Recommended objective-based transport policy measures and indicators

Code	North Wales RTP Policy Themes	Long-list of Measures					Data Collection				Data Reporting			Regional Target		Baseline		Calculation				Measuring Progress					
		Measure	Description	Indicator	Measure category	Status	Dataset	Link to Data Set	Data Owner	Data Source	Monitoring Granularity	Frequency of monitoring	Monitoring Responsibility	Value	Rationale	Regional	National	Method	Formula	Unit of measurement	Polarity	2025	2026	2027	2028	2029	2030
LUP-1	Land use and planning	Transit-Oriented Development (TOD) initiatives	Counts the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub. This indicator supports the creation of compact, transit-accessible, pedestrian-friendly areas, enhancing public transport use and reducing car dependency.	Number of TOD projects granted planning permission	Subsidiary	New/ IWBA-based	Local authority planning applications and approvals involving a description of development related to TOD, station regeneration or development in connection with a station or transport hub	[Local planning authority data]	Local authorities	Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Count the number of TOD projects granted planning permission, based on a proposal involving a station regeneration scheme or development in connection with a station or transport hub	(Number of TOD projects approved/implemented in a y ear)	Number	Increasing						
LUP-2		Density of mixed-use developments	Tracks the percentage of new developments that incorporate both residential and commercial or employment spaces. Mixed-use developments reduce the need for long commutes, supporting walkable communities and reducing vehicle dependency.	Number or percentage of developments granted planning permission described as mixed-use	Subsidiary	New/ IWBA-based	Local authority planning applications and approvals involving a description of development as mixed use	[Local planning authority data]	Local authorities	Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Count the number of approved mixed use developments. Divide by the total number of other approvals to provide a percentage.	(Number of mixed-use developments/ total number of new developments)*100	%	Increasing						
LUP-3		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.	Percentage of people within a 5-minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	Key	WTS MF-based	Percentage of people within a 5-minute walk of an hourly bus service, a 10-minute walk of an hourly rail service and a 5-minute walk of an active travel route.	TfW Dashboard: S3 % people within walking distance of sustainable modes of transport	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CJC	Active travel: 68.6% Bus service: 48% Rail service: 6.2% (2030)	A 20% improvement over the 5 year period, meaning around half of the population would have easy access to public transport.	Active travel: 57.2% Bus service: 40% Rail service: 5.2% (2023)	Active travel: 46.8% Bus service: 47.3% Rail service: 7.5% (2023)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
LUP-4		Access to green spaces	Measures the percentage of the population that lives within a 10-minute walk of parks or other green spaces. Access to these areas encourages active transport modes, like walking and cycling, and enhances community well-being.	Percentage of residents within a 10-minute walk of open / green space	Subsidiary	New/ IWBA-based	ONS OA/LSOA/MSOA/LAD OS Greenspace	[Local planning authority data]	Local authorities	Office for National Statistics Ordnance Survey	Local authority level	Every three years	Local authorities	-	-	-	-	Use GIS to map out green spaces and identify the residential areas within a 10-minute walk. Determine the population in these areas using census or survey data, then calculate the percentage of the total population.	(Number of population within 10-minutes walk to green space/ total population)*100	%	Increasing						
LUP-5		Travel time to education, health, and leisure services	Evaluates the accessibility of key facilities from people's homes. This measure reflects how easily residents can access necessary services within a reasonable timeframe, which supports equitable access to vital community resources and enhances quality of life.	Average travel time to education, health and leisure services by each mode	Subsidiary	WTS MF-based	Average travel time to education, health and leisure services	TfW Dashboard: S1 Average travel time to education, health and leisure services	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		Minutes	Increasing						
LUP-6		Satisfied with service access	Measures the percentage of people satisfied with their ability to access services available within 15-to-20 minute walk to home.	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	Subsidiary	WTS MF-based	Percentage of people satisfied with their ability to access services available within a 15-to20-minute walk of home	TfW Dashboard: S2 Percentage of people satisfied with their ability to access services in their local area	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
DC-1	Digital connectivity	Wi-Fi coverage in transit hubs	Tracks the percentage of transit hubs with public Wi-Fi access. Wi-Fi access encourages the use of digital services and supports connected journeys, particularly for travellers requiring information enroute.	Percentage of railway stations and bus stations with free Wi-Fi or number of Wi-Fi-enabled hubs	Subsidiary	New/ IWBA-based	Railway stations and bus stations in each local authority area, and those with free Wi-Fi or Wi-Fi-enabled hubs	[Network Rail and Transport for Wales data]	Network Rail and Transport for Wales	Network Rail and Transport for Wales	Local authority level	Annually	Local authorities	-	-	-	-	Count the number of rail and bus stations that offer free Wi-Fi and divide by the total number of major transit hubs. Multiply by 100 for the percentage.	(Number of Wi-Fi enabled hubs/ total number of major transit hubs)*100	%	Increasing						
DC-2		Real-time information availability	Measures the percentage of bus stations, bus stops and train stations that provide real-time service updates. Real-time information helps reduce waiting times, enhances user experience, and increases the reliability of public transport.	Percentage of stations and stops providing real-time updates through displays (real-time service updates and specifically not schedule only displays)	Subsidiary	New/ IWBA-based	Railway stations and bus stations and bus stops in each local authority area, and those with real time information displays	[Network Rail and Transport for Wales data]	Network Rail and Transport for Wales	Network Rail and Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Identify the number of bus and rail stations and bus stops that offer real-time information services (e.g., through display boards) and divide by the total number of stations and stops. Multiply by 100 to obtain the percentage.	(Number of bus stations with real-time updates/ total number of bus stations)*100 (Number of train stations with real-time updates/ total number of train stations)*100 (Number of bus stops with real-time updates/ total number of bus stops)*100	%	Increasing						
DC-3		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 journeys.	Number of visits to Traveline Cymru and Transport for Wales app and journey planner website	Subsidiary	New/ IWBA-based	Usage statistics of Traveline Cymru and Transport for Wales app and journey planner website	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Use analytics data from Transport for Wales platforms and websites to track the number of visits . This metric can be reported directly, as it represents total counts rather than a percentage.	Total number of visits to Traveline Cymru and Transport for Wales app and journey planner website	Number	Increasing						
DC-4		Digital access in rural areas	Measures the percentage of rural population with full fibre fixed broadband coverage. This indicator highlights digital inclusion, ensuring that rural residents have equal access to transport information.	Percentage of residents with access to full fibre fixed broadband	Subsidiary	New/ IWBA-based	% Availability of broadband and mobile services, including the roll-out of fixed full-fibre and mobile 5G networks	Ofcom Connected Nations 2023: interactive report by LA	Ofcom	Ofcom	Local authority level	Every three years	Local authorities	-	-	-	-	Take the average percentage of full fibre fixed broadband coverage for the North Wales local authorities	Total full fibre fixed broadband coverage percentages for the North Wales local authorities/6 no. local authorities	%	Increasing						
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	WTS MF-based	Percentage of workforce working remotely on a regular basis	TfW Dashboard: M5 Percentage of workforce working remotely on a regular basis	Transport for Wales	Transport for Wales Monitoring Data	Local authority level	Annually	North Wales CJC	30% (2030)	30% by 2030 aligns with the RTP SMART objective and national target for remote working/	28.1% (2023)	33.9% (2022-23)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-1	Walking, wheeling and cycling	Walking and cycling network	Measures the length of walking and cycling networks delivered within the region, encouraging active travel and enhancing safety.	Total km of walking and cycle routes	Subsidiary	New/ IWBA-based	Active travel routes	https://datamap.gov.wales/	Welsh Government	Data Map Wales	Regional level	Annually	North Wales CJC	-	-	-	-	Calculate the total km of segregated cycle routes	Total km of segregated cycle routes in each local authority area in North Wales	Number	Increasing						
WC-2		Availability of cycle parking facilities	Tracks the percentage of train stations and bus stations with bike and micro-mobility stands	Percentage of train stations and bus stations with bike and micro-mobility stands	Subsidiary	New/ IWBA-based	Active Travel Monitoring Framework	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Annually	Local authorities	-	-	-	-	Identify the number of bus and rail stations that offer bike or micro-mobility stands. Multiply by 100 to obtain the percentage.	(Number of bus stations with bike or micro-mobility stands/ total number of bus stations)*100 (Number of train stations with bike or micro-mobility stands/ total number of train stations)*100	%	Increasing						
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	WTS MF-based	Percentage of Rail stations in Wales that are step-free	TfW Dashboard: S13 Percentage of railway stations that are step-free	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-4		Road accidents for active travel users	Tracks the reduction in accidents involving pedestrians and cyclists. Safety improvements encourage more people to walk or cycle by providing safer pathways and reducing accident risk.	Number of pedestrians and cyclist accidents reduced annually taking into account overall numbers of pedestrians and cyclists	Subsidiary	New/ IWBA-based	Road Safety Data - Casualties	Road Safety Data - Casualties	Department for Transport	Department for Transport	Local authority level	Every three years	Local authorities	-	-	-	-	Track the number of accidents involving pedestrians and cyclists each year and calculate the reduction compared to the previous year. Compare against weekly active travel participants (see WC-5).	(Accidents in Previous Year– Accidents in Current Year)	Number	Decreasing						
WC-5		Weekly active travel participants	Tracks the percentage of people who walk for 10-minutes or more, or cycle at least once a week as a means of transport.	Percentage of people who walk or cycle at least once a week as a means of transport	Key	WTS MF-based	Percentage of people who walk or cycle at least once a week as a means of transport	TfW Dashboard: S4 Percentage of people who walk or cycle at least once a week as a means of transport	Welsh Government	National Survey for Wales	Local authority level	Annually	North Wales CJC	70% (2030)	Around half of people in Wales walk at least once a week for active travel purposes and we'd like to see that increase up to 7 in 10 people doing so by 2030 in North Wales.	-	51.8% (2022-23)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
WC-6		Increase in active travel users	Monitors the year-on-year increase in users on walking and cycling paths. Growth in user numbers suggests increased acceptance and demand for active transport infrastructure.	Annual increase in the number of users on key walking/cycling paths	Subsidiary	New/ IWBA-based	Road traffic statistics - AADF Pedal Cycle; or Local authority NMU counts on key links	Road traffic statistics - AADF Pedal Cycle	Department for Transport Local authorities	Department for Transport Local authorities	Local authority level	Every three years	Local authorities	-	-	-	-	Measure the number of users on selected paths at the start and end of the year, then calculate the percentage increase.	(Number of users at end of the year - Number of users at the start of the year)/ Number of users at the start of the year	Ratio	Increasing						
SAA-1	Surface access to aviation	Public transport accessibility to airports	Measures the percentage of airport passengers using public transport to reach airports. Higher usage indicates successful integration of sustainable transport options for airport access.	Percentage of airport travellers using public transit for access	Subsidiary	New/ IWBA-based	Mode of transport to the airport	Airport operator data	Airport operators	Airport operators	Regional level	Every three years	North Wales CJC	-	-	-	-	Divide this by the total number of airport travellers, then multiply by 100 to get the percentage.	(Number of travellers using PT/ total number of airport travellers)* 100	%	Increasing						
BC-1	Bus, coach, and community transport	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	WTS MF-based	Percentage of bus services on time	TfW Dashboard: S9 Percentage of bus and rail services on time	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CJC	90% (2030)	Reliability of service is key to making public transport an attractive alternative to the car, and we'd like to see 9 out of 10 services arrive within a 5-minute window of their scheduled times by 2030.	-	71.4% (2022)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing						
BC-2		Bus journey time 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/ IWBA-based	INRIX	INRIX	Welsh Government	Welsh Government	Local authority level	Every three years	Local authorities	-	-	-	-	Calculate and compare the average journey times by calculating Average time to travel by public transport / Average time to travel by private transport.	Step 1: Average time to travel by bus/ Average time to travel by car (for a sample of journeys) Step 2: Mean average of ratios = (Sum of individual ratios/ Number of journey sample)	Ratio	Decreasing						
BC-3		Cost per kilometre (Public transport)	Measures average cost per kilometre travelled on all public transport modes with breakdowns likely be available by some protected characteristics, including age, gender and some socioeconomic factor.	Average annual change in cost per kilometre travelled by public transport, compared to the annual rate of inflation	Subsidiary	Amended from WTS MF-based	Average cost per kilometre travelled by public transport	TfW Dashboard: S17 Average cost per kilometre travelled by public transport	TAS Partnership Limited	National Fares Survey 2019 Wales National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure (annual change in rate)/annual rate of inflation		£	Decreasing						
BC-4		Affordability of public transport	Measures the percentage of people who feel they can't afford to travel by public transport, breakdowns by protected characteristics, including age, gender and some socio-economic factors.	Percentage of people who feel they can't afford to travel by public transport	Subsidiary	WTS MF-based	Percentage of people who feel they can't afford to travel by public transport	Data to be updated by Welsh National Travel Survey (anticipated 2026)	Transport for Wales	Welsh National Travel Survey	Local authority level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Decreasing						
BC-5		Ridership growth rate	Tracks the annual percentage increase in bus and coach ridership. Increased ridership suggests that more people are choosing buses and coaches over private vehicles, supporting sustainable travel.	Annual percentage increase in bus and coach ridership	Subsidiary	New/ IWBA-based	1. Bus statistics data tables 2. Passenger rail usage	1. https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables 2. https://dataportal.orr.gov.uk/statistics/usage/passenger-rail-usage/	1. Department for Transport 2. Office of Rail and Road	1. Department for Transport 2. Office of Rail and Road	Regional level	Every three years	North Wales CJC	-	-	-	-	Compare ridership for the current year to the previous year to determine the growth rate. Subtract last year's ridership from the current year's, divide by last year's ridership, then multiply by 100.	((Current year bus and rail trips - Previous year bus and rail trips)/ Previous year bus and rail trips))*100	%	Increasing						
BC-6		Fleet composition (Share of bus by engine type)	Measures the percentage of the bus and coach fleet that meets low-emission or zero-emission standards by engine type, e.g. EV, hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of low emission fleet within the network by engine type	Key	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Annually	Local authorities	60% of total buses (2030)	A SMART objective for the RTP is for all public buses operating in North Wales to be zero emission by 2035. A 60% target by 2030 should be achievable and set us on a strong pathway for 100% by 2035.	0% (2022)	-	Measure the percentage of buses with engine types (hydrogen, electric, petrol, gas and diesel). Then compare with Green Initiative standards.	(Total number of bus with each engine type/ Total number of bus in the network) *100	%	Increasing (towards low-carbon vehicles)						
BC-7		Average response time for DRT	Measures the average time between booking and pickup for on-demand services. Shorter response times improve customer satisfaction and service reliability.	Average response time from booking to pickup on Fflecsi services	Subsidiary	New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Record the time difference between booking and actual pickup for each on-demand transport service request via Fflecsi. Calculate the average of these response times over an annual period.	∑(Pickup Time−Booking Time)/ Total number of Fflecsi bookings	Minutes	Decreasing						
BC-8		Monthly ridership for DRT	Counts the number of trips served by community transport services per month. Higher usage rates suggest effective access to essential services for those in rural areas and those without access to a car, such as young, elderly or disabled residents.	Number of community transport trips provided by Fflecsi services per year	Subsidiary	New/ IWBA-based	Transport for Wales Fflecsi service data	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Track the total number of trips served by community transport services via Fflecsi each year.	Total number of trips by Fflecsi services	Number	Increasing						

BC-9		**Fleet composition (Share of DRT by engine type)**	Measures the percentage of the DRT and taxi vehicles that meet low-emission or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of DRT and taxi vehicles with low emission vehicles by engine type	Subsidiary	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Every three years	Local authorities	-	-	-	-	Measure the percentage of DRT and taxi vehicles with engine types (hydrogen, electric, petrol, gas and diesel).	(Total number of DRT and taxis registered in each local authority area with each engine type/ Total number of DRT and taxis registered in the local authority area)*100	%	Increasing (towards low-carbon vehicles)	
IM-1	Integration between modes	**Multimodal hub development**	Counts the percentage of railway stations served by two or more bus services. A higher percentage reflects improved connectivity between public transport modes.	Percentage of railway stations served by two or more bus services (direct access or indirect access by a bus stop designated for the station)	Subsidiary	New/ IWBA-based	Percentage of railway stations served by two or more bus services	[Transport for Wales data]	Transport for Wales	Transport for Wales	Local authority level	Every three years	Local authorities	-	-	-	-	Count the total railway stations served by two or more bus services in a local authority area. Divide by the total number of train stations in the local authority area. This indicates improvements in connectivity between different transport modes.	(Number for railway stations served by two or more bus services/ total number of railway stations)*100	%	Increasing	
IM-2		**Journeys to a rail station by walking, cycling, or bus**	Measures the percentage of all journeys made to the rail station by walking, cycling or bus.	Percentage of people who walk or cycle at least once a week as a means of transport	Key	WTS MF-based	Percentage of journeys to a rail station by walking, cycling or bus	TfW Dashboard: S5 Percentage of journeys to a rail station by walking, cycling or bus	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	50% (2030)	We'd like to see around half of all journeys made to the rail station by walking, cycling or bus in 2030, compared to the current situation where around a third do so.	34% (2019)	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
IM-3		**Customer satisfaction with their journey**	Identifies the percentage of people who are satisfied with their bus journey in connection with a number of aspects of their journey (e.g. information availability, safety, punctuality, reliability and ticketing).	Percentage of people satisfied with their bus journey	Subsidiary	WTS MF-based	Percentage of people satisfied with their journey across all transport modes	TfW Dashboard: S11 Percentage of people satisfied with their journey across all transport modes	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
IM-4		**Customer satisfaction with safety when travelling**	Identifies the percentage of people who feel safe using public transport after dark, who feel safe walking alone in their local area after dark and who feel safe travelling by car after dark.	Percentage of people who feel safe & welcome when travelling	Subsidiary	WTS MF-based	Percentage of people who feel safe & welcome when travelling	TfW Dashboard: S20 Percentage of people who feel safe and welcome when travelling	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
EBC-1	Enabling change to travel behaviour	**Mode share for public transport**	Measures the increase in the percentage of trips made using sustainable transport modes (public transit, walking, cycling). A shift towards these modes supports environmental goals and reduces car dependency.	Percentage of journeys by walking, cycling and public transport	Key	WTS MF-based	Average number of annual trips taken per person by transport	TfW Dashboard: M1 Percentage of journeys by walking, cycling and public transport	Transport for Wales	Welsh National Travel Survey	Regional level	Annually	North Wales CJC	39% of trips taken by walking, cycling and public transport for all journey types (2030)	One RTP SMART objective supports the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040. A mode share target of 39% by 2030 in North Wales will align to the Net Zero Wales modal shift target for 2030 and help set us on the right pathway to contribute to the national target.	-	28.1% of trips taken by walking and public transport (2012)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing (towards PT & AT)	
EBC-2		**Trips to visitor attractions by public transport**	Tracks the increase in journeys to visitor attractions s (arts, culture and sporting events, historic sites and monuments, national parks and landscapes and coastal areas) by walking, cycling and public transport (including organised coach tours).	Percentage of trips to visitor attractions by sustainable modes of transport	Key	WTS MF-based	Percentage of trips to visitor attractions by sustainable modes of transport	TfW Dashboard: S6 Percentage of trips to visitor attractions by sustainable modes of transport	Visit Wales	Great Britain Day Visits Survey 2019	Regional level	Annually	North Wales CJC	39% of trips taken by walking, cycling and public transport for all journey types (2030)	One RTP SMART objective supports the national mode share target of 45% of journeys to be undertaken by walking, cycling and public transport by 2040. A mode share target of 39% by 2030 in North Wales will align to the Net Zero Wales modal shift target for 2030 and help set us on the right pathway to contribute to the national target.	-	25.8% (2019)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
EBC-3		**Travel to work**	The percentage increase for trips commuting or work-related travel by sustainable modes. Indicates how effective the employer and modal shift policies are in encouraging a reduction in the method 'driving a car or van' to travel to the workplace.	Percentage of trips to the workplace by sustainable modes of transport	Subsidiary	New/ IWBA-based	Method used to travel to work	Data to be updated by Welsh National Travel Survey (anticipated 2026)	Transport for Wales	Welsh National Travel Survey	Local authority level	Every three years	Local authorities	-	-	-	-	Calculate the number of trips by the method 'Driving a car or van' as a percentage of all other methods used to travel to the workplace	((All trips to the workplace – number of trips by the method 'Driving a car or van')/ All trips to the workplace)*100	%	Increasing	
EBC-4		**Electric Vehicle charging demand and supply**	Tracks the number of publicly available electric vehicle charging points. An increase indicates increased demand and supply accordingly, closely linked to Transport for Wales Key Measure M2, the percentage of vehicles that are ultra-low or zero emissions.	Number of publicly available electric vehicle charging devices	Key	New/ IWBA-based	Number of publicly available electric vehicle charging devices	TfW Dashboard S10: Number of publicly available electric vehicle charging points	Department of Transport	Transport for Wales Monitoring Data	Local authority level	Annually	Local authorities	1,000 (2030)	Compared to the existing 399, we'd like to see 1,000 publicly available electric vehicle charging devices across North Wales by 2030, supporting the transition to ultra low and zero emissions vehicles.	399 Public charging devices January 2024	2,246 Public charging devices January 2024	Follow WTS Monitoring Framework's methodology for this measure		Number	Increasing	
EBC-5		**Buses with audio-visual information**	Tracks the percentage of buses used as public service vehicles in Wales with audio visual information and trains operated by TfW with a public address system and visual information screens.	Percentage of buses with audio visual information available within the network	Subsidiary	WTS MF-based	Percentage of buses with audio visual information available: Annual bus statistics	BUS06: Vehicles operated by local bus operators	Department of Transport	National Statistics	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
EBC-6		**Customer satisfaction with their ability to access public transport independently**	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	WTS MF-based	Percentage of people who are satisfied with their ability to access public transport independently	TfW Dashboard: S12 Percentage of people satisfied with their ability to access public transport independently	Transport for Wales	Welsh National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
PF-1	Ports and freight	**Land-based freight moved by rail**	Tracks the proportion of road and rail freight moved by rail, reducing the environmental impact of freight transport.	Percentage of freight moved by rail	Subsidiary	WTS MF-based	Percentage of freight moved by rail	Table 1314 - Freight moved by commodity (periodic)	ORR Data Portal	ORR and Department of Transport	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
PF-2		**Fleet composition (Share of freight vehicles by engine type)**	Measures the percentage of low-emission vehicles in the freight fleet, supporting emissions reduction in logistics.	Percentage of freight vehicles (HGVs, LGVs) that are electric or meet low-emission standards	Key	New/ IWBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV UK	Government of UK	Department for Transport (DfT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Annually	North Wales CJC	40% of total EV HGVs & LGVs (2030)	One RTP SMART objective seeks to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035. A 40% target for HGVs and LGVs by 2030 should help us contribute to that regional and national target.	HGVs: 2% LGVs: 13% (2019)	-	Measure the percentage of freight vehicles with engine types (hydrogen, electric, petrol, gas and diesel).	(Total number of freight vehicles with each engine type/ Total number of freight vehicles in the network) *100	%	Increasing (towards low-carbon vehicles)	
RSP-1	Roads, streets, and parking	**Share of total km by vehicle type**	Share of total kilometres by sustainable road vehicles type 'buses and coaches, pedal cycles' as a share of total vehicle kilometres travelled on the road network.	Share of total kilometres by vehicle type buses and coaches, pedal cycles	Key	WTS MF-based	Total volume of road traffic by type of vehicle	TfW Dashboard: M3 Total vehicle kilometres travelled	Welsh Government	National Statistics	Regional level	Annually	North Wales CJC	3% (2030)	We want to make our roads safer for cyclists and encourage people to swap their cars for buses and coaches for suitable journeys. Aiming for a 39% mode share by active travel and public transport by 2030, we'd like to see a 100% increase in share of total km by sustainable road vehicles by 2030 across North Wales.	-	1.5% (2022)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
RSP-2		**Distance travelled per person**	Measures average distance travelled per person by mode (walking, cycling, bus, rail, taxi/private hire vehicle, car passenger and car driver).	Percentage of the average annual distance travelled (kilometres) per person by car or van, either as a driver or passenger	Key	WTS MF-based	Average distance travelled per person by mode	TfW Dashboard: M4 Average distance travelled per person	Welsh Government	Road traffic: 2019	Local authority level	Annually	Local authorities	67.6% (2030)	Net Zero Wales seeks to reduce car miles travelled per person by 10% by 2030 from 2019 levels.	-	77.6% (2019)	Follow WTS Monitoring Framework's methodology for this measure		miles	Decreasing	
RSP-3		**Road condition and maintenance score**	Measures the roads in good condition, supporting safe, reliable travel and reducing maintenance costs.	Percentage of roads rated in good condition based on regular assessments	Subsidiary	WTS MF-based	Percentage of roads rated in good condition based on regular assessments	TfW Dashboard: S21 Percentage of transport infrastructure in good condition	Welsh Government	Welsh Government	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
RSP-4		**Congestion level on major routes**	Tracks average delay times on the strategic road network, indicating road capacity and traffic management	Average delays indicating signs of congestion on the strategic road network in the AM and PM peaks	Subsidiary	New/ IWBA-based	Average journey times on the strategic road network	INRIX	Welsh Government	INRIX	National level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		Minutes	Decreasing	
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	WTS MF-based	Number of people killed or injured in reported road accidents	TfW Dashboard: S19 Number of people killed or injured on the transport network	Welsh Government	National Statistics	Local authority level	Annually	Local authorities	0 (2030)	We don't want to see any people killed or injured in reported road accidents in North Wales in any given year. This target will help us avoid such instances.	-	4,447 (2022)	Follow WTS Monitoring Framework's methodology for this measure		Number	Decreasing	
RSP-6		**Vehicles that are ultra-low or zero emission**	Measures the percentage of the vehicles that meet ultra-low or zero-emission standards by engine type, e.g. EV/ hydrogen/diesel/ gas, etc. This indicator reflects progress in transitioning to cleaner public transport.	Percentage of ultra-low or zero-emission emission vehicles	Key	Amended from WTS MF-based	Percentage of vehicles that are ultra-low or zero emission	TfW Dashboard: M2 Percentage of vehicles that are ultra-low or zero emission	Department for Transport and Welsh Government	National Statistics	Local authority level	Annually	Local authorities	35% passenger cars (2030)	One RTP SMART objective seeks to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035. A 35% target for all vehicles by 2030 should help us contribute to that regional and national target.	-	1.1% (2022)	Follow WTS Monitoring Framework's methodology for this measure		%	Increasing	
AD-1	Additional WTS MF-based measures	**Greenhouse gas emissions from the transport sector**	Tracks the Kilotonnes of carbon dioxide equivalent (KtCo2e) emissions from the operation of vehicles within Wales (domestic only).	Kilotonnes of carbon dioxide equivalent (KtCO2e) emissions from the transport sector per year	Key	WTS MF-based	Greenhouse gas emissions from the transport sector	TfW Dashboard: M6 Greenhouse gas emissions from the transport sector	DEFRA	National Statistics	Regional level	Annually	North Wales CJC	370 KtCO2e (2040)	This target is based on a future baseline calculation of CO2e 0 considering the Net Zero Wales Carbon Budget 2 (2021-25)	1,089 KtCo2e (2025)	5,421 KtCo2e (2021)	Follow WTS Monitoring Framework's methodology for this measure		KtCo2e	Decreasing	
AD-2		**Level of air pollutants from the transport sector**	Tracks the e average concentrations of nitrogen oxides (NOx) and fine particulate matter (PM10) attributable to road traffic, rail and aviation.	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation	Subsidiary	WTS MF-based	Average concentrations of NOx and PM10 attributable to road traffic, rail and aviation	TfW Dashboard: S23 Level of air pollutants from the transport sector	DEFRA	NAEI/ National Statistics	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		µg/m3	Decreasing	
AD-3		**People regularly bothered by noise caused by transport**	Measures the Percentage of people regularly bothered by noise from outside the home caused by transport.	Percentage of people regularly bothered by noise from outside the home caused by transport	Subsidiary	WTS MF-based	Percentage of people regularly bothered by noise from outside the home caused by transport	TfW Dashboard: S24 Percentage of people regularly bothered by noise from outside the home caused by transport	Transport for Wales	Welsh National Travel Survey	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		Score (Satisfied/ dissatisfied)	Decreasing	
AD-4		**Transport infrastructure at risk of flooding**	Tracks strategic and local roads and rail at low, medium and high risk of flooding from rivers, the sea and surface water and small watercourses.	Local roads at low, medium and high risk of flooding	Subsidiary	WTS MF-based	Local roads at low, medium and high risk of flooding	TfW Dashboard: S22 Percentage of transport infrastructure at risk of flooding	Transport for Wales	Transport for Wales Analysis of Natural Resources Wales published data	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		Score (low-medium-high)	Decreasing	
AD-5		**Habitat improvement and maintenance**	Tracks Hectares of habitat maintained or improved on the road and rail networks in Wales. Biodiversity on the strategic road network is the responsibility of the Welsh Government. Biodiversity on the local road network is the responsibility of local authorities. Transport for Wales is responsible for biodiversity on the Core Valley Lines rail network, while Network Rail is responsible for biodiversity on the remainder of the rail network in Wales.	Hectares of habitat maintained or improved on the road and rail networks	Subsidiary	WTS MF-based	Hectares of habitat maintained or improved on the road and rail networks	TfW Dashboard: S25 Hectares of habitat on the transport estate maintained or improved for biodiversity benefit	Welsh Government	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure		hectares of habitat	Increasing	

AD-6		**Designated historic assets on transport estate for improvement**	Measures the Percentage of listed buildings and scheduled monuments on, or within 5 metres of the transport estate (road and rail network) in Wales that are in a stable or improving condition.	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	Subsidiary	WTS MF-based	Percentage of designated historical assets on the transport estate that are in a stable or improving condition	TfW Dashboard: S27 Percentage of designated historical assets on the transport estate that are in a stable or improving condition	CADW	Transport for Wales Monitoring Data	Local authority level	Every three years	Local authorities	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing							
AD-7		**Waste produced by the transport sector that is reused or recycled**	Measures the volume of waste attributable to the transport sector that is re-used or recycled.	Percentage of waste produced by the transport sector that is reused or recycled	Subsidiary	WTS MF-based	Percentage of waste produced by the transport sector that is reused or recycled	TfW Dashboard: S26 Percentage of waste produced by the transport sector that is reused or recycled	Natural Resources Wales	Survey of Industrial and Commercial Waste Generated in Wales	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Decreasing							
AD-8		**Welsh language services in the transport sector**	Identifies the percentage of Welsh speakers using Welsh language services in the transport sector broken down by transport modes (particularly public transport) and by some protected characteristics, including age, gender and some socio-economic factors.	Percentage of Welsh speakers using Welsh language services in the transport sector	Subsidiary	WTS MF-based	Percentage of Welsh speakers using Welsh language services in the transport sector	TfW Dashboard: S15 Percentage of Welsh speakers using Welsh language services in the transport sector	Welsh Government	Transport for Wales Monitoring Data	Regional level	Every three years	North Wales CJC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing							