



Cyd-Bwyllgor Corfforedig  
Gogledd Cymru  
North Wales  
Corporate Joint Committee



# North Wales Regional Transport Plan

## Monitoring and Evaluation Plan

(Draft)





# Monitoring and Evaluation Plan

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# 1. INTRODUCTION AND APPROACH

## 1.1 Context and purpose to this Monitoring and Evaluation 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 (Regional Transport Plans)<sup>1</sup> which must set out transport policies to implement the Llwybr Newydd: the Wales Transport Strategy 2021<sup>2</sup>, providing a long-term vision for the next 5 years.

The Wales Transport Strategy sets out the vision for an accessible, sustainable, and efficient transport system in Wales. The delivery mechanisms to realise these ambitions are the National Transport Delivery Plan (NTDP) for Wales 2022-2027, and at a regional level, the Regional Transport Plans.

This Monitoring and Evaluation Plan has been prepared to support the successful implementation of the North Wales Regional Transport Plan 2025-2030, and its supporting Regional Transport Delivery Plan (RTDP) and integrated Well-being Appraisal (IWBA), which should be read alongside this document.

This Plan will become adopted subject to Welsh Government approval of the North Wales Regional Transport Plan (and its supporting RTDP for local authority schemes, and IWBA) planned in the summer of 2025. Monitoring and evaluation should commence from the date of adoption of the Regional Transport Plan.

Ambition North Wales will own the plan as the North Wales CJC and be accountable for its delivery. Responsibility for delivering against the plan will sit with the CJC and its local authorities.

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 for planning matters.

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<sup>1</sup> CJCs also have responsibility for the preparation of Strategic Development Plans

<sup>2</sup> Llwybr Newydd: the Wales transport strategy 2021 – Available online at: <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>



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

## 1.2 Welsh Transport Appraisal Guidance on monitoring and evaluation

The latest Welsh Transport Appraisal Guidance<sup>3</sup> (WelTAG), published in February 2024, provides guidance on five transport planning and appraisal stages, five dimensions of a business case for transport interventions, and the role of integrated well-being appraisal (IWBA). It applies to strategic transport programmes and policies, as well as individual transport projects in Wales. It uses a staged approach to project planning where monitoring and evaluation is considered as Stage 5, which also applies to the development of policies.

Regardless of the size, scope and complexity of the project – WelTAG lite, WelTAG standard or WelTAG plus – the WelTAG requires all Welsh Government-funded projects to monitor regularly and provide annual progress reports. It states that:

*“An annual progress report will include information about what the programme or project has achieved. An annual progress report is a less detailed version of a full evaluation report. It provides details about the project, any changes and how the engagement plan has been implemented. It explains what difference the project made to people, what worked well, what did not and the lessons learned.”*

It recognises there could be unforeseen risks and changes to the delivery of a programme or project. Regular monitoring and updates will help identify any issues in early stages. The more complex programmes and projects may need to submit a comprehensive evaluation post-implementation that explains how they deliver value for money.

<sup>3</sup> Welsh Transport Appraisal Guidance (WelTAG), 2024. Available online at: <https://www.gov.wales/welsh-transport-appraisal-guidance-weltag>



### 1.3 Welsh Government Guidance to CJs on monitoring and evaluation

The Welsh Government's Regional Transport Plan Guidance to CJs<sup>4</sup> sets out that:

1. The Regional Transport Plan must include a Monitoring and Evaluation Plan showing how regional progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and evaluated. This must include the region's contribution to national decarbonisation and modal shift targets.
2. The Monitoring and Evaluation Plan should include a set of measures with baseline information for each. The measures can include qualitative outcomes and quantitative measures.
3. The measures should be based on the framework of measures used in the Integrated Wellbeing Appraisal (IWBA) and updated if needed, drawing on the WTS Monitoring Framework adapted for regional needs. Transport for Wales published baseline data for the WTS Monitoring Framework and are reviewing and updating this on an ongoing basis.
4. CJs must submit annual performance reports on Regional Transport Plans to Welsh Government each year.
5. A comprehensive evaluation should be prepared after three years to assess whether the Regional Transport Plan is delivering its outcomes, providing value for money and whether there are any unintended consequences. This should follow published guidance and best practice on evaluation.
6. The results of this comprehensive evaluation will feed into the subsequent Regional Transport Plan for each CJC, and the subsequent NTDP.

Annex 4 to the Regional Transport Plan Guidance (Regional Transport Plan Framework) also clarifies that a Monitoring and Evaluation Plan should describe how each intervention and its impacts will be monitored, and that this should follow WelTAG guidance as appropriate.

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<sup>4</sup> Regional transport plans: guidance for Corporate Joint Committees, 2023. Available online at: <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees>



## 2. ALIGNMENT TO NATIONAL AND REGIONAL OBJECTIVES

Llwybr Newydd, the Wales Transport Strategy sets Wales's vision to provide an accessible, sustainable and efficient transport system that is fit for future generations and places people and tackling climate change at the heart of decision making.

The vision for the North Wales Regional Transport Plan is that North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being.

These visions are supported by objectives that provide a guide for this Monitoring and Evaluation Plan and it needs to align with the overarching national and regional objectives for transport to help ensure it contributes to meeting them.

### 2.1 Llwybr Newydd – the Wales Transport Strategy

Llwybr Newydd was published by the Welsh Government in March 2021. The Strategy sets out the future vision for Transport in Wales, its priorities for the next five years and ambitions for the next 20 years.

Llwybr Newydd details the following three priorities and four ambitions, which underpin its vision:

- **Priority 1** – Bring services to people in order to reduce the need to travel;
- **Priority 2** – Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- **Priority 3** – Encourage people to make the change to more sustainable transport
- **Ambition 1** – Good for people and communities;
- **Ambition 2** – Good for the environment;
- **Ambition 3** – Good for the economy and places in Wales; and
- **Ambition 4** – Good for culture and the Welsh language



## 2.2 Wales Transport Strategy monitoring framework

The Wales Transport Strategy monitoring framework<sup>5</sup> has been designed to help track progress in achieving the national priorities and ambitions. The monitoring framework includes six key cross-cutting measures (M1 to M6), which relate to key themes and aims as part of the Welsh Government’s Programme for Government (Well-Being Statement 2021-2026<sup>6</sup>) that extend beyond just transport. There are also 27 subsidiary measures (S1 to S27) designed to support and provide additional context to the key measures. The key measures are considered the most important part of the framework in supporting the Welsh Government’s overarching aims of decarbonisation and mode shift.

Table 2-1 lists all the key and subsidiary measures within the monitoring framework.

Table 2-1 Wales Transport Strategy monitoring framework key and subsidiary measures

Ref.	Key Measures	Ref.	Subsidiary Measures
M1	% Journeys by walking, cycling, and public transport	S1	Average travel time to education, health and leisure services
M2	% Vehicles that are ultra-low or zero emission	S2	% People satisfied with their ability to access services in their local area
M3	Total vehicle kilometres travelled	S3	% People within walking distance of sustainable modes of transport
M4	Average distance travelled per person	S4	% People who walk or cycle at least once a week as a means of transport
M5	% Workforce working remotely on a regular basis	S5	% Journeys to a rail station by walking, cycling or bus
M6	Greenhouse gas emissions from the transport sector	S6	% Trips to visitor attractions by sustainable modes of transport
		S7	% Rail network that is electrified
		S8	% Land-based freight moved by rail
		S9	% Bus and rail services on time
		S10	Number of publicly available electric vehicle charging points
		S11	% People satisfied with their journey
		S12	% People satisfied with their ability to access public transport independently
		S13	% Rail stations that are step-free
		S14	% Buses and trains with audio visual information
		S15	% Welsh speakers using Welsh language services in the transport sector

<sup>5</sup> Wales Transport Strategy Monitoring Framework Technical Report, 2022. Available online at: <https://tfw.wales/sites/default/files/2022-06/Wales%20Transport%20Strategy%20Monitoring%20Framework%20Technical%20Report%202022.pdf>

<sup>6</sup> Welsh Government: Well-Being Statement 2021-2026. Available online at <https://www.gov.wales/programme-for-government-2021-to-2026-well-being-statement-html>



Ref.	Key Measures	Ref.	Subsidiary Measures
		S16	% Average delay per kilometre travelled
		S17	% Average cost per kilometre travelled by public transport
		S18	% People who feel they can't afford to travel by public transport
		S19	People killed or injured on the transport network
		S20	% People who feel safe and welcome when travelling
		S21	% Transport infrastructure in good condition
		S22	% Transport infrastructure at risk of flooding
		S23	Level of air pollutants from the transport sector
		S24	% People regularly bothered by noise from outside the home caused by transport
		S24	Hectares of habitat on the transport estate maintained or improved for biodiversity benefit
		S26	% Waste produced by the transport sector that is reused or recycled
		S27	% Designated historic assets on the transport estate that are in a stable or improving condition

The monitoring framework presents data that provides a baseline for the measures in the monitoring framework, and Transport for Wales seek to update the data on an annual basis from 2023.

### 2.3 North Wales Regional Transport Plan objectives

The Regional Transport Plan sets out four key SMART (Specific, Measurable, Achievable, Relevant, and Time-bound) objectives for the monitoring and evaluation of the success of the Plan. These SMART objectives aim to establish targets and ensure alignment between the Regional Transport Plan and the WTS priorities and well-being goals, as required by the Welsh Government's Regional Transport Plan Guidance. They are:

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.
2. **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, cycling and public transport by 2040.





3. **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.
4. **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 North Wales Regional Transport Plan Integrated Well-Being Assessment (IWBA) Framework objectives

The IWBA shows how well-being has been considered in the development of the Regional Transport Plan including contribution to economic, environmental, social and cultural well-being, and prepared applying the five ways of working advocated in the Well-being of Future Generations (Wales) Act 2015. It also involves impact assessments, considering for example how the Regional Transport Plan has considered and contributes to wider quality, health and environmental outcomes.

12 IWBA objectives have been identified in accordance with the SEA regulations for assessing the potential impacts of the Regional Transport Plan and to place sustainable development at the centre of decision-making. Table 2-2 lists the 12 IWBA objectives.

Ref.	IWBA Framework Objectives
1	Support the delivery of housing and local services to meet the needs of local communities
2	Reduce inequality and promote community cohesion
3	Improve the health and wellbeing of the local population, including with respect to physical and mental health
4	Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats
5	Protect and enhance local landscape character, designations and visual amenity
6	Protect and enhance the local cultural heritage, including the Welsh language
7	Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources
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
9	Protect and enhance local air quality
10	Reduce disturbance from transport related noise and vibration to local communities
11	Incorporate circular economy principles to reduce the use of raw materials
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

Table 2-2 IWBA objectives

Figure 2 illustrates the inter-relationship between the Regional Transport Plan and IWBA objectives with the WTS ambitions and priorities, demonstrating how they are well aligned, and how the meeting of the regional objectives will contribute to achieving the national ambitions and priorities.

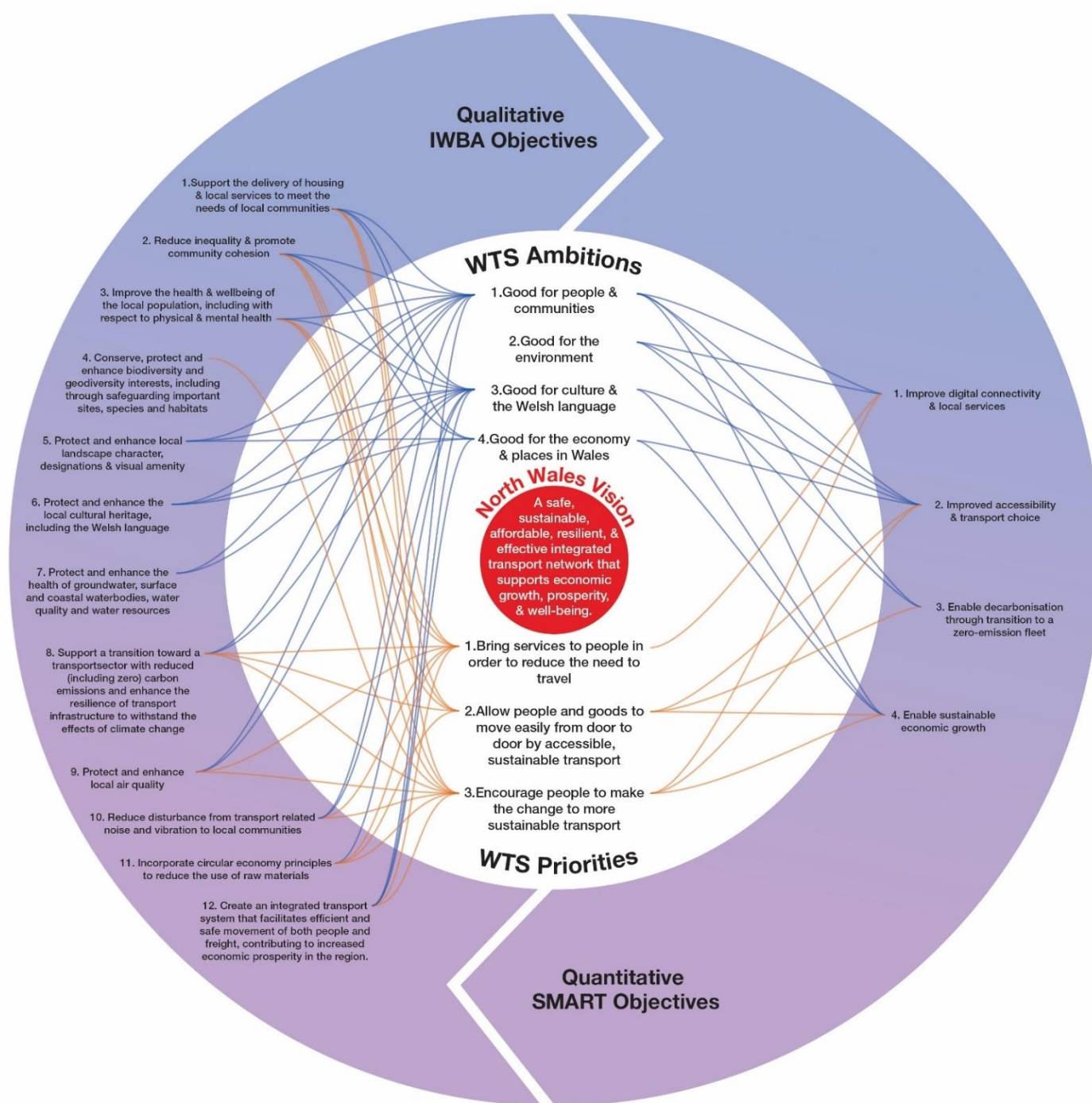


Figure 2 Inter-relationship between the North Wales Regional Transport Plan Vision, (SMART) objectives and IWBA objectives, and their alignment with the Wales Transport Strategy Priorities and Ambitions

Taking into account WelTAG and the Welsh Government's Guidance to CJs, this Monitoring and Evaluation Plan includes a set of measures, with baseline information, based on the framework of measures used in the IWBA taking into account its objectives, and drawing on the WTS Monitoring Framework and its measures.

The remaining sections of this Plan focus on what will be monitored and evaluated, and how.



### 3. WHAT WILL BE MONITORED AND EVALUATED AND HOW

As set out in section 2, this Monitoring and Evaluation Plan needs to align with the overarching national and regional objectives for transport to help ensure it contributes to meeting them. As such, the focus of the monitoring and evaluation will be on alignment with the Regional Transport Plan’s SMART and IWBA objectives, as well as the Wales Transport Strategy priorities and ambitions. In this Monitoring and Evaluation Plan, measures and indicators are then organised according to the Regional Transport Plan policy themes and its policies within those themes, for easier tracking of progress towards the wider aim of decarbonisation and modal shift targets.

#### 3.1 North Wales Regional Transport Plan policy themes

The North Wales Regional Transport Plan vision and objectives as described in section 1.4 of this Monitoring and Evaluation Plan are closely aligned to key national and regional policies and strategies, including the priorities and well-being ambitions of Llwybr Newydd, The Wales Transport Strategy. To help frame the policies and interventions as part of the Regional Transport Plan, a set of policy themes have been identified, based on the Wales Transport Strategy’s nine mini-plans for each mode of transport. These represent key areas of focus for transport policies in North Wales. Regional Transport Plan policies, supported by programmes and projects, set the framework for the schemes to be delivered by the North Wales Local Authorities in the Regional Transport Delivery Plan. This will ensure that what is delivered through the Regional Transport Plan directly contributes to local, regional and national priorities.

The policy themes include:

Land use planning	Bus <sup>7</sup>	Ports and freight
Digital Connectivity	Coach, demand responsive and community transport	Roads, streets and parking
Walking, wheeling and cycling	Integration between modes	Rail ambitions
Surface access to aviation	Enabling change to travel behaviour	Strategic road ambitions

The rail network infrastructure in North Wales is non-devolved, meaning it is the responsibility of the UK government via Network Rail. Service levels are largely specified by the Welsh Government for Transport for Wales Rail, and the Department for Transport, working with the Train Operating Companies (currently Transport for Wales and Avanti West Coast). Freight Operating Companies serve customer needs, which means freight services are commercially led. Track for passenger and rail freight is provided by Network Rail, with regulations by the Office of Rail and Road.

<sup>7</sup> Note: The bus, coach, demand responsive, and commuting services are grouped under a single policy theme in this Monitoring and Evaluation Plan due to their cross-cutting nature. This categorisation is based on the premise that these services share similar measures and indicators, facilitating a cohesive and comprehensive evaluation.



This means that the Corporate Joint Committee and local authorities in North Wales have no direct influence over rail services or infrastructure, so there are no explicit policies in the Regional Transport Plan, or schemes relating to rail in our Regional Transport Delivery Plan. As such they are also out of the scope of this Monitoring and Evaluation Plan.

## 3.2 Transport policy measures and indicators

Transport policy measures are strategies and actions to manage, regulate and improve transport systems. Policy measures can aim to enhance mobility, reduce congestion, improve safety, minimise environmental impact, and promote sustainable development.

Transport policy indicators are metrics or variables to assess, monitor, and evaluate the effectiveness of transport policies and their impacts. Unlike policy measures, which are specific actions or strategies to achieve policy goals, indicators are tools to measure the outcomes, progress, or performance of those actions. Transport policy indicators provide essential feedback that allows policymakers to understand if their measures are achieving the intended effects, or if adjustments are needed. For example, a transport policy measure might aim to reduce car emissions by promoting public transport, while an indicator would track actual emissions or transit ridership to confirm if the policy is working as intended.

In summary, measures are the strategies or actions used to influence transportation outcomes, while indicators track and report the effects or progress of those measures. Both are essential in creating a responsive and accountable monitoring and evaluation framework.

The next section of this Plan outlines the transport policy measures and indicators recommended for the monitoring and evaluation of the North Wales Regional Transport Plan, how they have been organised, and their relevance to the transport policy themes.

## 3.3 North Wales Regional Transport Plan measures

Transport policy measures (or simply “measures” in this Monitoring and Evaluation Plan) are based on the WTS Monitoring Framework, adapted to take into account the Regional Transport Plan’s SMART and IWBA objectives. The need to consider such a broad range of objectives has been balanced with the need to be realistic about capacity to undertake monitoring and evaluation in the context of local authority resource pressures, and the need to ensure efforts are focused on ensuring the success of the Regional Transport Plan and any future iterations. To prioritise the measures and resources involved, they have been broadly categorised as follows, which reflects the structure of the WTS Monitoring Framework:

- **Key measures:** These measures contribute directly to the key themes and aims of the Welsh Government, as outlined in the WTS Monitoring Framework, including national decarbonisation and modal shift targets. Since the North Wales Regional Transport Plan also has its own regional ambitions and objectives, the key measures are selected to ensure they align with both sets of goals (also including the IWBA Framework). Therefore, these key measures will directly contribute to achieving the WTS ambitions and priorities, as well as the Regional Transport Plan SMART and IWBA objectives. They are listed in Figure 3 and include the following 15 measures:
  1. LUP-3: Proximity to public transport
  2. DC-5: Remote working
  3. WC-5: Weekly active travel participants
  4. BC-1: On time performance of buses and coaches
  5. BC-6: Fleet composition (share of bus by engine type)
  6. IM-2: Journeys to a rail station by walking, cycling, or bus
  7. EBC-1: Mode share for public transport



8. EBC-2: Trips to visitor attractions by public transport
  9. EBC-4: Electric vehicle charging demand and supply
  10. PF-2: Fleet composition (share of freight vehicles by engine type)
  11. RSP-1: Share of total km by vehicle type
  12. RSP-2: Distance travelled per person
  13. RSP-5: Road accidents
  14. RSP-6: Vehicles that are ultra-low or zero emission
  15. AD-1: Greenhouse gas emissions from transport sector
- **Subsidiary measures:** The subsidiary measures are designed to support and provide additional context to the key measures. They are also listed in Figure 3.

The correlation and applicability of each measure to the objectives and Regional Transport Plan policies (organised by the policy themes) are illustrated in Figure 3. The figure demonstrates that the North Wales CJC needs an integrated approach to monitoring in order to tackle all objectives; no single measure can address them all. Furthermore, some measures have a strong impact on certain objectives while having a secondary or partial impact on others.

Figure 3 How the RTP measures align to the national and regional objectives and policies<sup>8</sup>

**North Wales Policy Theme: Land use and Planning**

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions			
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
Transit-Oriented Development (TOD) initiatives	Subsidiary	New/ IWBA-based	LU1	1, 2, 3, 5, 8, 9, 10, 12	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong
Density of mixed-use developments	Subsidiary	New/ IWBA-based	LU2, LU3, LU4, LU5	1, 2, 3, 8, 9, 10, 12	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong
Proximity to public transport	Key	WTS MF-based	AT1, AT7, AT9, LU2, LU3, LU5	1, 2, 3, 8, 9, 10, 12	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong
Access to green spaces	Subsidiary	New/ IWBA-based	AT1, LU2, LU4, AT6	2, 3, 8	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong
Travel time to education, health, and leisure services	Subsidiary	WTS MF-based	PT5, PT6, CB8, LU5	1, 2, 3, 8, 12	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong
Satisfied with service access	Subsidiary	WTS MF-based	AT1, LU2	1, 2, 3, 8, 12	Strong	Strong	Partial	Strong	Strong	Strong	Strong	Strong	Strong	Strong	Strong

<sup>8</sup> Refer to Appendix A.2 for long-list of North Wales Regional Transport Plan policies and Section 0 for North Wales Regional Transport Plan IWBA objectives



## North Wales Policy Theme: Digital Connectivity

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Wi-Fi coverage in transit hubs	Subsidiary	New/ IWBA-based	DC2, DC3, IN1	1, 2, 3, 8, 9, 10, 12												
Real-time information availability	Subsidiary	New/ IWBA-based	DC3	1, 2, 3, 8, 9, 10, 12												
Adoption of digital services	Subsidiary	New/ IWBA-based	DC2, CB14	1, 2, 3, 8, 9, 10, 12												
Digital access in rural areas	Subsidiary	New/ IWBA-based	DC1, DC2, DC3, CB14	1, 2, 3, 8, 12												
Remote working	Key	WTS MF-based	DC1	8, 12												

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	

## North Wales Policy Theme: Walking, Wheeling and Cycling

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Walking and cycling network	Subsidiary	New/ IWBA-based	AT2, AT5, LU4, LU2, CB1, CB4, CB8, CB10, CB12, CB13, CB20	1, 2, 3, 8, 9, 10, 12												
Availability of cycle parking facilities	Subsidiary	New/ IWBA-based	AT1, AT12, AT13	1, 2, 3, 5, 8, 9, 10, 12												
Station accessibility	Subsidiary	WTS MF-based	AT1, AT3, AT4, AT11, IN3, CB13, CB14	1, 2, 3, 8, 12												
Road accidents for active travel users	Subsidiary	New/ IWBA-based	AT1, AT4, LU4, LU2, CB1, CB12, CB13, CB14	1, 2, 3, 8, 9, 10, 12												
Weekly active travel participants	Key	WTS MF-based	AT1, AT2, AT4, AT5, AT12, AT13, AT14, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12												
Increase in active travel users	Subsidiary	New/ IWBA-based	AT1, AT2, AT4, AT5, AT6, LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12												



## North Wales Policy Theme: Surface Access to Aviation

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Public transport accessibility to airports	Subsidiary	New/ IWBA-based	LU2, LU3, LU5, AV1, PTS, CB15, CB16, IN1, IN4	1, 2, 8, 9, 12												

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	

## North Wales Policy Theme: Bus, Coach, and Community Transport

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
On-time performance	Key	WTS MF-based	PT1, PT4, PT6, CB1, CB2, CB8, CB10, CB13	1, 2, 3, 8, 9, 10, 12												
Bus journey time index compared to private vehicle	Subsidiary	New/ IWBA-based	PT1, PT5, PT6, CB1, CB2, CB6, CB8, CB10, CB13	1, 2, 3, 8, 9, 10, 12												
Cost per kilometre (Public transport)	Subsidiary	Amended from WTS MF-based	PT1, PT9, CB1, CB6, CB8, CB10, CB13, CB21, CB22, IN4	1, 2, 3, 8, 9, 10, 12												
Affordability of public transport	Subsidiary	WTS MF-based	LU2, LU3, LU4, PT1, PT9, CB2, CB5, CB6, CB7, CB8, CB14, IN4	1, 2, 3, 8, 12												
Ridership growth rate	Subsidiary	New/ IWBA-based	PT1, PT4, PT5, PT8, PT9, PT10, CB1, CB2, CB5, CB6, CB8, CB10, CB17	1, 2, 3, 8, 9, 10, 12												
Fleet composition (Share of bus by engine type)	Key	New/ IWBA-based	PT2, PT3, PT13, CB16	8, 9, 10, 12												
Average response time for DRT	Subsidiary	New/ IWBA-based	PT12	1, 2, 3, 12												
Monthly ridership for DRT	Subsidiary	New/ IWBA-based	PT11, PT12, PT13, CB1, CB2, CB4, CB5, CB6, CB8, CB10, CB13, CB14, CB20	1, 2, 3, 8, 12												
Fleet composition (Share of DRT by engine type)	Subsidiary	New/ IWBA-based	RS10, RS11, PT13, CB16	8, 9, 10, 12												



## North Wales Policy Theme: Integration between Modes

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Multimodal hub development	Subsidiary	New/ IWBA-based	IN1, IN2, DC3	1, 2, 3, 8, 12												
Journeys to a rail station by walking, cycling, or bus	Key	WTS MF-based	AT1, AT2, AT4, AT5, AT12, AT13, LU4, LU2, IN3, IN4	1, 2, 3, 8, 9, 10, 12												
Customer satisfaction with their journey	Subsidiary	WTS MF-based	AT3, AT4, AT11, AT12, AT13, PT5, PT6, PT7, PT8, PT9, PT10, IN2, IN3, IN4, CB1, CB5, CB7, CB8, CB10, CB12, CB13, CB14, CB18, DC3	1, 2, 3, 8, 12												
Customer satisfaction with safety when travelling	Subsidiary	WTS MF-based	AT4, AT11, PT7, PT8, PT10, IN2, CB12, CB13, CB14	1, 2, 3, 8, 12												

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	

## North Wales Policy Theme: Enabling Change to Travel Behaviour

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Mode share for public transport	Key	WTS MF-based	AT1, AT2, AT5, AT12, AT13, AT14, LU2, LU3, LUS, PT5, PT8, PT9, CB7, CB17, CB19, CB21	1, 2, 3, 8, 12												
Trips to visitor attractions by public transport	Key	WTS MF-based	AT13, PT5, PT8, PT9, PT15, CB15, CB17, CB18, CB19, CB20, CB21, CB22, CB23	1, 2, 3, 8, 12												
Travel to work	Subsidiary	New/ IWBA-based	IN5, IN6, RS5, RS6, RS12, RS13	1, 8, 9, 12												
Electric Vehicle charging demand and supply	Key	New/ IWBA-based	LU2, RS7, RS8, RS9, RS10, RS11, CB16	8, 9, 10, 12												
Buses with audio-visual information	Subsidiary	WTS MF-based	PT8, PT10, CB14, DC3	1, 2, 3, 12												
Customer satisfaction with their ability to access public transport independently	Subsidiary	WTS MF-based	PT7, PT8, PT10, CB14	1, 2, 3, 8, 12												





## North Wales Policy Theme: Ports and Freight

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Land-based freight moved by rail	Subsidiary	WTS MF-based	PF9, CB3	8, 9, 10, 12												
Fleet composition (Share of freight vehicles by engine type)	Key	New/ IWBA-based	PF4, PF5	8, 9, 10, 12												

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	

## North Wales Policy Theme: Road, Streets and Parking

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions				
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales	
Share of total km by vehicle type	Key	WTS MF-based	AT1, AT2, PT1, PT4	8, 9, 10, 12												
Distance travelled per person	Key	WTS MF-based	LU2, AT2, AT12, AT13, AT14, PT4, PT5, CB1, CB5, CB7	8, 9, 10, 12												
Road condition and maintenance score	Subsidiary	WTS MF-based	LU4, AT3, AT12, AT13, AT14, RS1	3, 5, 8, 12												
Congestion level on major routes	Subsidiary	New/ IWBA-based	PT6, CB7, CB22, RS12	3, 5, 8, 12												
Road accidents	Key	WTS MF-based	AT1, RS3, RS4	3, 8, 12												
Vehicles that are ultra-low or zero emission	Key	Amended from WTS MF-based	RS7, RS8, RS9, RS10, RS11, CB16	8, 9, 10, 12												

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	



## Additional Measures

RTP Monitoring Measures	Measure category	Status	Contribution of measures to RTP Policies	Contribution to IWBA Objectives	Contribution to RTP SMART Objectives				Contribution to Wales Transport Strategy Priorities			Contribution to Wales Transport Strategy Well-being Ambitions						
					Improve digital connectivity and local services	Improve accessibility and transport choice	Enable decarbonisation through transition to a zero-emission fleet	Enable Sustainable Economic Growth	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable transport	Encourage people to make the change to more sustainable transport	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales			
Greenhouse gas emissions from the transport sector	Key	WTS MF-based	RS7, RS8, RS9, RS10, RS11, CB13, CB14, CB16, PF8	3, 8, 9, 10, 12														
Level of air pollutants from the transport sector	Subsidiary	WTS MF-based	PT2, PT3, RS7, RS8, RS9, RS10, RS11, CB10	3, 8, 9, 10, 12														
People regularly bothered by noise caused by transport	Subsidiary	WTS MF-based	AT6	3, 10														
Transport infrastructure at risk of flooding	Subsidiary	WTS MF-based	PF2, PF3	2, 3, 7, 8, 12														
Habitat improvement and maintenance	Subsidiary	WTS MF-based	RS2, PT15, C21, C22, C23	4, 7														
Designated historic assets on transport estate for improvement	Subsidiary	WTS MF-based	CB17, CB18, CB19, CB20	5, 6														
Waste produced by the transport sector that is reused or recycled	Subsidiary	WTS MF-based	PT3, PF4	8, 9, 11														
Welsh language services in the transport sector	Subsidiary	WTS MF-based	PT8, PT10, CB14, DC2, DC3	2, 3, 6														

Contribution towards objectives "Strongly"	
Contribution towards objectives "Partially"	
No contribution	

### 3.4 North Wales Regional Transport Plan indicators

Developing a Monitoring and Evaluation Plan requires leveraging on a wide range of data and calculations to support indicators to track progress against a baseline position, with regular updates to understand if objectives are being met over time.

To help make this easier and ensure consistency in approach where local authorities may input local level data to inform a regional picture, an Excel-based tracking tool (the "North Wales Monitoring and Evaluation Tool") has been developed setting out the measures and indicators, including data and calculation methods. This is included at Appendix A1.

The remainder of this section summarises the methodology recommended for data collection and data reporting and defines the roles and responsibilities for monitoring and evaluation to help achieve the targets and outcomes set by the national and regional objectives.



### 3.4.1 Data collection

Llwybr Newydd recognises the importance of data collection to understand the transport choices people make and the factors that influence them. To have a consistent and standardised starting point for tracking the progress of the North Wales Regional Transport Plan towards national and regional objectives, datasets should be collected following a consistent methodology where possible, which will also enable comprehensive benchmarking and comparison between local authorities and North Wales as a region against the national level baseline. Some data is collected at a local level, Wales level and UK level, and this is considered in the North Wales Monitoring and Evaluation Tool at Appendix A1.

Where data is only available at a national level, it gives a picture of the current situation and offers a proxy for North Wales, where alternative measures and datasets will provide complementary comparators. This approach has been taken through defining **key** and **subsidiary** measures, as described in more detail below.

The North Wales CJC should prioritise monitoring and evaluation of the **key** measures and Transport for Wales monitoring data is available as part of the WTS Monitoring Framework to provide a reliable baseline. In general, this is based on the Department for Transport publications (for example the National Travel Survey) and complemented by Office for National Statistics datasets (for example Labour Force Survey) and local authority data (for example licenced taxi and private vehicles are recorded by the relevant local authorities). This is clearly indicated in the North Wales Monitoring and Evaluation Tool as being “WTS MF-based” measures. Some data is emerging and will be collected by the Wales National Travel Survey, which is considered in the section below as part of future data collection.

The Wales Transport Strategy Monitoring Framework Technical Report for 2022<sup>9</sup> outlines data sources and calculation methods for its measures, some of which have changed from August 2023, and these will be reflected a 2023 report. A Technical Report for 2023 containing a full description of the calculation method used for each of the measures including their technical definition and information about their data sources and frequency, will be published by Transport for Wales. Due to ongoing changes and checks to data and technical methods in the Monitoring Framework, Transport for Wales will be publishing an updated technical report in spring 2025. They will be updating their website to state this. Any queries about data sources or calculation methodologies can be sent to [WTSMonitoring@tfw.wales](mailto:WTSMonitoring@tfw.wales).

The monitoring and evaluation of the **subsidiary** measures will help build a comprehensive picture of the transport system and its performance in North Wales. Some of the measures are derived directly from the WTS Monitoring Framework, or involve bespoke measures derived from the IWBA Framework.

The North Wales Monitoring and Evaluation Tool provides recommendations for data collection including the name of the dataset, link to the dataset, data owner and data source.

Special consideration has been given to link the **key** measures to indicators that involve publicly available data, helping assist local authorities and the North Wales CJC collect data and undertake the monitoring and evaluation exercise. The data collection needed in support of **subsidiary** measures may involve more complex analysis, and to assist, the North Wales Monitoring and Evaluation Tool provides calculation methods and formula. If some of the recommended datasets are not available in the future, it is suggested that the North Wales CJC in collaboration with its local authorities and Transport for Wales agree on alternative dataset(s). This will particularly be necessary when new datasets emerge, including the Wales National Travel Survey.

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<sup>9</sup> Wales Transport Strategy Monitoring Framework Technical Report, 2022. Available online at: <https://tfw.wales/sites/default/files/2022-06/Wales%20Transport%20Strategy%20Monitoring%20Framework%20Technical%20Report%202022.pdf>



### 3.4.2 Future data collection and the Wales National Travel Survey<sup>10</sup>

The 2012 National Travel Survey was the last that covered Wales, with later versions covering England only. A replacement Wales National Travel Survey (W-NTS) is expected to launch early 2025 with initial data at the national level being published from late 2025 and the first full year of data being published from mid-2026 onwards. The National Centre for Social Research has been appointed by Transport for Wales to advise and produce reports as part of the design phase of the W-NTS development, including the survey design and methodology for questionnaire and travel diary<sup>11</sup>.

When published by Transport for Wales this will further assist the North Wales CJC and its local authorities to reliably monitor progress towards the national and regional targets. The North Wales CJC should update its data sets from the date of W-NTS publication accordingly.

### 3.4.3 Setting baseline and targets for progress

Baseline values should be calculated to show a starting point against which any future progress can be measured. Within the North Wales Monitoring and Evaluation Tool, baseline values for each of the **key** measures have been provided against base years for future comparison.

As described above, Transport for Wales has published baseline data for the WTS Monitoring Framework. Therefore, baseline values with corresponding base years are provided for all the measures which are directly linked to the WTS Monitoring Framework.

For baseline values for the IWBA based measures and some **subsidiary** measures, baseline data should be collected for the latest year available, with data collection to start from when the Regional Transport Plan is adopted. Once the values are calculated and base year determined, they should be clearly recorded in the North Wales Monitoring and Evaluation Tool and used as the baseline for each monitoring year going forward.

Targets will help monitor and evaluate the performance of the Regional Transport Plan against the measures and indicators. Where appropriate, targets have been set within the North Wales Monitoring and Evaluation Tool for the **key** measures based on the SMART objectives, which offer quantitative aspirations for change, aligned to the Wales Transport Strategy targets.

For the **subsidiary** measures, it is recommended that the North Wales CJC may consider setting targets for measures at the local authority level, or to align with wider national targets such as those already set as part of related WTS Monitoring Framework measures. Local authority led target setting will help integrate the Regional Transport Plan with local corporate plans and associated targets, for example relating to the Welsh language, or in relation to its climate change strategy actions including roll out of electric vehicle charging infrastructure.

Identifying where certain areas are falling short can signal a need to prioritise investment in these areas. Similarly, trends demonstrating that progress is positive in a particular area may provide the opportunity for lessons to be learnt and shared, helping establish a culture of best practice and regional collaboration.

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<sup>10</sup> Transport for Wales: Wales Travel Survey, 2012. Available online at: <https://tfw.wales/projects/wales-national-travel-survey>

<sup>11</sup> Transport for Wales: Research and development for the Wales National Travel Survey. Available online at: [Research and Development for the Welsh National Travel Survey](#)



#### 3.4.4 Data reporting

Measures and their indicators vary at spatial scales as described above, and so the North Wales Monitoring and Evaluation Tool clearly indicates “monitoring granularity” to consider local and regional scales of reporting needed, and “monitoring responsibility” to make it clear whether local authorities or the North Wales CJC should be the authority responsible for the calculations and reporting involved with the indicators, taking into account the geospatial scales of monitoring and evaluation for different measures.

The overall responsibility for overseeing data collection and reporting in accordance with this Monitoring and Evaluation Plan lies with the North Wales CJC.

In accordance with the Welsh Government’s Regional Transport Plan Guidance, the North Wales CJC should submit an annual performance report on the Regional Transport Plan to the Welsh Government. This is reflected in the “monitoring frequency” part of the North Wales Monitoring and Evaluation Tool. This should be prioritised for the **key** measures, whereas to have a more comprehensive picture of the transport system and the performance of the Regional Transport Plan, the **subsidiary** measures should also be monitored annually where possible and practicable taking into account resourcing demands on local authorities, or at least after three years to assess whether the Regional Transport Plan is delivering its outcomes, providing value for money and whether there are any unintended consequences.

The results of comprehensive evaluation after three years will feed into the subsequent Regional Transport Plan, and the subsequent NTDP.

This Monitoring and Evaluation Plan has been established very early in the Regional Transport Plan lifecycle but will be reviewed annually to ensure it remains relevant and accounts for any changes.

### 3.5 Scheme delivery

Whilst the Regional Transport Plan sets out policies for transport in the North Wales region, more specific information about how those policies will be delivered by local authorities can be found in its Regional Transport Delivery Plan. That takes the form of a list of schemes which have been appraised and prioritised in terms of impact on delivering against the national and regional objectives, alongside wider deliverability criteria. Those represent the schemes that local transport authorities in North Wales, and where relevant the Welsh Government and other funding authorities, intend to invest in to deliver the North Wales Regional Transport Plan.

Quarterly North Wales CJC meetings will take place where progress updates will be provided by local authority transport officers on the progress of the implementation of the Regional Transport Delivery Plan (post adoption), in connection with the overall performance of the Regional Transport Plan in contributing to the measures identified in this Monitoring and Evaluation Plan.

# APPENDICES



## A.1 North Wales Monitoring and Evaluation Tool

<Excel File>



## A.2 Long-list of North Wales Regional Transport Plan policies

Policy Theme	Ref.	Regional Transport Plan Policy
Land use Planning	LU1	The Corporate Joint Committee supports the principal of Transit-Orientated Development for new developments in North Wales.
	LU2	The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.
	LU3	Sustainable transport connections to key areas for future growth and economic activity will be introduced.
	LU4	Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.
	LU5	Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas.
	LU6	The Corporate Joint Committee supports reducing the parking standards for new developments (as required by the Welsh Government), particularly in urban areas where we will be actively improving sustainable transport alternatives.
Digital Connectivity	DC1	Opportunities should be sought to work with communities and businesses to promote and facilitate remote working hubs.
	DC2	Digital literacy training and education should be widely available to assist North Wales residents to get online and find the information they need to make sustainable travel choices.
	DC3	A partnership approach will be taken to rolling out digital and real time information about public transport services, prioritising digital displays at key transport interchanges, and working towards real time information at bus stops across North Wales.
Walking, Wheeling and Cycling	AT1	The quality and extent of infrastructure that is provided for walking, cycling and wheeling in North Wales will continue to be improved in line with the Active Travel Network Map. These could be new or upgraded existing facilities and may include the re-allocation of road space to prioritise sustainable modes.
	AT2	In non-rural areas, priority will be given to upgrading active travel infrastructure where there is greatest potential for maximising use of the network.
	AT3	Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.
	AT4	In rural areas, active travel infrastructure improvement will focus on the community benefit of schemes; improving safety and routes that connect smaller communities with larger settlements and services.





Policy Theme	Ref.	Regional Transport Plan Policy	
	AT5	Where there is an active travel benefit, routes forming part of the Rights of Way network will be improved to a standard suitable for everyday active travel journeys.	
	AT6	The introduction of Quiet Lanes in North Wales in line with national guidance will be investigated.	
	AT7	The Corporate Joint Committee will work with partners to investigate the establishment of a North Wales Active Travel Unit	
	AT8	The Corporate Joint Committee support multi-year funding agreements for active travel infrastructure that would facilitate the development and delivery of a multi-year programme of improvements.	
	AT9	The Corporate Joint Committee support changes to active travel funding criteria that would place more emphasis on schemes in rural areas and in residential areas.	
	AT10	The Corporate Joint Committee will investigate funding streams additional to the Active Travel Fund that support the delivery of active travel infrastructure improvements in rural area.	
	AT11	The Corporate Joint Committee will work with partners to develop templates and tool kits to support local communities to develop and implement their own projects where government plays a facilitating and supporting rather than doing or delivering role.	
	AT12	The Corporate Joint Committee will work with partners including the community and voluntary sectors to support community cycle and e-cycle hire schemes that support access to employment or education.	
	AT13	The Corporate Joint Committee will work with partners including the commercial sector to introduce a public cycle and e-cycle hire scheme at large transport interchanges or other suitable locations, and at locations where such a scheme supports the visitor economy.	
	AT14	The Corporate Joint Committee will work with partners to develop methods to increase e-cycle ownership, including loan and grant schemes.	
	Surface Access to Aviation	AV1	The Corporate Joint Committee will support enhancements to surface access to domestic and international airports, focusing on improving public transport services
	Bus, Coach and Community Transport	PT1	The Corporate Joint Committee and partners will work with TfW and Welsh Government to support the roll-out of bus franchising in North Wales, which should include multi-year funding that would provide certainty for the travelling public, authorities, and operators.
		PT2	All new buses introduced in North Wales should be Zero Emission. Where new buses are a long-term improvement, opportunity should be sought to re-power the existing fleet.
		PT3	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by exploring the introduction of a hydrogen bus fleet.



Policy Theme	Ref.	Regional Transport Plan Policy
	PT4	The Bus Service Transformation Network will be rolled out in North Wales. This will include a core network of services between and within major settlements and employment sites with a frequency of two to four buses an hour extending into the evenings.
	PT5	Future bus services in North Wales will: <ul style="list-style-type: none"> <li>• have a high frequency and long operating hours</li> <li>• have consistent/regular departure times</li> <li>• have Sunday timetables as close as possible to weekday frequency to support commuting, leisure and visitor economy demand</li> <li>• be coordinated to provide a well-spaced timetable</li> <li>• minimise journey times between the origins and destinations with the most demand</li> <li>• take direct routes that remain the same throughout the day</li> <li>• be routed via transport interchanges and railway stations</li> <li>• be integrated with local bus services and dynamic demand responsive transport</li> <li>• be comfortable for long journeys</li> </ul>
	PT6	A partnership approach involving local highway authorities, NMWTRA and TfW will be taken to identifying and implementing bus priority measures that support the roll out of the bus transformation network in North Wales. This may include the re-allocation of road space.
	PT7	All bus stop waiting facilities will be well maintained as far as this can be achieved through local authority revenue budgets
	PT8	Key bus stops, such as those in village centres, those with high usage, and those where interchange between modes or services is common, will be prioritised for enhancement to include: <ul style="list-style-type: none"> <li>• Dropped kerbs to access the stop</li> <li>• Raised kerbs to aid boarding</li> <li>• Lighting, or nearby street lighting</li> <li>• Shelters</li> <li>• Seating</li> <li>• Real time information and onward connection information</li> <li>• Cycle storage</li> </ul>
	PT9	The Corporate Joint Committee supports Welsh Government’s Vision of ‘One Network, One Timetable, One Ticket’ for a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.



Policy Theme	Ref.	Regional Transport Plan Policy
	PT10	<p>The Corporate Joint Committee will work with partners including local authorities and operators to make bus travel more accessible for people with restricted mobility or disabilities. Improvements should draw from best practice across the world but should include:</p> <ul style="list-style-type: none"> <li>• Dropped kerbs to access the stop</li> <li>• Raised kerbs to aid boarding</li> <li>• Shelters and Seating at stops</li> <li>• On-board Audio-Visual announcements</li> </ul> <p>Information in accessible formats</p>
	PT11	<p>Successful pilot Fflecsi services should be made permanent, and additional Fflecsi services should be designed with local community involvement and rolled out in other areas in line with bus transformation network proposals.</p>
	PT12	<p>The Corporate Joint Committee, local authorities and TfW will collaborate with communities, particularly in rural areas, to help fund and deliver community transport services that meet otherwise unmet needs.</p>
	PT13	<p>We will work with taxi and private hire vehicle providers to promote safety for passengers and drivers and help increase the availability of low emissions or non-motorised vehicles.</p>
	PT14	<p>Where funding is available, opportunities will be taken to progress longer distance coach travel, both to connect North Wales and South Wales, and also east-west to connect with economic centres in England.</p>
	PT15	<p>The Corporate Joint Committee is supportive of community groups who aim to enhance the rail travel experience for existing and new passengers.</p>
Integration between modes	IN1	<p>The Corporate Joint Committee supports the development and roll-out of Mobility Hubs and Gateway Stations to make it easier to change between sustainable transport modes on a journey.</p>
	IN2	<p>Placemaking and wayfinding at stations and key bus stops will be improved. This should consider onward links to key attractors and be undertaken in consultation with local and community organisations, including groups representing communities with protected characteristics.</p>
	IN3	<p>Active Travel Infrastructure improvements identified on Station Network Plans will be delivered, and Station Network Plans will be developed for those stations that do not currently have one.</p>
	IN4	<p>The Corporate Joint Committee will support the roll-out of integrated ticketing across transport modes that provides best value for passengers.</p>
	IN5	<p>Any new park and ride schemes should first seek to encourage the whole journey to be undertaken by sustainable means, should be sited to reduce private vehicle mileage, and to be located at a place that can be served by public transport services with minimal impact.</p>
	IN6	<p>Consideration for strategic park and share sites should be included in the Strategic Development Plan.</p>



Policy Theme	Ref.	Regional Transport Plan Policy
Enabling Change to Travel Behaviour	CB1	Further enhancements to public transport services and active travel routes that provide access to large employment sites will be identified and progressed where funding is available. Enhancements should consider shift work patterns, seasonal working patterns, and where the biggest impact can be delivered.
	CB2	A partnership approach will be taken to identify and progress schemes and initiatives that encourage sustainable travel to work at employment sites close to the border such as Deeside Industrial Park, Wrexham Industrial Estate, Airbus Broughton, Chester Business Park, and Wrexham and Chester city centres.
	CB3	The Corporate Joint Committee will work with neighbouring Local and Combined Authorities including Cheshire West and Chester and the Liverpool City Region to ensure a complementary approach to Transport Planning, particularly in the Mersey-Dee Sub-Region. This should consider both commuting trips and freight movement.
	CB4	Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone.
	CB5	Where possible, opportunities will be sought to use Investment Zone funding for sustainable transport schemes that improve access to employment and support the delivery and success of the Investment Zone.
	CB6	A partnership approach will be taken to identify and progress schemes and smarter choices initiatives that facilitate a more sustainable commute to employment sites in Gwynedd and Ynys Mon.
	CB7	The creation of Strategic Transport Partnerships will be investigated at large employment localities.
	CB8	Priority will be given to funding schemes and services that improve sustainable access to crucial and life-enhancing services such as education, health care, town centres, and community facilities. Once in place, any infrastructure that supports access to these services should be prioritised for maintenance when necessary.
	CB9	The introduction of a Total Services Contract in one local authority area in North Wales will be investigated, with a view to wider roll-out across the region should it be successful.
	CB10	Further enhancements to public transport services and active travel routes that provide access to education establishments will be identified and progressed where funding is available. This includes: Higher Education sites (universities in Bangor and Wrexham, but also those in Northwest England); Further Education sites (including Grwp Llandrillo Menai and Coleg Cambria); Secondary Schools; and Primary Schools.
	CB11	Local authorities should expand their work with schools and parents to encourage and support sustainable travel for children, parents and staff.



Policy Theme	Ref.	Regional Transport Plan Policy
	CB12	Local authorities will continue to use local datasets and policies such as Learner Travel Measure to prioritise routes to school for safety enhancements.
	CB13	<p>Opportunities will be sought to deliver the socially necessary transport improvements that prevent rural isolation. This should prioritise better connecting rural communities to:</p> <ul style="list-style-type: none"> <li>• Neighbouring communities</li> <li>• Nearby towns</li> <li>• Nearby community facilities and key services such as health, shops, and education</li> </ul> <p>Transport interchanges for further travel</p>
	CB14	Marketing and Communications campaigns will be developed that are meaningful and focus on raising awareness of the benefits of sustainable travel. Campaigns will use innovative techniques to target the right audience, particularly those groups that can be harder to reach. A regional approach should be taken to this where appropriate.
	CB15	The Corporate Joint Committee will work with partners and stakeholders in the tourist sector to investigate methods for encouraging visitors to North Wales to travel sustainably whilst also enhancing the visitor experience and boosting the visitor economy.
	CB16	Opportunities will be sought to support the visitor economy through management of coach and motorhome parking close to attractors in North Wales. This should consider charging opportunities for zero emission vehicles.
	CB17	Opportunities will be sought to make Sherpa'r Wyddfa bus services permanent, with long term funding; and investigating how services can be integrated further with the wider bus and railway networks.
	CB18	Through partnership working, further improvements will be introduced to encourage visitors to Eryri to travel by means other than the car. These will include enhancement of alternatives, management of facilities, and improved information and education. These could be funded by innovative sources of funding.
	CB19	The Strategic Development Plan will consider land requirements for interchange facilities at gateway sites to Eryri National Park.
	CB20	Innovative solutions to providing access to attractions in rural areas will be identified. This should consider, but not be limited to, seasonal bus services, e-bike and other micro-mobility hire, alongside information campaigns.
	CB21	Investigation will be undertaken into the benefits of seasonal and tourist bus services in North Wales to support the visitor economy and promote integration with wider rail and bus networks. This should consider not just the journey to the resort, but onward travel to attractions.



Policy Theme	Ref.	Regional Transport Plan Policy
	CB22	The Corporate Joint Committee will work with partners and stakeholders in the tourist industry on the coast to identify measures that will support a shift to sustainable modes to access popular attractions whilst continuing to ensure that North Wales remains a destination of choice for holidays and daytrips.
	CB23	A partnership approach will be taken to develop a plan for further improvement to rail services in North Wales that better supports the visitor economy.
Ports and Freight	PF1	The Corporate Joint Committee will work with partners to support the growth of our ports and nearby development sites in North Wales, recognising their role as a catalyst for co-location of manufacturing, energy, leisure distribution and tourism. In particular we will prioritise sustainable transport connections to the Anglesey Freeport and ports at Holyhead and Mostyn and support their plans for decarbonisation.
	PF2	The Corporate Joint Committee will work with partners to identify vehicle access improvements at Holyhead Port. This should improve access to the port for all vehicles, including freight, but also improve sustainable access to both the port and rail station.
	PF3	The Corporate Joint Committee will work with partners to enhance facilities for HGV drivers, particularly on the approach to Holyhead port.
	PF4	The Corporate Joint Committee will work with partners to seek opportunities to complement the development of hydrogen hubs in North Wales by supporting a shift to hydrogen fuels for freight operators in the region.
	PF5	The Corporate Joint Committee will work with partners to identify opportunities for the electrification of vehicles for local deliveries.
	PF6	The Corporate Joint Committee will work with partners to identify solutions to the local impacts of HGV movements. This includes the development of a network of freight consolidation centre should it be demonstrated that one serving North Wales is economically viable.
	PF7	The Strategic Development Plan should consider land requirements for a network of freight consolidation centres.
	PF8	The Corporate Joint Committee will work with partners and the distribution sector to identify innovative solutions to reducing the environmental impact of local deliveries.
	PF9	The Corporate Joint Committee will work with partners in the rail industry to support a shift to rail for freight movement, including rail based light logistics.
Roads, Streets and Parking	RS1	The Corporate Joint Committee will work with partners to secure adequate funding for surfacing and structure maintenance that ensures the ongoing operation and resilience of existing highway assets.
	RS2	The Corporate Joint Committee will work with partners to secure funding to adapt the existing road infrastructure to better cope with climate change and enhancing biodiversity.



Policy Theme	Ref.	Regional Transport Plan Policy
	RS3	The Corporate Joint Committee is supportive of Welsh Government’s Vision Zero approach to road safety and will work with partners to secure adequate funding for road safety measures across North Wales.
	RS4	The approach to road safety will include delivery of highway improvement schemes that increase safety or perceptions of safety for all road users, and continuing programmes of education aimed at encouraging safer use of the highway and transport networks.
	RS5	The role of parking charges and controls will be considered in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.
	RS6	The Corporate Joint Committee will work with partners to explore options for the reallocation of existing road and car parking space in our key towns to enhance the local environment, create more attractive spaces for people to dwell, and make it easier for people to walk and cycle.
	RS7	The Corporate Joint Committee will support the transition to electric vehicles in North Wales by ensuring that fair and equitable charging infrastructure is available in urban areas and help facilitate private or community-led installation in rural areas.
	RS8	Where possible, opportunities will be sought to unify EV charger providers – or the apps and memberships required - across North Wales to make EV charging more convenient.
	RS9	The Corporate Joint Committee will work with partners to develop a comprehensive communications campaign to encourage EV uptake, learning from best practice.
	RS10	The Corporate Joint Committee and partners will work with the Distribution Network Operator to seek opportunities to enhance grid capacity in locations where there is a barrier to EV charger roll-out. This should also be a key consideration of the Strategic Development Plan when identifying new developments.
	RS11	The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake.
	RS12	Opportunities will be sought to increase the number of car clubs in North Wales through joint working with car club providers, including community car club providers in urban and rural areas, and at stations, in workplaces and at mobility hubs.
	RS13	The travel planning process should be used to encourage care share for commuting.