

## **Project Details**

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North Wales Regional Transport Plan Monitoring and Evaluation To	ol
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## Recommended objective-based transport policy measures and indicators

North Wales DTD			Long-list of Measures				Contribution of		Co Improve digital	Contribution to RTP SMART Objection  Enable decarbonisate		/es Enable	Contribution to Wales Transport Strategy Priorities  Allow people and goods to move easily.  Encourage people to		Contribution to Wales Transpo		port Strategy Well-being Ambitions		
Code	North Wales RTP Policy Themes	Measure	Description	Indicator	Measure category	Status	measures to RTP Policies	Contribution to IWBA Objectives	connectivity and local services	accessibility and transport choice	through transition to a zero-emission fleet	Sustainable Economic Growth	people in order to reduce the need to travel	I VIOLATE TO MOVE EASILY I	make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	
LUP-1		Transit-Oriented Development (TOD) initiatives	Counts the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub. This indicator supports the creation of compact, transit-accessible, pedestrian-friendly areas,	Number of TOD projects granted planning permission	Subsidiary	New/ IWBA-based	LU1	1, 2, 3, 5, 8, 9, 10, 12	Partially	Strongly	-	Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
LUP-2		Density of mixed-use developments	enhancing public transport use and reducing car dependency.  Tracks the percentage of new developments that incorporate both residential and commercial or employment spaces.  Mixed-use developments reduce the need for long commutes, supporting walkable communities and reducing vehicle dependency.	Number or percentage of developments granted planning permission described as mixed-use	Subsidiary	New/ IWBA-based	LU2, LU3, LU4, LU5	1, 2, 3, 8, 9, 10, 12	Strongly	Strongly	-	Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
LUP-3	Land use and planning	Proximity to public transport	Assesses the accessibility of transit options for the	Percentage of people within a 5-minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	Key	WTS MF-based	AT1, AT7, AT9, LU2, LU3, LU5	1,2,3,8,9,10,12	Partially	Strongly	-	Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
LUP-4		Access to green spaces	Measures the percentage of the population that lives within a 10-minute walk of parks or other green spaces. Access to these areas encourages active transport modes, like walking and cycling, and enhances community well-being.	3	Subsidiary	New/ IWBA-based	AT1, LU2, LU4, AT6	2, 3, 8	Strongly	Strongly	-	-	Partially	Strongly	Partially	Strongly	Partially	-	Partially
LUP-5		Travel time to education, health, and leisure services	Evaluates the accessibility of key facilities from people's homes. This measure reflects how easily residents can access necessary services within a reasonable timeframe, which supports equitable access to vital community resources and enhances quality of life.	Average travel time to education, health and leisure services by each mode	Subsidiary	WTS MF-based	PT5, PT6, CB8, LU5	1, 2, 3, 8, 12	Strongly	Partially	-	Partially	Strongly	Strongly	Partially	Strongly	Partially	Strongly	Strongly
LUP-6		Satisfied with service access	Measures the percentage of people satisfied with their ability to access services available within 15-to-20 minute walk to home.  Tracks the percentage of transit hubs with public Wi-Fi		Subsidiary	WTS MF-based	AT1, LU2	1, 2, 3, 8, 12	-	Strongly	-	Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
DC-1		Wi-Fi coverage in transit hubs	access. Wi-Fi access encourages the use of digital services and supports connected journeys, particularly for travellers requiring information enroute.  Measures the percentage of bus stations, bus stops and train	free Wi-Fi or number of Wi-Fi-enabled hubs	Subsidiary	New/ IWBA-based	DC2, DC3, IN1	1, 2, 3, 8, 9, 10, 12	-	Partially	-	Partially	Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
DC-2	Digital connectivity	Real-time information availabili	stations that provide real-time service updates. Real-time information helps reduce waiting times, enhances user experience, and increases the reliability of public transport.  Tracks the number of visits to Traveline Cymru and Transport	updates through displays (real-time service updates and specifically not schedule only displays)  Number of visits to Traveline Cymru and Transport	Subsidiary	New/ IWBA-based	DC3	1, 2, 3, 8, 9, 10, 12	-	Partially	-	Partially	Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
DC-3		Adoption of digital services  Digital access in rural areas	usage indicate successful promotion of digital tools, which improves accessibility and ease of planning journeys.  Measures the percentage of rural population with full fibre	for Wales app and journey planner website  Percentage of residents with access to full fibre	Subsidiary Subsidiary	New/ IWBA-based  New/ IWBA-based	DC2, CB14  DC1, DC2, DC3, CB14	1, 2, 3, 8, 9, 10, 12	- Partially	Strongly Partially	-	Partially -	Partially Partially	Partially Partially	Strongly Strongly	Strongly Strongly	Partially Partially	Partially Partially	Strongly Strongly
DC-5		Remote working	transport information.  Tracks the extent of remote work adoption within the	Percentage of workforce working remotely on a regular basis	Кеу	WTS MF-based	DC1	8, 12	Strongly	Partially	-	Partially	Strongly	-	-	Strongly	Partially	-	Partially
WC-1		Walking and cycling network  Availability of cycle parking	enhancing safety.  Tracks the percentage of train stations and bus stations with		Subsidiary	New/ IWBA-based New/ IWBA-based	AT2, AT5, LU4, LU2, CB1, CB4, CB8, CB10, CB12, CB13, CB20 AT1, AT12, AT13	1, 2, 3, 8, 9, 10, 12 1, 2, 3, 5, 8, 9, 10, 12	Partially Partially	Strongly Strongly	-	Partially Partially	Partially Partially	Strongly	Partially Strongly	Strongly Strongly	Partially Partially	Partially Partially	Strongly Strongly
WC-3		Station accessibility	bike and micro-mobility stands  Assesses the accessibility of each rail station, including newly built stations, to ensure they are step-free.	bike and micro-mobility stands  Percentage of railway station has step-free access to all platforms/the platform	Subsidiary	WTS MF-based	AT1, AT3, AT4, AT11, IN3, CB13, CB14	1, 2, 3, 8, 12	-	Strongly	-	Partially	Partially	Strongly	Partially	Partially	Partially	-	Strongly
WC-4		Road accidents for active travel users	Tracks the reduction in accidents involving pedestrians and cyclists. Safety improvements encourage more people to walk or cycle by providing safer pathways and reducing	Number of pedestrians and cyclist accidents reduced annually taking into account overall numbers of pedestrians and cyclists	Subsidiary	New/ IWBA-based	AT1, AT4, LU4, LU2, CB1, CB12, CB13, CB14	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
WC-5		Weekly active travel participants	accident risk.  Tracks the percentage of people who walk for 10-minutes or more, or cycle at least once a week as a means of transport.	Percentage of people who walk or cycle at least once	Кеу	WTS MF-based	AT1, AT2, AT4, AT5, AT12, AT13, AT14, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
WC-6		Increase in active travel users	Monitors the year-on-year increase in users on walking and cycling paths. Growth in user numbers suggests increased acceptance and demand for active transport infrastructure.	Annual increase in the number of users on key walking/cycling paths	Subsidiary	New/ IWBA-based	AT1, AT2, AT4, AT5, AT6, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
SAA-1		Public transport accessibility to airports	Measures the percentage of airport passengers using public transport to reach airports. Higher usage indicates successful integration of sustainable transport options for airport access.	Percentage of airport travellers using public transit for access	Subsidiary	New/ IWBA-based	LU2, LU3, LU5, AV1, PT5, CB15, CB16, IN1, IN4	1, 2, 8, 9, 12	-	Strongly	-	Partially	-	Strongly	Partially	Strongly	Partially	-	Strongly
BC-1		On-time performance  Bus journey time index compare	Measures the percentage of bus and coach services arriving within a 5-minute window of the scheduled time. High punctuality indicates reliable services, improving public trust in these modes.  Measures the average time taken to travel via public	Percentage of bus services on time  Proportion of time taken by buses and coaches	Key	WTS MF-based	PT1, PT4, PT6, CB1, CB2, CB8, CB10, CB13 PT1, PT5, PT6, CB1, CB2,	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Strongly	-	Strongly	Partially	Strongly	Partially	Partially	Strongly
BC-2		to private vehicle	transportation compared to private transportation on the main roads.  Measures average cost per kilometre travelled on all public	compared to cars (over a time period to be defined)	Subsidiary	New/ IWBA-based	CB6, CB8, CB10, CB13	1, 2, 3, 8, 9, 10, 12	-	Partially	-	-	-	Strongly	Strongly	Strongly	Partially	Partially	Strongly
BC-3		Cost per kilometre (Public transport)	transport modes with breakdowns likely be available by some protected characteristics, including age, gender and some socioeconomic factor.	Average annual change in cost per kilometre travelled by public transport, compared to the annual rate of inflation	Subsidiary	Amended from WTS MF-based	PT1, PT9, CB1, CB6, CB8, CB10, CB13, CB21, CB22, IN4	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Strongly	-	Strongly	Strongly	Strongly	Partially	Partially	Strongly
BC-4		Affordability of public transport	Measures the percentage of people who feel they can't afford to travel by public transport, breakdowns by protected characteristics, including age, gender and	Percentage of people who feel they can't afford to travel by public transport	Subsidiary	WTS MF-based	LU2, LU3, LU4, PT1, PT9, CB2, CB5, CB6, CB7, CB8, CB14, IN4	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Partially	Strongly	Strongly	Strongly	Partially	Partially	Partially
BC-5	Bus, coach, and community transport	Ridership growth rate	some socio-economic factors.  Tracks the annual percentage increase in bus and coach ridership. Increased ridership suggests that more people are choosing buses and coaches over private vehicles, supporting sustainable travel.	Annual percentage increase in bus and coach ridership	Subsidiary	New/ IWBA-based	PT1, PT4, PT5, PT8, PT9, PT10, CB1, CB2, CB5, CB6, CB8, CB10, CB17	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Strongly	-	Strongly	Strongly	Strongly	Partially	Partially	Strongly
BC-6		Fleet composition (Share of bus by engine type)	type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of low emission fleet within the network by engine type	Кеу	New/ IWBA-based	PT2, PT3, PT13, CB16	8, 9, 10, 12	-	Partially	Strongly	Partially	-	Partially	-	Partially	Partially	-	Partially
BC-7		Average response time for DRT	Measures the average time between booking and pickup for on-demand services. Shorter response times improve customer satisfaction and service reliability.	Average response time from booking to pickup on Fflecsi services	Subsidiary	New/ IWBA-based	PT12	1, 2, 3, 12	-	Strongly	-	Strongly	-	Partially	-	Partially	-	Partially	Strongly
BC-8		Monthly ridership for DRT	Counts the number of trips served by community transport services per month. Higher usage rates suggest effective access to essential services for those in rural areas and those without access to a car, such as young, elderly or disabled residents.	Number of community transport trips provided by Fflecsi services per year	Subsidiary	New/ IWBA-based	PT11, PT12, PT13, CB1, CB2, CB4, CB5, CB6, CB8, CB10, CB13, CB14, CB20	1, 2, 3, 8, 12	-	Strongly	-	Strongly	-	Strongly	Strongly	Partially	Partially	Partially	Strongly
BC-9		Fleet composition (Share of DRT by engine type)	Measures the percentage of the DRT and taxi vehicles that meet low-emission or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of DRT and taxi vehicles with low emission vehicles by engine type	Subsidiary	New/ IWBA-based	RS10, RS11, PT13, CB16	8, 9, 10, 12	-	Partially	Strongly	-	-	Strongly	-	Partially	Partially	-	Partially
IM-1		Multimodal hub development	Counts the percentage of railway stations served by two or more bus services. A higher percentage reflects improved connectivity between public transport modes.	Percentage of railway stations served by two or more bus services (direct access or indirect access by a bus stop designated for the station)	Subsidiary	New/ IWBA-based	IN1, IN2, DC3	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Strongly
IM-2		Journeys to a rail station by walking, cycling, or bus	Measures the percentage of all journeys made to the rail station by walking, cycling or bus.	Percentage of people who walk or cycle at least once a week as a means of transport	Кеу	WTS MF-based	AT1, AT2, AT4, AT5, AT12, AT13, LU4, LU2, IN3, IN4	1, 2, 3, 8, 9, 10, 12	-	Strongly	-	Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
IM-3	Integration between modes	Customer satisfaction with their journey	Identifies the percentage of people who are satisfied with their bus journey in connection with a number of aspects of their journey (e.g. information availability, safety, punctuality,	Percentage of people satisfied with their bus journey	Subsidiary	WTS MF-based	AT3, AT4, AT11, AT12, AT13, PT5, PT6, PT7, PT8, PT9, PT10, IN2, IN3, IN4, CB1, CB5, CB7, CB8,	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Partially	Strongly
IM-4		Customer satisfaction with safet when travelling	reliability and ticketing).  Identifies the percentage of people who feel safe using public transport after dark, who feel safe walking alone in their local area after dark and who feel safe travelling by car after dark.	Percentage of people who feel safe & welcome when travelling	Subsidiary	WTS MF-based	CB10, CB12, CB13, CB14, CB18, DC3 AT4, AT11, PT7, PT8, PT10, IN2, CB12, CB13, CB14	1, 2, 3, 8, 12	<del>-</del>	Strongly	-	Strongly	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Strongly
EBC-1		Mode share for public transport	Measures the increase in the percentage of trips made using sustainable transport modes (public transit, walking, cycling). A shift towards these modes supports environmental goals		Key	WTS MF-based	AT1, AT2, AT5, AT12, AT13, AT14, LU2, LU3, LU5, PT5, PT8, PT9, CB7, CB17,	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Partially	Strongly	Partially	Strongly	Partially	Partially	Partially
EBC-2		Trips to visitor attractions by public transport	and reduces car dependency.  Tracks the increase in journeys to visitor attractions s (arts, culture and sporting events, historic sites and monuments, national parks and landscapes and coastal areas) by walking, cycling and public transport (including organised coach	Percentage of trips to visitor attractions by sustainable modes of transport	Key	WTS MF-based	CB19, CB21  AT13, PT5, PT8, PT9, PT15, CB15, CB17, CB18, CB19, CB20, CB21, CB22, CB23	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Partially	Strongly	Strongly	Partially	Partially	Strongly	Strongly
EBC-3	Enabling change to	Travel to work	tours). The percentage increase for trips commuting or work-related travel by sustainable modes. Indicates how effective the employer and modal shift policies are in encouraging a reduction in the method 'driving a car or van' to travel to the	Percentage of trips to the workplace by sustainable modes of transport	Subsidiary	New/ IWBA-based	IN5, IN6, RS5, RS6, RS12, RS13	1, 8, 9, 12	-	Partially	-	Partially	-	Strongly	Partially	Strongly	Partially	<u>-</u>	Strongly
EBC-4		Electric Vehicle charging deman	workplace.  Tracks the number of publicly available electric vehicle charging points. An increase indicates increased demand and supply accordingly, closely linked to Transport for Wales Key Measure M2, the percentage of vehicles that are ultra-	Number of publicly available electric vehicle charging devices	Key	New/ IWBA-based	LU2, RS7, RS8, RS9, RS10, RS11, CB16	8, 9, 10, 12	-	Partially	Strongly	-	Partially	Partially	-	Partially	Partially	-	Partially
EBC-5		Buses with audio-visual information	low or zero emissions.  Tracks the percentage of buses used as public service vehicles in Wales with audio visual information and trains operated by TfW with a public address system and visual	Percentage of buses with audio visual information available within the network	Subsidiary	WTS MF-based	PT8, PT10, CB14, DC3	1, 2, 3, 12	-	Strongly	-	Strongly	Partially	Strongly	Strongly	Partially	Partially	Partially	Partially
EBC-6		Customer satisfaction with their ability to access public transpor independently	information screens.  Identifies the percentage of people who are satisfied with	Percentage of people who are satisfied with their ability to access public transport independently	Subsidiary	WTS MF-based	PT7, PT8, PT10, CB14	1, 2, 3, 8, 12	-	Strongly	-	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Partially	Strongly
PF-1		Land-based freight moved by rail Fleet composition (Share of freight vehicles by	Measures the percentage of low-emission vehicles in the	Percentage of freight moved by rail  Percentage of freight vehicles (HGVs, LGVs) that are	Subsidiary <b>Key</b>	WTS MF-based New/ IWBA-based	PF9, CB3 PF4, PF5	8, 9, 10, 12 8, 9, 10, 12	-	-	Partially Strongly		Partially -	Partially Partially	Partially -	Partially Partially	Partially Partially	-	Strongly Strongly
		engine type)	Share of total kilometres by sustainable road vehicles type	electric or meet low-emission standards  Share of total kilometres by vehicle type buses and	y						VIIBIY								
RSP-1		Share of total km by vehicle type  Distance travelled per person	'buses and coaches, pedal cycles' as a share of total vehicle kilometres travelled on the road network.  Measures average distance travelled per person by mode (walking, cycling, bus, rail, taxi/private hire vehicle, car	coaches, pedal cycles  Percentage of the average annual distance travelled (kilometres) per person by car or van, either as a	Key Kev	WTS MF-based WTS MF-based	AT1, AT2, PT1, PT4  LU2, AT2, AT12, AT13,  AT14, PT4, PT5, CB1, CB5,	8, 9, 10, 12 8, 9, 10, 12	-	Strongly Strongly	-	Partially Strongly	- Partially	Partially Strongly	Strongly Strongly	Partially Strongly	Partially Partially	-	Partially Strongly
RSP-2		Road condition and maintenance score	passenger and car driver).	(kilometres) per person by car or van, either as a driver or passenger Percentage of roads rated in good condition based on regular assessments	<b>Key</b> Subsidiary	WTS MF-based WTS MF-based	CB7 LU4, AT3, AT12, AT13, AT14, RS1	8, 9, 10, 12 3, 5, 8, 12	-	Strongly	-	Strongly	Partially Partially	Strongly	Strongly	Strongly	Partially	Partially	Strongly Partially
RSP-4	Roads, streets, and parking	Congestion level on major routes	Tracks average delay times on the strategic road network	Average delays indicating signs of congestion on the strategic road network in the AM and PM peaks	Subsidiary	New/ IWBA-based	PT6, CB7, CB22, RS12	3, 5, 8, 12	-	Strongly	-	Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
RSP-5		Road accidents  Vehicles that are ultra-low or zer emission	network.  Measures the percentage of the vehicles that meet ultra-low or zero-emission standards by engine type, e.g. EV/hydrogen/diesel/gas, etc. This indicator reflects progress in	accidents  Percentage of ultra-low or zero-emission emission	Key	WTS MF-based  Amended from WTS  MF-based	AT1, RS3, RS4  RS7, RS8, RS9, RS10, RS11, CB16	3, 8, 12 8, 9, 10, 12	-	Strongly -	- Strongly	Partially -	Partially Partially	Strongly Strongly	Partially Partially	Partially Partially	- Partially	Partially -	Partially Partially
		Greenhouse gas emissions from	transitioning to cleaner public transport.  Tracks the Kilotonnes of carbon dioxide equivalent (KtCo2e)	Kilotonnes of carbon dioxide equivalent (KtCO2e)			RS7, RS8, RS9, RS10,												
AD-1 AD-2		the transport sector  Level of air pollutants from the	emissions from the operation of vehicles within Wales (domestic only).  Tracks the e average concentrations of nitrogen oxides (NOx) and fine particulate matter (PM10) attributable to road traffic,	emissions from the transport sector per year  Average concentrations of NOx and PM10	<b>Key</b> Subsidiary	WTS MF-based WTS MF-based	RS11, CB13, CB14, CB16, PF8 PT2, PT3, RS7, RS8, RS9,	3, 8, 9, 10, 12 3, 8, 9, 10, 12	-	- Partially	Strongly Strongly	- Partially	-	Partially Partially	-	Strongly Strongly	Partially Partially	- -	Partially -
AD-2		transport sector  People regularly bothered by noise caused by transport	rail and aviation.	attributable to road traffic, rail and aviation  Percentage of people regularly bothered by noise	Subsidiary	WTS MF-based WTS MF-based	RS10, RS11, CB10 AT6	3, 8, 9, 10, 12	-	Partially Partially	Strongly Partially	Partially  Partially	-	। वा धवध <b>y</b> -	- Partially	Strongly Strongly	Partially Partially	-	-
AD-4		Transport infrastructure at risk of flooding	Tracks strategic and local roads and rail at low, medium and	from outside the home caused by transport  Local roads at low, medium and high risk of flooding	Subsidiary	WTS MF-based	PF2, PF3	2, 3, 7, 8, 12	-	Strongly	-	Strongly	Partially	Partially	Partially	Partially	Partially	-	Partially
AD-5	Additional WTS MF- based measures	Habitat improvement and maintenance	road and rail networks in Wales.  Biodiversity on the strategic road network is the responsibility of the Welsh Government. Biodiversity on the local road network is the responsibility of local authorities. Transport for Wales is responsible for biodiversity on the Core Valley Lines rail network, while Network Rail is responsible for biodiversity on the remainder of the rail network in Wales.	Hectares of habitat maintained or improved on the road and rail networks	Subsidiary	WTS MF-based	RS2, PT15, C21, C22, C23	4, 7	-	-	Partially	-	-	Partially	-	Strongly	Strongly	-	Partially
AD-6			Measures the Percentage of listed buildings and scheduled monuments on, or within 5 metres of the transport estate (road and rail network) in Wales that are in a stable or improving condition.	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	Subsidiary	WTS MF-based	CB17, CB18, CB19, CB20	5, 6	-	Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Partially	Partially	Strongly
AD-9			sector that is re-used or recycled.  Identifies the percentage of Welsh speakers using Welsh language services in the transport sector broken down by	Percentage of waste produced by the transport sector that is reused or recycled  Percentage of Welsh speakers using Welsh language	Subsidiary	WTS MF-based	PT3, PF4 PT8, PT10, CB14, DC2,	8, 9, 11	-	-	Partially	-	-	Partially	-	Partially	Strongly	-	Partially
AD-8		transport sector	transport modes (particularly public transport) and by some protected characteristics, including age, gender and some socio-economic factors.	services in the transport sector	Subsidiary	WTS MF-based	DC3	2, 3, 6	Partially	Strongly	-	Partially	Strongly	Strongly	Strongly	Strongly	-	Strongly	Strongly

	Recommend	led objective-bas	ed transport policy measures and i	ndicators			Data Cally ation		Data Damarting		Do gional Tangah						Manage December	
Code	North Wales RTP Policy Themes	Measure	Long-list of Measures  Description	Indicator	Measure Status	Dataset	Data Collection  Link to Data Set	Data Owner Data Source	Monitoring Frequency of Monitoring Granularity monitoring Responsibility	Value	Regional Target  Rationale	Regional	National	Method Calculation	Formula	Unit of measurement	Polarity 2025 2026 2027 20	028 2029 2030
LUP-1		Transit-Oriented Development (TOD) initiatives	transport hub. This indicator supports the creation of compact transit-accessible, pedestrian-friendly areas, enhancing public	Number of TOD projects granted planning permission	Subsidiary New/ IWBA-based	Local authority planning applications and approvals involving a description of development related to TOD, station regeneration or development in connection with a station or		Local authorities Local authorities	Local authority Every three Local level years authorities	-	-	-	-	Count the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub  (Number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in year)	nber of TOD projects approved/implemented in a	Number I	ncreasing	
LUP-2		Density of mixed-use developments	transport use and reducing car dependency.  Tracks the percentage of new developments that incorporate both residential and commercial or employment spaces. Mixed use developments reduce the need for long commutes, supporting walkable communities and reducing vehicle	d- Number or percentage of developments granted planning permission described as mixed-use	I Subsidiary New/ IWBA-based	transport hub  Local authority planning applications and approvals involving a description of development as mixed use		Local authorities Local authorities	Local authority Every three Local level years authorities	-	-	-	-	1	nber of mixed-use developments/ total number of developments)*100	% I	ncreasing	
LUP-3	Land use and	Proximity to public transport	dependency.  Assesses the accessibility of transit options for the population measuring the percentage of people who live within convenient walking distances to key transport services. This measure reflects the ease with which people can access public and	by Percentage of people within a 5-minute walk of a hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.		Percentage of people within a 5- minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an		Transport for Wales Monitoring Data	Regional level Annually CJC	Active travel: 68.6 Bus service: 489 Rail service: 6.20 (2030)			Bus service: 47.3%	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
LUP-4	planning	Access to green spaces	active transport.  Measures the percentage of the population that lives within a 1 minute walk of parks or other green spaces. Access to these areas encourages active transport modes, like walking and cycling, and enhances community well-being.	10-	Subsidiary New/ IWBA-based	ONS OA/LSOA/MSOA/LAD OS Greenspace	[Local planning authority data]	Office for National Local authorities Statistics Ordnance Survey	Local authority Every three Local level years authorities		-	-		Use GIS to map out green spaces and identify the residential areas within a 10-minute walk. Determine the population in these areas using census or survey data, then calculate the percentage of the total population.  (Number of the total population)	nber of population within 10-minutes walk to n space/ total population)*100	% I	ncreasing	
LUP-5		Travel time to education, health and leisure services	Evaluates the accessibility of key facilities from people's home: This measure reflects how easily residents can access necessary services within a reasonable timeframe, which supports equitable access to vital community resources and enhances quality of life.	s.  Average travel time to education, health and leisure services by each mode	Subsidiary WTS MF-based	Average travel time to education, health and leisure services	TfW Dashboard: S1 Average travel time to education, health and leisure services	Transport for Wales Monitoring Data	Every three North Wale Regional level years CJC	;	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	Minutes I	ncreasing	
LUP-6		Satisfied with service access	Measures the percentage of people satisfied with their ability t access services available within 15-to-20 minute walk to home	access services available within a 15-to20-	Subsidiary WTS MF-based	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	TfW Dashboard: S2 Percentage of people satisfied with their ability to access services in their local area	Transport for Wales Monitoring Data	Every three North Wale Regional level years CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
DC-1		Wi-Fi coverage in transit hubs	Tracks the percentage of transit hubs with public Wi-Fi access Wi-Fi access encourages the use of digital services and suppor connected journeys, particularly for travellers requiring information enroute.		Subsidiary New/ IWBA-based	Railway stations and bus stations in each local authority area, and those with free Wi-Fi or Wi-Fi-enabled hubs	Wales datal	Network Rail and Transport for Wales Transport for Wales	Annually	-	-	-	-		r transit hubs)*100	% I	ncreasing	
DC-2		Real-time information availability	Measures the percentage of bus stations, bus stops and train stations that provide real-time service updates. Real-time information helps reduce waiting times, enhances user experience, and increases the reliability of public transport.	Percentage of stations and stops providing real- time updates through displays (real-time service updates and specifically not schedule only displays)		Railway stations and bus stations and bus stops in each local authority area and those with real time information displays	, [Network Rail and Transport for	Network Rail and Transport for Wales Transport for Wales		-	-	-	-	Identify the number of bus and rail stations and bus stops that offer real-time information services (e.g., through display boards) and divide by the total (Number of bus and rail stations).	nber of bus stations with real-time updates/ total per of bus stations)*100 nber of train stations with real-time updates/ number of train stations)*100	% I	ncreasing	
DC-3	Digital connectivity	Adoption of digital services	Tracks the number of visits to Traveline Cymru and Transport fo Wales app and journey planner website. High levels of usage indicate successful promotion of digital tools, which improves	Transport for Wales app and journey planner	Subsidiary New/ IWBA-based	Usage statistics of Traveline Cymru and Transport for Wales app and	[Transport for Wales data]	Transport for Wales Transport for Wales	Local authority Every three Local level years authorities	-	-	-	-	Use analytics data from Transport for Wales platforms and websites to track the number of visits. This metric can be reported directly, as it represents.	nber of bus stops with real-time updates/ total per of bus stops)*100 number of visits to Traveline Cymru and sport for Wales app and journey planner website	Number I	ncreasing	
DC-4		Digital access in rural areas	accessibility and ease of planning journeys.  Measures the percentage of rural population with full fibre fixed broadband coverage. This indicator highlights digital inclusion, ensuring that rural residents have equal access to transport	d	Subsidiary New/ IWBA-based	journey planner website % Availability of broadband and mobile services, including the roll-out of fixed full-fibre and mobile 5G	t Ofcom Connected Nations 2023: Interactive report by LA	Ofcom Ofcom	Local authority Every three Local level years authorities	-	-	-	-	Take the average percentage of full fibre fixed broadband coverage for the	full fibre fixed broadband coverage percentages e North Wales local authorities/6 no. local	% I	ncreasing	
DC-5		Remote working	information.  Tracks the extent of remote work adoption within the workforce by measuring the percentage of people who work from home or other remote locations on a regular basis.	Percentage of workforce working remotely on a	<b>Key</b> WTS MF-based	Percentage of workforce working remotely on a regular basis	TfW Dashboard: M5 Percentage of workforce working remotely on a regular basis	Transport for Wales Monitoring Data	Local authority Annually North Wale level CJC	30% (2030)	30% by 2030 aligns with the RTP SMAR T objective and national target for remote working/	28.1% (2023)	33.9% (2022-23)	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
WC-1		Walking and cycling network	Measures the length of walking and cycling networks delivered within the region, encouraging active travel and enhancing safety.	Total km of walking and cycle routes	Subsidiary New/ IWBA-based	Active travel routes	https://datamap.gov.wales/	Welsh Government Data Map Wales	Regional level Annually CJC	-	-	-	-	IC alculate the total km of segregated cycle routes	km of segregated cycle routes in each local ority area in North Wales	Number I	ncreasing	
WC-2		Availability of cycle parking facilities	Tracks the percentage of train stations and bus stations with bike and micro-mobility stands	Percentage of train stations and bus stations with bike and micro-mobility stands	h Subsidiary New/ IWBA-based	Active Travel Monitoring Framework	[Transport for Wales data]	Transport for Wales Transport for Wales	Local authority Annually Local level authorities	-	-	-	-	Identify the number of bus and rail stations that offer bike or micro-mobility stands. Multiply by 100 to obtain the percentage.  (Number of bus and rail stations that offer bike or micro-mobility stands.)	nber of bus stations with bike or micro-mobility ds/total number of bus stations)*100  nber of train stations with bike or micro-mobility ds/total number of train stations)*100	% I	ncreasing	
WC-3	Walking, wheeling and cycling	Station accessibility  Road accidents for active travel		access to all platforms/the platform  Number of pedestrians and cyclist accidents	Subsidiary WTS MF-based	Percentage of Rail stations in Wales that are step-free	TfW Dashboard: S13 Percentage of railway stations that are step-free	Transport for Wales Monitoring Data  Department for  Department for	Regional level Every three North Wale years CJC  Local authority Every three Local	;	-	-	-	Follow WTS Monitoring Framework's methodology for  Track the number of accidents involving pedestrians and cyclists each year and (Accidents involving pedestrians and Cyclists each year and			ncreasing	
WC-4		users  Weekly active travel participant	cyclists. Safety improvements encourage more people to walk cycle by providing safer pathways and reducing accident risk.  Tracks the percentage of people who walk for 10-minutes or		Subsidiary New/ IWBA-based  Key WTS ME-based	Road Safety Data - Casualties  Percentage of people who walk or cycle at least once a week as a means	Road Safety Data - Casualties  TfW Dashboard: S4 Percentage of people who walk or cycle at	Transport Transport  Welsh Government National Survey for	level years authorities	- 3 70%	Around half of people in Wales walk at least once a week for active travel purposes and we'd like to	-	51.8%	TCATCHIATE THE FEORICHOIL COMBATEUTO THE DIEVIOUS VEAL COMBATE AVAILS.	dents in Current Year)		ecreasing	
WC-6		Increase in active travel users	Monitors the year-on-year increase in users on walking and	Annual increase in the number of users on key	Subsidiary New/ IWBA-based	of transport  Road traffic statistics - AADF Pedal Cycle; or	transport  Road traffic statistics - AADF	Wales  Department for Department for Transport  Transport	Local authority Every three Local	(2030)	see that increase up to 7 in 10 people doing so by 2030 in North Wales.	-	(2022-23) -	Measure the number of users on selected paths at the start and end of the year,	nber of users at end of the year - Number of users e start of the year)/ Number of users at the start		ncreasing	
SAA-1		Public transport accessibility to	acceptance and demand for active transport infrastructure.  Measures the percentage of airport passengers using public transport to reach airports. Higher usage indicates successful	Percentage of airport travellers using public transit for access		Local authority NMU counts on key links  Mode of transport to the airport	Pedal Cycle  Airport operator data	Local authorities Local authorities  Airport operators Airport operators	level years authorities  Every three North Wale Regional level years CJC		-	-	-	Divide this by the total number of airport travellers, then multiply by 100 to get (Number of airport travellers).	eyear		ncreasing	
	aviation	anports	integration of sustainable transport options for airport access.  Measures the percentage of bus and coach services arriving within a 5-minute window of the scheduled time. High	transition access			TfW Dashboard: SQ Dorcontago	Transport for Wales		90%	Reliability of service is key to making public transport an attractive alternative to the car,		71.4%	the percentage.	Terraveners) 100			
BC-1		On-time performance	punctuality indicates reliable services, improving public trust i these modes.		<b>Key</b> WTS MF-based	Percentage of bus services on time	of bus and rail services on time	Transport for Wales Monitoring Data	Regional level Annually CJC	(2030)	and we'd like to see 9 out of 10 services arrive within a 5-minute window of their scheduled times by 2030.	-	(2022)	·	1: Average time to travel by bus/ Average time to	% I	ncreasing	
BC-2		Bus journey time index compare to private vehicle	roads.  Measures average cost per kilometre travelled on all public	Proportion of time taken by buses and coaches compared to cars (over a time period to be defined)  Average annual change in cost per kilometre	Subsidiary New/ IWBA-based		TfW Dashboard: S17 Average	Welsh Government Welsh Government  National Fares Surve	Local authority Every three Local level years authorities	-	-	-	-	to travel by public transport / Average time to travel by private transport.  Step 2:	l by car (for a sample of journeys) 2: Mean average of ratios = (Sum of individual s/ Number of journey sample)	Ratio E	ecreasing	
BC-3		Cost per kilometre (Public transport)  Affordability of public transport	transport modes with breakdowns likely be available by some protected characteristics, including age, gender and some socioeconomic factor.  Measures the percentage of people who feel they can't afford to travel by public transport, breakdowns by protected characteristics, including age, gender and	travelled by public transport, compared to the annual rate of inflation  Percentage of people who feel they can't afford to travel by public transport	MF-based	Average cost per kilometre travelled by public transport  Percentage of people who feel they can't afford to travel by public	cost per kilometre travelled by public transport  Data to be updated by Welsh National Travel Survey	Travel Survey	Every three North Wale years CJC  vel Local authority Every three North Wale level years CJC		-	-	-	Follow WTS Monitoring Framework's methodology for this measure (annual characters)  Follow WTS Monitoring Framework's methodology for		£ [	ecreasing	
			some socio-economic factors.  Tracks the annual percentage increase in bus and coach			transport  1. Bus statistics data tables	(anticipated 2026)  1. https://www.gov.uk/governmen t/statistical-data-sets/bus-	Department for     Transport     Transport	Every three North Wale					Compare ridership for the current year to the previous year to determine the	rent year bus and rail trips - Previous year bus			
BC-5	Bus, coach, and community transport	Ridership growth rate	ridership. Increased ridership suggests that more people are choosing buses and coaches over private vehicles, supporting sustainable travel.		Subsidiary New/ IWBA-based	2. Passenger rail usage	statistics-data-tables 2. https://dataportal.orr.gov.uk/st atistics/usage/passenger-rail- usage/	2. Office of Rail and Road Road Road	Regional level	·	-	-	-	Terowin rate. Subtract last years indership from the current years, divide by last	ail trips)/ Previous year bus and rail trips))*100	% I	ncreasing	
BC-6		Fleet composition (Share of bus by engine type)	Measures the percentage of the bus and coach fleet that meets low-emission or zero-emission standards by engine type, e.g. Ethydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	V/ Percentage of low emission fleet within the	<b>Key</b> New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Department for Transport (DfT) and Government of UK Driver and Vehicle Licensing Agency (DVLA)	Local authority Annually Local level authorities	60% of total buse (2030)	A 60% target by 2030 should be achievable and set us on a strong	0% (2022)	-	Measure the percentage of buses with engine types (hydrogen, electric, petrol, gas and diesel). Then compare with Green Initiative standards. number	l number of bus with each engine type/ Total per of bus in the network)*100	% (to	ocreasing wards low- carbon rehicles)	
BC-7		Average response time for DRT	Measures the average time between booking and pickup for on- demand services. Shorter response times improve customer satisfaction and service reliability.	Average response time from booking to pickup on Fflecsi services	New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales Transport for Wales	Local authority Every three Local level years authorities	-	pathway for 100% by 2035. -	-	-	Record the time difference between booking and actual pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking response times over an annual period. ∑(Pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking and actual pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking and actual pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking and actual pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking and actual pickup for each ondemand transport service request via Fflecsi. Calculate the average of these booking and actual pickup for each ondemand transport service request via Fflecsi.		Minutes [	ecreasing	
BC-8		Monthly ridership for DRT	Counts the number of trips served by community transport services per month. Higher usage rates suggest effective acces to essential services for those in rural areas and those without access to a car, such as young, elderly or disabled residents.	Fflecsi services per year	<sup>y</sup> Subsidiary New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales  Transport for Wales  Department for	Local authority Every three Local level years authorities	-	-	-	-	Fflecsi each year.	number of trips by Fflecsi services	Number I	ncreasing	
BC-9		Fleet composition (Share of DRT by engine type)	Measures the percentage of the DRT and taxi vehicles that mee low-emission or zero-emission standards by engine type, e.g. E hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	V/ Percentage of DRT and taxi vehicles with low	Subsidiary New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Transport (DfT) and  Government of UK  Driver and Vehicle Licensing Agency (DVLA)	Local authority Every three Local level years authorities	-	-	-	-	Measure the percentage of DRT and taxi vehicles with engine types (hydrogen, electric, petrol, gas and diesel).	I number of DRT and taxis registered in each authority area with each engine type/ Total per of DRT and taxis registered in the local prity area)*100	% (to	creasing wards low- carbon rehicles)	
IM-1		Multimodal hub development	Counts the percentage of railway stations served by two or more bus services. A higher percentage reflects improved connectivities between public transport modes.	,	Subsidiary New/ IWBA-based	Percentage of railway stations served by two or more bus services	[Transport for Wales data]	Transport for Wales Transport for Wales	Local authority Every three Local level years authorities	-	- We'd like to see around half of all	-	-	Count the total railway stations served by two or more bus services in a local authority area. Divide by the total number of train stations in the local authority area. This indicates improvements in connectivity between different bus set transport modes.	nber for railway stations served by two or more ervices/ total number of railway stations)*100	% I	ncreasing	
IM-2		Journeys to a rail station by walking, cycling, or bus	Measures the percentage of all journeys made to the rail statio by walking, cycling or bus.	once a week as a means of transport	<b>Key</b> WTS MF-based	by watking, cycling of bus	walking, cycling or bus  Thy Dashboard: \$11 Percentage	Transport for Wales Monitoring Data	Every three North Wale Regional level years CJC	50% (2030)	journeys made to the rail station by walking, cycling or bus in 2030, compared to the current situation where around a third do so.	34% (2019)	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
IM-3		Customer satisfaction with the journey  Customer satisfaction with	Identifies the percentage of people who are satisfied with their bus journey in connection with a number of aspects of their journey (e.g. information availability, safety, punctuality, reliability and ticketing).  Identifies the percentage of people who feel safe using public	Percentage of people satisfied with their bus journey  Percentage of people who feel safe & welcome	, and the second	Percentage of people satisfied with their journey across all transport modes  Percentage of people who feel safe &	journey across all transport modes  TfW Dashboard: \$20 Percentage	Transport for Wales Monitoring Data  Transport for Wales Transport for Wales	Everythree North Wale		-	-	-	Follow WTS Monitoring Framework's methodology for		% I	ncreasing	
IM-4		safety when travelling	transport after dark, who feel safe walking alone in their local area after dark and who feel safe travelling by car after dark.	when travelling	Subsidiary WTS MF-based	welcome when travelling	of people who feel safe and welcome when travelling	Transport for Wales Monitoring Data	Regional level years CJC	<u>'</u>	One RTP SMART objective supports the national mode share target of	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
EBC-1		Mode share for public transport	Measures the increase in the percentage of trips made using sustainable transport modes (public transit, walking, cycling). shift towards these modes supports environmental goals and reduces car dependency.		<b>Key</b> WTS MF-based	Average number of annual trips taken per person by transport	TfW Dashboard: M1 Percentage of journeys by walking, cycling and public transport	Transport for Wales  Welsh National Trave Survey	vel Regional level Annually CJC	walking, cycling a	45% of journeys to be undertaken by by walking, cycling and public nd transport by 2040. A mode share all target of 39% by 2030 in North	-	28.1% of trips taken by walking and public transport (2012)	Follow WTS Monitoring Framework's methodology for	or this measure		ncreasing wards PT & AT)	
										(2030)	Wales modal shift target for 2030 and help set us on the right pathway to contribute to the national target.  One RTP SMART objective supports		(2012)					
EBC-2		Trips to visitor attractions by	Tracks the increase in journeys to visitor attractions s (arts, culture and sporting events, historic sites and monuments,	Percentage of trips to visitor attractions by	<b>Key</b> WTS MF-based	Percentage of trips to visitor attractions by sustainable modes of	TfW Dashboard: S6 Percentage of trips to visitor attractions by	Great Britain Day Visit Wales		walking, cycling a	the national mode share target of 45% of journeys to be undertaken by by walking, cycling and public nd transport by 2040. A mode share tall target of 39% by 2030 in North	-	25.8%	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
	Enabling change to travel behaviour	public transport	national parks and landscapes and coastal areas) by walking, cycling and public transport (including organised coach tours).			transport	sustainable modes of transport	Visits Survey 2019	CIC	journey types (2030)			(2019)					
EBC-3		Travel to work	The percentage increase for trips commuting or work-related travel by sustainable modes. Indicates how effective the employer and modal shift policies are in encouraging a reduction in the method 'driving a car or van' to travel to the workplace.	Percentage of trips to the workplace by on sustainable modes of transport	Subsidiary New/ IWBA-based		Data to be updated by Welsh National Travel Survey (anticipated 2026)	Transport for Wales  Welsh National Trave Survey	vel Local authority Every three Local level years authorities	-	-	-	-	percentage of all other methods used to travel to the workplace  metho	rips to the workplace – number of trips by the od 'Driving a car or van' )/ All trips to the place)*100	% I	ocreasing	
EBC-4		Electric Vehicle charging demand and supply	Tracks the number of publicly available electric vehicle charging points. An increase indicates increased demand and supply accordingly, closely linked to Transport for Wales Key Measure M2, the percentage of vehicles that are ultra-low or zero	Number of publicly available cleatric vehicle	<b>Key</b> New/ IWBA-based	Number of publicly available electric vehicle charging devices	TfW Dashboard S10: Number of publicly available electric vehicle charging points	Department of Transport for Wales Transport Monitoring Data	Δηημαμίν	1,000 (2030)	Compared to the existing 399, we'd like to see 1,000 publicly available electric vehicle charging devices across North Wales by 2030, supporting the transition to ultra	399 Public charging devices January 2024	2,246 Public charging devices January 2024	Follow WTS Monitoring Framework's methodology for	or this measure	Number I	ncreasing	
EBC-5		Buses with audio-visual information	emissions.  Tracks the percentage of buses used as public service vehicles Wales with audio visual information and trains operated by TfW with a public address system and visual information screens.	Percentage of hilses with alignovistial information	on Subsidiary WTS MF-based	Percentage of buses with audio visual information available: Annual bus statistics	BUS06: Vehicles operated by local bus operators	Department of Transport National Statistics	Every three North Wale National level years CJC		low and zero emissions vehicles.	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
EBC-6		Customer satisfaction with the ability to access public transpo independently	ir Identifies the percentage of people who are satisfied with their	Percentage of people who are satisfied with their ability to access public transport independently	r Subsidiary WTS MF-based	Percentage of people who are satisfied with their ability to access public transport independently	TfW Dashboard: S12 Percentage of people satisfied with their ability to access public transport independently	Transport for Wales Survey	vel Regional level years CJC	s	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ocreasing	
PF-1		Land-based freight moved by ra	Tracks the proportion of road and rail freight moved by rail, reducing the environmental impact of freight transport.	Percentage of freight moved by rail	Subsidiary WTS MF-based	Percentage of freight moved by rail	Table 1314 - Freight moved by commodity (periodic)   ORR Data Portal		National level Every three North Wale years CJC		One RTP SMART objective	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
PF-2	Ports and freight	Fleet composition (Share of freight vehicles by engine type)	Measures the percentage of low-emission vehicles in the freight fleet, supporting emissions reduction in logistics.	nt Percentage of freight vehicles (HGVs, LGVs) that are electric or meet low-emission standards	<b>Key</b> New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Department for Transport (DfT) and Government of UK Driver and Vehicle Licensing Agency (DVLA)	Local authority Annually CJC	40% of total EV HG & LGVs (2030)	operating in North Wales to be zero emission by 2035. A 40% target for HGVs and LGVs by 2030	HGVs: 2% LGVs: 13% (2019)	-	Measure the percentage of freight vehicles with engine types (hydrogen, type/ T	l number of freight vehicles with each engine Total number of freight vehicles in the ork)*100	% (to	ocreasing wards low- carbon rehicles)	
								(DVLA)		]	should help us contribute to that regional and national target.  We want to make our roads safer for cyclists and encourage people							
RSP-1		Share of total km by vehicle type	Share of total kilometres by sustainable road vehicles type 'buses and coaches, pedal cycles' as a share of total vehicle kilometres travelled on the road network.	Share of total kilometres by vehicle type buses and coaches, pedal cycles	<b>Key</b> WTS MF-based	Total volume of road traffic by type of vehicle	TfW Dashboard: M3 Total vehicle kilometres travelled	Welsh Government National Statistics	Regional level Annually CJC	3% (2030)	to swap their cars for buses and coaches for suitable journeys. Aiming for a 39% mode share by active travel and public transport by 2030, we'd like to see a 100%	-	1.5% (2022)	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
RSP-2		Distance travelled per person	Measures average distance travelled per person by mode (walking, cycling, bus, rail, taxi/private hire vehicle, car	Percentage of the average annual distance travelled (kilometres) per person by car or van,	<b>Key</b> WTS MF-based	Average distance travelled per person		Welsh Government Road traffic: 2019	Local authority Local	67.6%	increase in share of total km by sustainable road vehicles by 2030 across North Wales.  Net Zero Wales seeks to reduce car miles travelled per person by	_	77.6% (2010)	Follow WTS Monitoring Framework's methodology for	or this measure	miles [	ecreasing	
RSP-2	Roads, streets, and		passenger and car driver).  Measures the roads in good condition, supporting safe, reliable travel and reducing maintenance costs.	either as a driver or passenger	Subsidiary WTS MF-based	Percentage of roads rated in good condition based on regular assessments	distance travelled per person  TfW Dashboard: S21 Percentage	Welsh Government Road traffic: 2019  Welsh Government Welsh Government	level Annually authorities	(2030)	tar miles travelled per person by 10% by 2030 from 2019 levels.	-	(2019) -	Follow WTS Monitoring Framework's methodology for  Follow WTS Monitoring Framework's methodology for			acreasing	
RSP-4	Roads, streets, and parking	Congestion level on major route	Tracks average delay times on the strategic road network, indicating road capacity and traffic management	Average delays indicating signs of congestion on the strategic road network in the AM and PM peaks	Subsidiary New/ IWBA-based	Average journey times on the strategic road network	c.	Welsh Government INRIX	National level Every three North Wale years CJC		- We don't want to see any people	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	Minutes [	ecreasing	
RSP-5		Road accidents	Tracks the number of people killed or injured on the transport network.	Number of people killed or injured in reported road accidents	<b>Key</b> WTS MF-based	Number of people killed or injured in reported road accidents	TfW Dashboard: S19 Number of people killed or injured on the transport network	Welsh Government National Statistics	Local authority Annually Local level authorities	0 (2030)	killed or injured in reported road accidents in North Wales in any given year. This target will help us avoid such instances.	-	4,447 (2022)	Follow WTS Monitoring Framework's methodology for	or this measure	Number E	ecreasing	
RSP-6		Vehicles that are ultra-low or zero emission	Measures the percentage of the vehicles that meet ultra-low of zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of ultra-low or zero-emission emission vehicles	Amended from WTS <b>Key</b> MF-based	Percentage of vehicles that are ultra- low or zero emission	TfW Dashboard: M2 Percentage of vehicles that are ultra-low or zero emission	Department for Transport and Welsh National Statistics Government	Local authority Local level Annually authorities	35% passenger ca (2030)	One RTP SMART objective seeks to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035. A 35% target for all vehicles by 2030 should help us contribute to that	-	1.1% (2022)	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
AD-1		Greenhouse gas emissions from the transport sector	Tracks the Kilotonnes of carbon dioxide equivalent (KtCo2e) emissions from the operation of vehicles within Wales (domest only).	Kilotonnes of carbon dioxide equivalent (KtCO2e emissions from the transport sector per year	e) <b>Key</b> WTS MF-based	Greenhouse gas emissions from the transport sector	Greenhouse gas emissions from	DEFRA National Statistics	Regional level Annually CJC	370 KtCO2e (2040)	This target is based on a future baseline calculation of CO2e 0 considering the Net Zero Wales	1,089 KtCo2e (2025)	5,421 KtCo2e (2021)	Follow WTS Monitoring Framework's methodology for	or this measure	KtCo2e E	ecreasing	
AD-2		Level of air pollutants from the transport sector	only).  Tracks the e average concentrations of nitrogen oxides (NOx) and fine particulate matter (PM10) attributable to road traffic, rail and aviation.	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation	Subsidiary WTS MF-based	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation		DEFRA Statistics	Local authority Every three Local level years authorities	-	Carbon Budget 2 (2021-25)	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	, 0	ecreasing	
AD-3		People regularly bothered by noise caused by transport	Measures the Percentage of people regularly bothered by noise from outside the home caused by transport.  Tracks strategic and local roads and rail at low, medium and his	from outside the home caused by transport	Subsidiary WTS MF-based	Percentage of people regularly bothered by noise from outside the home caused by transport	of people regularly bothered by noise from outside the home caused by transport  TfW Dashboard: \$22 Percentage	Transport for Wales  Survey  Transport for Wales	years CJC		-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	dissatisfied)	ecreasing	
AD-4		Transport infrastructure at risk of flooding	watercourses.  Tracks Hectares of habitat maintained or improved on the road	flooding	Subsidiary WTS MF-based	Local roads at low, medium and high risk of flooding	TfW Dashboard: S22 Percentage of transport infrastructure at risk of flooding	Analysis of Natural	Local authority Every three Local level years authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	Score (low-medium- E high)	ecreasing	
AD-5	Additional WTS MF- based measures	Habitat improvement and maintenance	and rail networks in Wales. Biodiversity on the strategic road network is the responsibility the Welsh Government. Biodiversity on the local road network the responsibility of local authorities. Transport for Wales is responsible for biodiversity on the Core Valley Lines rail network while Network Rail is responsible for biodiversity on the remainder of the rail network in Wales.	is Hectares of habitat maintained or improved on the road and rail networks	Subsidiary WTS MF-based	Hectares of habitat maintained or improved on the road and rail networks	TfW Dashboard: S25 Hectares of habitat on the transport estate maintained or improved for biodiversity benefit	Welsh Government Transport for Wales Monitoring Data	Regional level Every three North Wale years CJC		-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	hectares of habitat	ncreasing	
AD-6		Designated historic assets on transport estate for improvement	remainder of the rail network in Wales.  Measures the Percentage of listed buildings and scheduled monuments on, or within 5 metres of the transport estate (road and rail network) in Wales that are in a stable or improving condition.	Percentage of designated historical assets on the transport estate that are in a stable or improving condition		Percentage of designated historical assets on the transport estate that are in a stable or improving condition	e on the transport estate that are in a stable or improving	CADW Transport for Wales Monitoring Data	Local authority Every three Local level years authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
AD-7			rt Measures the volume of waste attributable to the transport sector that is re-used or recycled.	Percentage of waste produced by the transport sector that is reused or recycled	Subsidiary WTS MF-based	Percentage of waste produced by the transport sector that is reused or recycled	of waste produced by the transport sector that is reused			s	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% С	ecreasing	
AD-8		Welsh language services in the transport sector	Identifies the percentage of Welsh speakers using Welsh language services in the transport sector broken down by transport modes (particularly public transport) and by some protected characteristics, including age, gender and some soc	Percentage of Welsh speakers using Welsh language services in the transport sector io-	Subsidiary WTS MF-based	Down to the Country of the Country o	or recycled  TfW Dashboard: S15 Percentage of Welsh speakers using Welsh language services in the transport sector	Wales		s	-	-	-	Follow WTS Monitoring Framework's methodology for	or this measure	% I	ncreasing	
L			economic factors.			· L								<u>I</u>				