

Context

The Case for Change

Social Inequality (WIMD): The overall deprivation profile across the Isle of Anglesey and Gwynedd is relatively low. However, the study area presents high levels of 'access to services' deprivation influenced by journey times to services, amenities and opportunities.

Productivity Gap: GVA per head on the Isle of Anglesey consistently lags behind the average for North Wales and Wales as a whole.

Carbon Emissions: The Isle of Anglesey and Gwynedd declared a Climate Emergency in 2020, with an aim to become Net Zero by 2030.

Lack of frequent bus services: There is currently no direct bus service between Amlwch and Gaerwen, however there are direct services to Bangor from both Amlwch (2 per hour) and Gaerwen (hourly during peak). Combined, these factors contribute to high car dependency and can foster social exclusion.

Lack of rail services: There is currently no operational rail connection between Amlwch and Bangor or direct between Gaerwen and Bangor, as highlighted by the North Wales Metro Proposals

Public transport patronage.

Bus: The number of journeys undertaken on local bus services in Wales have stabilised in recent years, following a period of long term decline in bus patronage.

Rail: There has been fluctuations in rail patronage but overall a stagnant trend, before substantial decline due to the COVID-19 pandemic.

Inputs

What is invested, ie) money, skills, people, activities

Decision making

- **Project Delivery:** Design, management, decision making and delivery from TfW and partners
- **Engagement:** Political, public and stakeholder consultation to identify issues, opportunities and constraints, informing the scheme design

Resource

- **Funding:** DfT subject to successful RYR application
- **Resource:** Internal and external expertise (WSP, TfW). Public and stakeholder input
- **Evidence base:** journey times, patronage, accident data, rail and bus service frequencies, visitor trips to tourist destinations, generalised journey cost, transport emissions

Outputs

These are the proposed interventions

Rail
New or improved rail infrastructure
New or improved rail stations
Additional services

Bus
New or improved bus infrastructure
New or improved bus stops
Additional services

Outcomes

The measurable changes as a result of the scheme

More people from deprived communities being able to access to public services and job opportunities

More people being able to access employment centres quicker and more trips to tourist destinations by public transport

Reduced carbon emissions from transport

Increased use of public transport and modal shift away from the private car

Increased patronage on public transport services

Impacts

The wider, long-term consequences of the scheme

Reduced levels of social inequality

Increased productivity, expanded labour catchments, improved visitor economy

Improved health and wellbeing, contribution to achieving the Net Zero target

Better social inclusion, improved safety

Sustainable economic growth in North Wales

The Objectives

1. Improve journey times by public transport between population centres and key employment opportunities, thereby supporting socioeconomic growth in North Wales.
2. Reduce carbon impacts and greenhouse gas emissions from transport, thereby adapting to the impact of climate change.
3. Better connect local communities by public transport between Amlwch and Bangor to core public services including educational opportunities
4. Create an integrated sustainable transport network that is safe, reliable and affordable, providing a realistic alternative to the private car.
5. Support the visitor economy in North Wales by improving public transport accessibility to key destinations.
6. Support delivery of the North Wales Metro proposals.