Recommended objective-based transport policy measures and indicators

	necommena	I	transport policy measures and indicators Leng-list of Measures							Contribution to RTP SMART Objectives			Contribution to Wales Transport Strategy Priorities			Contribution to Water Transport Strates Well, below to bit			mbitions
Code	North Water RTP PolicyTherners				Measure category	Satus	Contribution of measures to RTP	Contribution to IWEA	Improve digital connectivity	Improve accessibility	Enable decarbonisation othrough	Enable Sustainable	Bring services to people in order to	Allow people and goods to move easily from door to door by	Encourage people to make the change to	Good for people and	Good for the	Good for culture and	Good for the
	- wy i nemes	Measure	Description	Indicator			Policies	Ospectives	and local services	and transport choice	tramitionto a zero-emission fieet	Economic Growth	reduce the need to travel	accessible, sustainable transport	more sustainable transport	communities	environment	the Weish Language	economy and places in Wales
			Counts the number of TOO projects granted planning permission, based on a proposal involving a station				_ 												
LUP-1		Transit-Oriented Development (TOD) initiatives	permission, cased on a proposal viscoling a station regimentation scheme or development in connection with a station or transport bub. This indicator supports the creation of compact, transit-accessible, pedestrian-friendly areas, enhancing public transport use and reducing car dissorriers.	Number of TOD projects granted planning permission	Subsidiary	New/WSA-based	LUS	1, 2, 3, 5, 0, 9, 10, 12	Partially	Strongly		Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
			Tracks the percentage of new developments that																
LUP-2		Density of mixed-use developments	incorporate both residential and commercial or employment spaces. Mosed-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/WSA-based	LU2, LU3, LU4, LU5	1, 2, 3, 8, 9, 10, 12	Strongly	Strongly		Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
			and reducing vehicle dependency. Assesses the accessibility of transit options for the	Percentage of people within a 5-minute walk of an															
LUP-G		Proximity to public transport	Assesses the accessibility of transit options for the population by 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 active transport.	hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	Key	WTSMF-based	AT1, AT7, AT9, LU2, LU3, LU5	1,2,3,6,9,10,12	Partially	Strongly		Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
LUP-4					Subsidiary	New/ WSA-based	ATL LUZ LUA ATG	2.3.0					Partially				Partially		Partially
LUP-4		Access to great spaces	Masures the percentage of the population that was 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.	open / green space	Subsidiary	New INSA-DESIG	A11, 102, 106, A16	2,3,1	satingly	strongly			Partialy	satisfy	Panasy	strongly	Partialy		Partaly
LUP-5		Travel time to education, health, and leisure services	Evaluates the accessibility of keyfacilities from people's hornes. This measure reflects how easily residents can access necessary sentices within a reasonable timetame, which supports equitable access to sital community.	Average travel time to education, health and leisure services by each mode	Subsidiary	WTSMF-based	PTS, PTG, CBB, LUS	1, 2, 3, 8, 12	Strongly	Partially		Partially	Strongly	Strongly	Partially	Strongly	Partially	Strongly	Strongly
-			resources and enhances quality of life.	Percentage of people satisfied with their ability to															
LLP-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.	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	Subsidiary	WTSMF-based	AT1,LUD	1, 2, 3, 8, 12		Strongly		Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
00-1		WI-Fi coverage in transit hubs	Tracks the percentage of transithulus with public Wi-Fi access. Wi-Fi access encourages the use of digital services and supports connected journeys, particularly for travellers	Percentage of railway stations and bus stations with free Wi-Fior number of Wi-Fi-enabled hubs	Subsidiary	New/ IMSA-based	DC2, DC3, IN1	1, 2, 3, 8, 9, 10, 12		Partially		Partially	Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
			requiring information enrouts. Measures the necronists of him stations: him stone and																
00-2		Real-time information availability	train stances that provide real-time service updates. Heal- time information helps reduce waiting times, enhances user experience, and increases the reliability of public transport.	time updates through displays (seal-time service updates and specifically not schedule only displays)	Subsidiary	New/ IMBA-based	DCS	1, 2, 3, 8, 9, 10, 12		Partially		Partially	Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
00-0		Adoption of digital services	Tracks the number of visits to Traveline Cymru and Transport for Wales app and journey planner website. High levels of usage indicate successful promotion of digital tools, which improves accessibility and ease of planning	Number of visits to Traveline Cymnu and Transport for Wales app and journey planner website	Subsidiary	New/ WSA-based	DC2, C864	1, 2, 3, 8, 9, 10, 12		Strongly		Partially	Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
-			tools, which improves accessibility and ease of planning lourneys. Measures the percentage of rural population with full fibre	norwasia app. and journey puriner wedshis															
DC-4		Digital access in rural areas	tools, which improves accessibility and ease of planning lourneys. Measures the percentage of rural population with full fibre floodbroadband cowings. This indicator highlights digital inclusion, ensuring that ruralnesidents have equal access to transport information.	Percentage of residents with access to full fibre fixed broadband	Subsidiary	New/WSA-based	DC1, DC2, DC3, CB14	1, 2, 3, 8, 12	Partially	Partially			Partially	Partially	Strongly	Strongly	Partially	Partially	Strongly
DC-5		Remote working	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 regular basis	Key	WTSMF-based	DCI	8, 12	Strongly	Partially		Partially	Strongly			Strongly	Partially		Portially
WC-1			Measures the length of walking and cycling networks deliwered within the region, encouraging active travel and		Subsidiary	New/ WSA-based	AT2, AT5, LU4, LU2, CB1,	1.2.2.6.9.10.12					Partialir				Partially		
WC-1		Walking and cycling network Assilability of cycle parking facilities	delivered within the region, encouraging active travel and enhancing safety. Tracks the percentage of train stations and bus stations with bike and micro-mobility stands.		Subsidiary	New/WSA-based	CB4, CB6, CB10, CB12, CB13, CB20 AT1, AT12, AT13	1, 2, 3, 8, 9, 10, 12	Partially Partially	Strongly Strongly		Partially Partially	Partially Partially	Strongly	Partially Strongly	Strongly	Partially	Partially Partially	Strongly
WC-3		Station accessibility	Assesses the accessibility of each rail station, including newly built stations, to ensure they are step-free.	Percentage of railway station has step-free access to all platforms/the platform	Subsidiary	WTSMF-based	AT1, AT3, AT6, AT11, IN2, CB13, CB14	1, 2, 3, 8, 12		Strongly		Partially	Partially	Strongly	Partially	Partially	Partially		Strongly
WC-4	Walking, wheeling and cycling	Road accidents for active travel users	Tracks the reduction in accidents involving pedestrians and cyclists. Safetyimproxements encourage more people to walk or cycle by providing safer pathways and reducing	Number of pedestrians and cyclist accidents reduced annuallytaking into account overall numbers of pedestrians and cyclists	Subsidiary	New/ IMSA-based	AT1, AT4, LU4, LU2, CB1, CB12, CB13, CB14	1, 2, 3, 6, 9, 10, 12		Strongly		Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
WC-5		Weekly active travel participant	accident risk. Tracks the percentage of people who walk for 15-minutes or more, or cycle at least once a week as a means of transport.		Key	WTSMF-based	AT1, AT2, AT4, AT5, AT12, AT12, AT14, LU4, LU2, CB1, CB10, CB12	1, 2, 3, 8, 9, 10, 12		Strongly		Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
			Monitors the year-on-year increase in users on walking and				AT1, AT2, AT4, AT5, AT6,												
WC-6		Increase in active travel users	cycling paths. Growth in user numbers suggests increased acceptance and demand for active transport infrastructure.	walking/cycling paths	Subsidiary	New/ IMSA-based	LU4, LU2, CB1, CB10, CB13	1, 2, 3, 8, 9, 10, 12		Strongly		Partially	Partially	Strongly	Partially	Strongly	Partially	Partially	Strongly
SAA-1	Surface access to	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	Percentage of airport travellers using public transit for access	Subsidiary	New/ NVSA-based	LU2, LU3, LU5, AV1, PT5, CB15, CB16, N1, IN4	1, 2, 8, 9, 12		Strongly		Partially		Strongly	Partially	Strongly	Partially		Strongly
			airport access.				I T												
BC-1		On-time performance	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.	Percentage of bus services on time	Key	WTSMF-based	PT1, PT4, PT6, CB1, CB2, CB6, CB10, CB13	1, 2, 3, 8, 9, 10, 12		Strongly		Strongly		Strongly	Partially	Strongly	Partially	Partially	Strongly
80-2		Sus journeytime index compared to private vehicle	Measures the average time taken to travel via public transportation compared to private transportation on the main roads.	Proportion of time taken by buses and coaches compared to cars (over a time period to be defined)	Subsidiary	New/ IMBA-based	PT1, PT5, PT6, CB1, CB2, CB6, CB6, CB10, CB13	1, 2, 3, 8, 9, 10, 12		Partially				Strongly	Strongly	Strongly	Partially	Partially	Strongly
BC-3		Cost per kilometre (Public transport)	Measures average cost per klometre travelled on all public transport modes with breakdowns likely be available by some another bear facilities, including one sendor and	Average annual change in cost per kilometre travelled by public transport, compared to the	Subsidiary	Amended from WTS MF-based	PT1, PT9, CB1, CB6, CB6, CB6, CB10, CB13, CB13, CB21,	1, 2, 3, 8, 9, 10, 12		Strongly		Strongly		Strongly	Strongly	Strongly	Partially	Partially	Strongly
		inauguri)	some protected characteristics, including age, gender and some socioeconomic factor. Measures the percentage of people who feel they can't	annual rate of inflation		NP-SHEE	CB22, IN4												
BC-4		Affordability of public transport	Measures the percentage of people who feel they can't affect to travelly public transport, breakdowns byprotected characteristics, including age, gender and some socio-economic factors.	Percentage of people who feel they can't afford to travel by public transport	Subsidiary	WTSMF-based	CB2, CB5, CB6, CB7, CB6, CB14, IN4	1, 2, 3, 8, 12		Strongly		Strongly	Partially	Strongly	Strongly	Strongly	Partially	Partially	Partially
80-6		Ridenhip growth rate	Tracks the annual percentage increase in bus and coach riderable, increased riderably suggests that more people are choosing buses and coaches over private vehicles, supporting sustainable travel.	Annual percentage increase in bus and coach riderahip	Subsidiary	New/ IMBA-based	PT1, PT4, PT5, PT8, PT9, PT10, CB1, CB2, CB5, CB6, CB10, CB10, CB17	1, 2, 3, 8, 9, 10, 12		Strongly		Strongly		Strongly	Strongly	Strongly	Partially	Partially	Strongly
80-6		First composition	Measures the percentage of the bus and coach filest that meets low-emission or zero-emission standards by engine	Percentage of low emission fleet within the network	Key	New/ WSA-based	PT2, PT3, PT13, CB16	8,9,10,12		Partially	Strongly	Partially		Partially		Partially	Partially		Portially
-		(Share of but by engine type)	type, e.g. EVI hydrogen/diesel/ gas, etc. This indicator reflects progress infransitioning to cleaner public transport.	by engine type	Key		P12, P12, P122, Ca120	10, 20, 20, 22		rasay	210004	Facualy		Passay		Parising	Facus		Farany
80-7		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 Fflecal services	Subsidiary	New/ WSA-based	PT12	1, 2, 3, 12		Strongly		Strongly		Partially		Partially		Partially	Strongly
80-8		Monthly riderable for DRT	Counts the number of trips served by community transport services per moeth. Higher usage rates suggest effective access to essential services for those in rural areas and	Number of community transport trips provided by Pflecal services per year	Subsidiary	New/ WSA-based	PT11, PT12, PT13, CB1, CB2, CB4, CB5, CB6, CB6, CB10, CB13, CB14, CB20	1, 2, 3, 8, 12		Strongly		Strongly		Strongly	Strongly	Partially	Partially	Partially	Strongly
			those without access to a car, such as young, elderly or disabled residents. Measures the reconstrate of the DGT and trail vehicles that	Princip detection pair year			C820												
80-9		Firet composition (Share of DRT by engine type)	Measures the percentage of the DRT and task vehicles that meet low-emission or zero-emission standards syvengine type, e.g. DW hydrogen-idesself gas, etc. This indicator reflects progress intransitioning to cleaner public transport.	Percentage of DFT and tax/vehicles with low emission vehicles by engine type	Subsidiary	New/ IMSA-based	RS10, RS11, PT12, CB16	8, 9, 10, 12		Partially	Strongly			Strongly		Partially	Partially		Portially
H-1			Counts the percentage of railway stations served by two or more bus services. A higher percentage reflects improved	Percentage of railway stations served by two or more bus services [direct access or indirect access			Ī												
		Multimodal hub development	connectivity between public transport modes.	by a bus stop designated for the station)		New/WSA-based	IN1, IN2, DC3	1, 2, 3, 8, 12		Strongly		Strongly	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Strongly
PH-2	Internation behaves	Journeys to a rail station by walking, cycling, or bus		Percentage of people who walk or cycle at least once a week as a means of transport	Key	WTSMF-based	AT1, AT2, AT6, AT5, AT12, AT13, LU6, LU2, IN2, IN6 AT3, AT6, AT11, AT12, AT13, PT5, PT6, PT7, PT6.	1, 2, 3, 8, 9, 10, 12		Strongly		Partially	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
PH-3	modes	Customer satisfaction with their journey	Identifies the percentage of people who are satisfied with their bus journey inconnection with a number of aspects of their journey (e.g. information availability, safety, punctuality, reliability and ticketing).	Percentage of people satisfied with their bus journey	Subsidiary	WTSMF-based	AT13, PT5, PT6, PT7, PT8, PT9, PT10, NV2, IN2, IN4, CB1, CB5, CB7, CB6, CB10, CB12, CB13,	1, 2, 3, 8, 12		Strongly		Strongly	Strongly	Strongly	Strongly	Partially	Partially	Partially	Strongly
			Identifies the percentage of people who feel safe using				CB14 CB18 DC3 AT4 AT11 PT7 PT8												
PH-6		Customer satisfaction with safety when traveiling	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	WTSMF-based	PT10, IN2, CB12, CB13, CB14	1, 2, 3, 8, 12		Strongly		Strongly	Strongly	Strongly	Strongly	Strongly	Partially	Partially	Strongly
			Measures the increase in the percentage of trips made using sustainable transport modes (public transit, walking,	Percentage of journeys by walking, cycling and			AT1, AT2, AT5, AT12, AT13, AT14, LU2, LU3,												
EBC-1		made smare for public transport	cycling). A shift towards these modes supports environmental goals and reduces car dependency.	public transport	Key	wiSMF-based	LUS, PTS, PTB, PT9, CB7, CB17, CB19, CB21	1, 2, 3, 8, 12		Strongly		strongly	Partially	sacegly	ratially	Strongly	Partially	Partially	vartally
EBC-2		Trips to visitor attractions by public transport	Tracks the increase injourneys to visitor attractions s (arts, culture and sporting events, historic sites and menuments, national parks and landscapes and coastal areas (by walking, cycling and public transport (including organised	Percentage of trips to visitor attractions by sustainable modes of transport	Key	WTSMF-based	AT12, PT5, PT8, PT9, PT15, CB15, CB17, CB18, CB19, CB20, CB21, CB22, CB22	1, 2, 3, 8, 12		Strongly		Strongly	Partially	Strongly	Strongly	Partially	Partially	Strongly	Strongly
\vdash			coach toursi. The percentage increase for trips commuting or work- related travel by sustainable modes. Indicates how effective	Percentage of trips to the workplace by sustainable			C802, C803												
EBC-0	Enabling change to travel behaviour	Travel to work	the employer and modal shift policies are in encouraging a reduction in the method 'thining a car or van' to travel to the workplace.	ren.entage or trips to the workplace by sustainable modes of transport	Subsidiary	New/ IMSA-based	INS, INE, RSS, RSE, RS12, RS13	1, 0, 9, 12		Partially		Partially		Strongly	Partially	Strongly	Partially		Strongly
EBC-4		Electric Vehicle charging	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 whicles that are ultra-	Number of publicly available electric vehicle	Key	New/ WSA-based	LUZ, RS7, RS8, RS9, RS10, RS11, CB16	8,9,10,12		Partially	Strongly		Partially	Partially		Partially	Partially		Partially
		wwm.and and supply		charging devices	/		H110, R511, CB16												
880-6		Sunes with audio-visual information	Tracks the percentage of buses used as public service whicles in Wales with audio visual information and/trains operated by TRW with a public address system and visual information screens.	Percentage of buses with audio visual information available within the network	Subsidiary	WTSMF-based	PTR, 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 transport independently	Information screens. I Identifies the percentage of people who are satisfied with their ability to access public transport independently.	Percentage of people who are satisfied with their ability to access public transport independently	Subsidiary	WTSMF-based	PT7, PTB, PT10, CB14	1, 2, 3, 8, 12		Strongly		Strongly	Strongly	Strongly	Strongly	Partially	Partially	Partially	Strongly
PF-1		Land-based freight moved by rai	Tracks the proportion of road and rail freight moved by rail, seducing the environmental impact of freight transport.	Percentage of freight moved by rail	Subsidiary	WTSMF-based	PF9, CB1	8,9,10,12			Partially		Partially	Partially	Partially	Partially	Partially		Strongly
PF-2		First composition (Share of treight vehicles by	Measures the percentage of low-emission vehicles in the	Percentage of freight vehicles (HGVs, LGVs) that	Key	New/WSA-based	994, CES	8, 9, 10, 12			Strongly			Partially	ranay	Partially	Partially		Strongly
\equiv		ensine type)	theight fleet, supporting emissions reduction in logistics. Share of total kilometres by sustainable road vehicles type	are electric or meet low-emission standards Share of total kilometres by vehicle type buses and			I T				-								
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. Measures average distance travelled per person by mode	coaches, pedal cycles	Key	WTSMF-based	AT1, AT2, PT1, PT6 LU2, AT2, AT12, AT13,	8, 9, 10, 12		Strongly		Partially	•	Partially	Strongly	Partially	Partially		Partially
RSP-2 RSP-3		Distance travelled per person Road condition and maintenance	(salking, cycling, bus, rail, tasi private hire vehicle, car normaniar and rar detair) Measures the soads in good condition, supporting safe,	Percentage of the average annual distance travelled (kilometres) per person by car or van, either as a rivieur or nanuament Percentage of roads rated in good condition based	Key Subsidiary	WTSMF-based WTSMF-based	AT14, PT4, PT5, CB1, CB5, CB7, LU4, AT2, AT12, AT13,	8, 9, 10, 12 3, 5, 8, 12		Strongly		Strongly	Partially Partially	Strongly	Strongly Strongly	Strongly	Partially Partially	Partially	Strongly
RSP-4	Roads, streets, and parking	acore Congestion level on major routes	seliable travel and reducine maintenance costs. Tracks average delay times on the strategic road network, indicating road capacity and traffic management.	on resular assessments Average delays indicating signs of congestion on the strategic road network in the AM and PM peaks		New/ IMSA-based	AT14, RS1 PT6, CB7, CB22, RS12	3,5,6,12		Strongly		Strongly	Strongly	Strongly	Partially	Strongly	Partially	Partially	Strongly
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	Key	WTSMF-based	AT1, RS3, RS4	3, 6, 12		Strongly		Partially	Partially	Strongly	Partially	Partially		Partially	Partially
RSP-6		Vehicles that are ultra-lower zero emission	Measures the percentage of the vehicles that meet ultra-low or zero-emission standards by engine type, e.g. EW hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of ultra-low or zero-emission emission vehicles	Key	Amended from WTS MF-based	RS7, RS8, RS9, RS10, RS11, CB06	8,9,10,12			Strongly		Partially	Strongly	Partially	Partially	Partially		Partially
			transitioning to cleaner public transport. Tracks the Kilotomes of carbon double equivalent (KCo2e) emissions from the operation of whicks within Wales.				RS7, RS8, RS9, RS10,												
AD-1		Greenhouse gas emissions from the transport sector Level of air pollutants from the	Idomestic onto: Tracks the easerage concentrations of nitrogen oxides	Kilotomes of carbon dioxide equivalent (BCCQe) emissions from the transport sector per year Average concentrations of NCs and PM10	Key	WTSMF-based	RS11, CB13, CB14, CB16, PFB PT2, PT3, RS7, RS8, RS9,	3, 8, 9, 10, 12			Strongly			Partially		Strongly	Partially		Partially
AD-2		transport sector	traffic, rail and aviation.	attributable to road traffic, rail and aviation	Subsidiary	WTSMF-based	RS10, RS11, CB10	3, 6, 9, 10, 12		Partially	Strongly	Partially		Partially	· ·	Strongly	Partially		
AD-3 AD-4		People regularly bothered by noise caused by transport Transport infrastructure at risk o	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 high risk of flooding from rivers, the sea and surface water and small water courses.	Percentage of people regularly/bothered by noise from outside the home caused by transport Local made at less markets and high risk of flooring.	Subsidiary	WTSMF-based WTSMF-based	A16 PF2, PF3	3, 10 2, 3, 7, 8, 12		Partially	Partially	Partially	Partially	Partially	Partially Partially	Strongly	Partially Partially		Partially
~4		needing	Tracks Hectares of habital maintained or improved on the road and rail networks in Wales.		Jamestity		reards	4,4,7,4,12				Strongly	randij	e.comy		/ money	- accept		. accord
AD-5		Habitat improvement and maintenance	Biodiversity on the strategic road network is the suppossibility of the Walsh Government Biodiversity on the	Hectares of habitat maintained or improved on the road and rail networks	Subsidiary	WTSMF-based	RS2, PT15, C21, C22, C23	4,7			Partially			Partially		Strongly	Strongly		Partially
		di reenance	local road network is the responsibility of local authorities. Transport for Wales is responsible for biodiversity on the Core Valley Lines call network, while Network Paill's suppossible for biodiversity on the remainder of the call	room and call betworks			. ,,							-					,
AD-6		Designated historic assets on transport estate for	I samply that we want in explanation is a support of the Core Valley), these sail reheaves, which Network Rails is supportable for biodiversity another remainder of the rail sendows it White. Measures the Proceedings of Valley buildings and scheduled movements or, or within 5 males of the transport is state joud and rail entwerty in Wales that are in a stable or improving control.	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	Subsidiary	WTSMF-based	CB17, CB18, CB19, CB20	5,6		Partially	Particular	Strongelo	Partially	Strongly	Partially	Partiall*	Partially	Partially	Strongly
AD-7		Improvement Waste produced by the transpor		Decreptage of waste renduced by the transport	Subsidiary	WTSMF-based	P12, PF4	8,9,11		,	Partially		-	Partially		Partially			Partially
AU-7		sector that is reused or recycled	sector that is re-used or recycled. Identifies the percentage of Weish speakers using Weish	sector that is reused or recycled	January	m-ame-cased	PI3,PF4	8,9,12			varially			- arrany		ramany	Strongly		ratesay
AD-0		Weigh language services in the transport sector	language services in the transport sector broken down by transport modes (particularly public transport) and by some protected characteristics, including age, gender and some	Percentage of Welsh speakers using Welsh language services in the transport sector	Subsidiary	WTSMF-based	PTB, PT10, CB14, DC2, DC3	2, 3, 6	Partially	Strongly		Partially	Strongly	Strongly	Strongly	Strongly		Strongly	Strongly
ш			socio-economic factors.				Į.												