified.
10. To promote the conservation and enhancement of heritage assets	○	N/A	Neutral – no direct effect identified.
11. To promote the conservation and enhancement of biodiversity,	+	Long term Low	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with low certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is compatible with ISA Objective 11 as it seeks to introduce more zero emissions vehicles, which would help reduce the volume of transport related GHG emissions, and

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ISA Objective	Score	Duration Certainty	Appraisal – Taxis and Private Hire
geodiversity and ecosystems			subsequently, have a positive effect on habitats which could be affected by air pollution, such as atmospheric nitrogen deposition. However, the certainty of this is low.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is compatible with ISA Objective 12 as it seeks for all taxis/PHVs to be zero emission by 2028. This would help reduce the volume of petrol and diesel-powered vehicles used.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with low certainty. The plan for Taxis and Private Hire Vehicles as set out in the NTDP is compatible with ISA Objective 13, as it seeks for all taxis/PHVs to be zero emission by 2028. This would help reduce noise pollution, as petrol and diesel-powered cars are generally louder.

Modes and Sectors: Freight and Logistics

ISA Objective	Score	Duration Certainty	Appraisal – Freight and Logistics
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	+	Long term Medium	The NTDP is compatible with ISA Objective 1 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is generally compatible with ISA Objective 1, as it states that an effective supply chain enables people to access goods and services, such as health care and food, where and when they need to. The plan recognises that the sector shares infrastructure needs with the public for road, however, does not state how this will be managed in order to reduce car-driver stress or anxiety. Freight vehicles and the volume of Heavy Goods Vehicles (HGVs) on the road can negatively affect road users, including motorcyclists, cyclists and pedestrians' perceptions of safety and can increase the fear of collisions or casualties. The NTDP sets out that Welsh Government will work with the Traffic Commissioner, Vehicle and Operator Services Agency (VOSA), Driving Standards Agency (DSA) and sector operators to improve the understanding of safety issues and compliance. The NTDP also sets out several strategic initiatives that will be developed with regard to a significant growth in 'last mile' and 'express delivery' and how this will be managed in relation to ambitions to reduce congestion and decarbonisation. This could help to encourage reduced traffic and improved safety.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	+	Long term Low	The NTDP is compatible with ISA Objective 2 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 2 as committing to improved working conditions and creating a more attractive job market in the industry would help to reduce inequalities between genders and ages within the industry.
3. To support sustainable economic development and diversity	+	Long term Low	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with low certainty. This NTDP is compatible with ISA Objective 3 as freight and logistics will be integrated into wider transport and land-use opportunities will be sought to co-locate manufacturing and energy with ports and freight hubs to improve the efficiency and sustainability of the sector. The national freight and logistics plan is currently being developed which will set out a number of strategic initiatives relating to growing the sector through improved safety, making the industry more attractive to drivers alongside decarbonisation. The NTDP sets out several strategic initiatives that will be developed with regards to a significant growth in 'last mile' and 'express delivery' and how this will be managed in relation to ambitions to reduce congestion and decarbonisation. The NTDP commits to programmes of upskilling and reskilling drivers, to strengthen their position in the employment market as well as apprenticeship programmes to support people starting a career in the sector. These programmes will create a more sustainable and resilient sector that can offer fairer pay and working conditions. The potential adoption of hydrogen as a fuel for heavy vehicles will also lead to job creation in the field of vehicle servicing and supply.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	○	N/A	Neutral – no direct effect identified.
5. To encourage the protection and	○	N/A	Neutral – no direct effect identified.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Freight and Logistics
promotion of the Welsh language			
6. To reduce greenhouse gas emissions from transport	+	Long term Low	The NTDP is compatible with ISA Objective 6 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 6 as the plan seeks to generate fewer greenhouse gas emissions from freight and logistics. The plan seeks to ensure that more goods are moved by more sustainable forms of transport, including options such as rail or water-based transport. Strategic initiatives will be adopted that help create low carbon logistics networks, including an EV action plan and trials of hydrogen and Battery Electric Vehicle (BEV) fleets. The NTDP sets out several strategic initiatives that will be developed with regard to a significant growth in 'last mile' and 'express delivery' and how this will be managed in relation to ambitions to reduce congestion and decarbonisation. The NTDP notes that an EV charging strategy for freight vehicles will be further developed through the Freight and Logistics Plan. The NTDP commits to identifying and supporting locations where demand for net zero fuelling infrastructure can be aggregated close to the main strategic road network arterial routes. The use of hydrogen as a fuel for HGVs is also under consideration. In the Hydrogen in Wales consultation action plan, the ambition is for a roll out of 150 fuel cell HGVs or 300 fuel cell vans from 2023/24, serviced by green hydrogen. It is likely that this will lead to positive effects, although the effect is uncertain as the detail is yet to be confirmed through the subsidiary plans.
7. To enable climate change resilience	○	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	+	Long term Low	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 9 as it states that there will be improvements in air quality arising from interventions supported that shift freight from road to rail and water-based transport, whilst supporting future innovations that will help make the sector more sustainable. The NTDP sets out several strategic initiatives that will be developed with regard to a significant growth in 'last mile' and 'express delivery' and how this will be managed in relation to ambitions to reduce congestion and decarbonisation. The NTDP notes that an EV charging strategy for freight vehicles will be further developed through the freight and logistics plan and that hydrogen fuel cell vehicles are being considered for roll out in 2023/24. This adoption of green energy is likely to have a positive effect on air quality in Wales due to a reduction of carbon fueled freight vehicles on the road. It is likely that this will lead to positive effects, although the effect is uncertain as the detail is yet to be confirmed through the subsidiary plans.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	-	Long term High	The NTDP is not compatible with ISA Objective 9 and a minor negative effect in the long term is predicted, with high certainty. Freight transport can create adverse visual effects and can have adverse effects on the distinctiveness of landscapes and townscapes, primarily due to the size of HGVs. Key routes of the SRN go through areas of distinctive landscapes, including Snowdonia and the Brecon Beacons National Parks. The NTDP does not recognise this and, although it states that road freight will be moved to rail and water-based transport, it is considered that the freight industry and the measures included in the NTDP could still result in negative effects.
10. To promote the conservation and enhancement of heritage assets	○	N/A	Neutral – no direct effect identified.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Freight and Logistics
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Low	The NTDP is compatible with ISA Objective 11 and a minor positive effect in the long term is predicted, with low certainty. This NTDP is compatible with ISA Objective 11, as improved air quality due to fewer greenhouse gas emissions from freight may lead to higher quality habitats for biodiversity to inhabit. The NTDP notes that an EV charging strategy for freight vehicles will be further developed through the freight and logistics plan and that hydrogen fuel cell vehicles are being considered for roll out in 2023/24, this adoption of green energy will lead to less pollution on wildlife habitats. It is likely that this will lead to positive effects, although the effect is uncertain as the detail is yet to be confirmed through the subsidiary plans.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 12, as it aims to better integrate freight and logistics into new development regeneration and marine planning. The NTDP notes that an EV charging strategy for freight vehicles will be further developed through the freight and logistics plan and that hydrogen fuel cell vehicles are being considered for roll out in 2023/24, which would help to reduce the use of natural resources in the form of fossil fuels.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	+	Long term Low	<p>The NTDP is compatible with ISA Objective 13 and a minor positive effect in the long term is predicted, with low certainty. This NTDP is compatible with ISA Objective 13, as it supports the decarbonisation of freight fleets, which would produce less noise than traditional freights. The NTDP sets out several strategic initiatives that will be developed with regard to a significant growth in 'last mile' and 'express delivery' and how this will be managed in relation to ambitions to reduce congestion and decarbonisation, this would lead to a decrease in noise and light pollution from more efficient freight traffic flow and from individual vehicles.</p> <p><i>Recommendation: The NTDP should make reference to the benefits to noise from a decarbonised fleet.</i></p>

Modes and Sectors: Ports and Maritime

ISA Objective	Score	Duration Certainty	Appraisal – Ports and Maritime
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	+	Long term Medium	The NTDP will have minor positive effects on ISA Objective 1 in the long term, with medium certainty. It states that ports and harbours increase levels of activity in Wales by supporting tourism, leisure, active travel and sporting opportunities, which could help to promote both physical health and mental well-being.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	+	Long term Medium	The NTDP will have minor positive on ISA Objective 2 in the long term, with medium certainty. It states that the strategic development of ports and proximal development sites could lead to increased community vitality and viability, through the creation of employment and leisure opportunities.
3. To support sustainable economic development and diversity	++	Long term Low	The NTDP is compatible with ISA Objective 3 and a significant positive effect in the long term is predicted, with low certainty. This NTDP is highly compatible with ISA Objective 3, as ports act as hubs for economic activity and investment. It is recognised that Welsh ports will act as international gateways, increasing trade and inward investment opportunities in Wales. Ports and harbours are focal points for investment, delivering local jobs and services and benefits to the wider economy of Wales. Ports are vital sources of Welsh employment and wealth in the wider supply chain. The NTDP notes the creation of an inland border control point to progress customs checks at Welsh ports; this is a measure to prevent goods being re-routed to other UK ports. The Pembrokeshire Dock programme is expected to generate £73.5 million a year to the regional economy.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	++	Long term Medium	The NTDP is compatible with ISA Objective 4 and a significant positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 4, as historic environment assets, including Wales's rich maritime history, are protected and sustained in the operation and growth of ports and harbours. The NTDP also notes the importance of all ports to Wales's tourism industry and smaller ports will be supported by the Welsh Tourism Investment Fund.
5. To encourage the protection and promotion of the Welsh language	○	N/A	Neutral – no direct effect identified.
6. To reduce greenhouse gas emissions from transport	+	Long term Low	The NTDP is compatible with ISA Objective 6 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is generally compatible with ISA Objective 6, as ports and harbours will be more energy efficient and support low carbon logistics networks in Wales. The NTDP states that TfW will invest in delivering more sustainable port infrastructure which contribute to decarbonisation, but details of this are not set out. The NTDP notes the Marine Energy Plan (MEP) will deliver on this commitment through developing a Tidal Lagoon Challenge and supporting fixed and floating

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Ports and Maritime
			offshore wind (FLOW) by investing in Welsh ports. The Pembroke Dock Marine programme will focus on the growth of wave and tidal technologies and potentially FLOW. It is likely that this will lead to positive effects, although the effect is uncertain as the detail is yet to be confirmed through the subsidiary plans.
7. To enable climate change resilience	+	Long term Low	The NTDP is compatible with ISA Objective 7 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with this ISA objective, as it mentions climate change resilience and adaption through the plan for developing Welsh coastal areas, supported by Welsh Government Technical Advice Note 14, however there are very few specifics, so the certainty of the assessment is low.
8. To protect and improve air quality	+	Long term Low	The NTDP is compatible with ISA Objective 8 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is generally compatible with ISA Objective 8, as ports and harbours will be more energy efficient and support low carbon logistics networks in Wales. These factors will help reduce emissions and thereby improve air quality. The investment in clean energy through such programmes as the Pembrokeshire Dock Marine will also have long-term improvements on air quality.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	○	N/A	Neutral – no direct effect identified.
10. To promote the conservation and enhancement of heritage assets	○	N/A	Neutral – no direct effect identified.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	○	N/A	Neutral – no direct effect identified.
12. To ensure the sustainable use of natural resources	+	Long term Low	The NTDP is compatible with ISA Objective 12 and a minor positive effect in the long term is predicted, with low certainty. The NTDP is compatible with ISA Objective 12, as the NTDP notes that the Marine Energy Plan (MEP) will deliver on the commitment for Wales to be a centre for emerging marine energy technologies and innovations, through developing a Tidal Lagoon Challenge and supporting fixed and floating offshore wind (FLOW) by investing in Welsh ports. The Pembroke Dock Marine programme will focus on the growth of wave and tidal technologies and potentially FLOW. It is likely that this will lead to positive effects, although the effect is uncertain as the detail is yet to be confirmed through the subsidiary plans.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	○	N/A	Neutral – no direct effect identified.

Modes and Sectors: Aviation

ISA Objective	Score	Duration Certainty	Appraisal – Aviation
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	-	Long term Low	The NTDP is not compatible with ISA Objective 1 and a minor negative effect in the long term is predicted, with low certainty. The Aviation chapter within the NTDP does not set out how the aviation sector could contribute towards an improvement in access to health and social care services and the promotion of healthy lifestyles. A disproportionate benefit may be seen on communities in South Wales, rather than Wales as a whole. One way in which the NTDP is helping to reduce inequality is through the tax system through devolving the Air Passenger Duty (APD), although aviation is not devolved to Wales, and therefore, it is uncertain how APD would be implemented.
2. To create the conditions within which an improvement in social cohesion and equality can be achieved	-	Long term Low	The NTDP is not compatible with ISA Objective 2 and a minor negative effect in the long term is predicted, with low certainty. The Aviation chapter within the NTDP does not contribute towards ISA Objective 2, although the plan does seek to provide better local and international connectivity through fast bus links between Cardiff Airport and Cardiff city centre, and a shuttle bus between the Airport and Rhoose Station. However, the accessibility and availability of air travel is not equitable for Wales as a whole and is disproportionately beneficial to South Wales. One way in which the NTDP is helping to reduce inequality is through the tax system through devolving the APD, although aviation is not devolved to Wales, and therefore, it is uncertain how APD would be implemented.
3. To support sustainable economic development and diversity	+	Long term High	The NTDP is compatible with ISA Objective 3 and a minor positive effect in the long term is predicted, with high certainty. The Aviation chapter of the NTDP is generally compatible with ISA Objective 3, as it commits to maintaining the aviation capacity in Wales because of the benefits it brings to the Welsh economy. Good connectivity will mean that businesses are confident about relocating to Wales and staying in Wales, supporting all aspects of Wales's economy, with Welsh businesses reaching new markets. The NTDP notes that devolving of APD will bring economic benefits, although aviation is not devolved to Wales, and therefore, it is uncertain how APD would be implemented. There is a lack of understanding of how future strategies will be implemented such as the aviation recovery plan and aviation 2050, these have the potential to be greatly beneficial to the Welsh economy, but it is vague as to how things will develop over the duration of the NTDP.
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Medium	The NTDP is compatible with ISA Objective 4 and a minor positive effect in the long term is predicted, with medium certainty. The NTDP is compatible with ISA Objective 4, as visitors using Cardiff Airport will be able to discover and enjoy Wales's cultural heritage. The NTDP particularly lays out the importance of establishing Wales as an attractive place to visit and study following the exit from the European Union.
5. To encourage the protection and promotion of the Welsh language	○	N/A	Neutral – no direct effect identified.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Aviation
6. To reduce greenhouse gas emissions from transport	--	Long term Low	The NTDP is not compatible with ISA Objective 6 and a significant negative effect in the long term is predicted, with low certainty. The aviation sector is a large source of greenhouse gas emissions, but this could potentially be reduced through technologies that support more sustainable aviation, a decarbonisation strategy, including onsite generation, energy exporting and carbon neutral buildings. The UK Department for Transport projects that demand will increase by 73% between 2018 and 2050. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low. Overall, it is predicted that the use of larger and more efficient planes and limited uptake of low carbon sustainable aviation fuels would result in greenhouse gas emissions remaining level in the sector.
7. To enable climate change resilience	○	N/A	Neutral – no direct effect identified.
8. To protect and improve air quality	--	Long term Low	The NTDP is not compatible with ISA Objective 8 and a significant negative effect in the long term is predicted, with low certainty. The aviation sector is a large source of air pollutants, and this could potentially be reduced through technologies that support more sustainable aviation, although certainty around this is low. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low.
9. To protect and enhance the local distinctiveness of our landscapes and townscapes	-	Long term Low	The NTDP is not compatible with ISA Objective 9 and a minor negative effect in the long term is predicted, with low certainty. The presence of an airport brings many adverse effects on the environmental, including visual, soil, noise, water, air and light pollution, which have negative effects on the landscape. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low. The Environmental Flight Path launched by Cardiff International Airport Limited is a framework developed to track environmental and sustainability successes that have already been achieved, whilst setting out short-term goals. This could help identify and minimise adverse landscape effects.
10. To promote the conservation and enhancement of heritage assets	○	N/A	Neutral – no direct effect identified.
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	-	Long term Low	The NTDP is not compatible with ISA Objective 11 and a minor negative effect in the long term is predicted, with low certainty. The presence of an airport brings many adverse effects on the environmental, including from soil, noise, water, air and light pollution, which have negative effects on biodiversity. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low. The Environmental Flight Path launched by Cardiff International Airport Limited is a framework developed to track environmental and sustainability successes that have already been achieved, whilst setting out short-term goals. This could help identify and minimise adverse biodiversity effects but would not fully mitigate potential adverse effects.

Appraisal of Priorities, Modes and Sectors

ISA Objective	Score	Duration Certainty	Appraisal – Aviation
12. To ensure the sustainable use of natural resources	-	Long term Low	The NTDP is not compatible with ISA Objective 12 and a minor negative effect in the long term is predicted, with low certainty. The presence of an airport brings many adverse effects on the environmental, including soil, noise, water, air and light pollution. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low. The Environmental Flight Path launched by Cardiff International Airport Limited is a framework developed to track environmental and sustainability successes that have already been achieved, whilst setting out short-term goals. This could help identify and minimise adverse effects on natural resources, such as soil but would not fully mitigate potential adverse effects.
13. To enable the protection of tranquil areas and prevention of noise and light pollution	--	Long term Low	The NTDP is not compatible with ISA Objective 13 and a significant negative effect in the long term is predicted, with low certainty. The Aviation chapter of the NTDP is not compatible with ISA Objective 13 as it does not outline any measures to prevent noise and light pollution from aviation. The NTDP states that Welsh Government will work with the UK Government and the Jet Zero initiative, as well as with Cardiff Airport, to reduce the environmental effects of aviation, although certainty around implementation is low. The Environmental Flight Path launched by Cardiff International Airport Limited is a framework developed to track environmental and sustainability successes that have already been achieved, whilst setting out short-term goals. This could help identify and minimise adverse effects due to noise and light pollution.

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