



Integrated Wellbeing Appraisal Report

Contents

1.	Introduction	1
1.1	What is the North Wales Regional Transport Plan	1
1.2	What is sustainable development?	2
1.3	What is an Integrated Well-being Appraisal?	2
1.4	Statutory impact assessments	5
1.5	Welsh Government required assessments	7
2.	North Wales Regional Transport Plan	10
2.1	How does the NWRTP fit with the Wales Transport Strategy?	10
2.2	How does it fit with other land use plans?	11
2.3	NWRTP vision and objectives	12
2.4	Transport Policies	12
3.	Relevant Plans, Programmes and Sustainability Objectives	13
3.1	Scope of review	13
3.2	Key themes	14
4.	Baseline information and identification of key sustainability issues and opportunities	17
4.1	Introduction	17
4.2	Scoping of key sustainability issues and opportunities	18
5.	Appraisal	26
5.1	IWBA Objectives	26
5.2	Appraisal outcomes	32
5.3	The Well-being of Future Generations Five Ways of Working	52
6.	Recommendations	53
7.	Monitoring & Evaluation	56
	Appendix A	1
	Review of plans, policies and sustainability objectives	1
	Appendix B	2
	Baseline 2	
	Appendix C	3



HRA Screening	3
Appendix D	4
HIA/EqIA Screening for Vulnerable Groups and Protected Characteristic Groups	4
Appendix E	5
Full IWBA outcomes	5

Tables

Table 1-1 Information requirements for the SEA Environmental Report and where these are covered by the IWBA	5
Table 1-2 Scoping opinions from Statutory consultees	9
Table 3-1 Summary of document types reviewed	14
Table 3-2 Key Social, cultural, economic and environmental themes applicable to the North Wales RTP	15
Table 4-1 Sustainability issues and opportunities of relevance to the NWRTP	19
Table 5-1 IWBA objectives, appraisal questions and how they align with each IWBA topic and overarching theme	27
Table 5-2 IWBA scoring criteria	32
Table 5-3 IWBA appraisal scores for each policy/policy group against each IWBA objective	33
Table 5-4 Summary of effects against each IWBA objective	38
Table 6-1 Mitigation recommendations for policies which may have negative effects	53

Figures

Figure 1 Local Authorities covered by the North Wales Regional Transport Plan (with Eryri National Park in Green)	1
Figure 2 Stages of IWBA (aligned to SEA process) and NWRTP development	4

1. Introduction

1.1 What is the North Wales Regional Transport Plan

The Local Government and Elections (Wales) Act 2021 includes provision for the creation of Corporate Joint Committees (CJCs) which are formed to promote regional collaboration through a consistent and democratically controlled framework. CJCs are required to comply with all public body duties and are assigned statutory responsibility for the preparation of Regional Transport Plans (RTPs)¹ which must set out transport policies to implement the Llywyr Newydd: the Wales Transport Strategy 2021², providing a long-term vision for the next 5 years. The CJC for North Wales includes representatives from six local authority areas of the Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd as shown in Figure 1 and the Eryri National Park Authority.

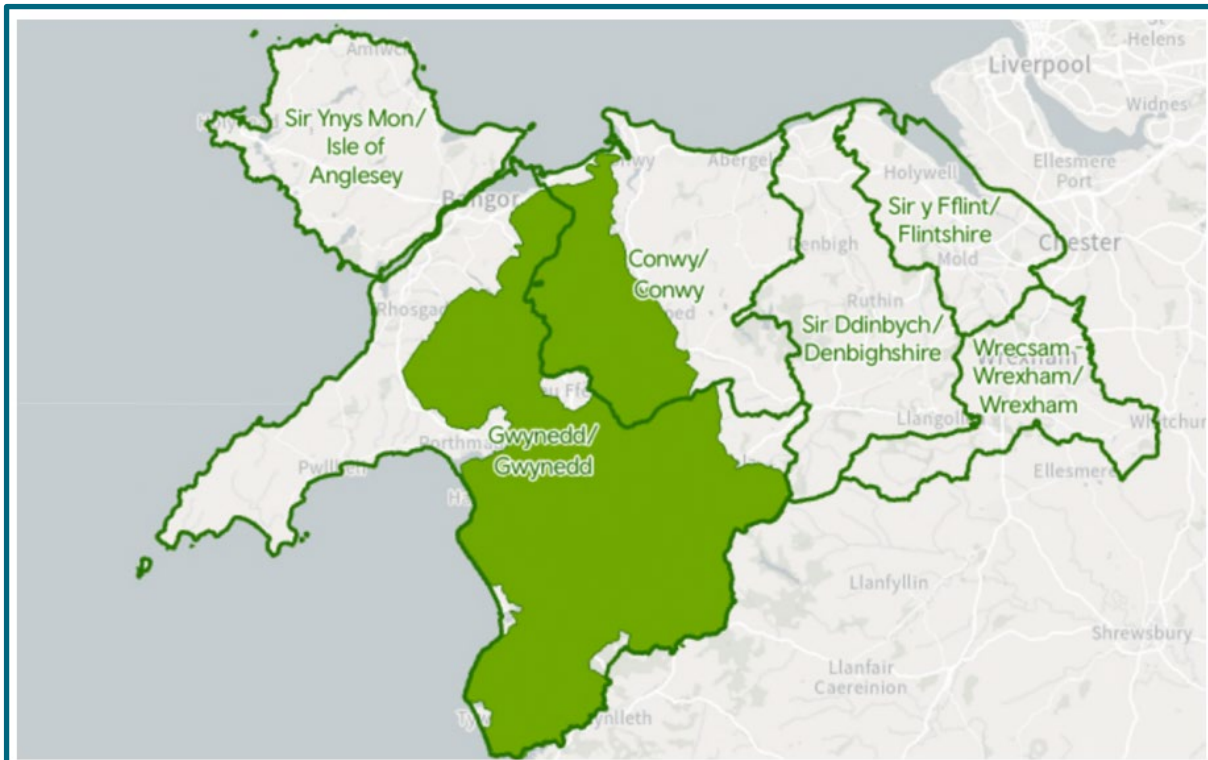


Figure 1 Local Authorities covered by the North Wales Regional Transport Plan (with Eryri National Park in Green)

Llywyr Newydd states that Wales must think differently about the way people travel. The vision for the North Wales Regional Transport Plan (NWRTP) is that North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

¹ CJCs also have responsibility for the preparation of Strategic Development Plans

² Llywyr Newydd: the Wales transport strategy 2021 – Available online at: <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021> [Accessed 23/04/24]

1.2 What is sustainable development?

Sustainable development is defined by the United Nations³ as development that “meets the needs of the present, without compromising the ability of future generations to meet their own needs.” Underpinning sustainable development is the need to balance economic growth, social inclusion, and environmental protection. The balancing of these three elements is required to support the long-term wellbeing of individuals and society. The Welsh Government’s Well-being of Future Generations (Wales) Act 2015⁴ includes seven well-being goals to guide sustainable development, and which must be considered when developing new policy. These are:

- A Prosperous Wales
- A Resilient Wales
- A More Equal Wales
- A Healthier Wales
- A Wales of Cohesive Communities
- A Wales of Vibrant Cultural and Thriving Welsh Language
- A Globally Responsible Wales

Sustainable development promotes the building of an inclusive, sustainable, and resilient future for both people and the planet. This includes creating inclusive and equitable economic growth, creating opportunities for all, reducing inequalities, and promoting integrated and sustainable management of natural resource and ecosystems⁵.

1.3 What is an Integrated Well-being Appraisal?

The Welsh Government’s Guidance to Corporate Joint Committees on Regional Transport Plans⁶ sets out that an Integrated Well-being Appraisal (IWBA) is required for the NWRTP, and supporting information should include more detailed statutory impact assessments, technical studies, consultation and engagement summaries, or other information that have been used to inform the development of the NWRTP or IWBA. It explains how current guidance on IWBA is set out in the Welsh transport appraisal guidance (WelTAG) guidance⁷.

WelTAG sets out that integrated well-being appraisal is a rigorous, structured approach to understanding the impact of a programme or project on well-being, using quantitative and qualitative information. Every transport programme, policy or project funded by Welsh Government must include an integrated well-being appraisal that shows how it will contribute to well-being in Wales including the four well-being ambitions and the specific targets for transport. These four ambitions include:

- Good for people and communities
- Good for the environment
- Good for the economy and places
- Good for culture and the Welsh language

The IWBA should be tailored to the needs of the project, programme or policy. WelTAG explains the requirement for IWBA does not replace the need for statutory impact assessments and an IWBA may need to be supported by the relevant statutory and regulatory impact assessments.

³ Report of the World Commission on Environment and Development: Our Common Future. United Nations, 1987. Available online at <https://sustainabledevelopment.un.org/content/documents/5987our-common-future.pdf> [Accessed 30 April 2024]

⁴ Well-being of Future Generations (Wales) Act 2015. June 2015. Available online at: <https://www.gov.wales/well-being-future-generations-act-essentials-html> [Accessed 13/12/2024]

⁵ Sustainable Development Agenda, Goals for People, for Planet. November 2023. Available online at: <https://www.un.org/sustainabledevelopment/development-agenda/> [Accessed 19/11/24]

⁶ Regional transport plans: guidance for Corporate Joint Committee. Available online at <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees>

⁷ Welsh transport appraisal guidance (WelTAG). Available online at: <https://www.gov.wales/welsh-transport-appraisal-guidance-weltag>



An IWBA is therefore a process for assessing the potential social, cultural, economic, and environmental impacts of a plan and aims to place sustainable development at the centre of decision making. IWBA is a valuable tool that can help influence plan development, aligning it with the Welsh Transport Strategy and demonstrating application of the principles of sustainable development.

Where necessary IWBA can be used to show how the following **legislative requirements** are being met:

- Environmental Assessment of Plans and Programmes Regulations (SI 2004/1656) (Strategic Environmental Assessment (SEA) Regulations)
- Well-being of Future Generations (Wales) Act 2015
- Welsh Language (Wales) measure 2011 and Standards
- Children’s Rights Impact Assessment (CRIA), as required by the Rights of Children and Young Persons (Wales) Measure 2011
- Equalities Impact Assessment (EqIA), as required by the Equality Act (2010)
- Sustainable Management of Natural Resources (SMNR) and the Natural Resources Policy (NRP) as required by the Environment (Wales Act (2016)
- Habitat Regulations Assessment, as required by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017).

More detail of the statutory and non-statutory assessments that have been embedded within this

IWBA can also be used to incorporate the **non-legislative requirements** of assessments relating to:

- Rural proofing
- Health effects
- Climate change

IWBA is provided in Section 1.4 and Section 1.6 below.

It is a **legal requirement** for responsible authorities to undertake SEA of plans and programmes that are subject to preparation and/or adoption by an authority at a local, regional or national level, are required by legislative, regulatory or administrative provisions and result in development that may have significant environmental effects.

The North Wales Regional Transport Plan is a plan that is required by legislative provisions (CJC Regulations⁸ post the Local Government and Elections (Wales) Act 2021⁹) and is likely to result in projects that could have significant environmental effects.

SEA is therefore a statutory requirement, and the SEA process has been used as a basis for the IWBA because it is a recognised and systematic process for evaluating the environmental consequences of plans and programmes.

⁸ Consultation on the Corporate joint committees: draft statutory guidance, 2021. Welsh Government. Available online at: <https://www.gov.wales/consultation-corporate-joint-committees-draft-statutory-guidance-html> [Accessed 14/05/24]

⁹ Local Government and Elections (Wales) Act 2021. Available online at: <https://www.legislation.gov.uk/asc/2021/1/contents> [Accessed 14/05/24].



By expanding the SEA process to include the requirements of other assessments (as listed above), this IWBA delivers one cohesive assessment using a collaborative approach across the different facets of sustainability, facilitating shared knowledge and identifying the intersectionality between the topics considered.

This approach eliminates unnecessary repetition and complies with all legal requirements. It also enables a thorough and transparent assessment that identifies sustainable development issues and opportunities, which can be iteratively fed back into the development of the NWRTP. Section 1.4.1 below sets out the requirements of the SEA Regulations, identifying where these requirements have been satisfied by the IWBA.

1.3.1 Stages of this IWBA process

Guidance produced by the UK Government¹⁰ sets out a relatively prescribed set of stages for SEA. These same stages have been adopted for this IWBA to meet the legal requirements of the SEA Regulations, whilst allowing for the inclusion of the wider assessments required.

Figure 2 sets out the main stages of the IWBA as it aligns with the development of the NWRTP. This report covers **Stage C: Assessment and Environmental Report** but is referred to as an IWBA report due to the other statutory and non-statutory assessments (including the WelTAG requirements) that are incorporated into it.

1.3.2 Geographical scope of the IWBA (study area)

The geographical scope of the IWBA is dictated by the geographical scope of the NWRTP, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd. The geographical scope of some baseline topics is closely related to neighbouring areas of Wales and England, in particular Chester and Liverpool as there is significant migration both ways across the border in relation to employment, services (e.g. health) and education. The coastal areas of the study area also means that both terrestrial and marine effects (up to the mean low water mark) are possible and will need to be considered in the IWBA.

1.3.3 Temporal Scope of the IWBA

The NWRTP sets the 5-year plan for the region (2025-2030) which from an appraisal perspective is considered to be short term. The appraisal has identified that all impacts resulting from the Policies of the NWRTP would likely result in effects that extend beyond this five-year time frame and have therefore been identified as 'long-term'.

1.3.4 Appraisal process

The IWBA is predominantly qualitative in nature. Whilst the NWRTP is transport focused it has the potential to support wider targets and have far reaching benefits including increasing physical activity of the population, habitat creation, improving equity of access to education and employment, stimulation of economic activity and boosting tourism. One of the primary functions of the IWBA is therefore to capture these wider benefits and integrate them into the development of the NWRTP.

This IWBA Report, which is published alongside the NWRTP will be used to document the outcome of this process and to communicate how the NWRTP supports sustainable development.

Section 1.4 describes each of the statutory and non-statutory assessments that have been embedded within the IWBA, listing which IWBA objectives used in the assessment, cover the various requirements of each separate assessment. Full details of the IWBA assessment framework (i.e. the IWBA objectives and guiding assessment questions) is included in Section 5.

¹⁰ Gov.uk, 2005. A Practical guide to the Strategic Environmental Assessment Directive. Available online at: <https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance> [Accessed 23/04/24]

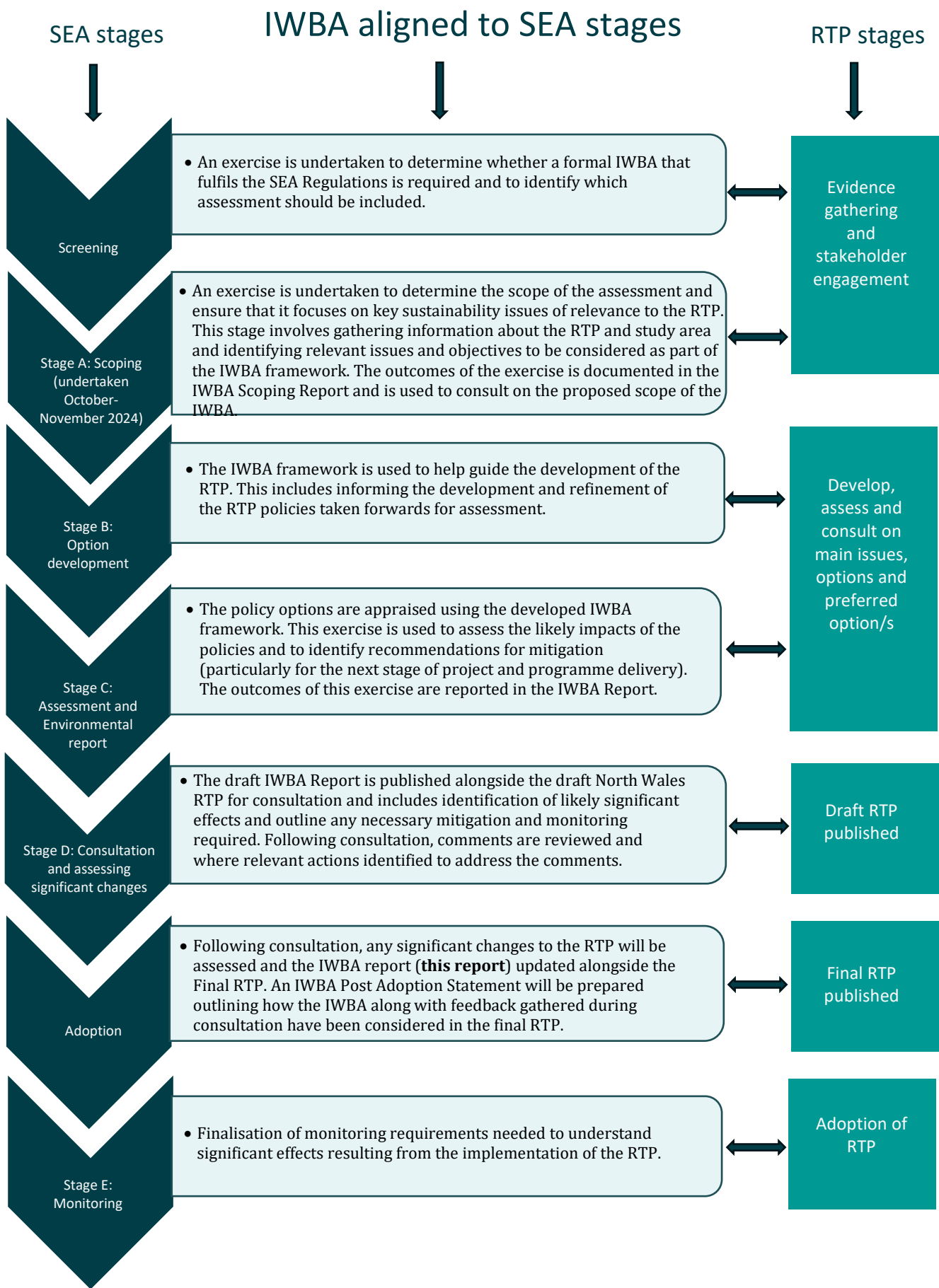


Figure 2 Stages of IWBA (aligned to SEA process) and NWRTP development

1.4 Statutory impact assessments

The following section lists the impact assessments that are a statutory requirement and includes details of how they have been integrated into the IWBA framework.

1.4.1 Strategic Environmental Assessment (SEA)

SEA is required by the SEA (Wales) Regulations (2004) which requires the preparation of an Environmental Report (Regulation 12), the content of which is described in Schedule 2 of the SEA Regulations. Table 1-1 sets out where these various requirements have been satisfied in the IWBA.

Table 1-1 Information requirements for the SEA Environmental Report and where these are covered by the IWBA

SEA Regulation: Schedule 2 requirement	Where covered in the IWBA
1. An outline of the contents and main objectives of the plan or programme, and of its relationship (if any) with other relevant plans and programmes.	Section 2 for an overview of the NWRTP objectives, Section 3 for a summary of relevant plans and programmes and Appendix A for full review of plans and programmes.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP.
3. The environmental characteristics of areas likely to be significantly affected	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.	Appendix B for full baseline, Table 4 -1 for summary of key environmental (and wider sustainability) issues relevant to the NWRTP. Appendix C for a HRA Screening Report.
5. The environmental protection objectives, established at international, community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Appendix A: Policy, Plan and Sustainability Objectives
6. The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects on issues including - biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the issues referred to in sub-paragraphs (a) to (l).	Section 5.2 provides a summary of the effects the NWRTP policies/group of policies is likely to have on each IWBA objective. The full appraisal is included in Appendix E.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Section 6 includes a description of the recommendations for mitigation/enhancement
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	A Post Adoption Statement has been produced to be read alongside the IWBA and NWRTP.
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Section 7- these are also aligned with the NWRTP Delivery Plan.
10. A non-technical summary of the information provided under the paragraphs 1-9.	A non-technical summary has been produced of the IWBA.

1.4.2 Welsh Language Impact Assessment

The Welsh Language (Wales) Measure 2011 and Standards require that consideration is given to whether the NWRTP would have an effect (positive or negative) on the opportunities for people to use the Welsh language, or on the requirement to treat the Welsh language no less favourably than the English language.

The requirements for a Welsh language impact assessment are addressed through the following IWBA Objectives: 6 (see Table 5 -1 for more details).

Transport can play an important part in connecting people and places, which includes opportunities for engaging with the Welsh language and Welsh culture. Conversely, poorly developed or implemented transport can place barriers to engagement with the language.

1.4.3 Children's Rights Impact Assessment

The Rights of Children and Young persons (Wales) Measure 2011 embeds consideration of the United Nations convention on the Rights of the Child (UNCRC)¹¹ and the optional protocols into Welsh law. The main duty within the Measure, under Section 1, requires Ministers to have due regard to the UNCRC when exercising any of their functions.

The process of having due regard can range from thinking about the impact of decisions on children in the course of day-to-day work, to a formal impact assessment with an accompanying record of the outcome.

Transport has the potential to affect children in several ways, e.g. through facilitating access to education, healthcare and other social infrastructure, creating healthy travel options (such as active travel), reducing air quality impacts from transport emissions, allowing safe spaces for play and recreation, and providing safe travel options to stay socially connected with friends and family. The Articles within the UNCRC have been reviewed and the following Articles are identified as being most relevant to the NWRTP: Article 12 (respect for the views of the child); Article 15 (freedom of association); Article 23 (children with a disability); Article 24 (health and health services); Article 27 (adequate standard of living); Article 28 (right to an education); Article 30 (children from minority or indigenous groups); Article 31 (leisure, play and culture).

The requirements for a children's rights impact assessment are addressed through the following IWBA Objectives: 1, 2, 3, 5, 6, 9, 10, 12 (see Table 5 -1 for more details). Consideration of how the relevant UNCRC Articles have been met are integrated into the appraisal responses.

1.4.4 Equalities Impact Assessment (EqIA)

The Equality Act (2010)¹² places a general duty on public bodies to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation, as well as to advance the equality of opportunity and to foster good relations between people who share protected characteristics and those who do not.

Protected characteristics (as defined by the Equality Act) are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In Wales there is also a socio-economic duty on the public sector to consider how proposals are likely to affect levels of socioeconomic disadvantage of individuals and communities.

¹¹ United Nations Convention on the Rights of the Child. Available online at <https://www.unicef.org.uk/what-we-do/un-convention-child-rights/> [Accessed 24/04/24].

¹² Equality Act 2010. Available online at: <https://www.legislation.gov.uk/ukpga/2010/15/contents> [Accessed 11/04/24]



Transport and the NWRTP is likely to have potential disproportionate and/or differential impacts on protected characteristic groups. At this stage all protected characteristic groups, with the exception of marriage and civil partnership, have been screened into the assessment.

Consideration of socioeconomic disadvantage is also screened into the assessment. The inclusion of these groups is based on the different needs and vulnerabilities that each protected characteristic group has in relation to transport, for example ease of access, actual and perceptions of safety, economic barriers, journey planning requirements, physical capability.

An EqIA is a systematic analysis of the potential effects of a project, plan or policy on groups of people who share protected characteristics. It considers whether protected characteristic groups could be affected disproportionately or differentially, and the assessment informs the identification of actions to address any adverse effects whilst also supporting the delivery of any beneficial effects. An EqIA helps to demonstrate that the duties under the Equality Act (Public Sector Equality Duty) are being met and provides evidence that equality issues have been considered in decision making.

The requirements for the EqIA have been covered by the following IWBA objectives: 1, 2, 3, 5, 6, 9, 10, 12 (see Table 5 -1 for more details). Appendix D provides an EqIA Screening which considers transport related vulnerabilities of protected characteristic groups. These vulnerabilities and specific needs have been taken into account in the assessment of the NWRTP policies against the IWBA objectives.

1.4.5 Habitat Regulations Assessment (HRA)

The Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations 2017) sets out the stages of assessment which must be undertaken to determine if a development project or plan could significantly harm the designated features of a European site. As part of the Habitats Regulations 2019 amendment, a National Site Network (NSN) has been created (as UK sites no longer form part of the EU's Natura 2000 ecological network) on land and sea and include inshore and offshore marine areas in the UK. The NSN includes existing Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and new SACs and SPAs designated following the creation of the NSN.

The Habitats Regulations 2017 states that any plan or project not directly connected with, or necessary to, the management of an internationally important site, but which would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to appropriate assessment of its implications for the internationally important site in view of its conservation objectives.

Transport can have impacts on land use which could lead to impacts on protected habitats. For this reason, consideration is given to how the NWRTP may impact on natural habitats and ecosystems. A separate HRA screening exercise has been undertaken for this stage of NWRTP development (Appendix C).


The requirement for assessing impacts on biodiversity and the natural environment have been covered by the following IWBA objectives: 4, 5, 7 (see Table 5 -1 for more details).

1.5 Welsh Government required assessments

In addition to the statutory impact assessments Welsh Government also requires further impact assessments to ensure that policies and plans consider a wide range of potential impacts at the earliest stages of their development:

1.5.1 Rural proofing impact assessment

Rural proofing is a policy commitment by both the UK Government and the Welsh Government. A rural proofing assessment aims to consider how a policy or plan may positively or negatively affect rural areas which often have different needs and priorities to urban areas. There are large areas of North Wales that are rural and therefore the NWRTP is likely to have the potential to impact on rural communities.



Access to services, education and employment, in addition to the economic development within and between rural and urban areas is likely to be impacted by the choices being put forward in the developing NWRTP.

The assessment of the NWRTP in the rural context is covered by the following IWBA Objectives: 1, 2, 3, 5, 6, 11, 12 (see Table 5 -1 for more details).

1.5.2 Health impact assessment (HIA)

The Public Health (Wales) Act 2017 (Part 6) places a duty on Welsh Ministers to make regulations which require public bodies to carry out HIA in specified circumstances. Whilst this duty has not yet been enacted, it is mandated within the Welsh Transport Appraisal Guidance Process (WelTAG). HIA considers factors which influence population health and well-being (health determinants) may be impacted by a proposed action, policy or plan, and how these changes may lead to changes in health and well-being outcomes. Consideration of how different groups of people within a population may be impacted differently (distributional impacts and health inequalities) are also considered.

Transport planning can have large scale implications for population health and well-being because the way in which people are able to move about influences many factors which contribute to maintaining good physical and mental health. Effectively planned active travel provision enables people to have realistic accessible choices for engaging in walking, wheeling and cycling which therefore contribute to maintaining and improving physical and mental health. Accessibility to services, education, employment and social networks via transport provision is known to be a determinant of health.

The requirements for the HIA have been covered by the following IWBA objectives: 1, 2, 3, 4, 5, 6, 7, 9, 10, 11 (see Table 5 -1 for more details). When undertaking HIA it is important to consider which groups within the population may be particularly vulnerable to changes in factors that influence health (health determinants). Appendix D includes a review of population groups and what health vulnerabilities they may have in relation to impacts of NWRTP policies.

1.5.3 Climate change assessment

A climate change assessment considers how the proposed NWRTP may potentially contribute to climate change, alongside how resilient proposals are considered to be to the known effects of existing and future climate change.

Changes in the climate are likely to affect the way that people choose (or need to) travel and therefore the NWRTP needs to consider how it will be able to adapt to the changing climate, whilst also minimising the impact transport systems can have on the climate.

Climate change is captured in the following IWBA objectives: 8, (See Table 5 -1 for more details).

1.5.4 Scoping and consultation stages of the Integrated Wellbeing Impact Assessment

An Impact Assessment Scoping report was prepared, setting out the scope of the how each of the assessments would be captured within an integrated process, the context of the assessments and the NWRTP, establishing the baseline, reviewing the key plans, programmes and sustainability objectives relevant to the NWRTP, and identifying the appraisal objectives for the appraisal framework. The Impact Assessment Scoping Report was submitted for consultation with Statutory Consultees (Cadw and Natural Resources Wales) in addition to the Welsh Government, Transport for Wales and North Wales local authorities between 15th October 2024 and 19th November 2024.

Table 1-2 sets out the scoping responses:



Table 1-2 Scoping opinions from Statutory consultees

Statutory consultee	Scoping opinion	Response
Cadw	Cadw confirmed that Cultural Heritage is appropriately covered in the scoping report. They also sent the assessment team the Cadw paper on Historic Environment and Regional Transport Plans.	The appraisal framework has been refined to include the factors recommended to be taken account of in the assessment.
NRW	No opinion provided	

A draft IWBA was submitted alongside a draft NWRTP for consultation for a period of 12 weeks (from 20 January to 14th April 2025). Comments received have been carefully considered and, where necessary changes made to address comments. The final NWRTP will be adopted and published alongside a Post Adoption Statement that explains how the IWBA and feedback has shaped the documents.

1.5.5 Integrated Wellbeing Impact Assessment report structure

The remainder of this IWBA report is set out as follows:

- **Section 2: North Wales Regional Transport Plan** – this section provides an overview of the NWRTP, its purpose and objectives.
- **Section 3: Relevant Plans, Programmes and Sustainability Objectives** – this section summarises key plans, programmes and sustainability objectives that are of relevance to the NWRTP and which have been used to help develop the IWBA objectives. Appendix A includes the full review.
- **Section 4: Baseline Context and identification of key sustainability issues and opportunities** – this section provides an overview of the sustainability context of the NWRTP and outlines the themes and issues of relevance to the NWRTP.
- **Section 5: Appraisal** – this section sets out the IWBA objectives and presents a summary of the appraisal outcomes for each NWRTP policy area against each IWBA objective. The full appraisal tables are found in Appendix E.
- **Section 6: Recommendations** – based on the appraisal outcomes, recommendations for mitigation have been identified. These mostly relate to how mitigation measures may be needed at project delivery phase to mitigate any potential adverse impacts or enhance potential positive impacts.



2. North Wales Regional Transport Plan

2.1 How does the NWRTP fit with the Wales Transport Strategy?

The Wales Transport Strategy (WTS) sets out the vision for Wales to provide an accessible, sustainable and efficient transport system that is fit for future generations and which tackles climate change. The vision set out in the WTS is supported by four long-term ambitions with supporting objectives. The long-term ambitions are to deliver a transport system that is good for:

- People and communities (equality, health, safety and confidence)
- The environment (transport emissions, biodiversity and waste)
- Places and the economy (place making and innovation, job creation, affordability and reducing socioeconomic disadvantage)
- Culture and the Welsh language (including arts, sport, and the historic environment).

The three short-term priorities include:

- bringing services to people in order to reduce the need to travel.
- allowing people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- encouraging people to make the change to more sustainable forms of transport.

The NWRTP must include policies to support the vision and ambitions of the WTS with an emphasis on delivering on the three short-term priorities through a series of clearly articulated actions. The NWRTP must also deliver on the following:

- Include policies and actions to make best use of existing transport infrastructure.
- Where new infrastructure is needed the NWRTP must follow the sustainable transport hierarchy (i.e. in order of importance: walking, wheeling and cycling, public transport, ultra-low emissions vehicles, other private motor vehicles).
- Identify barriers to sustainable travel for different groups of people using the COM-B model of behaviour change (this includes the premise that for changes in behaviour to happen there must be individual capability, motivation and opportunity).
- Include policies and actions for a range of behaviour change projects.
- Include policies to support cross-cutting pathways (this includes decarbonisation, equality, integrated journeys, and rural pathways).
- Include policies and actions which maximise contribution to the measures in the WTS Monitoring Framework.
- Be developed using the five ways of working of the Well-being Act (i.e. long term, prevention, integration, collaboration, and involvement).

2.2 How does it fit with other land use plans?

RTPs provide a good platform for better integration with land use planning. RTPs must take account of:

- Future Wales: the National Plan 2040¹³
- Planning Policy Wales¹⁴
- the Wales Infrastructure Investment Plan¹⁵
- work undertaken to produce existing and new Local Development Plans (LDPs) and emerging work on their Strategic Development Plans (SDPs).

CJCs must also take account other policies and plans, including:

- Local Authority well-being assessments and well-being plans
- Town Centre First¹⁶
- Regional Economic Frameworks (North Wales Regional Economic Framework)¹⁷
- Net Zero Wales¹⁸
- A Healthier Wales¹⁹
- Clean Air Plan for Wales: Healthy Air, Healthy Wales²⁰
- Noise and Soundscape Plan for Wales²¹

Paragraph 1.4.6 of the RTP Guidance²² sets out CJCs must comply with their statutory duties, listing some of the relevant legislative requirements and considerations. Whilst the RTP Guidance is not explicit, there are associated legislative and regulatory procedures and requirements, including but not limited to consultation, associated with those duties.

¹³ Future Wales – The National Plan 2040. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf [Accessed 08/05/24].

¹⁴ Planning Policy Wales Edition 12, February 2024. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2024-02/planning-policy-wales-edition-12_1.pdf [Accessed 08/05/24].

¹⁵ Wales infrastructure investment plan: project pipeline March 2021. Welsh Government. Available online at: <https://www.gov.wales/wales-infrastructure-investment-plan-project-pipeline-2021> [Accessed 08/05/24].

¹⁶ Town Centres: position statement, 2 May 2023. Welsh Government. Available online at: www.gov.wales/sites/default/files/pdf-versions/2024/2/4/1708619381/town-centres-position-statement.pdf [Accessed 08/05/24].

¹⁷ North Wales Regional Economic Framework. Ambition North Wales. Welsh Government, 2022. Available online at: www.gov.wales/sites/default/files/publications/2023-02/north-wales-regional-economic-framework.pdf [Accessed 08/05/24].

¹⁸ Net Zero Wales, October 2021. Welsh Government. Available online at: <https://www.gov.wales/net-zero-wales> [Accessed 08/05/24].

¹⁹ A healthier Wales: Our plan for health and social care. June 2018. Welsh Government. Available online at: www.gov.wales/sites/default/files/publications/2021-09/a-healthier-wales-our-plan-for-health-and-social-care.pdf [Accessed 08/05/24].

²⁰ Clean Air Plan for Wales: Healthy Air, Healthy Wales. August 2020. Welsh Government. Available online at: <https://www.gov.wales/clean-air-plan-wales-healthy-air-healthy-wales> [Accessed 08/05/24].

²¹ Noise and Soundscape Plan for Wales 2023-2028 (consultation draft). June 2023. Welsh Government. Available online at: www.gov.wales/sites/default/files/consultations/2023-06/draft-noise-and-soundscape-plan-for-wales.pdf [Accessed 08/05/24].

²² Guidance to incorporate Joint Committees on Regional Transport Plans, 2023. Welsh Government. Available online at: <https://www.gov.wales/sites/default/files/publications/2023-07/guidance-to-corporate-joint-committees-on-regional-transport-plans-2023.docx>. [Accessed 08/05/24].

2.3 NWRTP vision and objectives

The vision that has been developed for the NWRTP states:

‘North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity for all, inclusivity and well-being’.

The vision is supported by four objectives, which will help monitor and evaluate the success of NWRTP:

1. **Improve digital connectivity and local services:** We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
1. **Improved accessibility and transport choice:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, wheeling, cycling and public transport by 2040.
2. **Enable decarbonisation through transition to a zero-emission fleet:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
3. **Enable Sustainable Economic Growth:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.


2.4 Transport Policies

The policies that have been developed for the NWRTP are based around policy themes which include:

- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets, and parking
- Surface access to aviation
- Digital connectivity
- Land use planning

There are two further policy themes including rail and strategic road. However, the CJC and local authorities have no direct influence over these areas so there are no explicit policies in the NWRTP covering these themes.

For full details of the policies please refer to the NWRTP. The IWBA considers each of the policies (or group of policies) under these policy themes (Section 5 for appraisal outcomes).



3. Relevant Plans, Programmes and Sustainability Objectives

The NWRTP could be influenced in different ways by other existing plans, programmes and sustainability objectives (PPO) set out in existing policy or laid down in legislation. It is important to understand the relationship between these PPOs and the NWRTP in order to maximise opportunities and address any conflicts or inconsistencies.

Schedule 2 of the SEA Regulations require the following in relation to the relevant plans and programmes to be considered:

“1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes...”

5. The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation”.

The review of existing plans, programmes and sustainability objectives to inform the IWBA process and subsequently influence the development of the NWRTP was undertaken at Scoping stage and included:

- Identifying any social, environmental, cultural or economic objectives that should be mirrored in the IWBA framework.
- Identifying any issues that might influence the preparation of the NWRTP.
- Identifying any objectives or aims that would contribute positively to the development of the NWRTP.
- Identifying any potential conflicts or challenges between other identified plans, programmes or sustainability objectives and the emerging draft NWRTP.

3.1 Scope of review

The NWRTP sets the policies for implementing the existing national-scale Wales Transport Strategy (WTS) within the North Wales Region. The North Wales RTP must therefore be consistent with the WTS and support its vision and ambitions. The WTS itself, and the national, UK or international-scale plans, programmes and sustainability objectives identified in relation to the WTS, have therefore been identified as the key top-level strategies which must be taken into account. It is considered that all the national, UK or international plans, programmes and sustainability objectives identified for the WTS are also applicable to the North Wales RTP. These have therefore been reviewed for this IWBA in relation to the NWRTP and a gap analysis carried out to identify any changes, updates or additions that need to be included.

Table 3 -1 summarises the document types reviewed. The full review of plans, programmes and sustainability objectives is included in Appendix A with the focus primarily being on the review of the relevant regional and local level plans, programmes and sustainability objectives. Identified key sustainability themes that have been woven into the IWBA framework are identified in Table 3-2.



Table 3-1 Summary of document types reviewed

Level	Summary
International and European	Key International Conventions and European Directives were previously reviewed for the national-level WTS and relevant interactions have been brought forward for to the North Wales RTP. European Directives are transposed into national legislation in each individual Member State and, therefore, there should be a trickle-down effect of the key principles and an application to the relevant national planning documents. Whilst the UK is no longer a Member State the legislative requirements from when it was, mostly remain in place.
UK-wide	Key UK-wide plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP. The objectives of these plans, as well as some of the challenges they raise need to be taken into consideration.
Wales	Wales national level plans and programmes were previously reviewed for the national-level WTS and relevant interactions have been brought forward for the North Wales RTP. Many of these documents are produced by Welsh Government and specifically address strategic issues such as the economy; health; safety; sustainable communities; housing; employment; and environmental protection.
Regional	A review has been undertaken of plans produced at the regional level of North Wales. This includes regional plans related to the natural environment, economic development, transport planning, landscape management, energy plans, and tourism.
Local	A review was undertaken of plans produced at the local level. This includes plans within the following local authority areas: <ul style="list-style-type: none"> • Isle of Anglesey County • Conwy County Borough • Denbighshire County • Flintshire County • Eryri (Snowdonia) National Park Authority • Wrexham County Borough • Gwynedd County

3.2 Key themes

The key themes identified from the review previously undertaken for the national-level WTS²³, the review of international and national PPO identified since the national-level WTS, and the review of regional and local PPO within the North Wales Region are outlined in Table 3-2.

The IWBA topics have been selected to meet the requirements of the SEA Regulations whilst also aligning with the more general topics of the IWBA guidance: people and communities, the environment, culture and language and economy.

²³ Welsh Government (2020) Consultation Document Wales Transport Strategy: scoping report. Date of issue: 5 May 2020. Available online: <https://www.gov.wales/wales-transport-strategy-scoping-report>



Table 3-2 Key Social, cultural, economic and environmental themes applicable to the North Wales RTP

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Population (communities)	<p>Improvement of the connectivity between, and integration of, communities</p> <p>Better planning and design of communities</p> <p>Promotion of greater equality of opportunity for all citizens.</p> <p>Creation of safe, sustainable, balanced and cohesive communities, in both rural and urban areas.</p> <p>Provision of equitable access to high quality outside/green space.</p> <p>Reducing the isolation of rural communities</p> <p>Creating more inclusive public transport and access to it.</p> <p>Enabling flexible working so that people can work from home if desired.</p>
Human health	<p>Improvement of the physical and mental health and well-being of the population</p> <p>Reduction in health inequalities (across all health determinants) to create a healthier Wales</p>
Biodiversity	<p>Maintenance and enhancement of biodiversity, habitats and species with healthy functioning and resilient ecosystems, including connected networks of green infrastructure throughout rural and urban areas.</p> <p>Enhancement of ecosystem services provided by green infrastructure to take advantage of climate change resilience & mitigation, enhancements to biodiversity, geodiversity and soils and filtering air and water.</p>
Land use and landscape	<p>Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets.</p> <p>Protection and enhancement of the distinctiveness of landscapes and their settings.</p> <p>Protection of Areas of Outstanding Natural Beauty (AONBs)</p> <p>Creation of a new National Park in North Wales.</p>
Cultural heritage	<p>Protection and enhancement of the distinctiveness of the historic environment, historic assets and their settings.</p> <p>Protection, enhancement and promotion of the Welsh language, culture and heritage.</p>
Ground conditions (geology and soils)	<p>Conservation of soil resources to control soil erosion and maintain their quality.</p>
Water environment	<p>Reduction in the risk of flooding (river, surface water and coastal).</p> <p>Promotion of protection of floodplains or areas of managed realignment.</p> <p>Protection and improvement in the quality and quantity of water resources.</p>
Climatic factors	<p>Sustainable management of natural resources.</p> <p>Addressing the underlying transport factors contributing to climate change.</p> <p>Creation of a climate-resilient transport network, including both new and existing infrastructure. This includes resilience to weather events as well as the long-term impacts of future climate change.</p>

IWBA Topic	Key Themes from the review of the regional and local plans, programmes and sustainability objectives
Air quality	<p>Reduction in air pollution.</p> <p>Improvements in air quality contributing to a healthier Wales.</p>
Noise	<p>Reduction in transport related noise.</p> <p>Alignment with the Soundscape Plan for Wales.</p> <p>Maintenance of tranquillity where applicable and practicable.</p>
Infrastructure	<p>Improvement of the connectivity between, and integration of, communities to improve access to services and reduce isolation, particular in rural communities.</p> <p>Provisioning of inclusive and equitable public transport and access to it.</p>
Transport	<p>Promotion of sustainable patterns of mobility and enhancement of sustainable transport provision to improve air quality, physical health and support the economy.</p> <p>Future proofing planned transport infrastructure in terms of how its use may change over time and therefore affect demand. For example, changes in relation to the international connectivity of regional ports and airports that facilitate international connectivity (e.g. Holyhead Port).</p>
Resources and waste	<p>Management of mineral extraction and minimisation of waste generation</p> <p>Increasing levels of reuse and recycling to achieve more sustainable waste management and reduce landfill.</p> <p>Increasing energy efficiency, stimulating investment and innovation, and promoting the sustainable use of national renewable energy resources to relieve pressure on natural resources.</p> <p>Sustainably manage natural resources and tackle the causes of climate change</p>
Economy	<p>Promotion of quality employment opportunities and economic activity.</p> <p>Promotion of sustainable economic growth, diversity and business competitiveness.</p> <p>Establishment of a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets.</p>



4. Baseline information and identification of key sustainability issues and opportunities

4.1 Introduction

The baseline data collected at IWBA Scoping stage served as the groundwork for identifying potential environmental, social, economic, and cultural issues and opportunities relevant to the study area. This information, combined with the themes extracted from the plans, programme, and sustainability objectives review, is used to formulate the IWBA objectives within the assessment framework. These objectives guide the iterative assessment of the NWRTP policies and, if necessary, provide recommendations for any required modifications or alternative approaches.

This IWBA is focused on the study area defined by the North Wales Regional Transport Plan, i.e. the local authority areas of Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire and Gwynedd (Figure 1 **Error! Reference source not found.**). Where data is not available at the regional level (e.g. climatic factors) national data is utilised.

The appraisal topics that are considered as part of baseline mirror those considered in the PPO review and include:

Population	Human health	Biodiversity	Landuse and landscape
Cultural heritage	Ground conditions	Water environment	Climatic Factors
Air quality	Noise	Infrastructure	Transport
	Resources and waste	Economy	

Baseline information has been sourced from publicly available baseline datasets available from open data sources, in addition to information reported in published documents and reports. All data sources are referenced and primarily are sourced from Welsh Government, National Resources Wales, Stats Wales and Office of National Statistics. The baseline is presented in Appendix B, and it should be noted that information relevant to each of the assessments has been collated and included within the topic headings listed above. Where mapping of data adds value to the presentation and understanding of the baseline, figures have been prepared and are included.

The SEA Regulations require that ‘material assets’ are included in the assessment. In this context, material assets refer to a range of assets within the study area that are valuable, for example cultural heritage, social services such as schools and hospitals, in addition to good quality agricultural land, cultural heritage assets and valued landscapes. This IWBA considers material assets across the topics identified above.



4.2 Scoping of key sustainability issues and opportunities

The main environmental, social and economic issues of relevance to the NWRTP were identified during the Scoping stage using information gathered from the review of relevant plans, programmes and sustainability objectives (outlined in Section 3 above and Appendix A), the baseline review (Appendix B), and the current understanding of the overarching scope of the NWRTP.

The anticipated environmental, economic, and social trends (assuming the NWRTP is not implemented) have been determined by analysing existing plans, programmes, and sustainability objectives, in conjunction with the current baseline data and historical patterns. These trends will serve as the 'future baseline' against which the NWRTP will be evaluated.

Additionally, opportunities for the NWRTP to positively contribute to sustainability have been identified. These issues and opportunities will serve as guidance for the development of the NWRTP, ensuring that negative effects are minimised and opportunities for maximising benefits are integrated into the plan. Given the strategic nature of the NWRTP, the identified opportunities and issues are currently at a high level. As the Plan progresses and more details become available, they will be further developed and refined. However, they already reflect the broader benefits that can be achieved through collaboration across sectors and jurisdictions.

Sustainability issues and opportunities that require consideration during the development of the NWRTP are outlined in Table 4 -1 below. None of the IWBA topics have been scoped out of the assessment. This is because transport planning has a wide range of likely significant effects, across all topics. Additionally, due to the integrated assessment approach, which includes certain statutory assessments, scoping out specific topics is not feasible.



Table 4-1 Sustainability issues and opportunities of relevance to the NWRTP

IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Population (communities)	<ul style="list-style-type: none">• Decreasing regional population size could impact the effectiveness or financial viability of some of the NWRTP options.• There is an aging population in North Wales which will impact transport needs, such as travel and commuting patterns.• There is lower diversity of ethnicities, religions, languages and LBGTQ+ populations than average, the NWRTP will need to ensure that it makes provision for these groups.• There is a high apprenticeship level and a relatively strong educational attainment across the region, therefore the NWRTP needs to ensure that the travel needs of young people are appropriately accommodated.• There is an existing lack of rural connectivity.	<ul style="list-style-type: none">• Help reduce isolation of rural communities through providing appropriate transport links to connect more remote communities, both to each other and to urban hubs and services.• Develop an integrated and efficient transport system which meets needs of all citizens, promotes equal opportunity, and supports projected population changes.• Develop transport initiatives which support the creation of safe, sustainable, balanced and cohesive communities.• Provide transport services that support changes in lifestyles and travel patterns in a post-pandemic society.• Creation of more inclusive transport options which also provide more equitable access to services and places.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Human health	<ul style="list-style-type: none"> • Increased need for development of transport services to support an aging population. • The way in which transport availability impacts on mental health needs to be considered. • Increases in traffic can have an adverse impact on the physical and mental health and wellbeing on residents. This can be through severance, air quality issues, and reductions in tranquillity (noise). • Health inequalities are prevalent throughout the region which can be exasperated as a result of poor transport options (especially for people experiencing socio-economic disadvantage). 	<ul style="list-style-type: none"> • Improve the connectivity of communities and key health services to reduce prevalence of isolation and loneliness; improving traffic safety. • Creating more accessible public transport and providing public amenity (such as public benches and shelters). • Include health promotion measures such as those that promote physical activity (e.g. active travel, walking, wheeling and cycling infrastructure) and social cohesion (e.g. improved access to services and community facilities). • Opportunities to enhance the transport network and infrastructure for the population with physical impairment / sensory loss, neurodiversity and disability needs (inclusive design). • There is the opportunity for the NWRTP to address socio-economic disadvantages (including issues of unemployment, lower educational attainment, housing insecurity and financial insecurity) through promoting the delivery of an inclusive, cost sensitive, sustainable transport network and infrastructure that connects employment opportunities to areas of higher deprivation to promote better mental and physical health.
Biodiversity	<ul style="list-style-type: none"> • Designated sites present through the catchment that could be impacted by the placement of interventions, including through habitat loss and degradation. • Protected and priority habitats and species could be impacted by the placement of interventions, including through changes to habitat, and disturbance. 	<ul style="list-style-type: none"> • Built interventions could incorporate measures to restore, recover, reconnect, and enhance existing habitats to help minimise further biodiversity loss and habitat fragmentation and deliver a Net Benefit for Biodiversity. • There is opportunity to use a natural capital approach to help inform the development of interventions. • Built interventions could contribute to creating habitats that are more resilient to climate change.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Land use and landscape	<ul style="list-style-type: none"> Any intervention within the study area will need to be cognisant of landscape character and designations, such as Eryri National Park, Anglesey AONB, Llŷn AONB, and Clwydian Range and Dee Valley AONB to minimise any detrimental impact. 	<ul style="list-style-type: none"> Sympathetic and community-led design can offer the opportunity to further enhance the landscape and character of different areas and change the way communities interact with them. Reduce the negative impact of traffic on the setting of landscape designations through including measures to improve public transport and active travel infrastructure to access key assets such as Eryri National Park. Enhance access to rural landscape through active travel networks; cycle/PROW network and public transport. Protect and conserve soil resources.
Cultural heritage	<ul style="list-style-type: none"> Potential for cultural heritage assets to be directly and indirectly impacted by physical changes to the built environment. This includes potential adverse impacts to the setting of heritage assets due to changes in the volumes and composition of traffic experienced in their locality. High proportion of Welsh language speakers and a strong cultural identity. 	<ul style="list-style-type: none"> Enhance bi-lingual aspects of the NWRTP and its proposals. Connect Welsh speaking communities, strengthening the cultural belonging and linguistic ties within the region. Enhance and integrate the network across the region and improve its resilience for the future to enable better and more inclusive access to significant cultural sites. Encourage the preservation and enhancement of the historic environment, including the setting of heritage assets. Avoid works which would alter the character or physical survival of heritage assets (including archaeology).
Ground conditions (soils and geology)	<ul style="list-style-type: none"> Geological hazards, such as coastal erosion, have the potential to disrupt and damage transport infrastructure. 	<ul style="list-style-type: none"> Protect and improve the quality and quantity of groundwater resources.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Water environment	<ul style="list-style-type: none"> Interventions associated with the NWTP could contribute to the deterioration in WFD status of waterbodies (including groundwater), such as through changes to build infrastructure and drainage from the transport network. Transport infrastructure could be adversely impacted from flooding (river, surface water and coastal) and coastal erosion. 	<ul style="list-style-type: none"> Opportunities to meet the objectives for protected areas and achieving good overall Water framework Directive (WFD) status for surface and groundwaters should be explored, including mitigating adverse impacts of the transport sector. This should align with the local measures outlined in River Basin Management Plans and the catchment summaries of the opportunity catchments within the study area (i.e. Ynys Mon/Anglesey, Conwy, Clwyd and Dee). Where possible the NWTP should seek to implement measures to restore and work with natural processes to maximise wider water environmental benefits and outcomes.
Climatic factors	<ul style="list-style-type: none"> Future climate change is likely to increase the severity and frequency of extreme weather events including flooding and droughts and cause hotter summers and wetter winters. This has the potential to adversely impact transport infrastructure and cause travel disruption. Changes in climate are likely to affect travel choices people make. For example, wetter winters may deter people from choosing public transport options if there is no shelter available for waiting or if the services are unreliable. 	<ul style="list-style-type: none"> Opportunity to reduce emissions from transport by implementing low-carbon or zero-carbon solutions including reducing car trips, transition to zero-emission fleet and creating resilient and efficient transport networks. Incorporate measures to ensure that the transport network is resilient to the impacts of future climate change.
Air quality	<ul style="list-style-type: none"> Air quality is generally good and not a major issue in the NWTP area given that it is predominantly rural in nature. Promotion of a transition to electric vehicles can support reductions in air pollution associated with carbon dioxide, carbon monoxide and nitrous oxides (such as NO₂). However electric vehicles still release particular matter pollution (PM₁₀ and PM_{2.5}) associated with wear from tyres and breaks. There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase air pollution and worsening of local air quality 	<ul style="list-style-type: none"> In order to have the greatest impact on air quality, interventions should focus on reducing the number of vehicles on the road by supporting the transition to active travel and public transport wherever possible. Creation of active travel links that are sufficiently separated from road traffic can help reduce the amount of pollution that walkers and cyclists are exposed to and increase uptake in active travel through creating safe active travel options. The NW RTP should include relevant transport initiatives for businesses (e.g. promotion of transportation of goods by rail, and e-cargo bikes for small businesses in main towns) to ensure that the health of local communities and habitats are not detrimentally impacted.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Noise	<ul style="list-style-type: none"> • Noise pollution associated with roads is a key concern in the NWRTP area, particularly along major routes such as the A55. • There is a risk that new development in the area (such as the Anglesey Freeport and Wrexham Investment Zone) could increase the volume of freight travelling in the locality, leading to increase in noise pollution and impact on local residents. 	<ul style="list-style-type: none"> • The NWRTP has an opportunity to help reduce noise pollution experienced by local communities by reducing the number of vehicles on the roads (through promoting a transition to use of public transport and active travel) and supporting the transition to electric vehicles. • The NWRTP should include relevant transport initiatives (e.g. promotion of transportation of goods by rail) to ensure that the health of local communities are not detrimentally impacted. • Reducing road traffic noise (and ensuring that this does not increase) around Eryri National Park can help maintain and improve the tranquillity of the area and support health and wellbeing of users. • The NWRTP should align with the Soundscape Plan for Wales where possible.
Infrastructure	<ul style="list-style-type: none"> • Over 1,000 new dwellings may need to be provided in North Wales each year to meet housing demand. • House building rates vary across North Wales, with Denbighshire, Conwy and Isle of Anglesey having the highest completion rates and Gwynedd the lowest. • Future hydrogen infrastructure, including production centres and transmission networks, are planned for North Wales that will link to Northwest England. • Two locations within North Wales have been identified for large scale on-shore wind energy development. • North Wales offers a variety of higher and further education institutes, including Bangor University. 	<ul style="list-style-type: none"> • Holyhead Port plays an essential role in the international movement of imports and exports and also as a cruise port and the NWRTP should include appropriate interventions to support this asset. • Enhancement of public transport connectivity of the higher and further educational establishments, health facilities, and other social infrastructure (e.g. libraries, social, religious, and leisure facilities) to local and regional communities.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Transport	<ul style="list-style-type: none"> • There are rural parts of North Wales that are more reliant on private car use and have less opportunity to benefit from other modes of public transport and active travel initiatives. • A very small proportion of people in North Wales live close to rail stations with frequent services. • There are limited freight services on the rail network. • Incidents on the Menai Crossings to Anglesey have an adverse impact on connectivity, journey reliability and crossing times. • Long distances to key services, resulting in high rates of car ownership and low levels of walking, wheeling and cycling. • There is currently little provision in North Wales for road freight operators seeking a switch to cleaner fuels. • Car parking is a contentious issue at key beauty spots including within Eryri National Park. 	<ul style="list-style-type: none"> • To enhance rail services, the key priorities for improvements are the Borderlands Line, increasing capacity at Chester Station, and increased service levels on the North Wales Main Line. Consideration should be given to the importance of connections to key centres such as London, Cardiff, Manchester (including the airport), Liverpool, Crewe, and Warrington (for Northern Powerhouse Rail). Consideration should also be given to sustainable travel links to interchange facilities at rail stations. • Influence bus services to see that timetables, routes and fares better meet local needs and demand. • Support initiatives to decarbonise the freight and logistics networks in North Wales, e.g. through increasing the proportion of freight carried on the North Wales Main Line. • The NWTP can help implement measures to increase provision and use of public transport and active travel. • Future proofing planned transport infrastructure. • The NWTP should include interventions to support and improve public transport links with Chester as this is an important gateway for North Wales and key link for the north-east Wales economy. • Improvements to public transport and active travel access to tourist attractions.
Resources and waste	<ul style="list-style-type: none"> • There are existing mineral reserves within Wales, however some areas will experience shortfalls in material available in the future unless new allocations are identified. Built infrastructure required as part of the NWTP should resource material as locally as possible to reduce emissions, freight and support the local economy. 	<ul style="list-style-type: none"> • The NWTP should incorporate circular economy principles. This includes reducing the need to build infrastructure in the first place, reusing recycled materials and reducing use of raw materials. • Improve on energy efficiency across the transport network.



IWBA Topic	Issues relevant to the Regional Transport Plan	Regional Transport Plan Opportunities
Economy	<ul style="list-style-type: none">• Lack of transport infrastructure and links between key destinations in North Wales impacts opportunities to attract tourists and inward economic investment. This includes links between east Wales and northwest England, as well as links between North and South Wales.• Many tourist locations including Eryri National Park are hard to reach without access to a car.• Gross Value Added (GVA) per head in North Wales is lower than the Welsh average, however this varies between local authorities.• High proportions of second homes and holiday lets within the housing stock are an issues in parts of North Wales, including Gwynedd and Anglesey.	<ul style="list-style-type: none">• Increased public transport options would be beneficial to access key attractions and to reduce the volume of traffic and parking on rural roads and near beauty spots.• Ensure infrastructure is sufficient to support Freeport and investment zones, including for freight and workers.• Implement appropriate transport initiatives and infrastructure that promotes sustainable economic growth and access to quality employment opportunities for all.



5. Appraisal

5.1 IWBA Objectives

The IWBA Framework encompasses a set of objectives that have been developed to assess to the sustainability of the policies (or group of policies) set out in the NWRTP. These are complementary to the NWRTP four objectives and the IWBA objectives are required to provide a means by which the environmental performance of the plan can be assessed. These objectives, listed in Table 5 -1 alongside appraisal questions, were initially identified at Scoping Stage and have been created to take account of the following:

- **NWRTP Context:** key themes from the PPO review (Section 0) and the key sustainability issues and opportunities from the baseline data review (Section 0), have been used to develop appraisal objectives specific to the NWRTP.
- **Well-being Goals:** The Wales Transport Strategy's well-being ambitions are closely tied to the goals of the Well-being of Future Generations Act 2015. This legislation emphasises long-term well-being, environmental protection, and social progress.
- **Statutory assessments** – the appraisal objectives have been developed to encompass the requirements of the statutory assessments outlined in Section 1.4

In summary, the IWBA Framework provides a structured approach to ensure that the NWRTP aligns with broader well-being goals and contributes to sustainable development in North Wales.

The IWBA (WelTAG) guidance identifies a set of four questions, based on the four ambitions in the WTS, that should be answered by the appraisal:

- How will the programme or project benefit **people** and **communities**? (equality, health and safety and confidence)
- How will it benefit the **environment**? (reducing carbon emissions, benefiting biodiversity and ecosystems resilience and reducing waste)
- How will it benefit **places** and the **economy**? (place-making, innovation, freight)
- How will it benefit **culture** and the **Welsh language**? (arts and sport and the historic environment)

Each of these questions have been answered by using the IWBA objectives to consider a wide range of potential effects of the NWRTP policies. Table 5 -1 identifies which IWBA objective is of relevance to each of the IWBA topics scoped into the appraisal, as well as which WTS ambition they aim to address.



Table 5-1 IWBA objectives, appraisal questions and how they align with each IWBA topic and overarching theme

IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	WTS ambition alignment
1. Support the delivery of housing and local services to meet the needs of local communities	<ul style="list-style-type: none"> • Support the creation of communities which offer viable and sustainable transport options within and between locations? • Improve access to local services? 	Population Human health Infrastructure Economy	People and Communities
2. Reduce inequality and promote community cohesion	<ul style="list-style-type: none"> • Improve environmental conditions and quality of life for the most deprived communities? • Support the needs of members of society who have protected characteristics? • Improve the accessibility of public transport and active travel for all members of society? • Engage with stakeholders, partners and local communities? • Create opportunities for community participation? • Support the transport needs of children? 	Population Human health Cultural heritage Transport Economy	People and communities



IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	WTS ambition alignment
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	<ul style="list-style-type: none"> • Encourage uptake in active travel? • Improve connectivity between local communities, particularly within rural areas? • Reduce social isolation? • Reduce physical damage and improve the safety of transport services and infrastructure? • Improve access to key health services? • Improve access to recreation activities? • Improve public access to green spaces? 	Population Human health Land use and landscape Air quality Noise Economy	People and communities
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	<ul style="list-style-type: none"> • Cause harm or any deterioration in the condition of any designated sites? • Result in the loss of valuable habitats? • Deliver opportunities to restore or create semi-natural habitats? • Deliver net benefit for biodiversity and contribute to ecosystem resilience? 	Biodiversity Ground conditions Water environment	Environment
5. Protect and enhance local landscape character, designations and visual amenity	<ul style="list-style-type: none"> • Cause harm to any designated or protected landscapes? • Result in the enhancement to the condition and character of any protected or designated landscapes? • Reduce the adverse impacts of road traffic and parking on landscapes and designations? • Result is loss of amount of Best and Most Versatile (BMV) land? • Contribute to the efficient management of travel in tourist areas during peak periods? 	Land use and landscape Cultural heritage Economy	Places and economy



IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	WTS ambition alignment
6. Protect and enhance the local cultural heritage, including the Welsh language	<ul style="list-style-type: none"> • Cause direct or indirect harm to designated heritage assets? • Enhance the condition or setting of designated heritage assets? • Provide measures to avoid and/or mitigate harm to non-designated heritage assets? • Support Welsh speaking communities? • Include initiatives to implement and encourage use of Welsh language? 	Population Cultural heritage	Culture and Welsh language
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	<ul style="list-style-type: none"> • Have a negative impact on water resources used for water abstraction? • Have a negative impact on the quality of water resources? • Have a negative impact on the general health of waterbodies? • Help to achieve the WFD water body measures and support WFD waterbodies achieve 'good' ecological status? 	Ground conditions Water environment	Environment
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	<ul style="list-style-type: none"> • Help meet Wales targets to be 'net zero' by 2050? • Increase modal shift from private cars to public transport and active travel. • Include opportunities to support decarbonisation of the transport section? • Support an uptake in the use of cleaner fuels for transport, including electric vehicles? • Include measures to increase the resilience of existing and new infrastructure to the effects of climate change? • Reduce the impact of extreme weather events on the transport network? • Reduce the need to travel to access key amenities and services? 	Climatic factors Transport	Environment



IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	WTS ambition alignment
9. Protect and enhance local air quality.	<ul style="list-style-type: none"> • Improve air quality for communities? • Cause any deterioration in air quality? • Include initiatives to encourage the uptake of active travel and public transport? 	Human health Air quality	Environment
10. Reduce disturbance from transport related noise and vibration to local communities.	<ul style="list-style-type: none"> • Improve the local soundscapes? • Result in a reduction in noise pollution? • Include initiatives to encourage the uptake of active travel and public transport? 	Human health Noise	People and communities
11. Incorporate circular economy principles to reduce the use of raw materials.	<ul style="list-style-type: none"> • Use sustainably sourced materials and ensure materials and resources are used efficiently? • Include transport initiatives and infrastructure that enable recycling and waste to be collected, transported, sorted and managed effectively? • Support the transition of waste collection fleets to cleaner fuels, such as use of EV? • Encourage use of locally sourced material? 	Resources and waste Economy	Environment



IWBA Objective	How will we test if the objective has been met? Will the NWTP.....	Relevant IWBA Topic	WTS ambition alignment
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	<ul style="list-style-type: none">• Increase the land available for employment development?• Support equitable access to employment, education and training opportunities?• Improve the reliance and resilience of the transport network to better support businesses and workers?• Encourage regeneration and investment, particularly in more deprived areas?• Improve access between England and North Wales and improve access between North and South Wales?• Encourage sustainable access to tourist facilities and attractions?• Support the rural economy?• Protect and enhance the natural beauty of the area?	Population Economy Transport	Places and economy



5.1.1 Appraisal scoring criteria

The NWRTP options are assessed against the IWBA objectives using the corresponding questions identified in Table 5 -1. A score has been assigned to each objective using the criteria outlined in Table 5 -2 depending on the type and level of effect that the NWRTP Policy, or group of policies is likely to have on the objective. This is accompanied by a qualitative narrative appraisal which describes the identified likely effects, providing references where appropriate.

Table 5-2 IWBA scoring criteria

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

5.2 Appraisal outcomes

The full appraisal outcomes are found in Appendix E while Table 5 - 3 provides an overview of the appraisal score outcomes for each objective against each policy/group of policies.

5.2.1 Summary of effects for each IWBA objective

Table 5-4 provides an overview of all the effects identified in relation to each IWBA objective. No scoring is given in this summary, rather it should be read in conjunction with the scoring outcomes in Table 5 - 3 and the full assessment in Appendix E.



Table 5-3 IWBA appraisal scores for each policy/policy group against each IWBA objective

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
Enabling changes to travel behaviour												
Policy CB1 – CB7: Providing people with a choice about how they commute	++	?	++	?	+/-	+	+	+	+	+	+	++
Policy CB8 – CB10: Providing people with choices about how they access services and education	++	++	++	?	0	+	+	++	+	+	+	+
Policy CB13: Providing people with choices in rural and semi urban areas	+	++	++	+	0	+	+	+	+	+	+	+
Policy CB14 - CB23: Providing people with information to make more sustainable travel choices & supporting the tourism sector	0	++	+	+	+	+	+	+	+	+	+	+
Bus, coach and community transport												
Policy PT1: Bus Franchising	+	++	+	+	+	+	+	+	+	+	+	++



WTS ambition	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy PT2 - PT3: Decarbonising the bus fleet	0	+	+	+	0	0	+/-	++	+	0	+	0
Policy PT4 - PT5: Bus Transformation Network	+	++	+	+	+	+	+	+	+	+	+	++
Policy PT6 - PT8: Improving bus infrastructure	+	++	+	+	+	+	+/-	+	+	+	+	+
Policy PT9 - PT10: Making bus travel easier	+	++	+	+	+	+	+	+	+	+	+	+
Coach, demand responsive and community transport												
Policy PT11 - PT12: Fflecsi and Ring & Ride services	++	++	+	+	0	+	+	?	?	+	+	+
Policy PT13: Taxi	+	+	+	+	0	+	0	+	+	0	+	+
Policy PT14: Longer distance coach services	0	+	+	0	0	+	+	+	+	+	+	+
Policy PT15: Community involvement in rail	+	+	+	+	0	+	0	+	+	0	+	+



WBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
Walking, Wheeling and Cycling												
Policy AT1 – AT2: Further improving infrastructure	+	++	++	+/-	0	+	+	++	+	+	+	+
Policy AT4 – AT6: Making active travel more attractive in rural areas	+	++	++	+/-	0	+	+	++	+	+	?	+
Policy AT7 – AT11: Leadership and funding	+	+	+	0	0	+	+	+	+	+	+	+
Policy AT12 – AT14: Cycle hire, E-bikes and E-scooters	+	++	+	0	0	+	0	0	0	0	0	+
Integration between modes												
Policy IN1 – IN3: Mobility hubs and Gateway stations	+	+	+	+	+	+	+	+	+	+	+	+
Policy IN4: Improving bus and rail integration	+	++	++	+	+	+	+	+	+	+	+	++
Policy IN5 – IN6: Park & ride or Park & share schemes	+	+/-	0	+/-	+	+	+	+	0	0	+	+/-



WTS ambition	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Ports and Freight												
Policy PF1 – PF2: Ports	+	+	+/-	--	+	+	?	+/-	+/-	+/-	-	++
Policy PF3: Road freight	+	+	+	?	?	+	-	?	+/-	+	0	0
Policy PF4: Low Emission HGVs	0	+	+	0	0	0	+/-	++	+	0	+	+
Policy PF5 – PF8: Local deliveries	+	+	+/-	?	?	?	+/-	+	+	+	+	+
Policy PF9: Rail freight	0	+/-	+	0	0	0	+	+	+	+	+	+
Roads, Streets and Parking												
Policy RS1 – RS2: Maintenance	+	+	+	+	+	+	0	+	0	+	0	+
Policy RS3 – RS4: Road Safety	++	+	+	0	0	0	0	+	+	+	+	+
Policy RS5 – RS6: Public car parking in towns and cities	+/-	+/-	+/-	+	+	0	+	+	+	+	+	+
Policy RS7 – RS11: Low emission vehicles	+	+	+	+	0	0	+	+	+	0	+	+
Policy RS12 – RS13: Car clubs and sharing	+	++	+	0	0	0	0	+	+	0	+	+



IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Surface access to aviation												
Policy AV1: Surface access to aviation	+	+	0	0	0	0	0	--	+	0	+	+
Digital Connectivity												
Policy DC1: Digital connectivity	+	+	+	+	0	+	+	++	+	+	+	+
Land use planning												
Policy CB19 – LU6	The Strategic Development Plan for North Wales is also the responsibility of the CJC. However, as it will itself require various statutory assessments, this has not been included within this IWBA.											



Table 5-4 Summary of effects against each IWBA objective

IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
<p>1. Support the delivery of housing and local services to meet the needs of local communities</p>	<p>People and communities</p>	<p>Policies related to enabling changes in travel behaviour (CB1-CB15) emphasise enhancing public transport services and active travel routes, which are crucial for improving access to employment sites and essential services such as healthcare, education, and transport interchanges. By focusing on the needs of local communities, particularly in areas with high levels of deprivation, these initiatives aim to provide sustainable transport options that improve connectivity while reducing reliance on private vehicles, particularly in rural areas. This approach not only addresses immediate travel needs but also has the potential to promote long-term housing growth in areas where access to services is improved. Furthermore, the collaborative planning approach across North Wales and with neighbouring authorities would ensure that transport solutions are tailored to community needs, fostering greater social inclusion and cohesion.</p> <p>Policies related to public transport (PT1-PT15) in North Wales highlight a comprehensive approach to enhancing public transport through improved ticketing, better journey and waiting times and accessible, reliable services. This ensures reliable access to essential services like employment, education and social opportunities. This would be particularly beneficial in areas that are more deprived where people may be more reliant on public transport including areas such as Holyhead Town, Marchog, Peblig, Glyn and Rhyl that lie within the 10% most deprived areas,. The policies aim to improve connectivity by supporting viable transport options to meet diverse community needs, particularly benefiting residents of rural areas through safe, flexible and community-led transport solutions. Since these policies enable flexible services which have been designed through community involvement and are locally run and managed, they would improve access to local services and help meet community identified specific needs. Policies related to active travel (AT1-AT14) focus on enhancing active travel infrastructure to promote healthier lifestyles and equitable access to services such as healthcare, education and transport interchanges. Integrated transport policies (IN1-IN6) would also facilitate improved accessibility to services and improved affordability for multimodal travel. This would be achieved through better integration of bus and rail networks with development of mobility hubs, improved active travel accessibility to further transport and Park & Ride/Park & Share schemes. It would be particularly beneficial where public transport options are scarce or not suitable.</p> <p>The policies regarding port developments and freight (PF1- PF9), support the delivery of local services by improving access to essential resources for local communities, particularly in deprived areas like Holyhead and Mostyn. The policies would also enhance employment opportunities within the ports as they expand and the focus on sustainable transport connectivity to port developments and rail stations improves accessibility for local communities to those economic opportunities. Policies PF1-PF9 also support the needs of local communities by improving the local delivery system (making them easier and quicker to use) and contributing to reducing congestion which benefits the local environment and amenity.</p>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policies related to roads, streets and parking (RS1-RS13) support road infrastructure improvements that are climate resilient, facilitating the delivery of housing and access to existing and future services. They also contribute to the mitigation of adverse impacts such as travel delays caused by damage to infrastructure that is not regularly maintained. Improvements to road infrastructure also helps reduce the risk of accidents which has high economic and personal costs associated with it.</p> <p>Sustainable transport options are encouraged through control of parking charges and reallocation of space from parking (RS5 – RS6) which aim to improve local amenity and encourage a greater uptake in public transport and active travel. However, there may be adverse impacts if reduced parking/increased parking charges is not balanced by sufficient and suitable alternative active transport options/ public transport because this would reduce accessibility to services. Improved availability of sustainable transport services improves accessibility to essential services for those that rely more on public transport as well as for those who would prefer to use public transport but feel that they currently do not have a reasonable alternative to the car. Policies enhancing digital connectivity (DC1-DC2) facilitate remote working and improve access to services, including increased access to employment opportunities with a reduced need to travel. They also enable more members of communities to travel using public transport more confidently through digital literacy initiatives.</p> <p>Largely, the assessment reveals that all policies do not have a significant impact on the delivery of housing services, although policies relating to improvements and/or promotion of active travel, would contribute to providing any new housing with appropriate active travel connectivity to existing services.</p>
2. Reduce inequality and promote community cohesion	People and communities	<p>Enhancement of public transport services, particularly supported by Policies PT1-PT10, supports access to essential services, employment, training and education opportunities, as well as to recreational opportunities. This benefits everyone but particularly people who are more reliant on public transport and/or active travel including socio-economically disadvantaged people, younger people, older people, disabled people, and people from global ethnic majority groups²⁴. These Policies focus on creating a more integrated transport network that facilitates easier movement between communities and encourages active travel modes like walking and cycling. This approach is expected to foster social interactions, reducing social isolation, and enhancing overall community well-being. Furthermore, by prioritising connecting rural areas to neighbouring communities and community facilities, the policy improves access to essential services like health, education and employment in rural and semi-urban areas reducing inequality of opportunity that can arise as a result of lack of transport connectivity in rural areas. Enhancement of services does not specifically mention accessibility improvements, resulting in an uncertain impact in this regard. For example, no policy specifically defines which accessibility standards should be followed to ensure accessibility for all users.</p>

²⁴ Welsh Government (2014) National Survey for Wales – Transport. Available online at: <https://statswales.gov.wales/Catalogue/Transport>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policies PT11 – PT15 emphasise flexible, community-led and public transport solutions that cater to vulnerable and isolation populations such as people living deprived areas, older people and people with disabilities, enhancing mobility and social interaction. The promotion of taxi services that promotes safe travel of passengers would be particularly beneficial for vulnerable groups at higher risk of experiencing hate crimes, such as the LGBTQ+ community, and people who are racialised²⁵.</p> <p>Policies related to walking, wheeling and cycling (AT1 – AT14) aim to improve active travel infrastructure, making walking, wheeling and cycling more accessible for people with disabilities or mobility impairment, older people and other wheelchair users and people with infants in prams, and for people experiencing deprivation who do not have access to a vehicle/bike. This reduces inequality of access to transport as does improved multimodal transport (IN1 – IN6) which helps improve connectivity to central locations. However, Policies IN5 – IN6 could result in further social exclusion when P&R (or P&S) facilities are developed at the expense of investment in conventional public transport and if services are exclusively aimed at motorists²⁶.</p> <p>By improving sustainable transport options to ports, particularly in deprived areas like Holyhead and Mostyn, these policies create better access to employment opportunities at port developments (and within areas on the port public transport routes), which would contribute to a reduction in economic inequality between areas of North Wales. The improved road safety and local amenity as a result of rerouting HGVs to more suitable rest locations would be beneficial for communities that are close to the port and which experience more socio-economic deprivation than other areas in North Wales. Encouraging the switch to low emission vehicles, and modal shift to public transport/active travel would contribute to a reduction in air emissions, particularly for communities along the North Wales coast. This would bring health benefits, particularly for vulnerable groups who are more sensitive to changes in air quality including children, older people, people with respiratory disease and pregnant women. A reduction in road freight vehicles with a shift to rail supported by Policy PF9 could lead to loss of employment for HGV drivers which would disproportionately impact men who are more likely to be employed in the road haulage sector.</p> <p>Policies DC1-DC3 focus on improving digital infrastructure and literacy, supporting opportunities for remote working whilst also enhancing accessibility of digital information that helps people plan journeys using public transport (i.e. digital access to real time service information). This would support people less able to travel for work such as disabled people, pregnant women, people with caregiving responsibilities and young people, whilst also supporting people who are more likely to be digitally illiterate (older people). Overall, policies are supportive in strengthening community ties and fostering a more equitable and inclusive society.</p>

²⁵ Out in London: LGBTQ+ People’s Safety on London’s Transport Network. London Travel Watch, 2023. Available online at: <https://www.diversitytrust.org.uk/2023/11/new-study-lgbtq-people-feel-threatened-and-face-abuse-on-london-public-transport/> [Accessed 15/11/24]

²⁶ Parkhurst, G. Social inclusion implications of park-and-ride. *Municipal Engineer* 156, 2003



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	People and communities	<p>Policies CB1 – CB23 focus on enhancing public transport services and active travel routes to improve connectivity between residential areas and key employment sites, city centres, and cross-border regions. These improvements would encourage modal shift, encouraging increased physical activity levels which promotes improved health outcomes including reducing risks of chronic diseases like obesity, cardiovascular issues, and diabetes, whilst also enhancing mental wellbeing^{27 28}. These policies would achieve this by contributing to better access to sustainable transport options, which helps to alleviate social isolation, particularly among vulnerable groups such as older people, young people, socioeconomically disadvantaged, and disabled people who are more reliant on public transport. Furthermore, improved access to essential healthcare services, recreational spaces, and community facilities, which means that people can more easily access the healthcare and services they need whilst also fostering community cohesion, contributing to overall improved health and wellbeing.</p> <p>Policies PT1-PT10 focus on improving the bus network and would be crucial for connecting individuals to key health services, recreation activities and green spaces. This increases better (simplified) access to opportunities for physical exercise (gyms, parks, natural areas, etc.) contributing to improved health outcomes for all, but particularly for groups who rely more on public transport. An improved bus network with transport hubs would also encourage physical activity, as users are more likely to walk or cycle to these transport hubs. The policies also contribute to reduced air pollution and improved road safety, providing health benefits to communities in deprived and low-income areas. Policies PT11 to PT15 include demand-responsive transport solutions with a particular focus on meeting the travel needs in rural areas. This would contribute to improved health for rural communities as they would be more able to access healthcare along with opportunities for recreation, employment, education and social interactions. Policies like PT13 focus on low-emission vehicles which would contribute to mitigating adverse health impacts caused by air pollution such as respiratory infections, heart disease and stroke²⁹.</p> <p>The active travel Policies (AT1 to AT14) would create supportive environments for active travel through investments in infrastructure that would make active travel more attractive, safer and accessible to a wider range of the population including people with infants in prams, people in wheelchairs, and disabled people (particularly with difficult mobility). These investments would promote better access to active travel, increasing travel choice, agency, community engagement and access to social infrastructure that contributes to better physical and mental health outcomes.</p>

²⁷ Cycling and walking for individual and population health benefits: A rapid evidence review for health and care system decision makers. Public Health England, 2018. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf [Accessed 12/11/24]

²⁸ [Health benefits from recreation, natural capital, UK - Office for National Statistics](#)

²⁹ European Environment Agency, Health impacts of air pollution, 2022; Available online at: [Health impacts of air pollution in Europe, 2022 — European Environment Agency](#) (Accessed 27/11/2024)



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policies IN1 to IN6 advocate for an integrated transport network that simplifies transitions between various modes. This includes simplified and integrated ticketing, placemaking and wayfinding, and improved convenience when transitioning between transport modes (e.g. from bike to bus or train or from train to bus). This would improve connectivity between local communities and larger settlements, reducing social isolation for less well connected areas (particularly rural areas). Collectively, these initiatives contribute to a healthier, more cohesive society by prioritising safety, accessibility, and inclusivity in transportation.</p> <p>The policies relating to port developments (PF1 – PF9), have mixed impacts on health. Whilst they support the health and wellbeing of the local population by providing sustainable transport options to employment opportunities in Holyhead and Mostyn ports, the anticipated increase in heavy goods vehicle (HGV) movements due to port expansion poses risks to local air quality and noise levels, potentially adversely affecting communities along the road routes to the Ports. Vulnerable groups including children, people with respiratory disease and older people would be more affected by any decreases in air quality. Conversely, a shift to hydrogen fuels for road and rail freight, along with the introduction of freight consolidation centres and EV for local deliveries, would contribute to reduced traffic and improved air quality for local communities. Where there is an increased use of e-cargo bikes for local deliveries this could cause anxiety for some pedestrians if they are ridden on shared spaces and cyclists of e-bikes themselves can experience increased anxiety levels when cycling in busy urban areas³⁰.</p> <p>Policies PF1-PF9 support the health and wellbeing of HGV drivers with the provision of rest facilities, reducing fatigue and anxiety amongst drivers and reducing risks of accidents and improving overall road safety. However,</p> <p>Policies RS1-RS13 which relate to roads and streets contribute to the creation of road infrastructure that is better maintained, safer for pedestrians, cyclists and motorists, and better able to support the changing needs of EV vehicles. These policies therefore support continued connectivity between communities and essential services, including healthcare, employment, education and recreational facilities Better maintained infrastructure is also more resilient to extreme weather events which means that there would be less disruption during such events, maintaining access to social infrastructure. Whilst reduced car parking and increased charges would encourage reallocation of space to uses that may encourage more physical activity (e.g. improved pedestrian areas, urban green spaces) it may also induce anxiety for some people if they worry about the ability to find suitable parking or about the increased cost of parking. This would potentially deterring access to urban areas negatively impacting physical and mental health as access to services becomes more challenging.</p>

³⁰ Pejhan, S., Agelin-Chaab, M., Yusuf, M., & Eng, D. Analysis of ebike dynamics and cyclists' anxiety levels and interactions with road vehicles that influence safety. *Accident Analysis & Prevention*, Volume 159, 2021.



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policies (DC1 – DC3) which focus on enhancing digital connectivity and digital literacy would (DC1 – DC3) aim to facilitate remote working and improve connectivity between communities, including more rural areas. By reducing the need for travel, these policies can alleviate commuting-related stress, make employment opportunities accessible to people who may otherwise struggle to find suitable employment (e.g. people with caring responsibilities or disabled people). These increased opportunities alongside better connectivity promote better mental and physical health outcomes.</p>
<p>4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.</p>	<p>Environment</p>	<p>Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions and pollution run off from roads, both of which can adversely impact species and habitats. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as policies which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13 and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in positive effects on biodiversity.</p> <p>Improved sustainable travel options to access tourist attractions including national parks and coastal areas, help prevent ecological damage caused by inappropriate parking. At this stage it is not known whether infrastructure improvements would require any physical land take. For example, active travel infrastructure and P&R and P&S schemes (IN5-IN6) pose potential risks to biodiversity and geodiversity, if not sensitively designed, given the unknown status of development locations and land take requirements. Careful planning will be required at project level to mitigate potential negative impacts on biodiversity.</p> <p>Policies IN1 to IN6 facilitate seamless transitions between transport modes, encouraging a modal shift to sustainable transport, while safeguarding ecological sites. However,</p> <p>Policies aimed at enhancing ports and freight infrastructure (PF1 – PF9), present potential risks to biodiversity where this increases land take and development. This would particularly be the case for designated sites like the Anglesey Tern Special Protection Area and the North Anglesey Marine Special Area of Conservation where development activities may increase pressures on these sensitive habitats. As the land requirements and locations of any development at ports (or related to ports such as freight consolidation centres and rest facilities for HGV drivers) outlined in policies is unknown, the impact on biodiversity interests in these cases is uncertain.</p> <p>Policies RS1 – RS13 contribute to enhancing biodiversity where the policies result in space currently dedicated to parking being replaced by high quality place-making that includes ecological enhancement (net benefit for biodiversity). Policy RS2 particularly focuses on enhancing biodiversity interests to contribute to climate and ecosystem resilience.</p>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		While digital connectivity policies (DC1 – DC3) do not directly address biodiversity, they can facilitate reduced travel needs, leading to lower emissions and less disturbance to natural habitats.
5. Protect and enhance local landscape character, designations and visual amenity	Places and economy	<p>The policies with the NWRTP are not anticipated to impact Best and most versatile (BMV) agricultural land. However, where infrastructure developments are proposed, there is no additional information about locations and land take and which results in an uncertain impact. Therefore, careful planning and consideration is recommended during implementation.</p> <p>Policies CB1 – CB23 and PT1-PT15 focus on enhancing public transport services and active travel routes contributing towards mitigating the adverse impacts of increased traffic, particularly in sensitive areas such as Eryri National Park. By promoting sustainable travel options, these policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes. Transport infrastructure enhancements may result in adverse effects on designations and landscapes where physical changes are required (e.g. road building, port expansion, and parking or active travel infrastructure) so careful planning and implementation will be crucial at project level to ensure that any associated developments do not impact the area's scenic and cultural value.</p> <p>While policies AT1 - AT14 support improvements to active travel infrastructure, making active travel more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. Policies IN1 - IN6 promote the development of mobility hubs and better integration of public transport, facilitating transitions between transport modes and supporting a modal shift from private vehicles to sustainable transport. This shift is expected to alleviate adverse effects of traffic congestion and parking pressures on popular tourist destinations, enhancing visual amenity.</p>
6. Protect and enhance the local cultural heritage, including the Welsh language	Culture and Welsh language	<p>Policies of the NWRTP which aim to improve public transport services and active travel infrastructure (CB1 – CB23; PT1 – PT15; AT1 – AT14; IN1 – IN6), would facilitate better connectivity between communities and key cultural sites as well as Welsh medium educational facilities. By reducing traffic congestion and enhancing accessibility, these initiatives make it easier for individuals, particularly those without private vehicles, to visit cultural venues, heritage sites, and improve connectivity between local Welsh-speaking communities. This increased patronage of cultural attractions supports their economic viability.</p> <p>Improved connectivity between Welsh-speaking communities and to educational resources for learning Welsh, are crucial for promoting the daily use of the Welsh language.</p>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>The policies support initiatives that create opportunities for community engagement and improving access to social opportunities for Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speakers. The policies would also facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats.³¹</p> <p>Overall, the Policies collectively contribute to the preservation and promotion of local cultural heritage without posing risks to designated heritage assets.</p>
<p>7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.</p>	<p>Environment</p>	<p>Policies of the NWRTP which aim to enhance public transport services and active travel routes and thereby encourage a modal shift away from private vehicles would reduce the volumes of traffic on the roads. Volumes of traffic on roads would also be decreased by Policy PF9 which supports a shift to rail freight, and Policies DC1-DC3 which focus on digital connectivity reduce travel needs by supporting remote working opportunities and encouraging public transport use. This reduction in road traffic, particularly from HGVs would lead to several environmental benefits: fewer vehicles mean less oil, grease, and other pollutants entering waterways during rain events, thereby improving the quality of rivers, lakes, and streams and protecting aquatic ecosystems. Additionally, decreased traffic lowers airborne pollutants that can settle on surfaces and subsequently wash into water bodies, including harmful nitrogen oxides and sulphur dioxides that contribute to nutrient pollution³². Conversely Policy PF3 supports the delivery of infrastructure for improving HGV movements and providing specific HGV facilities which would result in an intensification of HGVs in some locations therefore an intensification of pollution and carbon emissions from HGVs that result in the runoff of road pollutants into water bodies.</p> <p>In addition, any development works required to introduce new physical infrastructure (e.g. road engineering works for bus lane introductions) has the potential to result in adverse effects during construction if not appropriately mitigated.</p>

³¹ Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: <https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025.html> [Accessed 13/11/24]

³² Environmental Agency 2019, 2021 River basin management plans – Pollution from towns, cities and transport. Available online at: https://consult.environment-agency.gov.uk/++preview++/environment-and-business/challenges-and-choices/user_uploads/pollution-from-towns--cities [Accessed 25/11/24]



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policy PF4 also has potential to negatively impact water resources as the development of hydrogen hubs would require water for hydrogen production as well as other services like cooling. There are risks to human and aquatic life associated with potential leakage of ammonia used in hydrogen production.³³</p> <p>Policies concerning port development (PF1 – PF9) have the potential to adversely impact the quality of water bodies nearby (through pollution runoff). However, at this stage there is insufficient information detail about what port expansion would and therefore any impact is uncertain. Further, by promoting a modal shift from road to rail for freight transport, the policies aim to reduce the number of heavy goods vehicles (However, there are concerns regarding increased port activities and the development of freight consolidation centres, particularly under Policy PF3, which may lead to a rise in HGV traffic and associated pollution. Policy AV1 related to surface access to aviation is not anticipated to affect water quality.</p>
<p>8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of</p>	<p>Environment</p>	<p>Policies within the NWRTP which focus on improving and enhancing sustainable transport options such as public transport and active travel would facilitate a modal shift away from private vehicles, leading to lower transport related carbon emissions. This includes Policies CB1-CB23, PT1-PT10, AT1-AT14 and IN1-IN6. By integrating zero-emission vehicles into public transport systems (PT2- PT3) and improving infrastructure resilience to adverse weather, these policies aim to mitigate the impacts of climate change on transport networks. For example, offering links to alternative public transport services when particular route/s are affected by extreme weather events such as flooding. These initiatives are expected to contribute positively to achieving Wales' net-zero targets by 2050, while also enhancing the adaptability of transport infrastructure in the face of climate-related challenges. Additionally, with a shift to cleaner fuels and zero-emission vehicles, policies support the decarbonisation of the transport sector and improve climate resilience of the transport network with reduced dependency on fossil fuels and related disruptions caused to their supply chain through climate change ³⁴.</p> <p>Policies PT11 - PT15 emphasise community-led transport initiatives, such as the Fflecsi Dynamic Demand Responsive Transport and rail travel, which helps reduce reliance of private vehicles and reduce emissions in rural areas. However, it is unknown whether the community transport will be zero/low emissions, and the impact is therefore uncertain.</p>

³³ Hydrogen: A renewable energy perspective. A report prepared for the 2nd Hydrogen Energy Ministerial Meeting in Tokyo, Japan. 2019. International Renewable energy Agency. Available online at: https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2019/Sep/IRENA_Hydrogen_2019.pdf [Accessed 12/11/24]

³⁴ International Renewable Energy Agency (IRENA), Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy, August 2021; Available online at: [Bracing for Climate Impact: Renewables as a Climate Change Adaptation Strategy](#) (Accessed 25/11/2024)



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
climate change.		<p>Policies PF1 – PF9 aim to support the growth of the regional ports and associated infrastructure which are accessible by sustainable (decarbonised) transport options. However, the policy initiatives may result in increased HGV traffic which currently are less likely to be decarbonised. However, the introduction of hydrogen hubs to support hauliers in the region switch to low emission vehicles (PF4) along with a shift to rail freight (PF9) offers promising avenues for reducing emissions. In relation to local deliveries, Policies PF5-PF8 support for the use of electric vehicles and e-cargo bikes, contributing to decarbonisation and mitigating the environmental impacts of caused by local deliveries. A wider shift to EVs more generally is supported by Policies RS7-RS11 which aim to improve EV charging infrastructure across the region, contributing to the decarbonisation of the transport sector.</p> <p>Policy AV1 improves public transport connectivity to airports, which could indirectly lead to increased air travel emissions, being an adverse effect on the aim to reduce emissions. Policies DC1-DC3 focus on digital connectivity and therefore supports carbon reduction by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing carbon emissions.</p>
9. Protect and enhance local air quality.	Environment	<p>Where policies of the NWRTP aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions which can adversely impact air quality. This includes policies which aim to improve and enhance sustainable transport options so that there is a modal shift (both active travel and public transport) (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as policies which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3). In both cases it is likely that there would be a modal shift away from the private car resulting in reduced emissions and subsequent improvements in air quality. Additionally, Policies which seek to support the transition to low (zero) emission vehicles would be beneficial to air quality (PT2-PT3, AT12-AT14, PF4, and RS7-RS11).</p> <p>Improved air quality would benefit everyone, but vulnerable groups who are more sensitive to changes in air quality including children, people with respiratory disease, pregnant women and older people^{35,36} would benefit disproportionately and differentially.</p>

³⁵ World Health Organisation, Health consequences of air pollution on populations, June 2024; Available online at: [Health consequences of air pollution](#) [Accessed 14/11/2024]

³⁶ Health impacts of air pollution in Europe, 2022 — European Environment Agency. Available online at: <https://www.eea.europa.eu/publications/air-quality-in-europe-2022/health-impacts-of-air-pollution> [Accessed 27/11/24]



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>More urban centres which have more road transport such as Wrexham and Bangor, as well as the main roads and routes with heavy traffic congestions such as A5, A55 and A4807, are locations where improvements in air quality are more likely to be experienced. These areas often correspond to areas where people experience socio-economic deprivation.</p> <p>The policies focused on port development and freight (PF1 – PF9), promote sustainable transport options to ports and rail stations, helping reduce traffic emissions and improve air quality in areas around Holyhead and Mostyn. However, the policies may result in an increase of HGV movements likely contributing to adverse air quality impacts for local communities near port development areas. Policy PF3 would have the potential to improve air quality for some areas as a result of reduced congestion caused by HGVs but reduce air quality in the areas to which HGVs are directed (e.g. parking specifically for HGVs would concentrate a large number of HGVs in one location). A shift to hydrogen fuels and rail for freight movements and zero emission vehicles for local deliveries would contribute to improved air quality conditions for local communities.</p> <p>Policies DC1-DC3 focus on digital connectivity and therefore supports a reduction in emissions by facilitating remote work, reducing the need to travel. In addition, improved digital access to public transport information, would make it easier to travel using sustainable transport modes, also reducing transport related emissions.</p>
<p>10. Reduce disturbance from transport related noise and vibration to local communities.</p>	<p>People and communities</p>	<p>Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as policies which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in less traffic and reduced transport related noise and vibration.</p> <p>This would be particularly beneficial in areas identified as noise priority zones, such as along the A55 and A483, as well as more generally improving local soundscapes and tranquillity in residential areas.</p> <p>Policies PF1-PF9 relate to enhancement of port facilities and facilities for freight drivers. The increased economic, activities in the port and nearby development areas may lead to some increased noise from transport, including within residential areas outside the port. Improvements in HGV facilities (rest stops and parking) would increase noise in the locations chosen for these developments. However, it is anticipated that site selection would include consideration of noise impacts on residents which would mitigate this adverse effect. Reduced HGV traffic in town centres, supported by freight consolidation centres and a shift to rail freight, as well as uptake in EV would also contribute towards reducing traffic related noise disturbances.</p> <p>Policies RS1-RS13 support road maintenance and safety which would help reduce noise and vibration caused by poorly maintained roads.</p>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Reduced road traffic as a result of the initiatives supported by DC1 – DC3, could lead to reduced disturbances from transport related noise and vibration to local communities living near major roads. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment. In addition, improved digital access to public transport information would make it easier to travel using sustainable transport modes resulting in modal shift and reduced private vehicle use. Both of these would reduce noise related to transport movements.</p>
<p>11. Incorporate circular economy principles to reduce the use of raw materials.</p>	<p>Environment</p>	<p>Policies PT2, PT3 and PF4 (freight movements) support the transition to cleaner fuels alongside the development of hydrogen hubs at Deeside and Holyhead which would support the use of locally sourced materials and resources.</p> <p>Policies of the NWRTP which aim to improve and enhance sustainable transport options (Policies CB1-CB23, PT1-PT10, AT1-AT6, IN1-IN6), as well as policies which aim to enhance accessibility and connectivity of those sustainable transport options (PT11-PT13, and DC1-DC3), are likely to result in a modal shift away from the private car (to active travel and public transport use) resulting in reduced use of fuel cars and therefore a reduction in resource use. Policies DC1-DC3 focus on digital connectivity and therefore contributes to a reduced need to travel, particularly in relation to employment, which would also contribute to reduced consumption of fuel.</p> <p>Policies which suggest support for infrastructure development (e.g. AT4 – AT6, PF1) would likely require the consumption of materials. However, there is insufficient information at this stage and therefore any impact is uncertain.</p> <p>Policies PF1 - PF2 support growth at the ports which could result in an increase in HGV movements around the local areas of Holyhead and Mostyn. This would result in increased consumption of raw materials (i.e. fuels). Additionally, Policies RS7 – RS11 would support the transition to cleaner fuels, such as use of EV through the provisioning of improved EV charging infrastructure across locations. This would also contribute to a reduced use of raw materials (fossil fuel).</p>
<p>12. Create an integrated transport system that facilitates efficient and safe movement of both people</p>	<p>Places and economy</p>	<p>Policies related to enabling changes to travel behaviour (CB1 – CB23) focus on improving public transport services and active travel routes to major employment sites (Deeside Industrial Park, Wrexham Industrial Estate, and Chester Business Park), education and travel destinations. This supports equitable access to employment, education, and training opportunities, particularly benefiting communities in coastal towns that experience higher levels of social deprivation as well as commuters to investment zones.</p> <p>Community led transport initiatives improve the reliance and resilience of the transport network, supporting businesses and workers and encouraging sustainable tourism. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas.</p>



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
<p>and freight, contributing to increased economic prosperity in the region.</p>		<p>Policy initiatives improving sustainable transport connectivity also contribute to improved access between England and North Wales and North and South Wales for employment and tourism, further enhancing economic prosperity.</p> <p>The policies related to bus, coach and community transport (PT1 – PT10, IN4) focus on improving bus services, facilitating travel by public transport between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside and focusing on target areas of concerns like the Menai crossings. By fostering connectivity between communities and these employment hubs, the policies seek to provide equitable access to job opportunities, education, and essential services, particularly benefiting people experiencing socioeconomic deprivation and individuals who rely more on public transport modes. Policies include initiatives to design routes and services to meet customer needs, enhancing connectivity and access to opportunities and services.</p> <p>Policies PT11 – PT15 focus on demand-responsive transport solutions enhancing safety, accessibility and flexibility. The policies support local economies by improving access to workplaces for people without access to a private car and extend tourism geographies accessible by public transport. This can further encourage regeneration and investment in more deprived areas. The integration of low-emission vehicles strengthens the transport network’s resilience, mitigating risks from fossil fuel disruptions.</p> <p>Policies supporting improvements to active travel infrastructure (AT1 – AT14, IN1-IN2) is likely to encourage more sustainable travel (including more public transport uptake) to access educational, training and employment opportunities benefiting long term economic prosperity of the region. AT12 – AT14 support cycle/e-bike hire generating income for these businesses and facilitating active travel to and from city centres among tourist, supporting local economies... Policies IN5-IN6 relate to improvements to P&R and P&S schemes, which would contribute to reduced congestion in urban centres. Whilst lower congestion reduces travel time (and therefore frees up time for more productive work) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth³⁷. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility³⁸. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities.</p>

³⁷ Park and Ride first principles assessment, University of Leeds

³⁸ Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.



IWBA Objective	WTS Ambition alignment	Summary of policy effects related to each IWBA objective
		<p>Policies PF1-PF2 support the growth of port developments providing more employment opportunities and contributing to economic growth. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn, benefitting more deprived communities in the areas. The policies also focus on freight and improve connectivity beyond the ports, further boosting economic development.</p> <p>By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales. Further, the introduction of freight consolidation centres through PF6 – 7, could create new employment opportunities. A shift to rail freight (PF9) would improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region.</p> <p>Policies RS1 – RS11 relating to roads, streets and parking, promote safe, climate-resilient and reliable transport links to improve access to employment, education, and tourism. Sustainable transport infrastructure such as P&R, P&S schemes and EV charging infrastructure, could improve road and travel conditions, offering lower travel costs and transport options for those without cars, encouraging tourism and supporting the local economies. Better regional and cross-country connectivity would also encourage regeneration and investment, particularly in more deprived areas that are connected to highway networks.</p> <p>Improved public transport access to airports (AV1) could facilitate international business opportunities. Enhanced digital connectivity (DC1 – DC3) will support remote work opportunities, facilitating economic activity by encouraging additions to the job markets by offering flexible working schedules and a reduced need to travel. It also helps improve reliance of the transport network, supporting better journey planning via sustainable transport, supporting commuting workers and encouraging sustainable tourism.</p>



5.3 The Well-being of Future Generations Five Ways of Working

The Well-being of Future Generations (Wales) Act 2015 sets out the five ways of working – Thinking of the long term, Prevention, Integration, Collaboration and Involvement. Public bodies must demonstrate consideration of these principles in their decision making to show they are acting in accordance with the sustainable development principle, defined as ‘acting in a manner that seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs’. The North Wales Regional Transport Plan has considered these ways of working in the following ways:

Thinking for the long term: The Regional Transport Plan covers the period 2025-2030. It considers alignment with other strategic and national plans, including the Wales Transport Strategy (up to 2041), National Transport Delivery Plan (up to 2027), Future Wales (up to 2040) and the emerging Strategic Development Plans (a 25-year plan). The Regional Transport Delivery Plan addresses key issues, needs, and opportunities up to 2030/31, as well as aspirational schemes that may progress beyond 5 years. It emphasises the importance of avoiding short-termism by considering the well-being of both current and future generations. The plan balances immediate needs with the necessity to safeguard long-term interests. The IWBA also consider current and future issues and opportunities, considering the impact of policies and plans on wellbeing in the long term.

Prevention: The Case for Change outlines the challenges and opportunities associated with the key issues in the Regional Transport Plan. By acting early and collaboratively, the proposed policies and interventions aim to tackle root causes before they escalate, leading to better outcomes for individuals, public bodies, and society. This proactive approach ensures that resources are deployed to prevent problems from occurring or worsening, contributing to the well-being objectives of Welsh Government and other stakeholders. The IWBA also flags potential impacts on wellbeing associated with different policies and provides recommendations to mitigate these impacts and offers suggestions for positive benefits.

Integration: The Regional Transport Plan integrates strategies across land use, transportation, and economic development, ensuring a cohesive approach to transport mode integration. The Regional Transport Plan sets out its alignment with other strategic and national plans as described above, which helps to integrate national and regional (as well as local) plans and priorities. The Regional Transport Plan also considers cross border connectivity and helps to approach economic development, land use and transport planning in a joined up and holistic way across regions. The IWBA adopts a comprehensive framework that aligns with the Welsh Government's Wellbeing Act, considering all aspects of wellbeing in an integrated manner, encompassing people, places, and the environment.

Involvement: Our Regional Transport Plan and IWBA emphasise the importance of involving a diverse range of stakeholders to shape decisions and services that impact their lives. By engaging with local authorities, transport users, and operators, and conducting a 12-week public consultation, we ensure our plans reflect the needs and aspirations of the community. This collaborative approach, guided by the Wellbeing of Future Generations (Wales) Act, helps us build on previous efforts and create a sustainable transport system for North Wales. Further details about this approach is available in the engagement section of the Regional Transport Plan.

Collaboration: Ambition North Wales has collaborated closely with other CJs, Transport for Wales, the Welsh Government, local authorities, and key stakeholders representing the economy, society, culture and environment across the region, incorporating feedback from the North Wales Transport Commission and public consultations. The IWBA also promotes active collaboration with local communities in the implementation of policies and plans. This collaborative approach ensures that resources and expertise are maximised to meet the well-being objectives of all involved parties.

6. Recommendations

Based on the outcomes of the IWBA, a series of recommendations have been identified which would help mitigate potential adverse effects. Table 6-1 identifies which policies these are, along with associated recommendations, but these should be read alongside the corresponding assessment tables in Appendix E for context. The need for these mitigation measures should be explored more thoroughly at project or scheme level as more details become available.

Table 6-1 Mitigation recommendations for policies which may have negative effects

Policies	Recommendations
Objective 1: Support the delivery of housing and local services to meet the needs of local communities	
Interaction between modes (IN1 – IN3)	<p>During the implementation of policies, it will be vital to make sure that they meet the actual needs of the communities. Community consultation and engagement with local and community organisation would facilitate better understanding of what these needs are so that they can be met.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Objective 2: Reduce inequality and promote community cohesion	
Bus (PT1)	<p>Community engagement should be used to design routes and timetables. This would increase sense of community cohesion and create a network that meets local needs.</p> <p>Accessibility should be embedded into the design of new services, infrastructure and vehicles (project level). This would support equitable access to public transport and active travel, whilst also encouraging more people to shift to these modes.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Walking, wheeling and cycling (AT4 – AT6)	<p>Engagement with community stakeholders, particularly those who represent Protected Characteristic/Vulnerable Groups, would ensure that accessibility concerns, ideas and lived experiences are embedded into designs.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Interaction between modes (IN5-IN6)	<p>When policies relating to P&R and P&S facilities are being implemented, review should be made to ensure that investment in these facilities is not at the expense of investment in conventional public transport and that they do not only benefit motorists (i.e. non-motorist should still be able to benefit from any service). Stakeholder consultation recommends looking at the Gwynedd and Môn Public Service Board which has a subgroup piloting different approaches at Niwbwrch where useful learning will be available for other areas and communities. They advocate for this to be an Ynys Môn wide approach involving improved active travel where that alternative is available.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Roads, Streets and Parking (RS5 – RS6)	<p>It is important that reallocation of road and parking space is implemented along with initiatives to provide better public transport or carpooling infrastructure to prevent any unintended adverse impacts on accessibility to essential services like healthcare, recreation and green spaces.</p> <p>Any reallocation should also be accompanied by a review of disabled parking requirements in these locations.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>



Policies	Recommendations
Digital Connectivity (DC1 – DC3)	Digital training and education delivered by DC2 should incorporate the different learning needs of people with physical or mental disabilities to overcome barriers to digital inclusion. This should be led by local authorities overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 – RS4)	Consideration should be given to the potential use of segregated cycle lanes and pedestrian routes which would make active travel a more attractive mode of transport for more people and increase safety. This should be led by local authorities overseen by Ambition North Wales.
Objective 4: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	
Bus (PT4 - PT5)	At project level, protected sites/areas of natural habitat need to be considered where infrastructure developments require land take. Appropriate survey and design mitigation should be incorporated at that stage. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF1 – PF2)	Mitigation measures should be in place to protect biodiversity and geodiversity interests. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Ports and Freight (PF3)	Areas of protected habitats must be avoided if new areas of land are required. The HRA Screening Report and recommendations must be followed. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 8: Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	
Coach, demand responsive and community transport (PT14)	Use of zero emission vehicles for longer distance coach services could contribute to decarbonisation for the transport sector. This should be encouraged. This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.
Objective 7: Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	
Ports and Freight (PF3)	Appropriate drainage should be installed in any new facilities that would experience an intensification of HGVs. This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.
Roads, Streets and Parking (RS3 – RS4)	Flood mitigation should be incorporated into highway maintenance. This should be led by local authorities overseen by Ambition North Wales.



Objective 10: Reduce disturbance from transport related noise and vibration	
Ports and Freight (PF3)	<p>Any new services (and their access) for HGV parking should be located away from residential areas and protected habitats.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Objective 12: Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	
Bus (PT6 -PT7)	<p>The A55, the "North Wales Expressway" is the busiest road in North Wales, a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales's most important roads that runs through to the port of Holyhead. The crossing of the Menai to Anglesey is important both locally and strategically as, though separated by the Menai Strait and in different local authority areas, towns on both sides of the Strait form a single economic area. A focus on these routes in the improvement of the bus network, policy PT6 could have an enhanced contribution to increased economic prosperity.</p>
Interaction between modes (IN1 – IN3)	<p>Integration of transport services should include as much integration as possible, taking account of local needs and differing needs of the various groups within communities. For example, the transport needs of a person accessing employment (travelling A to B) is likely to be different to a parent who is making several trips within their day (travelling A-B-D-C-A). All user needs should be taken account of.</p> <p>This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.</p>



7. Monitoring & Evaluation

The Guidance to Corporate Joint Committees on Regional Transport Plans³⁹ outlines that an IWBA should utilise an Integrated Well-being Appraisal Framework. This framework incorporates the four well-being ambitions in the Wales Transport Strategy (WTS) and the measures in the WTS Monitoring Framework, including modal shift and decarbonisation targets.

The NWRTP Monitoring and Evaluation Plan seeks to help demonstrate regional progress in achieving the national priorities and ambitions set out in the WTS. It details how the success of the NWRTP will be monitored, measured, and evaluated, considering the objectives set for transport and associated well-being outcomes. This will help to show the region's contribution to national decarbonisation and modal shift targets.

The Monitoring and Evaluation Plan includes a set of measures based on the WTS Monitoring Framework, adapted to the NWRTP's SMART and IWBA objectives. Each measure, designed from the IWBA Framework, is provided with baseline information and, where appropriate, sets targets for improvements over the Plan period up to 2030. For example, the plan aims to enable 30% or more of people in North Wales to work remotely by 2030, to support the national mode share target of 45% of journeys by walking, cycling, and public transport by 2040, to ensure at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, and to increase the range of travel within 1 hour by public transport for at least 50% of households in North Wales by 2030, supporting access to key employment sites and regional centres.

The monitoring and evaluation measures also address the well-being objectives outlined in the Integrated Well-being Appraisal. These measures draw on the WTS Monitoring Framework and published baseline data from the Welsh Government and Transport for Wales. For example, to ensure that at least 50% of motor vehicles and all public buses in North Wales are zero emission by 2035, the monitoring and evaluation plan includes measures such as fleet composition (share of each mode by engine type). These measures are aligned with IWBA objectives 8 (supporting a transition toward a transport sector with reduced, including zero, carbon emissions and enhancing the resilience of transport infrastructure to withstand the effects of climate change), 9 (protecting and enhancing local air quality), 10 (reducing disturbance from transport-related noise and vibration to local communities), and 12 (creating an integrated transport system that facilitates the efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region).

Quarterly North Wales committee meetings will provide progress updates from local authority transport officers on the implementation of the Regional Transport Plan (including IWBA) and the Regional Transport Delivery Plan. These meetings will also consider any changing drivers for change and priorities, such as new strategic developments or unforeseen funding opportunities.

For more detailed information, please refer to the detailed Monitoring and Evaluation Plan that is submitted as part of the NWRTP.

³⁹ Regional transport plans: guidance for Corporate Joint Committee. Available online at <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees>



Appendix A

Review of plans, policies and sustainability objectives



Appendix B

Baseline



Appendix C

HRA Screening



Appendix D

HIA/EqIA Screening for Vulnerable Groups and Protected Characteristic Groups



Appendix E

Full IWBA outcomes