

Complete Agenda



**Cyd-Bwyllgor Corfforedig
Gogledd Cymru
North Wales
Corporate Joint Committee**



Mae'r ddogfen hon hefyd ar gael yn Gymraeg.

This document is also available in Welsh.

Meeting

NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE

Date and Time

2.30 pm, MONDAY, 13TH JULY, 2026

Location

Virtual Meeting

Contact Point

Sera Jane Whitley

sarajanewhitley@gwynedd.llyw.cymru

NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE

Voting Members

Councillors

Ieuan Williams
Craig ab Iago
Mike Priestley
Barry Mellor
Glyn Banks
David Bithell

Isle of Anglesey County Council
Cyngor Gwynedd
Conwy County Borough Council
Denbighshire County Council
Flintshire County Council
Wrexham County Borough Council

Co-optee Members – Non Voting

Angela Jones
Henry Bradshaw

Eryri National Park
Transport For Wales

Constituent Council Link Officers

Huw Percy
Dafydd Wyn Williams
Geraint Edwards
Emlyn Jones
Katie Wilby
Darren Williams

Isle of Anglesey County Council
Cyngor Gwynedd
Conwy County Borough Council
Denbighshire County Council
Flintshire County Council
Wrexham County Borough Council

Officers in Attendance

Alwen Williams
Mark Watkins
Helen Edwards
Dewi Morgan
David Hole

Chief Executive of the Corporate Joint Committee
Head of Legal Services/Monitoring Officer
Deputy Monitoring Officer
Chief Finance Officer
CJC Implementation Programme Manager

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. ELECT CHAIR FOR 2026/27

To elect a Chair for 2026/27.

3. ELECT VICE-CHAIR FOR 2026/27

To elect a Vice-Chair for 2026/27.

4. DECLARATION OF PERSONAL INTEREST

To receive any declarations of personal interest.

5. URGENT BUSINESS

To note any items that are a matter of urgency in the view of the Chair for consideration.

6. MINUTES

4 - 8

The Chair shall propose that the minutes of the meeting held on 23 March, 2026 be signed as a true record.

7. PRESENTATION: NETWORK NORTH WALES

Transport for Wales and Network Rail to present.

8. MONITORING AND EVALUATION

9 - 49

Alwen Williams, Chief Executive and Adam Graham, Senior Transport Officer to present the report.

9. REGIONAL TRANSPORT PLANNING AUDIT

50 - 52

Adam Graham, Senior Transport Officer to present the report.

10. ARRANGEMENTS FOR THE DECISION MAKING FOR IN-YEAR MANAGEMENT OF THE REGIONAL TRANSPORT FUND

53 - 56

Adam Graham, Senior Transport Officer to present the report.

NORTH WALES CJC STRATEGIC TRANSPORT SUB-COMMITTEE 23/03/2026

Present: Councillor David Bithell (Wrexham County Borough Council) (Chair).

Councillors:

Ieuan Williams (Isle of Anglesey County Council), Craig ab Iago (Cyngor Gwynedd), Mike Priestley (Conwy County Borough Council), Barry Mellor (Denbighshire County Council), and Glyn Banks (Flintshire County Council).

Co-opted Members (Non-voting):

Keira Sweeney (Eryri National Park) and Henry Bradshaw (Transport for Wales).

Constituent Councils' Liaison Officers:

Huw Percy (Isle of Anglesey County Council), Gerwyn Jones (Cyngor Gwynedd), Dylan Jones (Conwy County Borough Council), Emlyn Jones (Denbighshire County Council), Katie Wilby (Flintshire County Council) and Gwen Thomas (Wrexham County Borough Council).

Officers present:

Mark Watkins (Monitoring Officer), Claire Incledon (Deputy Monitoring Officer), Dewi Morgan (S151 Officer), Adam Graham (Senior Transport Officer), Rhodri Jones (Democracy Services Officer), and Sera Whitley (Democracy Services Officer).

Others present:

Ben George (Transport for Wales), Lee Robinson (Transport for Wales), Councillor Dave Hughes (Flintshire County Council) and Councillor Edgar Wyn Owen (Eryri National Park).

1. APOLOGIES

Apologies were received from:-

- Dafydd Wyn Williams (Cyngor Gwynedd) with Gerwyn Jones deputising
- Angela Jones (Eryri National Park) with Keira Sweeney deputising
- Alwen Williams (Chief Executive of the North Wales Corporate Joint Committee)
- Geraint Edwards (Conwy County Borough Council) with Dylan Jones deputising
- Darren Williams (Wrexham County Borough Council)

2. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

3. URGENT ITEMS

No urgent matters were raised.

4. MINUTES

The Chair signed the minutes of the previous meeting of this Committee held on 15 December 2025 as a true record.

5. INTRODUCTION: T-NETWORK ADVISORY PANELS

An update on the T-Network Advisory Panels was submitted by Ben George (Transport for Wales).

6. INTRODUCTION: BUS FRANCHISING

An update on Bus Franchising was submitted by Lee Robinson (Transport for Wales).

RESOLVED

That Transport for Wales will provide the following for the Sub-Committee:

- **Timetables for engagement with the public**
- **The agreed approval process - Cabinet and Corporate Joint Committee process**
- **Memorandum of Joint Understanding with Local Authorities and funding arrangements, considering that Local Authorities contributed towards supporting the bus network across the region**

REASONS FOR THE DECISION

None to note.

DISCUSSION

An update on Bus Franchising was submitted by Transport for Wales.

Members were reminded that this presentation was relevant because the network was being prepared for bus franchising.

Concern was expressed about funding provided by local authorities, particularly about what guarantee local authorities received and what input local authorities had in the process. It was explained that local authorities had not been spending on the bus network in previous years but now contributed a few hundred thousand pounds each year as part of the Council Tax settlement. It was noted that this had resulted in a good bus network and that people had welcomed the extra buses in communities.

It was asked how much of the funding would go towards the bureaucratic aspect of bus franchising. It was confirmed that of the £240 million, which was the cost of the whole system across Wales, £20 million came from the contribution of individual local authorities. It was further confirmed that the funding did not go towards the cost of bureaucracy, and that all funding received from local authorities for bus franchising was put towards the network. It was added that the detail needed to be confirmed to show the value that each individual local authority received.

The risks of underperformance, and in particular the risk of where bus routes could be cut, were highlighted. It was confirmed that bus routes would not be cut, as there was an opportunity to trade the overperformance of one area with the underperformance of another. Concern was expressed about the possibility that other counties would have to subsidise

any county that continued to underperform, and how that would have an impact in terms of reducing the network.

It was confirmed that the special services, for example the *Snowdon Sherpa* and the *flexi bus*, were included in the franchise services.

Certainty was sought about the approval process, and whether the approval of each network needed to go through the Cabinet of the individual local authority and then the CJC. It was confirmed that it was the decision of individual local authorities, and that Transport for Wales would provide support for any decision on the process. It was acknowledged that the approval process had gone through Cabinet and had been approved by the CJC in South West Wales. It was highlighted that the majority of Members were supportive of bus franchising but that a better understanding and certainty of the operational requirements was needed before approval.

It was explained that Transport for Wales categorised the funding received from local authorities into two elements, namely education transport and community transport. It was noted that the education transport element included elements such as taking children to school, and Members were reminded that local authorities paid Transport for Wales to implement this service on their behalf. It was recognised that contracts with smaller bus operators, for example those used to take children to school, were less risky and that Transport for Wales was aware of which operators were active and productive in the education transport market.

It was confirmed that the primary network would continue to operate without any improvement, but that local authority funding would fund journeys that would not otherwise operate. It was noted that the hope, over time, was that ticket box revenue would increase, by increasing the number of passengers rather than increasing prices, and that this revenue could be reinvested in the network. Members were informed that Transport for Wales officers would be familiar with the existing network, and would work to make it more efficient and effective in order to ensure value for money.

Thanks were expressed for the presentation.

7. THE STRATEGIC TRANSPORT SUB-COMMITTEE'S BIENNIAL REPORT

The report was presented by Adam Graham, Senior Transport Officer.

RESOLVED

The report was considered, noting the observations submitted during the discussion.

REASONS FOR THE DECISION

The Terms of Reference for the Sub-committee required that an update report be produced twice a year.

DISCUSSION

The report was submitted highlighting that Section 5 of the report provided an overview of the work that the Sub-committee and Ambition North Wales had undertaken over the last six months. This was reported to include the Regional Transport Plan approved by the Welsh Government in October 2025 and the process considered for allocating the Regional Transport Fund and submitting it to the Welsh Government. It was confirmed that approval

from the Welsh Government had since been received and that funding had been secured. It was added that the report also included responses to consultations from partner organisations. It was explained that these included: *Liverpool City Region*, who were currently consulting on their Regional Transport Delivery Plan, and Transport for Wales and the Welsh Government who were looking to amend their travel guidance.

It was explained that the report also looked at the financial performance of Transport-related work. It was noted that staff recruitment was being considered, using a project management fee. It was highlighted that these figures had been discussed at this Sub-Committee previously.

8. CO-OPTION ONTO THE STRATEGIC TRANSPORT SUB-COMMITTEE

The report was presented by Claire Incledon, Deputy Monitoring Officer (interim).

RESOLVED

To recommend to the CJC that it co-opts Members (without a vote) on the Sub-committee to support its functions and responsibilities.

That the following are co-opted to the Strategic Transport Sub-committee for another year:

- A representative of Eryri National Park who is responsible for the transport portfolio.**
- A representative of Transport for Wales who is responsible for the North Wales region.**

REASONS FOR THE DECISION

Maintain the strength of skills and expertise on the Sub-committee by renewing its membership to continue to include representation of a co-opted Member with specific experience and expertise on transport from a regional and national perspective.

DISCUSSION

The report was submitted to the Sub-committee and context was provided. It was clarified that co-options were held annually, and Members were asked to co-opt a representative from the Eryri National Park and a representative from Transport for Wales with responsibility for the North Wales region.

It was explained that the co-option of Members from outside local authorities supported and strengthened the skills and expertise of the Sub-committee, and that the renewal of co-opted members from the Eryri National Park and Transport for Wales provided expertise on transport from a regional and national perspective.

It was highlighted that this was an opportunity for the Sub-committee to identify key stakeholders that it considered would benefit the work of the Sub-committee. It was explained that statutory guidance encouraged the involvement of other officers in the discharge of the Sub-committee's functions and responsibilities.

Members were reminded that the two additional co-opted members were not permitted to vote on the Sub-committee and were not included for quorum purposes.

The meeting commenced at 14:00 and ended at 15:35.

Chair



REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
13 July, 2026

TITLE: Monitoring and Evaluation

AUTHOR: Alwen Williams, Chief Executive
Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. To consider the Monitoring and Evaluation plan for the RTP (Regional Transport Plan) and schemes funded by Regional Transport Fund (RTF).

2. DECISION SOUGHT

- 2.1. To approve the Monitoring and Evaluation Plan for the RTP and schemes funded by the Regional Transport Fund, including the roles and responsibilities of relevant partners.

3. REASON FOR THE DECISION

- 3.1. When the CJC were developing a programme of schemes for funding through the Regional Transport Fund, Welsh Government issued guidance that states “The CJC’s will need to establish systems and obtain sufficient information for them to effectively oversee each project in the programme, monitoring delivery to schedule and reporting any change to the works programme and/ or spend profile.”
- 3.2. A separate set of desk instructions issued by Welsh Government include how CJC’s should evaluate outcomes in connection with the RTF.

4. BACKGROUND AND RELEVANT CONSIDERATIONS

- 4.1. A Monitoring and Evaluation Plan was approved as part of the suite of RTP documents that were approved by the CJC in July 2025. This is available to view here: [monitoring-and-evaluation-plan.pdf](#)
- 4.2. The additional guidance referred to in Section 3 places additional monitoring requirements on the CJC to monitor the delivery of the RTF-funded schemes.

5. MONITORING REQUIREMENTS

- 5.1. The different types of monitoring and evaluation required by Welsh Government is set out in Table 1.

Type of RTP M&E	Timeframe	What is Likely to be Needed	Who sets out what is needed?
RTP grant monitoring	In-year reporting	Quarterly reporting on spend/progress	Welsh Government (with input from CJs)
RTP Annual Progress Report (APR)	Annual (end of year reporting)	Annual reporting of RTP delivery, e.g. outputs delivered, what has been achieved, benefits, what worked well, lessons learned. Likely to include reporting of: • RTDP project and programme delivery, e.g. scheme level monitoring such as number of users, and • RTP measures/ indicators, e.g. WTS Monitoring Measures. Certain scheme types may have specific monitoring requirements, e.g. Active Travel. Less detailed than the full evaluation report.	Welsh Government (with input from CJs)
RTP evaluation (of progress)	After 3 years	More comprehensive evaluation of RTP progress overall, e.g. whether the RTP is delivering its outcomes, providing value for money, what difference it has made, any unintended consequences and what can be improved. The results of the evaluation will inform the next RTP. Likely to include reporting on all RTP measures/ indicators, as well as on RTDP programme delivery and progress against RTP policies and objectives. More focussed on RTP outcomes and longer-term impacts than the APR.	CJs (with input from Welsh Government)

Table 1

5.2 Transport policy measures in the M&E Plan are derived from the Wales Transport Strategy Monitoring Framework and adapted to align with the Regional Transport Plan's SMART objectives and IWBA outcomes. The framework balances the breadth of objectives with the practical need to manage monitoring and evaluation within local authority resource constraints. To focus effort where it adds the most value, measures are grouped into key and subsidiary categories, reflecting the structure of the WTS Monitoring Framework. The 15 key measures are as follows:

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
- 5.3 The subsidiary measures are designed to support and provide additional context to the key measures (e.g., affordability, accessibility, station step-free access, bus AV announcements, air quality, noise, biodiversity, etc.).
- 5.4 For Year 1 of the RTP, the focus of monitoring and evaluation should be in key measures only. The key measures should be prioritised given they will have the strongest impact in monitoring and evaluating the objectives and closely aligned to the WTS Monitoring Framework, which will benefit the necessary resources required to undertake monitoring and evaluation activities.
- 5.5 In line with the RTP M&E Plan, subsidiary measures are expected to contribute to the more comprehensive evaluation of the transport system and the performance of the RTP from Year 3. Therefore, these measures should be monitored annually from Year 2 onwards, where possible and practicable, taking into account resourcing demands on local authorities. At a minimum, they should be reported at the end of Year 3 to assess whether the RTP is delivering its intended outcomes.

6. NORTH WALES M&E TOOL

- 6.1 Arup, the consultancy commissioned by Ambition North Wales to support on the RTP, have developed the North Wales M&E Tool that is shown in Appendix 1. This will standardise datasets, sources, and calculation methods. It sets out the measures and indicators, including associated data and calculation methodologies.
- 6.2 Data is collected at local, Wales-wide, and UK levels, and this variation is reflected within the North Wales M&E Tool. Baselines for key measures should be established or confirmed, drawing on TfW/WTS monitoring and Wales National Travel Survey (W-NTS), with existing baseline years provided where available. Where appropriate, targets have been set within the North Wales M&E Tool for key measures, based on SMART objectives. These provide quantitative aspirations for change in the region and where appropriate and/or practicable are aligned with the targets set out in the Wales Transport Strategy.

7. ROLES AND RESPONSIBILITIES

- 7.1 Effective monitoring and evaluation requires a coordinated approach between local authorities, the CJC, TfW, and Welsh Government. Table 2, based on information the Desk Instructions issued to CJs shows which organisation has responsibility for each aspect of the monitoring.



ACTIVITY	LA NAMED OFFICERS	CJC PROGRAMME MANAGER	CJC	TFW REGIONAL TRANSPORT LEAD	WG REGIONAL TRANSPORT LEAD	WG & TFW ACTIVITY SPECIALISTS	WG
Outputs and key indicators	Establishment of the outputs and key indicators for each project.	Review of evidence/information from the LAs and confirmation of the outputs and key indicators for each project. Collation of information into a regional summary	Review of the outputs and key indicators for the region.	Technical support to the WG Lead's review of the outputs and key indicators for the region. Potentially also supporting the CJC PM.	Review of the outputs and key indicators for the region.	Review of the outputs and key indicators for the region.	
Quarterly reports	Preparation of quarterly reports for each project, submitted to the WG, copying in the CJC PM and Tfw RTL. To detail progress and spend to date and anticipated progress and spend in the following quarter.	Review quarterly report information from each of the LAs (including financial records and evidence).	Monitor progress on delivery and spend		Monitor progress on delivery and spend	Review of quarterly report information from each of the LAs (including financial records and evidence).	Monitor progress on delivery and spend. Checking, certifying and payment of financial claims from CJC and LAs

ACTIVITY	LA NAMED OFFICERS	CJC PROGRAMME MANAGER	CJC	TFW REGIONAL TRANSPORT LEAD	WG REGIONAL TRANSPORT LEAD	WG & TFW ACTIVITY SPECIALISTS	WG
Managing Change/Variations	Identify any areas of concern in delivery and forecasted spend and propose in year amendments to the RTP Programme	Review proposed amendments to ensure compliance with RTDP. Seek agreement of amendments from LAs and CJC	Advise WG on all proposed amendments to the RTP Programme.	Technical support to review proposed amendments to ensure compliance with RTDP	Review proposed changes to the RTP Programme	Support review of proposed amendments to ensure compliance with RTDP as required.	Consider and approve/reject proposed changes to the RTP Programme and inform the CJC of the outcome. Provide advice to the CJC of any necessary amendments to the RTP Programme.
Quality Assurance	Manage the project against quality standards both for design/delivery and the expenditure of public funds in line with agreed RTP Programme.	Monitor programme deliverables against quality standards.		Technical support to assist the CJC PM to monitor programme deliverables against quality standards.	Provide leadership and direction on required WG standards such as for expenditure of public funds.	Provide QA support for TfW PMs and WG as required.	
Risk	Identify project risk and propose mitigation measures	Monitor risk and mitigation measures. Advise WG and CJC on risks and mitigation measures using quarterly reports.	Monitor risk and mitigation measures	Monitor risk and mitigation measures	Monitor risk and mitigation measures	Monitor risk and mitigation measures as required.	

ACTIVITY	LA NAMED OFFICERS	CJC PROGRAMME MANAGER	CJC	TFW REGIONAL TRANSPORT LEAD	WG REGIONAL TRANSPORT LEAD	WG & TFW ACTIVITY SPECIALISTS	WG
Monitoring and evaluation	Monitoring of projects throughout their development. Evaluation of projects for three years post completion.	Review monitoring and evaluation results on a project and programme level.	Review monitoring and evaluation results on a project and programme level	Technical support for reviewing monitoring and evaluation results on a project and programme level	Review monitoring and evaluation results on a project and programme level	Support review of monitoring and evaluation on a project level as required. Potential support for LAs in development and application of ME plans.	Review monitoring and evaluation results on a project and programme level
Annual monitoring	Provide information towards an annual progress report. Preparation of APRs for WG-funded projects.	Review of information from LAs	Approval of annual progress report and submission to WG	Assist the CJC PM in the collation of information from LAs and preparation of annual progress report	Review annual progress report and feed back on areas for improvement	Support review of annual progress reports and provide feedback as required.	Review annual progress report and feed back on areas for improvement
Lessons learnt	Undertake lessons learnt at a project level	Development of lessons learnt for the programme	Review the lessons learnt for the programme and consider and implement recommendations	Assist the CJC PM in developing lessons learnt for the programme	Review the lessons learnt for the programme	Support preparation of lessons learnt as required.	Review the lessons learnt for the programme and consider and implement recommendations

Table 2



- 7.2 It is anticipated the Welsh Government supported by Transport for Wales will work proactively with the CJC and its Local Authorities to identify and manage any required change control as early as possible, informed by the quarterly updates. A central tracker is expected to be managed alongside compliance audits and evidence collation. The potential need for agreement of in-year variations between all parties is likely to require agile working and decision making. As such, the CJC Programmer Manager may wish to explore the opportunity for the CJC to delegate some decision-making powers to the Strategic Transport Sub Committee.

8. FINANCIAL IMPLICATIONS

- 8.1. There are no direct financial implications arising out of this report.

9. LEGAL IMPLICATIONS

- 9.1. The terms of reference require that the sub-committee is advising on an integrated transportation service in North Wales through the monitoring and review of the RTP, to include monitoring the progress and impact of relevant programmes and projects, and to make recommendations to the CJC.

APPENDICES:

Appendix 1 – North Wales M&E Tool

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

“The Report outlines the proposed schemes in line with Welsh Government requirements. The proposed arrangements support the CJC’s oversight role in monitoring programme delivery and appear consistent with the Sub-Committee’s Terms of Reference. Any future proposal to delegate decision-making powers in relation to programme management would require appropriate governance arrangements to be confirmed. No other legal issues arise from the recommendations sought.”

ii. Statutory Finance Officer:

“The development of a Monitoring and Evaluation Plan is an important step in the development of the RTP. The steps that are outlined in the draft M&E Plan appear reasonable and realistic and I have no objections to the decision sought from the perspective of financial propriety.”

Technical Note

Project title	North Wales Regional Transport Plan
Job number	302160-00
File reference	
cc	
Prepared by	Allan Pitt
Date	11 February 2026
Subject	Monitoring and Evaluation Guidance Note

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1. Introduction and purpose of this Monitoring and Evaluation Guidance Note

The North Wales Regional Transport Plan (RTP) Monitoring and Evaluation (M&E) Plan (see **Appendix A**) has been prepared to support the successful implementation of the RTP over its plan period 2025–2030, and its supporting Regional Transport Delivery Plan (RTDP), and Integrated Well-being Appraisal (IWBA). M&E should commence from the date of adoption of the RTP.

Ambition North Wales (as the North Wales Corporate Joint Committee (CJC)) has a statutory responsibility for preparing the RTP (and its supporting documents) and is accountable for its implementation from the point of RTP publication (July 2025), working with the six local authorities (Isle of Anglesey, Wrexham, Conwy, Flintshire, Denbighshire, and Gwynedd) who are responsible for delivering schemes.

Ambition North Wales will also work with relevant partners (such as Transport for Wales, Network Rail, the North and Mid Wales Trunk Road Agent (NMWTRA) and the Welsh Government) to help progress its ambitions for rail and trunk road projects, which fall outside of the scope of local authority delivery.

The Regional Transport Fund (RTF) has been established by the Welsh Government to bring together the eight different existing transport funds¹ to support the delivery of RTDP schemes and priorities in accordance with RTP policies. In doing so, Ambition North Wales as a CJC is working with its local authorities and the Welsh Government with support from Transport for Wales to co-ordinate and submit a Year 1 programme of capital and revenue schemes by activity area (such as road safety, active travel, public transport, ULEV, highways).

The Welsh Government has provided CJsCs with submission guidance (see **Appendix B**) explaining how CJsCs shall include in the 2026-27 programme a summary of proposals ranked in prioritised order to deliver capital and revenue projects, including outputs to be delivered for each scheme (RTF Annex 3) and a regional summary of outputs for 2026-2027 by key indicator (RTF Annex 4).

¹ Local Transport Fund, Resilient Roads Fund, Active Travel Fund, Road Safety Fund (Revenue), Road Safety Fund (Capital), Safe Routes in Communities Fund, Unadopted Roads Fund, Ultra Low Emission Vehicles Transformation Fund

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The guidance explains how “The CJs will need to establish systems and obtain sufficient information for them to effectively oversee each project in the programme, monitoring delivery to schedule and reporting any change to the works programme and/ or spend profile.” Separately the Welsh Government has provided CJs with Desk Instructions (see **Appendix C**) including how to evaluate outcomes in connection with the RTF.

The following table summarises the different types of monitoring and evaluation that will be required by the Welsh Government.

Table 1-1 Table 1 – Summary of RTP M&E

Type of RTP M&E	Timeframe	What is likely to be needed	Who sets out what is needed
RTP grant monitoring (linked to grants modernisation [RTF])	In-year reporting	Quarterly reporting on spend/ progress (or equivalent as determined by grants modernisation).	Welsh Government (with input from CJs)
RTP Annual Progress Report (APR)	Annual (end of year reporting)	Annual reporting of RTP delivery, e.g. outputs delivered, what has been achieved, benefits, what worked well, lessons learned. Likely to include reporting of: - RTDP project and programme delivery, e.g. scheme-level monitoring such as number of users, and - RTP measures/ indicators, e.g. WTS Monitoring Measures. Certain scheme types may have specific monitoring requirements, e.g. Active Travel. Less detailed than the full evaluation report.	Welsh Government (with input from CJs)

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Date

11 February 2026

Type of RTP M&E	Timeframe	What is likely to be needed	Who sets out what is needed
RTP evaluation (of progress)	After 3 years	More comprehensive evaluation of RTP progress overall, e.g. whether the RTP is delivering its outcomes, providing value for money, what difference it has made, any unintended consequences and what can be improved. The results of the evaluation will inform the next RTP and NTDP. Likely to include reporting on all RTP measures/ indicators, as well as on RTDP programme delivery and progress against RTP policies and objectives. More focussed on RTP outcomes and longer-term impacts than the APR.	CJCs (with input from Welsh Government)

As such, the remainder of this Monitoring and Evaluation Guidance Note sets out:

- Section 2: How to use and implement the North Wales RTP M&E Plan; and
- Section 3: The approach to M&E for the RTF during its Year 1 programme (2026/2027).

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2. How to use and implement the North Wales Regional Transport Plan Monitoring & Evaluation Plan

2.1 Monitoring and Evaluation requirements

2.1.1 Welsh Transport Appraisal Guidance on monitoring and evaluation

The latest Welsh Transport Appraisal Guidance² (WelTAG), sets out five stages of transport planning and appraisal, including integrated well-being appraisal (IWBA). Monitoring and evaluation forms Stage 5 of WelTAG and applies to all Welsh Government-funded projects, regardless of scale. Key requirements are:

- Annual progress reports detailing achievements, changes, engagement implementation, impacts, successes, challenges and lessons learned.
- Regular monitoring to identify risks early; complex projects may require a full post-implementation evaluation to demonstrate value for money.

2.1.2 Welsh Government's guidance to CJsCs on monitoring and evaluation

The Welsh Government's Regional Transport Plan Guidance to CJsCs³ sets out that:

- a) 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.
- b) 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.
- c) 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.
- d) CJsCs must submit annual performance reports on Regional Transport Plans to Welsh Government each year.
- e) 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.
- f) The results of this comprehensive evaluation will feed into the subsequent Regional Transport Plan for each CJC, and the subsequent NTDP.

² Welsh Transport Appraisal Guidance (WelTAG), 2024. Available online at: <https://www.gov.wales/welsh-transport-appraisal-guidance-weltag>

³ Regional transport plans: guidance for Corporate Joint Committees, 2023. Available online at: <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees>

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Welsh Government expectations for RTP M&E are summarised in Table 1-1 (above).

2.2 Alignment to national and regional objectives

Considering WelTAG and the Welsh Government's Guidance to CJsCs, the North Wales RTP M&E Plan includes a set of measures, with baseline information, based on the framework of measures used in the IWBA considering its sustainability objectives, and draws on the WTS Monitoring Framework. This helps ensure the RTP and supporting documents align to national and regional objectives as follows:

Llwybr Newydd- the Wales Transport Strategy⁴	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. The RTP M&E Plan measures and indicators helps ensure the RTP will contribute to achieving the national Wales Transport strategy.
Wales Transport Strategy Monitoring framework⁵	The Wales Transport Strategy (WTS) monitoring framework 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 ⁶) 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. These have been utilised in the RTP M&E Plan to ensure consistency.
North Wales RTP objectives	The RTP sets out four key SMART objectives which aim to establish targets and ensure alignment between the RTP and WTS priorities and well-being goals, as required by Welsh Government's RTP Guidance. They are: 1. Improve digital connectivity and local services (30% by 2030); 2. Improved accessibility and transport choice (45% by 2040); 3. Enable decarbonisation through transition to a zero-emission fleet (50% by 2035); 4. Enable sustainable economic growth (50% by 2030). The RTP M&E Plan measures and indicators have been designed to help track progress against the SMART objectives.
North Wales RTP IWBA Framework objectives	12 IWBA sustainability objectives have been identified in accordance with the SEA regulations for assessing the potential impacts of the RTP and to place sustainable development at the centre of decision-making. The RTP M&E Plan measures and indicators have been designed to help track progress against the IWBA objectives.

⁴ Llwybr Newydd: the Wales transport strategy 2021. Available online at: <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>

⁵ 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>

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

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2.3 What will be monitored and evaluated?

Transport policy measures in the M&E Plan are derived from the WTS Monitoring Framework and adapted to align with the Regional Transport Plan's SMART objectives and IWBA outcomes. The framework balances the breadth of objectives with the practical need to manage monitoring and evaluation within local authority resource constraints. To focus effort where it adds the most value, measures are grouped into *key* and *subsidiary* categories, reflecting the structure of the WTS Monitoring Framework. The 15 **key** measures are as follows:

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

The **subsidiary** measures are designed to support and provide additional context to the key measures (e.g., affordability, accessibility, station step-free access, bus AV announcements, air quality, noise, biodiversity, etc.).

For Year 1 of the RTP, the focus of monitoring and evaluation should be in **key** measures only. The key measures should be prioritised given they will have the strongest impact in monitoring and evaluating the objectives and closely aligned to the WTS Monitoring Framework, which will benefit the necessary resources required to undertake monitoring and evaluation activities.

In line with the RTP M&E Plan, **subsidiary** measures are expected to contribute to the more comprehensive evaluation of the transport system and the performance of the RTP from Year 3. Therefore, these measures should be monitored annually from Year 2 onwards, where possible and practicable, taking into account resourcing demands on local authorities. At a minimum, they should be reported at the end of Year 3 to assess whether the RTP is delivering its intended outcomes.

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2.4 Data collection, establishing baselines and target setting

To standardise datasets, sources, and calculation methods, the North Wales M&E Tool⁷ (see **Appendix D**) has been developed. It sets out the measures and indicators, including associated data and calculation methodologies.

Data is collected at local, Wales-wide, and UK levels, and this variation is reflected within the North Wales M&E Tool. Where data is only available at a national level, it should be applied as a proxy for regional benchmarking. Baselines for **key** measures should be established or confirmed, drawing on TfW/WTS monitoring and Wales National Travel Survey (W-NTS), with existing baseline years provided where available.

Where appropriate, targets have been set within the North Wales M&E Tool for **key** measures, based on SMART objectives. These provide quantitative aspirations for change in the region and where appropriate and/or practicable are aligned with the targets set out in the Wales Transport Strategy.

2.5 Data recording and timeline

The North Wales M&E Tool should be used to record and track progress for the **key** measures and indicators for Year 1. The **subsidiary** measures should be monitored annually from Year 2 onwards to inform the assessments of RTP outcomes.

The North Wales M&E Tool defines the monitoring granularity and specifies responsibility for reporting 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.

In line with the Welsh Government RTP guidance, the North Wales CJC must submit an annual performance report on the Regional Transport Plan. This requirement is reflected in the North Wales M&E Tool's "monitoring frequency" section. It is expected that the ongoing recording of progress in the M&E Tool will help inform the annual performance report.

It is expected that the results of the comprehensive evaluation undertaken after three years will feed into the development of the subsequent RTP and the NTDP.

⁷ North Wales Monitoring and Evaluation Tool (2025). Available online at:
<https://democracy.gwynedd.llyw.cymru/documents/s45492/Appendix%2017%20-%20Monitoring%20and%20evaluation%20plan.pdf>

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3. The approach to Monitoring & Evaluation for the Regional Transport Fund

As set out in the introduction, to support local authorities in their delivery of the RTDP schemes seeking to achieve the RTP policies, Welsh Government funding from 2026/2027 (Year 1 of the RTP) will be provided through the new RTF.

CJCs are expected to co-ordinate the annual production of a programme of schemes, in a facilitating role. For the first year of RTP delivery, the Welsh Government will distribute funding awards directly to Local Authorities. For all subsequent years the responsibility of funding distribution is likely to be with the CJC, with devolution of funding to the regions.

The CJCs provided their Year 1 RTF submissions to the Welsh Government on 30 January 2026, anticipating approval with confirmation in March, ready for drawing down from 1 April over the next financial year.

The Welsh Government in connection with the RTF has identified outputs and outcomes that CJCs and their constituent local authorities will need to monitor and report on as part of the administration and evaluation of the RTF.

Section 14 of the Welsh Government's RTF submission guidance sets out:

- a) **Scheme Monitoring** – all schemes must be monitored and evaluated. The cost of individual scheme before and after monitoring shall be included in the scheme cost for up to three years post completion. These costs must be clearly identified and incorporated in the programme.
- b) **Programme Monitoring** – resources to support programme monitoring shall be identified separately.
- c) **In-year reporting** – reporting will be carried out on a quarterly basis. We (Welsh Government) will keep delivery under review and reserve the right to introduce more frequent reporting if progress on delivery is not satisfactory.
- d) **Annual Monitoring** – the CJCs are required to produce an Annual Progress Report to demonstrate the progress and performance in delivering the Regional Transport Plans.
- e) **Further guidance** – will be provided on reporting processes. Guidance on the 2026-27 RTP Annual Progress Reports will follow in summer 2027.

3.1 What will be monitored and evaluated?

As part of the RTF process, Local Authorities highlighted the expected outputs and outcomes for schemes being delivered in the first financial year.

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Table 3-1 presents the total values across all 2026-27 ‘works’ schemes within the RTF activity areas, which include road safety (both revenue and capital schemes), walking wheeling and cycling, public transport, ultra-low emissions vehicles and highways. Where relevant, outputs have been linked to the 15 key and subsidiary M&E measures as set out in the RTP M&E Plan (**Appendix A**). These have been developed based on Welsh Transport Strategy Monitoring Framework, adapted to consider the RTP’s SMART and IWBA objectives.

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Table 3-1: RTF outputs and outcomes contribution to RTP M&E measures

Outputs and Outcomes for FY2026-27	RTP M&E Plan Measures
4,115 people to be trained for road safety interventions (including motorcyclist, pass plus, cycle training, child pedestrian training)	Walking and cycling network, road accidents for active travel users, weekly active travel participants, increase in active travel users, journeys to rail stations by walking, cycling or bus, customer satisfaction with safety when travelling, travel to work, road accidents.
15,880m of active travel route built	Walking and cycling network, weekly active travel participants, increase in active travel users, journeys to rail stations by walking, cycling or bus, travel to work, people regularly bothered by noise caused by transport.
11,289m of active travel route improved	Walking and cycling network, weekly active travel participants, increase in active travel users, journeys to rail stations by walking, cycling or bus, travel to work.
93 active travel facilities installed (as set out in the Active Travel Act guidance, e.g. number of cycle stands)	Walking and cycling network, availability of cycle parking facilities, weekly active travel participants, increase in active travel users, journeys to rail stations by walking, cycling or bus, travel to work.
35 bus stops improved	Adoption of digital services, journeys to rail stations by walking, cycling or bus, travel to work, customer satisfaction with their ability to access public transport independently.
EV chargers are being installed across all Local authorities in North Wales. Specific information regarding the number and location of these charging points is being collected and will be updated when available.	Travel to work, electric vehicle charging demand and supply, vehicles that are ultra-low or zero emission, greenhouse gas emissions from the transport sector, level of air pollution from the transport sector.
10,004m of highways being improved.	Congestion levels on major routes, road accidents.
865,701 vehicle km removed as a contribution to modal shift	Share of total KM by vehicle type, greenhouse gas emissions from the transport sector.
1,495.4 tonnes of CO2 emissions removed as a contribution to decarbonisation.	Share of total KM by vehicle type, greenhouse gas emissions from the transport sector, level of air pollution from the transport sector.
Collision saving per annum: Person saving: 6.2 Cost Saving: £409,450	Customer satisfaction with safety when travelling, road accidents.
Casualty saving per annum: Person saving: 10.53 Cost saving: £550,877	Customer satisfaction with safety when travelling, road accidents.

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3.2 Roles and responsibilities

Appendix B of the Desk Instructions sets out how the **Welsh Government Regional Transport Planner**, for Monitoring and Evaluation, will “Track progress on schemes included in the annual Programme of Schemes in line with fund requirements, and where appropriate assist in identifying risks and opportunities, and suggest actions to TfW, the CJC and its constituent Local Authorities. This shall be done via review of quarterly reports and meetings with all parties. This will feed into agreement of in-year variations and future year Programme of Schemes.”

The **CJC Programmer Manager** will: “Track programme progress, assist in identifying risks and opportunities, and suggest actions to the CJC and its constituent Local Authorities.”

Then the **TfW Regional Transport Lead** will “assist in the LAs and CJC PM to track programme progress, assist in identifying risks and opportunities, and suggest actions to the CJC and its constituent Local Authorities. [It will] Oversee involvement of TfW Activity Specialists where appropriate”.

Finally, it explains how the **WG/TfW Activity Specialist** will “Support the WG TP/TfW RTL to track programme progress, assist in identifying risks and opportunities, and suggest actions to the CJC and its constituent Local Authorities”.

Appendix A of the Welsh Government’s Desk Instructions in connection with the RTF sets out workflows for activities and the role and tasks for each stakeholder involved. An extract is provided in

Table 3-2 below relevant to M&E (but the appendix should be read in full).

Table 3-2 Extract from Appendix A of the Welsh Government's Desk Instructions

Activity	LA named officers	CJC programme manager	CJC	TfW regional transport lead	WG regional transport lead	WG & TfW activity specialists	WG
Outputs and key indicators	Establishment of the outputs and key indicators for each project.	Review of evidence/information from the LAs and confirmation of the outputs and key indicators for each project. Collation of information into a regional summary	Review of the outputs and key indicators for the region.	Technical support to the WG Lead's review of the outputs and key indicators for the region. Potentially also supporting the CJC PM.	Review of the outputs and key indicators for the region.	Review of the outputs and key indicators for the region.	
Quarterly reports	Preparation of quarterly reports for each project, submitted to the WG, copying in the CJC PM and TfW RTL. To detail progress and spend to date and anticipated progress and spend in the following quarter.	Review quarterly report information from each of the LAs (including financial records and evidence).	Monitor progress on delivery and spend		Monitor progress on delivery and spend	Review of quarterly report information from each of the LAs (including financial records and evidence).	Monitor progress on delivery and spend. Checking, certifying and payment of financial claims from CJC and LAs
Managing Change/Variations	Identify any areas of concern in delivery and forecasted spend and propose in year amendments to the RTP Programme	Review proposed amendments to ensure compliance with RTDP. Seek agreement of amendments from LAs and CJC	Advise WG on all proposed amendments to the RTP Programme.	Technical support to review proposed amendments to ensure compliance with RTDP	Review proposed changes to the RTP Programme	Support review of proposed amendments to ensure compliance with RTDP as required.	Consider and approve/reject proposed changes to the RTP Programme and inform the CJC of the outcome. Provide advice to the CJC of any necessary amendments to the RTP Programme.

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Activity	LA named officers	CJC programme manager	CJC	TfW regional transport lead	WG regional transport lead	WG & TfW activity specialists	WG
Quality Assurance	Manage the project against quality standards both for design/delivery and the expenditure of public funds in line with agreed RTP Programme.	Monitor programme deliverables against quality standards.		Technical support to assist the CJC PM to monitor programme deliverables against quality standards.	Provide leadership and direction on required WG standards such as for expenditure of public funds.	Provide QA support for TfW PMs and WG as required.	
Risk	Identify project risk and propose mitigation measures	Monitor risk and mitigation measures. Advise WG and CJC on risks and mitigation measures using quarterly reports.	Monitor risk and mitigation measures	Monitor risk and mitigation measures	Monitor risk and mitigation measures	Monitor risk and mitigation measures as required.	
KPIs	Monitor performance of schemes against KPIs	Review information on performance against KPIs.	Review information on performance against KPIs.	Technical support for reviewing information provided by LAs on performance against KPIs.	Review information on performance against KPIs.	Support review of information provided by LAs on performance against KPIs as required.	Review information on performance against KPIs.

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Activity	LA named officers	CJC programme manager	CJC	TfW regional transport lead	WG regional transport lead	WG & TfW activity specialists	WG
Monitoring and evaluation	Monitoring of projects throughout their development. Evaluation of projects for three years post completion.	Review monitoring and evaluation results on a project and programme level.	Review monitoring and evaluation results on a project and programme level	Technical support for reviewing monitoring and evaluation results on a project and programme level	Review monitoring and evaluation results on a project and programme level	Support review of monitoring and evaluation on a project level as required. Potential support for LAs in development and application of ME plans.	Review monitoring and evaluation results on a project and programme level
Annual monitoring	Provide information towards an annual progress report. Preparation of APRs for WG-funded projects.	Review of information from LAs	Approval of annual progress report and submission to WG	Assist the CJC PM in the collation of information from LAs and preparation of annual progress report	Review annual progress report and feedback on areas for improvement	Support review of annual progress reports and provide feedback as required.	Review annual progress report and feedback on areas for improvement
Lessons learnt	Undertake lessons learnt at a project level	Development of lessons learnt for the programme	Review the lessons learnt for the programme and consider and implement recommendations	Assist the CJC PM in developing lessons learnt for the programme	Review the lessons learnt for the programme	Support preparation of lessons learnt as required.	Review the lessons learnt for the programme and consider and implement recommendations

3.3 Data reporting and timeline (indicative)

Quarterly monitoring and reporting for schemes awarded RTF funding 2026-27 aims to provide an overview to delivery, spend and risk. This seeks to help ensure compliance with the Welsh Government requirements and supporting effective regional programme management. The process establishes a consistent evidence base that supports financial assurance, performance monitoring and change control, while informing wider monitoring and evaluation of the RTP. Monitoring will be undertaken in line with the RTF timetable. An overview of requirements and an indicative timeline are as follows:

- a) **Q1–Q4:** Quarterly progress meetings; submission of spend profiles, activity schedules, and forecast claim profiles (per RTF timetable). Evidence will be recorded in the Quarterly monitoring annexes, completed for each activity area for all schemes that have been awarded RTF 2026-27.
- b) **End of Year:** Annual Progress Report to Welsh Government from CJC to demonstrate the progress and performance in delivering the Regional Transport Plans. This is aligned to RTP M&E Plan, which also requires an Annual Progress Report demonstrating achievements, changes, engagement delivery, outcomes and lessons of the RTP.
- c) **Continuous:** Change control as required (central tracker); compliance audits and evidence collation.

Quarterly Monitoring Annexes

The quarterly monitoring annexes provide the framework to track delivery, spend and risks associated with schemes awarded RTF in 2026-27. Local Authorities, alongside the CJC, will participate in quarterly progress meetings and submit updated spend profiles, activity schedules and forecast claim profiles. These outputs will be captured through the standardised Quarterly Monitoring Annexes, completed for each activity area and scheme awarded RTF funding (see **Appendix E**).

The Annexes provide a consistent evidence base to:

- Track progress against agreed milestones and outputs;
- Monitor expenditure and forecast variance;
- Identify delivery risks, issues and mitigation actions;
- Support change control decisions where required; and
- Inform regional and national reporting, including the Annual Progress Report.

Completed Annexes will be collated and reviewed by the CJC in a facilitator role to form the basis of ongoing programme management and compliance assurance.

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Annual Progress Report

Information captured through the Quarterly Monitoring Annexes will be used to inform the Annual Progress Report submitted to Welsh Government. Quarterly data will be combined to demonstrate progress, performance, expenditure, delivery confidence and lessons learnt across the programme.

To support the alignment between the RTP and RTF delivery, it is proposed that the RTF Annual Progress Report and RTP Annual Progress Report are developed together as a single document and source of truth. This will help ensure coherence between changes and outcomes across the process, reducing duplication and improving transparency.

In-year Change Control

It is anticipated the Welsh Government supported by Transport for Wales will work proactively with the CJC and its Local Authorities to identify and manage any required change control as early as possible, informed by the quarterly updates. A central tracker is expected to be managed alongside compliance audits and evidence collation.

The potential need for agreement of in-year variations between all parties is likely to require agile working and decision making. As such, the CJC Programmer Manager may wish to explore the opportunity for the CJC to delegate some decision-making powers to the Strategic Transport Sub Committee. This approach would be consistent with the arrangement that has been progressed by the Cardiff Capital Region, South East Wales CJC.

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Appendix A RTP M&E Plan

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Appendix B Welsh Government submission guidance

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Appendix C Welsh Government Desk Instructions

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Appendix D North Wales M&E Tool

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Appendix E Welsh Government RTF Quarterly Monitoring Annexes

Recommended objective-based transport policy measures and indicators

North Wales RTP Policy Themes		Measure	Description	Indicator	Measure category	Status	Dataset	Data Collection	Data Source	Monitoring Granularity	Frequency of monitoring	Monitoring Responsibility	Value	Rationale	Regional	National	Method	Formula	Unit of measurement	Polarity	Measuring Progress						
								Link to Data Set	Data Owner	Data Source												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 WBA-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 year)	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 WBA-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.	TW Dashboard: S3 % people within walking distance of sustainable modes of transport	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CIC	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 WBA-based	ONS OALSOAMSOALAD 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	TW 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 CIC	-	-	-	-	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	TW 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 CIC	-	-	-	-	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 WBA-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 WBA-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 train stations with real-time updates/ total number of train stations)*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 WBA-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 WBA-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	TW 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 CIC	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 WBA-based	Active travel routes	https://datamap.gov.wales/	Welsh Government	Data Map Wales	Regional level	Annually	North Wales CIC	-	-	-	-	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 WBA-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	%	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	TW 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 CIC	-	-	-	-	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 WBA-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	TW 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 CIC	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 WBA-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						
SA-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 WBA-based	Mode of transport to the airport	Airport operator data	Airport operators	Airport operators	Regional level	Every three years	North Wales CIC	-	-	-	-	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	TW Dashboard: S8 Percentage of bus and rail services on time	Transport for Wales	Transport for Wales Monitoring Data	Regional level	Annually	North Wales CIC	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 WBA-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	TW 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 CIC	-	-	-	-	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 CIC	-	-	-	-	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 WBA-based	1. https://www.gov.uk/government/statistical-data-sets/bus-statistics-data-tables 2. 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 CIC	-	-	-	-	-	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 WBA-based	Vehicle licensing statistics data tables - GOV.UK	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 Ffiscsi services	Subsidiary	New WBA-based	Transport for Wales Ffiscsi 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 Ffiscsi. Calculate the average of these response times over an annual period.	Σ(Pickup Time-Booking Time)/ Total number of Ffiscsi 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 Ffiscsi services per year	Subsidiary	New WBA-based	Transport for Wales Ffiscsi 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 Ffiscsi each year.	Total number of trips by Ffiscsi 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 WBA-based	Vehicle licensing statistics data tables - GOV.UK	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	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 WBA-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	Integration between modes	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	TW 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 CIC	55% (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	TW 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 CIC	-	-	-	-	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	TW 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 CIC	-	-	-	-	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	TW Dashboard: M1 Percentage of journeys by walking, cycling and public transport	Transport for Wales	Welsh National Travel Survey	Regional level	Annually	North Wales CIC	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 (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	TW 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 CIC	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 WBA-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	%	Increasing	(All trips to the workplace – number of trips by the method 'Driving a car or van' / All trips to the workplace)*100
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 WBA-based	Number of publicly available electric vehicle charging devices	TW 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 TW 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 CIC	-	-	-	-	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	TW 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 CIC	-	-	-	-	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 3.1.4 - Freight moved by commodity (periodic) ORR Data Portal	ORR and Department of Transport	ORR Data Portal	National level	Every three years	North Wales CIC	-	-	-	-	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 WBA-based	Vehicle licensing statistics data tables	Vehicle licensing statistics data tables - GOV.UK	Government of UK	Department for Transport (DT) and Driver and Vehicle Licensing Agency (DVLA)	Local authority level	Annually	North Wales CIC	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).	%	Increasing (towards low-carbon vehicles)	(Total number of freight vehicles with each engine type/ Total number of freight vehicles in the network)*100
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	TW Dashboard: M3 Total vehicle kilometres travelled	Welsh Government	National Statistics	Regional level	Annually	North Wales CIC	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	TW 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	TW 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 WBA-based	Average journey times on the strategic road network	INRIX	Welsh Government	INRIX	National level	Every three years	North Wales CIC	-	-	-	-	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	TW Dashboard: S10 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. 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.	-	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. 47% 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	TW 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)	-	-	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	TW Dashboard: M6 Greenhouse gas emissions from the transport sector	DEFRA	National Statistics	Regional level	Annually	North Wales CIC	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	TW 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	TW 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 CIC	-	-	-	-	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	TW Dashboard: S22 Percentage of transport infrastructure at risk of flooding	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	TW 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 CIC	-	-	-	-	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	TW 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	TW 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 CIC	-	-	-	-	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	TW 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 CIC	-	-	-	-	Follow WTS Monitoring Framework's methodology for this measure	%	Increasing	



REPORT TO THE STRATEGIC TRANSPORT SUB-COMMITTEE
13 July, 2026

TITLE: Regional Transport Planning Audit

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

- 1.1. To inform Members about an audit of Regional Transport Planning in North Wales by Audit Wales that took place in May and June 2026.

2. DECISION SOUGHT

- 2.1. No decision is sought. Members are asked to note the report.

3. BACKGROUND AND RELEVANT CONSIDERATIONS

- 3.1. Audit Wales approached the Chief Executive of Ambition North Wales regarding the opportunity to undertake an audit of the regional transport planning process in North Wales, that would consider the development and approval of the Regional Transport Plan (RTP), the prioritisation and agreement of the Regional Transport Fund (RTF) programme, and the governance that supports those processes. The audit took place in May and June 2026.

4. OBJECTIVE AND SCOPE OF THE AUDIT

- 4.1 The objective for the audit was to assess if the North Wales CJC has put in place effective arrangements to discharge its statutory regional transport planning duties and deliver value for money. This focused on whether its planning, resourcing and performance management arrangements are operating as intended.
- 4.2 The audit did not examine individual transport projects, operational service delivery, detailed financial audit work, or unrelated CJC functions.
- 4.3 The audit was conducted under section 17 of the Public Audit (Wales) Act 2004 (the 2004 Act) and section 15 of the Well-being of Future Generations (Wales) Act 2015.

5. QUESTIONS

- 5.1 The audit considered the overall question “Has the North Wales Corporate Joint Committee put appropriate arrangements in place to discharge its statutory regional transport planning duties and deliver value for money?”
- 5.2 The more detailed questions were:

- Has the CJC clearly defined its statutory responsibilities, objectives and priorities for regional transport planning?
- Has the CJC put in place proportionate arrangements to plan, prioritise, and resource regional transport activity?
- Are there robust arrangements to manage programme delivery, monitor progress, and report performance against agreed objectives?

6. DATA GATHERING

6.1 Audit Wales requested a suite of documents for review, which were compiled by Ambition North Wales officers and shared.

6.2 A number of interviews also took place that included:

- Chair or the Strategic Transport Sub Committee
- Chief Executive of Ambition North Wales
- Ambition North Wales Portfolio Director
- Ambition North Wales Monitoring Officer
- Section 151 Officer
- Ambition North Wales Senior Transport Officer
- The consultant who worked on the RTP and RTF programme
- Ambition North Wales Strategic Planning Lead
- A representative from Transport for Wales

7. REPORTING TIMESCALES

7.1 The initial report is expected back from Audit Wales in late June or early July. Ambition North Wales will then have opportunity to review and respond to the report and any recommendations.

7.2 Those timescales did not allow a detailed consideration of the audit report to be included in these Sub-Committee papers, but it is intended to bring this analysis and detail to a future meeting.

7.3 Once finalised, the audit report will be publicly available on the Audit Wales website.

8. FINANCIAL IMPLICATIONS

8.1. There are no direct financial implications arising out of this report.

9. LEGAL IMPLICATIONS

9.1. There are no direct legal implications arising out of this report.

APPENDICES:

N/A

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

“The report is for noting and provides an update on the Audit Wales review of the CJC’s regional transport planning arrangements. As no decision is sought at this stage, there are no immediate legal implications.

Once the Audit Wales report is received and finalised, any recommendations or improvement actions should be considered through the CJC’s appropriate governance arrangements, with clear ownership, timescales and reporting lines. Any constitutional, financial or resource implications arising from the audit findings should be identified at that stage.”

ii. Statutory Finance Officer:

“This audit was included in the performance audit plan that was presented by Audit Wales to the Governance and Audit Sub-Committee on 4 June 2026.”



STRATEGIC TRANSPORT SUB-COMMITTEE
13 July, 2026

TITLE: Arrangements for the Decision Making for In-Year Management of the Regional Transport Fund

AUTHOR: Adam Graham, Senior Transport Officer

1. PURPOSE OF THE REPORT

1.1 The purpose of this report is to:

- inform the Sub Committee about the expectation placed upon the CJC regarding in-year management of the programme of Regional Transport Fund projects across North Wales, and
- seek a recommendation to the CJC on delegated authority for decisions regarding in year changes to the programme

2. DECISION SOUGHT

2.1 The Strategic Transport Sub-Committee is asked to recommend to the Corporate Joint Committee that authority be delegated to the Chief Executive, in consultation with the Chair of the Strategic Transport Sub-Committee, the Monitoring Officer, the Chief Finance Officer and relevant local authority transport leads, to approve and submit regional change requests to Welsh Government in respect of the in-year management of the Regional Transport Fund programme.

2.2 The Sub Committee should note that WG remains the final grant decision-maker regarding the Regional Transport Fund.

3. REASON FOR DECISION

3.1 This decision will allow more efficient and timely decision making regarding in-year changes to the budget and maximise the benefits of Regional Transport Fund funding for North Wales.

4. BACKGROUND

4.1 The Regional Transport Plan (RTP) sets out the policies that shape investment in transport in North Wales. It was approved by the CJC in July 2025 and became adopted policy after being approved by Welsh Government in October 2025.

4.2 The policies in the RTP influenced the schemes that were included in the Regional Transport Delivery Plan (RTDP) that was approved/adopted alongside the RTP. A large amount of the funding required to deliver RTDP schemes is likely to come from Welsh Government's Regional Transport Fund (RTF).





4.3 In line with Welsh Government timescales, a programme of schemes for RTF funding in 2026/27 was submitted to Welsh Government in January 2026 after approval by both the Strategic Transport Sub Committee and then the CJC.

4.4 In March 2026 Welsh Government approved the programme of schemes and issued offer letters for each scheme to the relevant local authority. Delivery of those schemes could commence from April 2026. For the current financial year, funding goes directly to local authorities.

5. WELSH GOVERNMENT IMPLEMENTATION GUIDANCE

5.1 Welsh Government issues their 2026/27 RTF Implementation Guidance to the CJC on 18th May 2026. This sets out the expectations for local authorities and the CJC in managing the Regional Transport Fund Programme in the current financial year.

5.2 This includes the process for making any changes to the programme, e.g. in the event of underspend or overspend. The guidance states that:

“Although underspends and overspends should be reported quarterly by individual LAs, no changes to scheme allocations will be considered by the Welsh Government unless change requests are agreed and submitted by LAs jointly as a region via the CJC. Change requests can be submitted at any time through the year

We would expect any change requests submitted, to have been agreed jointly as a region via the CJC before being submitted to Welsh Government for consideration”

5.3 So, if changes are required to a scheme’s spend, the region must make a recommendation to Welsh Government that a change is made. There will then be discussion between the local authority officers, Ambition North Wales officers, and civil servants before any approval decision is made by Welsh Government.

5.4 If the change is approved, Welsh Government issue revised offer letters to the local authorities and Ambition North Wales issues revised forms to Welsh Government.

5.5 This process means that it is crucial that regional decision making is efficient and able to react to any emerging underspend or overspend concerns.

6. ROLES OF THE CJC AND STRATEGIC TRANSPORT SUB COMMITTEE

6.1 Section 5.8 of the CJC Constitution sets out the following regarding the Strategic Transport Sub Committee

“The CJC shall appoint a Sub-Committee known as the Strategic Transport Sub-Committee – (“Strategic Transport function”) to carry out the function of preparation and monitoring of transport policies under sections 108(1)(a) and (2A)(a) of Part 2 of the Transport Act 2000 or any functions of the CJC which are ancillary or incidental to those functions.”

6.2 Therefore, the CJC has made arrangements for the sub-committee to discharge certain strategic transport functions. The programming of the management and delivery of the RTDP within budget, and its monitoring and review is co-ordinated by the sub-committee.





- 6.3 The sub-committee may arrange for any of those functions to be exercised by a member of staff (unless the CJC has directed otherwise).

7. STRATEGIC TRANSPORT SUB COMMITTEE SCHEDULE

- 7.1 The Sub-Committee has scheduled meeting dates in July, November, and February. Each of those meetings has a lead time in for report preparation. Whilst this is effective governance, it does not provide the flexibility that may be required to manage changes to the in-year programme, particularly towards the end of the financial year.

8. DELEGATED AUTHORITY

- 8.1 The delegation being requested will be limited to changes which are consistent with the approved Regional Transport Plan, the approved Regional Transport Delivery Plan, Welsh Government RTF guidance and the relevant grant funding terms and conditions, including the reallocation of funding between approved schemes, substitution from an approved reserve list where delivery risks arise, and adjustments required to maximise delivery within funding timescales.
- 8.2 For the avoidance of doubt, the delegation shall not authorise the approval or revision of transport policy, any material departure from the approved RTP/RTDP, the introduction of a new scheme outside the approved or reserve programme where this would raise policy issues, or any amendment to the CJC's own capital programme requiring CJC approval under the Financial Procedure Rules.
- 8.3 All decisions made under this delegation shall be recorded in writing, with reasons, and reported to the next available meeting of the Strategic Transport Sub-Committee and, where appropriate, the Corporate Joint Committee."

9. FINANCIAL IMPLICATIONS

- 9.1. There are no direct financial implications for CJC budgets arising out of this report.

10. LEGAL IMPLICATIONS

- 10.1 The Monitoring Officer has been consulted whilst writing the report and has advised the constitutional aspects and the nature of the delegation.

APPENDICES:

N/A



STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer:

"The recommendation is legally and constitutionally supportable, provided it is approved by the Corporate Joint Committee and operated within the limits set out in the report.

The delegation should be treated as an operational programme-management mechanism for submitting regional change requests to Welsh Government. It does not authorise changes to transport policy, material departures from the approved RTP/RTDP, etc.

Decisions made under the delegation should be recorded in writing, with reasons, following the required consultation, and reported to the next available Sub-Committee meeting and, where appropriate, the CJC. Subject to those safeguards, no further legal issues arise."

ii. Statutory Finance Officer:

"I am satisfied that there are no direct financial implications to the decision sought. The Strategic Transport Sub-Committee will wish to consider the extent to which the proposed delegation offers an appropriate balance between accountability and the need to have agile and streamlined decision-making processes."

