Cyd-Bwyllgor Corfforedig y Canolbarth; Mid Wales Corporate Joint Committee

MID WALES REGIONAL TRANSPORT PLAN (RTP)

Appendix 9 – Monitoring and Evaluation Plan

MID WALES REGIONAL TRANSPORT PLAN – MONITORING AND EVALUATION PLAN

This Mid Wales Regional Transport Plan – Monitoring and Evaluation Plan (MEP) uses the MWRTP objectives as the basis for monitoring the impact of the MWRTP.

The MWRTP demonstrates the linkages between the MWRTP objectives and the national priorities and ambitions in the WTS (refer to Appendix 5) and therefore, through monitoring progress against the MWRTP objectives, regional progress in achieving the national priorities and ambitions will also be monitored. The MEP also highlights links between the MWRTP objectives and relevant national targets, such as those for decarbonisation and modal shift.

The MEP provides an overview of the outputs that will be delivered by the MWRTP; the resulting outcomes and impacts that would be expected; and how these expected benefits will be monitored. The MEP sets out how the short and medium-term outcomes and longer-term impacts of the MWRTP will be monitored and evaluated to ensure objectives are being achieved and benefits realised.

The MEP includes a set of MWRTP monitoring measures and includes examples of baseline information where this is available. The monitoring measures link to the framework of well-being criteria used in the IWBA where relevant. The MEP also includes indicators and baseline data from the WTS Monitoring Framework where relevant, which will be updated on an ongoing basis by Transport for Wales. The MEP provides an initial assessment of data collection requirements and proposed methods of data collection.

The frequency of data collection for monitoring purposes will need to reflect MWRTP monitoring requirements. The Welsh Government's RTP guidance states that CJCs will be required to submit annual performance reports on RTPs to the Welsh Government each year. The MEP therefore contains realistic and appropriate measures that can be reviewed and monitored on an annual basis by the CJCs. In addition, a comprehensive evaluation should be prepared after three years to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences. The results of this evaluation will feed into the subsequent RTP for each CJC, and the subsequent NTDP.

The Mid Wales CJC will be responsible for all monitoring activities and reporting to the Welsh Government.

Mid Wales Regional Transport Plan - Monitoring and Evaluation Plan

What does the RTP aim to deliver?	What is the change you expect to see?				How do you plan to measure this change?			
Objective	**Inputs and Outputs**	**Outcome i.e. what will be the result in the short and medium term**	**Impact i.e. what will be the longer-term impacts**	**National targets relevant to the objective**	**RTP Monitoring Measures**	**Regional Baseline Data**	**Relevant WTS Monitoring Measures and Baseline Data (where available)**	**Method of data collection**
To improve **access for all** to employment, education, healthcare, and other key services, including access to areas of recreation (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved transport infrastructure, new and improved transport services and behaviour-change projects.	• Improved access to key services • Improved access between communities • Improved user experience/ satisfaction	Longer-term impacts of improved access to services include • Health and well-being benefits • Improved employment opportunities • Decarbonisation benefits • Congestion benefits.	N/A	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as change in levels of walking and cycling, change in passenger numbers, experience/satisfaction, change in footfall, well-being indicators or change in levels of spending.	Summary of regional access to public transport data provided in Case for Change (Section 6.4.1). Section 7.1 of Case for Change provides Access to Services WIMD data which highlights that the LAs with the highest proportion of small areas in the most deprived 10% in Wales were Powys (50.6%) and Ceredigion (50.0%). Average travel time data by mode to reach key services – refer to Figure 7.12 of Ceredigion well-being assessment. Residents of Beguildy LSOA in Powys have to travel approximately 86 minutes to arrive at their nearest district general Hospital. In 2019, 17% of people in Powys felt lonely.	**M1** - Percentage of journeys by walking, cycling and public transport – Key measure M1	Transport for Wales (tfw.wales) **S1** - Average travel time to education, health and leisure services – Overall average travel time to key services in Mid Wales is 26.5 minutes (2023) - Subsidiary measure S1	Transport for Wales (tfw.wales) **S2** - Percentage of people satisfied with their ability to access services in their local area – 82.3% of people in Powys and 86.2% of people in Ceredigion satisfied with their access to local services (2021-22) - Subsidiary measure S2	Transport for Wales (tfw.wales) **S3** - % of people within walking distance of sustainable modes of transport – in Mid Wales these include 29.2% for active travel, 14.5% for bus, 14.8% for bus or rail 14.8% and 0.6% for rail (2023). **S12** – 76.6% of disabled did not require assistance in accessing TfW rail services (2023). **S13** - 20% of railway stations in Mid Wales are step-free. **S17** - Average cost per kilometre travelled by public transport – Subsidiary	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/ education travel surveys, pedestrian and cycle count data, parking surveys, public opinion and user surveys, footfall data and Census journey to work data (longer-term indicator). **WTS Monitoring Measures** Updated by TfW on an ongoing basis.

Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
							measure S17	Transport for Wales (tfw.wales) **S18** - % of people who feel they can't afford to travel by public transport – Subsidiary measure S18	Transport for Wales (tfw.wales)	
To enable, encourage and make it easy for people to **choose more sustainable transport and travel options**, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** Behaviour-change projects.	• Increased walking and cycling • Increased use of more sustainable modes of transport (including EV) • Reduced levels of car use • Modal shift from private car use to more sustainable modes of transport (including EV).	Longer-term impacts of a modal shift to more sustainable transport modes including: • Decarbonisation benefits • Congestion benefits • Health and well-being benefits.	WTS modal shift target is for 45% of journeys to be made by public transport, walking and cycling by 2040.	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as participation in behaviour-change projects, change in levels of walking and cycling, change in passenger numbers, change in usage of more sustainable modes of transport (such as EV and car clubs) and evidence of modal shift.	Mode of travel to work data (Census 2021) – Section 4.3 of RTP Case for Change. Local Area Energy Plans for Powys and Ceredigion show that 1% of vehicles are purely electric – Section 9.3 of Case for Change. % of people who walk or cycle at least once a week as a means of transport – Mid Wales 43% (regional breakdown provided by the National Survey team via TfW). National rural-urban % provided in Case for Change (Section 5.5).	**M1** - % of journeys by walking, cycling and public transport – Key measure M1	Transport for Wales (tfw.wales) **M2** - % of vehicles that are ultra-low or zero emission – Wales-wide data at Key measure M2	Transport for Wales (tfw.wales) **M4** - Average distance travelled per person – Key measure M4	Transport for Wales (tfw.wales) **M5 -** % of workforce working remotely on a regular basis - 37.5% of the workforce in Mid Wales usually work remotely (National Survey for Wales, 2022-23) **M6** - Greenhouse gas emissions from the transport sector – Key measure M6	Transport for Wales (tfw.wales) **S4** - % of people who walk or cycle at least once a week as a means of transport – Subsidiary measure S4	Transport for Wales (tfw.wales) **S11** - % of people satisfied with their journey – Subsidiary measure S11	Transport for Wales (tfw.wales)	**WTS Monitoring Measures** Updated by TfW on an ongoing basis. **Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/education travel surveys, pedestrian and cycle count data, parking surveys, public opinion and user surveys, footfall data and Census journey to work data (longer-term indicator). **WTS Monitoring Measures** Updated by TfW on an ongoing basis.

What does the RTP aim to deliver?	What is the change you expect to see?				How do you plan to measure this change?			
Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
To improve **strategic transport connectivity** within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved transport infrastructure, new and improved transport services and Behaviour-change projects.	• Journey time reliability • Increased levels of cross-border travel by sustainable modes • Increased visitor numbers	Longer-term impacts of strategic connectivity • Improved employment opportunities • Improved educational opportunities • Increased tourism.	N/A	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as change in public transport passenger numbers, change in visitor numbers and changes in journey time reliability.	Summary of regional network delay data provided in Case for Change (Section 6.3). Mid Wales tourism data in Case for Change (Section 8).	**S1** - Average travel time to education, health and leisure services – Overall average travel time to key services in Mid Wales is 26.5 minutes (2023) - Subsidiary measure S1	Transport for Wales (tfw.wales) **S6** - % of trips to visitor attractions by sustainable modes of transport – Subsidiary measure S6	Transport for Wales (tfw.wales) **S9** - % of bus and rail services on time – Subsidiary measure S9	Transport for Wales (tfw.wales) **S16** - Average delay per kilometre travelled – Mid Wales 1.5 seconds per km (2022) – additional data at Subsidiary measure S16	Transport for Wales (tfw.wales)	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/ education travel surveys, pedestrian and cycle count data, parking surveys, public opinion and user surveys, footfall data and Census journey to work data (longer-term indicator). **WTS Monitoring Measures** Updated by TfW on an ongoing basis.
To achieve a **modal shift** to more sustainable modes of transport.	Inputs Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved transport infrastructure, new and improved transport services	• Increased walking and cycling • Increased use of more sustainable modes of transport (including EV) • Reduced levels of car use • Modal shift from private car use to more sustainable modes of transport (including EV)	Longer-term impacts of a modal shift to more sustainable transport modes including: • Decarbonisation benefits • Congestion benefits • Health, and well-being benefits.	WTS modal shift target is for 45% of journeys to be made by public transport, walking and cycling by 2040.	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is	Mode of travel to work data (Census 2021) – Section 4.3 of RTP Case for Change. Local Area Energy Plans for Powys and Ceredigion show that 1% of vehicles are purely electric – Section 9.3 of Case for Change. % of people who walk or cycle at least once a week as a means of transport –	**M1** - % of journeys by walking, cycling and public transport – Key measure M1	Transport for Wales (tfw.wales) **M2** - % of vehicles that are ultra-low or zero emission – Key measure M2	Transport for Wales (tfw.wales) **M3** - Total vehicle kilometres travelled – Key measure M3	Transport for Wales (tfw.wales) **M4** - Average distance travelled per person – Key measure M4	Transport for Wales (tfw.wales)	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/ education travel surveys, pedestrian and cycle count data, parking surveys, public opinion

What does the RTP aim to deliver?	What is the change you expect to see?				How do you plan to measure this change?			
Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
	and behaviour-change projects.				available such as participation in behaviour-change projects, change in levels of walking and cycling, change in passenger numbers, change in usage of more sustainable modes of transport (such as EV and car clubs) and evidence of modal shift.	Mid Wales 43% (regional breakdown provided by the National Survey team via TfW). National rural-urban % provided in Case for Change (Section 5.5).	**M6** - Greenhouse gas emissions from the transport sector – Key measure M6 | Transport for Wales (tfw.wales) **S4** - % of people who walk or cycle at least once a week as a means of transport – Subsidiary measure S4 | Transport for Wales (tfw.wales) **S5** - % of journeys to a rail station by walking, cycling or bus – In 2019 this was 40% overall in Mid Wales (walking 30.4%, bus 9.6%) **S11** - % of people satisfied with their journey – Subsidiary measure S11 | Transport for Wales (tfw.wales)	and user surveys, footfall data and Census journey to work data (longer-term indicator). **WTS Monitoring Measures** Updated by TfW on an ongoing basis.
To increase **levels of walking, cycling, and wheeling** within Mid Wales.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved infrastructure for walking, cycling and wheeling and behaviour-change projects.	• Increased walking and cycling • Reduced levels of car use • Modal shift from private car use to walking, cycling and wheeling	Longer-term impacts of increased walking, cycling, and wheeling including: • Decarbonisation benefits • Congestion benefits • Health and well-being benefits, change in perception of place (e.g. town centres).	WTS modal shift target is for 45% of journeys to be made by public transport, walking and cycling by 2040.	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as length of new and improved walking and cycling infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as change in levels of walking and cycling, change in footfall or usage of e-bike projects.	% of people who walk or cycle at least once a week as a means of transport – In Mid Wales this is 43% (regional breakdown provided by the National Survey team via TfW). Walking and cycling in rural areas is around 10% less than in urban settings - Figure 8 within the Case for Change. Summary of current active travel provision –Section 5.5 of the Case for Change. Levels of active travel provision in key towns,	**M1** - Percentage of journeys by walking, cycling and public transport – Key measure M1 | Transport for Wales (tfw.wales) **S4** - % of people who walk or cycle at least once a week as a means of transport - Subsidiary measure S4 | Transport for Wales (tfw.wales)	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/ education travel surveys, pedestrian and cycle count data, parking surveys, public opinion and user surveys, footfall data and Census journey to work data (longer-term indicator).

Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
What does the RTP aim to deliver?	**What is the change you expect to see?**				**How do you plan to measure this change?**			
						e.g. Ceredigion - Aberaeron, Aberystwyth, Cardigan, Lampeter, Llandysul and Tregaron; Powys - Brecon, Llandrindod, Newtown and Welshpool.		**WTS Monitoring Measures** Updated by TfW on an ongoing basis.
To reduce the **environmental impacts of transport**, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved transport infrastructure, EV charging infrastructure, new and improved transport services and behaviour-change projects.	• Increased use of sustainable modes of transport (including EV) • Reduced levels of car use • Modal shift from private car use to more sustainable modes of transport (including EV) • Increased levels of homeworking • Improved broadband and mobile connectivity.	Longer-term impacts of reducing the environmental impacts of transport including • Decarbonisation benefits • Congestion benefits • Health and well-being benefits.	Net Zero Wales targets - to reduce emissions from passenger transport by 22% by 2025 (from 2019) and reduce the number of car miles travelled per person by 10% by 2030. 30% of the workforce working remotely on a regular basis.	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as change in usage of more sustainable modes of transport (such as EV and car clubs), change in numbers working remotely/ homeworking, evidence of modal shift, emissions data, broadband and mobile connectivity data.	Local Area Energy Plans show that approximately 16% of greenhouse gas emissions in 2021 (CO2 equivalent) in Powys and Ceredigion came from transport. This figure includes local authority A roads and minor roads, but not trunk roads. (Section 9.2 of Case for change). 37.5% of the workforce in Mid Wales usually work remotely (National Survey for Wales, 2022-23) – Section 4.3 of Case for Change.	M2 - % of vehicles that are ultra-low or zero emission – Key measure M2	Transport for Wales (tfw.wales) M3 - Total vehicle kilometres travelled – Key measure M3	Transport for Wales (tfw.wales) M4 - Average distance travelled per person – Key measure M4	Transport for Wales (tfw.wales) M5 - Percentage of workforce working remotely on a regular basis - 37.5% of the workforce in Mid Wales usually work remotely (National Survey for Wales, 2022-23) M6 - Greenhouse gas emissions from the transport sector – Key measure M6	Transport for Wales (tfw.wales) S10 - Number of publicly available electric vehicles charging points – 124 in Ceredigion 124 and 114 in Powys (2024) S23 - Level of air pollutants from the transport sector – Average transport total nitrogen oxides (NOx) concentration – 0.4 in Ceredigion and 0.4 in Powys (2018) (LAs with lowest concentration of air pollution in Wales)	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as rail and bus passenger data, usage of projects (e.g. car clubs, e-bikes), workplace/ education travel surveys, pedestrian and cycle count data, parking surveys, public opinion and user surveys, footfall data and Census journey to work data (longer-term indicator). **WTS Monitoring Measures** Updated by TfW on an ongoing basis.

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Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
							S26 - % of waste produced by the transport sector that is reused or recycled – Subsidiary measure S26	Transport for Wales (tfw.wales)	
To improve **resilience, safety and make better use** of the existing transport system.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs** New and improved transport infrastructure and behaviour-change projects.	• Journey time reliability • Reduced flooding incidents • Reduced collision rates • Reduced KSIs • Reduced reported incidents on public transport.	Longer-term impacts of improved resilience and safety including • Congestion benefits • Accident savings • Decarbonisation benefits • Health and well-being benefits	Future Welsh Government road safety targets.	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as collision analysis (change in KSIs or number of flooding incidents), perception of safety on public transport and journey time reliability.	Fatal or serious collisions – In 2022 there were 54 in Ceredigion and 133 in Powys 133 ras0403.ods (live.com) Summary of regional network delay data provided in Case for Change (Section 6.3). % of A roads (LA county roads) in poor condition – 4.7% in Ceredigion and 3.9% in Powys (2018-19) Percentage of local authority road network in poor condition by road type and year (gov.wales) (Case for Change Section 9.5)	**S16** - Average delay per kilometre travelled – In 2022 in Mid Wales this was 1.5 seconds per km – additional data at Subsidiary measure S16	Transport for Wales (tfw.wales) **S19** - Number of people killed or injured on the transport network – Subsidiary measure S19	Transport for Wales (tfw.wales) **S20** - % of people who feel safe and welcome when travelling – Subsidiary measure S20	Transport for Wales (tfw.wales) **S21** - % of transport infrastructure in good condition – Subsidiary measure S21	Transport for Wales (tfw.wales) **S22** - % of transport infrastructure at risk of flooding – In 2023 4.4% of the local road network in Mid Wales was at high or medium risk of flooding (Ceredigion 3.5%, Powys 4.7%)	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available, e.g. collision analysis; Highway Authority data (condition of the highway network, road closures, flooding incidents); public opinion and user surveys, e.g. public transport users, visitors. **WTS Monitoring Measures** Updated by TfW on an ongoing basis.
To improve **interchange and integration** between sustainable modes of transport within communities.	**Inputs** Funding and expenditure, people and skills (to develop and implement policies and projects within the RTP). **Outputs**	• Increased walking and cycling • Increased use of more sustainable modes of transport • Reduced levels of car use	Longer-term impacts of improved interchange and integration between sustainable modes including • Decarbonisation benefits	N/A	**Input indicators** Project-specific such as expenditure and funding breakdown. **Output Indicators** Project-specific such as new and improved transport infrastructure delivered.	Details of current interchange facilities in the Case for Change – Only nine out of the 20 rail stations in Mid Wales are served by a bus stop that is within an acceptable walking distance.	**S3** - % of people within walking distance of sustainable modes of transport – in Mid Wales 29.2% are within walking distance of active travel, 14.5% from bus, 14.8% from bus or rail and 0.6% from rail (2023) **S5** - % of journeys to a rail station by walking, cycling or bus – In 2019 in Mid	**Input and Output Indicators** Evidenced on completion of RTP projects. **Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available, e.g.

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Objective	Inputs and Outputs	Outcome i.e. what will be the result in the short and medium term	Impact i.e. what will be the longer-term impacts	National targets relevant to the objective	RTP Monitoring Measures	Regional Baseline Data	Relevant WTS Monitoring Measures and Baseline Data (where available)	Method of data collection
	New and improved transport infrastructure, new and improved transport services and behaviour-change projects.	• Modal shift from private car use to more sustainable modes of transport	• Congestion benefits • Health, and well-being benefits.		**Outcome and Impact Indicators** Measured on a project-specific basis and a regional basis where data is available such as change in levels of walking and cycling, change in passenger number, change in the usage of more sustainable modes of transport (such as EV and car clubs) and evidence of modal shift.	In Mid Wales 11 stations do not have cycle parking facilities and 8 do not have car parking facilities.	Wales this was 40% overall (walking 30.4%, bus 9.6%). **S13** - 20% of railway stations in Mid Wales are step free. **S14** - % of buses and trains with audio-visual information – <u>Subsidiary measure S14	Transport for Wales (tfw.wales)</u>	collision analysis; Highway Authority data (condition of the highway network, road closures, flooding incidents); public opinion and user surveys, e.g. public transport users, visitors. **WTS Monitoring Measures** Updated by TfW on an ongoing basis.