



## Public Service Vehicles in Wales, 2016/17

22 Feb 2018  
SB 13/2018

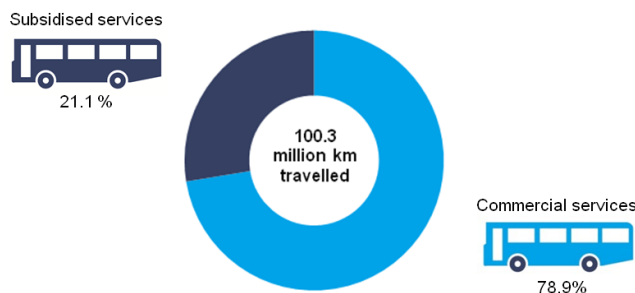
### Key points

**There have been decreases in the number of people employed and the number of vehicles in operation in the local bus industry in Wales in 2016/17 compared with the previous year.**

- In 2016/17 the local bus industry in Wales employed 4,592 staff and had 2,360 vehicles in operation as of 31 March 2017 ([Tables 1](#) and [2](#)). When compared to 2015/16, the numbers employed decreased by 8.2 per cent and the numbers of vehicles decreased by 13.0 per cent.

**There have been decreases in the number of passenger journeys and vehicle kilometres travelled on the local bus services in Wales in 2016/17 compared with the previous year.**

- During the year 99.6 million passenger journeys were undertaken on local buses which travelled 100.3 million vehicle kilometres ([Table 3](#)). Of these journeys commercial services accounted for 78.9 per cent and subsidised services accounted for 21.1 per cent. When compared to 2015/16, passenger journeys and vehicle kilometres travelled have decreased by 0.7 and 4.3 per cent respectively.



**Bus fares in Wales increased from 2016 to 2017.**

- Bus fares in Wales increased by 0.5 per cent from 2016 to 2017, which is lower than the general increase in consumer prices (as measured by the Consumer Prices Index including owner occupiers' housing costs - CPIH), over the same period (r) ([Table 4](#)).

**Taxi registrations have decreased (1.1 per cent) whereas private hire vehicles have increased (15.1 per cent) in 2017, when compared to 2015.**

- In Wales, 5,085 taxis and over 4,770 private hire vehicles were licensed as of March 2017 ([Table 8](#)).

(r) 26 February 2018: Text changes only, no data has been amended

### About this bulletin

This annual statistical bulletin reports on public service vehicles (buses, taxis and private hire vehicles) in Wales in 2016/17. This bulletin provides key analysis with tables of underlying data available on the [StatsWales website](#).

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## The local bus industry in Wales

A local service is defined as “a bus service using Public Service Vehicles to carry passengers at separate fares over short distances”. The 2011 Census showed that 23 per cent of the population of Wales had no access to a car or van. Bus services are a vital part of Welsh economic and social life; every day people rely on the bus to get to work, for hospital appointments, visiting friends, go shopping and to access leisure services.

The local bus industry employed 4,592 staff and had 2,360 vehicles in operation in 2016/17 as of 31 March 2017 ([Tables 1](#) and [2](#)). The 4,592 employed in 2016/17 represents an 8.2 per cent decrease on 2015/16. The number of staff employed has remained broadly stable over the last 5 years, and in 2016/17, 76.8 per cent (3,525) of staff were drivers, 13.8 per cent (632) of staff were maintenance staff and 9.5 per cent (434) were other staff ([Table 1](#)).

**Table 1: Number of staff employed on buses and coaches in Wales from 2012/13 to 2016/17 (a)**

Staff	Number				
	2012/13	2013/14	2014/15	2015/16	2016/17
Drivers (b)	3,887 (r)	3,670	3,706 (r)	3,833	3,525
Maintenance staff	718	697	686	686 (r)	632
Other staff	491	487	482	478	434
<b>All staff</b>	<b>5,096(r)</b>	<b>4,853 (r)</b>	<b>4,874</b>	<b>4,997 (r)</b>	<b>4,592</b>

Source: WG analysis of Department for Transport (DfT) data

**Notes:**

- (a) As at 31 March at the end of each period e.g. 2016-17 relates to 31 March 2017.
- (b) Includes other on-vehicle staff.
- (r) Revised since last publication.

The number of local operated vehicles in Wales in 2016/17 was 2,360. This has decreased by 515 (17.9 per cent) since 2012/13, and has decreased by 352 (13.0 per cent) since 2015/16 ([Table 2](#)). These vehicles were operated on 1,091<sup>1</sup> registered bus routes (as of 29 September 2015).

**Table 2: Number of locally operated bus and coach vehicles in Wales from 2012/13 to 2016/17 (a) (b) (c)**

	Number				
	2012/13	2013/14	2014/15	2015/16	2016/17
Locally operated vehicles	2,875 (r)	2,715	2,586	2,712 (r)	2,360

Source: WG analysis of DfT data

**Notes:**

- (a) As at 31 March at the end of each period e.g. 2014-15 relates to 31 March 2015.
- (b) Covers all operators who run local bus services, including those who also do non-local work (eg. Private hire, school contracts).
- (c) Operators who do solely non-local work are excluded.
- (r) Revised since last publication.

<sup>1</sup>[Consultation - Bus and Community Transport in Wales](#), BCT 09 Traveline Cymru response to consultation.

During 2016/17, 99.6 million passenger journeys took place on local buses which travelled 100.3 million vehicle kilometres. Just over three quarters (78.9 per cent) of this distance travelled on commercial routes (see infographic on page 1 and [Table 3](#)). The number of vehicle kilometres travelled and passenger journeys have decreased year on year since 2012/13, apart from passenger journeys in 2015/16 where a slight increase was observed. The 2016/17 figures represent a 5.2 per cent and 1.7 per cent decrease on the 2015/16 figures and a 13.4 per cent and 8.4 per cent decrease on the 2012/13 figures for vehicle kilometres and passenger journeys respectively.

**Table 3: Vehicle kilometres and passenger journeys on buses and coaches in Wales from 2011-12 to 2016-17**

	<i>Millions</i>				
	2012/13	2013/14	2014/15	2015/16	2016/17
<b>Vehicle kilometres travelled</b>					
All local services	115.8 (r)	112.4 (r)	106.2 (r)	105.8 (r)	100.3
Commercial services	82.8 (r)	82.8	77 (r)	81.6 (r)	79.1
Subsidised services	33.0	29.6 (r)	29.2 (r)	24.2 (r)	21.1
<b>Passenger journeys</b>					
Local services	108.8 (r)	107.2	101.1 (r)	101.3	99.6

Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

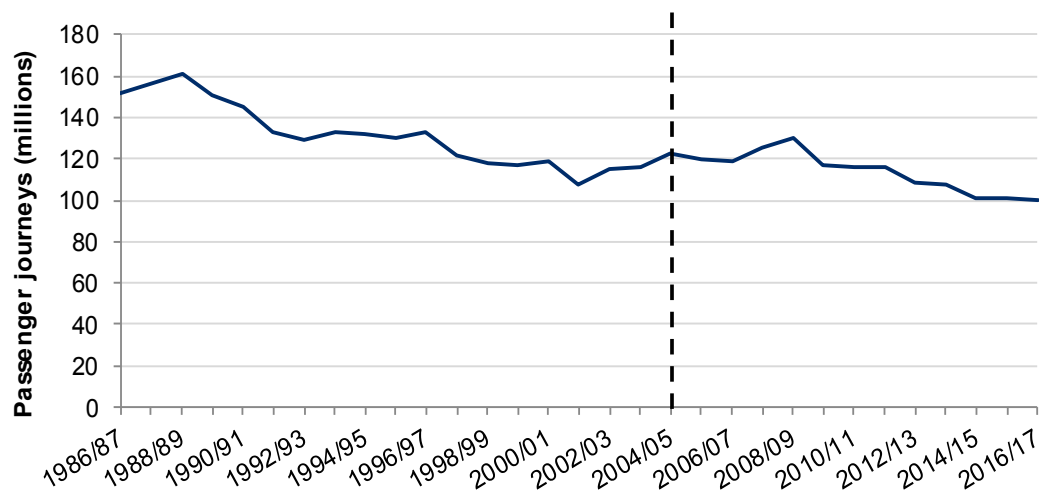
**Notes:**

(r) Revised since last publication.

[Chart 1](#) shows the numbers of passenger journeys that took place between 1986/87 and 2016/17. For the most part, passenger journeys have been declining since 1986/87, with a 34.5 per cent decrease in passenger journeys observed in 2016/17 when compared to 1986/87.

Since 2008/09, passenger journeys have showed a continuing downward trend, with large year-on-year falls in 2009/10 (10 per cent decrease), 2012/13 and 2014/15 (both a 6 per cent decrease). The decrease between 2014/15 and 2015/16 was the smallest decrease observed during this time (0.2 per cent decrease).

**Chart 1: Local bus journeys in Wales from 1986/87 to 2016/17 (a)**



Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

**Notes:**

(a) From 2004-05 there was a break in the local bus series due to changes in the estimation methodology.

## The local bus industry in Wales compared with the rest of Great Britain



### Local bus services – fares

[Table 4](#) shows how bus fares in Wales have changed, compared with bus fares in Great Britain as a whole. Fare prices are indexed to equal 100 in 2005, so the relative price changes in bus fares since 2005 are easily shown. Figures on this table are in current prices (actual prices paid) figures. This data shows that bus fares have increased in both Wales and in Great Britain.

The most recent data for Wales show that bus fares went up by 0.5 per cent (current prices) between 2016 and 2017, compared with the general increase in consumer prices (as measured by the Consumer Prices Index including owner occupiers' housing costs - CPIH), over the same period of 2.3 per cent (r). Over the same period, fares in Great Britain increased at a faster rate of 1.8 per cent in current prices.

In general, over the long term bus fares in Wales have moved broadly in line with those for Great Britain as a whole. There are substantial differences between prices changes in Wales, as compared with the rest of Great Britain, when looking year-on-year.

**Table 4: Fare indices for local bus services and percentage change in Wales and Great Britain from 2005-2017 (a) (b) (c)**

Year	Percentage			
	Current prices			
	Wales		Great Britain	
	Index (2005=100)	% change (on prev. year)	Index (2005=100)	% change (on prev. year)
2005	100.0	..	100.0	..
2006	105.0	↑ 5.0	107.9	↑ 7.9
2007	111.5	↑ 6.2	110.4	↑ 2.3
2008	117.5	↑ 5.4	113.4	↑ 2.7
2009	125.3	↑ 6.6	123.1	↑ 8.6
2010	128.7	↑ 2.7	129.0	↑ 4.8
2011	130.1	↑ 1.1	135.2	↑ 4.8
2012	137.8	↑ 5.9	143.4	↑ 6.1
2013	147.2	↑ 6.8	150.1	↑ 4.7
2014	149.5	↑ 1.6	154.7	↑ 3.1
2015	155.8	↑ 4.2	159.7	↑ 3.2
2016	156.5	↑ 0.4	162.6	↑ 1.9
2017	157.2	↑ 0.5	165.6	↑ 1.8

Source: WG analysis of DfT Fares Survey, Office for National Statistics

**Notes:**

(a) Index as at 31 March.

(b) Index (2005 = 100).

(c) Percentage (%) change is compared to previous year.

(r) 26 February 2018: Text changes only, no data has been amended

## Local bus services – passengers



[Table 5](#) compares passenger journeys in Wales with those in England, Scotland and Great Britain as a whole. It shows that Wales has a relatively small part of the local bus market in Great Britain with just 2.0 per cent of the passenger journeys in 2015/16 compared with Great Britain as a whole.

**Table 5: Number of passenger journeys on local bus services and percentage change by country from 2012/13 to 2016/17 (a)**

*Millions and percentage change*

Year	Wales		England		Scotland		Great Britain	
	Journeys	% change	Journeys	% change	Journeys	% change	Journeys	% change
2012/13 (r)	108.8	..	4,570.2	..	420.4	..	5,099.4	..
2013/14 (r)	107.2	↓ 1.5	4,672.7	↑ 2.2	421.1	↑ 0.2	5,201.0	↑ 2.0
2014/15 (r)	101.1	↓ 5.6	4,627.4	↓ 1.0	414.3	↓ 1.6	5,142.9	↓ 1.1
2015/16 (r)	101.3	↓ 0.2	4,507.8	↓ 2.6	407.4	↓ 1.7	5,016.5	↓ 2.5
2016/17	99.6	↓ 1.7	4,438.2	↓ 1.5	393.2	↓ 3.5	4,931.0	↓ 1.7

Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

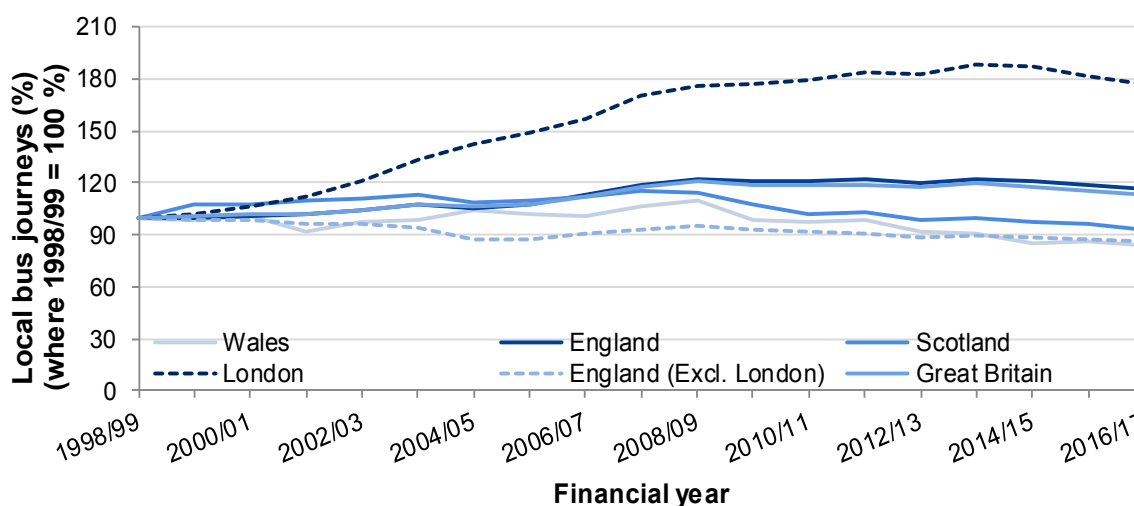
**Notes:**

(a) Percentage change from previous year.

(r) Revised since last publication.

[Chart 2](#) shows that the growth in bus travel in Great Britain since 1998/99 has been driven by the growth in bus use in London. This is part of the general pattern where the substantial growth in the demand for travel in London has been met through public transport (bus, underground and rail). Bus travel in Wales has fluctuated year-on-year with the 2016-17 figures being the lowest recorded figures since 1998/99. This is a similar trend to that observed in Scotland, albeit at slightly different levels.

**Chart 2: Local bus journeys by UK country and London, 1998/99 to 2016/17 (a) (b) (c)**



Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

**Notes:**

(a) There was a break in series in 2004/05, in order to provide this longer run comparison, the older data were linked onto the post 2004/05 data before indexing onto the 1998/99 database.

(b) The year 1998/99 was chosen as the base year as that was the low-point in bus travel for Great Britain as a whole.

(c) Data is for the financial year ending 31 March.

In 2016-17 passenger journeys on local bus services per head of population decreased in England, Scotland, Wales and Great Britain ([Table 6](#)). Scotland had the largest decrease (4.0 per cent) whereas Wales had the smallest decrease (2.1 per cent) when compared to 2015-16. Moreover, passenger journeys for the most part over the last 5 years have decreased apart from 2013-14 when there were increases in England (1.5 per cent) and Great Britain (1.3 per cent).

**Table 6: Passenger journeys on local bus services by UK Country per head of population from 2012/13 to 2016/17 (a) (b) (c)**

*Journeys per head of population and percentage change*

<u>Year</u>	<u>Wales</u>	<u>% change</u>	<u>England</u>	<u>% change</u>	<u>Scotland</u>	<u>% change</u>	<u>Great Britain</u>	<u>% change</u>
2012/13 (r)	35.4	..	85.4	..	79.1	..	82.4	..
2013/14 (r)	34.8	↓ 1.7	86.7	↑ 1.5	79.0	↓ 0.1	83.5	↑ 1.3
2014/15 (r)	32.7	↓ 5.9	85.2	↓ 1.8	77.5	↓ 2.0	81.9	↓ 1.9
2015/16 (r)	32.7	↓ 0.1	82.3	↓ 3.4	75.8	↓ 2.1	79.3	↓ 3.2
2016-17	32.0	↓ 2.1	80.3	↓ 2.4	72.8	↓ 4.0	77.3	↓ 2.5

Source: WG analysis of the DfT Public Service Vehicle Survey, Transport for London

**Note:**

- (a) The journey figures relate to all bus journeys, including non-residents. Population figures are for residents only and are as at June.
- (b) Percentage change refers to percentage change on previous year.
- (c) Data is for the financial year ending 31 March.
- (r) Revised since last publication.



## Local bus services – distance covered

This section provides information about the distance covered by buses operating across the local bus network in Wales compared with the rest of Great Britain. Since 2011/12 the total distance covered by all buses in Wales ranged from 100.3 to 116.7 vehicle kilometres with the distance covered declining year-on-year since 2011/12. The 2016/17 figure represents a 5.2 per cent reduction on the previous year. The vehicle kilometres travelled in Wales represent 4.1 per cent of all vehicle kilometres in Great Britain for 2016/17 ([Table 7](#)).

In England and Great Britain the distance covered by local bus services decreased slightly annually. In Scotland the distance covered by local bus services decreased slightly annually apart from in 2013/14 where an increase of 1.4 per cent was reported and 2015/16 where an increase of 0.7 per cent was reported. In 2016/17 the vehicle kilometres travelled in England and Scotland represent 82.3 and 13.5 per cent of all vehicle kilometres in Great Britain ([Table 7](#)).

**Table 7: Vehicle kilometres on local bus services by country, 2012/13 to 2016/17 (a)(b)**

*Millions and percentage change*

Year	Wales		England		Scotland		Great Britain	
	Vehicle km's	% change	Vehicle km's	% change	Vehicle km's	% change	Vehicle km's	% change
2012/13 (r)	115.8	↓ 0.8	2,086.5	↓ 0.8	327.1	↓ 3.3	2,529.3	↓ 1.1
2013/14 (r)	112.4	↓ 3.0	2,078.0	↓ 0.4	331.8	↑ 1.4	2,522.1	↓ 0.3
2014/15 (r)	106.2	↓ 5.5	2,055.3	↓ 1.1	328.4	↓ 1.0	2,489.9	↓ 1.3
2015/16 (r)	105.8	↓ 0.4	2,014.6	↓ 2.0	330.8	↑ 0.7	2,451.2	↓ 1.6
2016/17	100.3	↓ 5.2	1,991.7	↓ 1.1	327.5	↓ 1.0	2,419.5	↓ 1.3

Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London data

**Notes:**

(a) Data is for the financial year ending 31 March.

(b) Vehicle kms = vehicle kilometres.

(r) Revised since last publication.





## Licensed taxis and private hire vehicles in Wales

Under the Wales Act 2017, the licencing of taxis and private hire vehicles operators in Wales will be undertaken by the Welsh Government from 1 April 2018.

Licence holders can apply for a taxi licence, a private hire vehicle licence or a dual licence. A taxi licence enables the holder to pick up passengers on the streets or from designated taxi ranks. A private hire vehicle licence enables the holder to pick up passengers who have made a booking with a licensed private hire operator. A dual licence enables the holder to drive either a taxi or a private hire vehicle.

[Table 8](#) below shows the number of taxis and private hire vehicles licensed, by local authority, in Wales. The table highlights how different local authorities take different approaches to licensing these vehicles. As of 31 March 2017, 5,085 taxis were licensed; however two of the local authorities (Wrexham and Blaenau Gwent) issued no dual licences and instead licensed taxi drivers separately.

There were 4,770 private hire fleet licensed vehicles in operation, with 1,248 drivers licensed and 662 operators licensed. There were 9,851 drivers licensed for both a taxi and private hire vehicle in Wales; with 35.2 per cent of these from the Cardiff and Swansea local authorities.

**Table 8: Licensed taxis and licensed private hire vehicles, by local authority at 31 March 2017 (a)**

Local Authority	Number					
	Taxis		Private hire vehicles			
	Vehicles licenced	Drivers licenced	Fleet licenced (b)	Drivers licenced	Operator licences	Dual licence holders (c)
<b>North Wales</b>	<b>827</b>	<b>48</b>	<b>1,109</b>	<b>484</b>	<b>188</b>	<b>1,627</b>
Isle of Anglesey	99	0	46	0	16	176
Gwynedd	316	0	78	0	27	497
Conwy	120	0	152	23	22	189
Denbighshire	256	0	75	39	15	342
Flintshire	3	0	338	0	64	423
Wrexham	33	48	420	422	44	0
<b>Mid Wales</b>	<b>342</b>	<b>0</b>	<b>303</b>	<b>0</b>	<b>84</b>	<b>776</b>
Powys	182	0	275	0	70	537
Ceredigion	160	0	28	0	14	239
<b>South West Wales</b>	<b>1,216</b>	<b>0</b>	<b>588</b>	<b>0</b>	<b>78</b>	<b>2,406</b>
Carmarthenshire	353	0	103	0	35	583
Pembrokeshire	208	0	21	0	7	335
Swansea	400	0	427	0	16	1,144
Neath Port Talbot	255	0	37	0	20	344
<b>South East Wales</b>	<b>2,700</b>	<b>372</b>	<b>2,770</b>	<b>764</b>	<b>312</b>	<b>5,042</b>
Bridgend	341	0	86	0	25	604
Vale of Glamorgan	111	0	173	0	28	350
Cardiff	946	0	1,289	0	89	2,321
Rhondda Cynon Taf	377	0	124	0	47	544
Merthyr Tydfil	157	169	57	49	18	34
Caerphilly	299	0	105	0	27	457
Blaenau Gwent	149	203	5	6	3	0
Torfaen	58	0	165	0	15	242
Monmouthshire	157	0	106	0	32	285
Newport	105	0	660	709	28	205
<b>Wales</b>	<b>5,085</b>	<b>420</b>	<b>4,770</b>	<b>1,248</b>	<b>662</b>	<b>9,851</b>

Source: WG analysis of the DfT, Taxi Licensing Authorities data

**Notes:**

- (a) These figures in this table are outside the scope of National Statistics.
- (b) Number of fleet licences refers to the number of private hire vehicles.
- (c) Dual licence holders are drivers who hold a licence for a taxi and a private hire vehicle.

## Notes

### 1 Context

#### 1.1 Related publications

The Department for Transport (DfT) produces [statistics on the local bus sector](#) in Great Britain presenting information on passenger journeys, vehicle miles, levels of revenue, costs and government support, the vehicle fleet, staff employed and other indicators including punctuality:

Transport Scotland produces an annual publication titled "[Bus and Coach Travel](#)" which brings together a range of bus and coach data to provide a more comprehensive and complete understanding of travel trends and behaviours across these modes. Data presented include DfT Scottish bus operator data, Transport Scotland concessionary bus fare data and further analysis of bus-related information collected by the Scottish Household Survey (SHS):

The Department for Infrastructure in Northern Ireland produce an annual statistical publication titled "[Northern Ireland Transport Statistics 2016-2017](#)" which contains a chapter on public transport:

### 2 Data source

Most of the information presented here is derived from annual returns made to DfT by a sample of 700 holders of Public Service Vehicle operators' licences ('the PSV survey'). This survey provides information on passenger journeys, vehicle miles, passenger receipts and operating costs.

Separate, smaller, surveys managed by DfT collect information about fare changes, service reliability and quarterly patronage from the larger bus operators.

Full details of the data sources and methods used can be found in the [guidance](#).

### 3 Definitions

#### 3.1 Coverage

The survey covers only those operators operating local bus services registered with the Traffic Commissioner.

#### 3.2 Key definitions

**Local bus service:** Local services are scheduled stopping services registered with the Traffic Commissioner. A local service is defined as a bus service using Public Service Vehicles to carry passengers at separate fares over short distances. The route can be of any total length, as long as throughout its length passengers can get off within 24.15 kilometres (15 miles) (measured in a straight line) of the place where they were picked up. Each passenger must make a separate payment to the driver, conductor or agent in order to use the service. Excursions and tours need only be registered if separate fares are paid, the whole journey is within a 24.15 km (15 mile) radius of the starting point and they run one or more times a week for at least 6 weeks in a row. Schools and works services may be local bus services if the users pay a separate fare but do not need to be registered if someone other than the bus operator is responsible for arranging the journey, and the journey is not advertised beforehand to the general public, and all passengers travel to or from the same place, and passengers pay the same fare no matter how far they travel.

**Passenger journeys:** A count of the total number of boardings of each vehicle, so a trip which requires a change from one bus to another would be counted as two journeys in these figures. Figures do not include children under 5 years of age.

**Vehicle kilometres:** Mileage (kilometres) operated on local bus service. This includes only 'live' (i.e. service) miles and not 'dead' running e.g. from depots to the start of a route.

## **4 Symbols**

In tables where figures have been rounded to the nearest final digit, there may be an apparent discrepancy between the sum of the constituent items and the total shown.

The following symbols have been used throughout the bulletin:

↑ = percentage increase

↓ = percentage decrease

## **5 Key Quality Information**

### **5.1 Relevance**

DfT bus statistics represent the most comprehensive single source of official data on the bus industry in Great Britain, and provide data which is used in monitoring trends, developing policy and providing accountability for the subsidy provided to the industry at a high level.

### **5.2 Accuracy**

The PSV survey uses imputation techniques to derive key figures for operators who were either not selected in the sample for that year, or who did not respond. On occasion, imputations for earlier years can be improved using directly-reported data for later years. Minor revisions to back-data can occur as a result, although trends are rarely affected substantively.

For the key indicators (passenger journeys and vehicle miles operated) the data provided by operator's cover around, or above, 90 per cent of the total figure, with the remainder imputed. Comparison with other sources suggests that, at aggregate (Great Britain) level, the statistics are likely to provide a reasonably robust measure of levels and broad trends.

However, figures representing smaller groups of operators and single year on year changes should be treated with caution as these are more susceptible to measurement errors (for example, an inaccurate return by an operator, or a change in an operator's method of producing the figures required) which are more likely to even out at the national level. For this reason, regional, and particularly local authority, level figures should be interpreted with caution.

### **5.3 Timeliness and punctuality**

DfT collected data from operators during the summer for publication in December 2017.

### **5.4 Accessibility and clarity**

This Statistical Bulletin is pre-announced and then published on the [Statistics & Research](#) website and is accompanied by Stats Wales cubes.

### **5.5 Comparability**

Many of these statistics have been collected on a broadly comparable basis from operators for many years. However, following revisions to the methodology used to compile the published figures, 2004-05 is the earliest year for which figures are comparable on exactly the same basis.

## **National Statistics status**

The [United Kingdom Statistics Authority](#) has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the [Code of Practice for Official Statistics](#).

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

## **Well-being of Future Generations Act (WFG)**

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release does not include any of the 46 national indicators.

Information on the indicators, along with narratives for each of the well-being goals and associated technical information is available in the [Well-being of Wales report](#).

Further information on the [Well-being of Future Generations \(Wales\) Act 2015](#).

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

## Further details

The document is available at:

<http://gov.wales/statistics-and-research/public-service-vehicles/?lang=en>

## Next update

January 2019 (provisional)

## We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided to:

[stats.transport@gov.wales](mailto:stats.transport@gov.wales)

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