ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin
Bwletin Ystadegol

SB 92/2013 24 September 2013

Monitoring the National Transport Plan, Update 2012

Introduction

The Wales Transport Strategy is the key transport policy document of the Welsh Government. The aims and outcomes of the Wales Transport Strategy are being delivered by the National Transport Plan, published on 29 March 2010, later prioritised in December 2011, and the four Regional Transport Plans. The delivery of the National Transport Plan will be monitored using a set of statistical indicators derived from those originally outlined in the Wales Transport Strategy.

The Transport Statistics Branch in the Welsh Government has been commissioned to compile these statistical indicators. They are based on 17 long term output indicators from the Wales Transport Strategy, which were grouped by their social, economic and environmental impacts. Full details of the 17 outcomes, the monitoring indicators developed for each outcome and the data collected and analysed are set out in sections 3, 4 and 5 of this bulletin.

This bulletin is the second annual update of the baseline monitoring report which was published in March 2011.

Key Points

- Some 8 out of 10 journeys to work are made using a car or a van. This has figure has remained constant for the past 10 years;
- There were a little under 49 million journeys made using the Concessionary Fares Bus Pass in Wales in 2012-13;
- The road safety targets set in 2000 were all met by 2010; with 2012 reporting the lowest level of killed or seriously injured, 1,034, on record;
- Bus passenger numbers in Wales has remained constant at some 116 million between 2009-10 and 2011-12;
- Rail passenger numbers in Wales increased from some 26 million 2009-10 to 27 million in 2010-11;
- Road traffic in Wales fell from 26.93 billion vehicle kilometres in 2011 to 26.76 billion vehicle kilometres in 2012, the lowest level since 2003;
- Sea passenger numbers fell from 2.8m in 2011 to 2.6m in 2012;
- Air passenger numbers at Cardiff Airport fell from 1.2m in 2011 to 1.0m in 2012;
- Greenhouse gas emissions relating to transport fell by 2 per cent between 2010 and 2011.

Statistician: Henry Small **Tel:** 029 2082 6960 **E-mail:** Stats.Transport@wales.gsi.gov.uk
Next Update: March 2014 (provisional)
Twitter: www.twitter.com/statisticswales | www.twitter.com/ystadegaucymru

Cyhoeddwyd gan Y Gwasanaethau Gwybodaeth a Dadansoddi
Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ
Ffôn – Swyddfa'r Wasg **029 2089 8099**, Ymholiadau Cyhoeddus **029 2082 3332**
www.cymru.gov.uk/ystadegau

Issued by Knowledge and Analytical Services
Welsh Government, Cathays Park, Cardiff, CF10 3NQ
Telephone – Press Office **029 2089 8099**, Public Enquiries **029 2082 5050**
www.wales.gov.uk/statistics

Llywodraeth Cymru
Welsh Government

The National Transport Plan

The Wales Transport Strategy established the framework for the creation of an integrated transport system. The National Transport Plan is intended to take forward this process of delivering integration and the Welsh Government's priorities for transport set out in the Programme for Government. The National Transport Plan can be found at the following link: National Transport Plan

Contents

1. Introduction

1.1 The Wales Transport Strategy is the key, long term transport policy document of the Welsh Government. To deliver the aims and outcomes of the Wales Transport Strategy at the national level, the National Transport Plan was developed and published in March 2010 and later prioritised in December 2011. The National Transport Plan stated that its delivery will be monitored using the long term output indicators that were outlined in the Wales Transport Strategy.

1.2 The Transport Statistics Branch of the Knowledge and Analytical Services Division in the Welsh Government was commissioned to monitor the delivery of the National Transport Plan in the months before the final National Transport Plan was published. As part of this commission we were constrained to:

1. Use the 17 long term output indicators from the Wales Transport Strategy as the framework for monitoring the delivery of the National Transport Plan. Full details of the 17 outcomes, the monitoring indicators developed for each outcome and the data collected and analysed are set out in sections 3, 4 & 5 of this bulletin.
2. Issue a Statistical Bulletin detailing our progress on monitoring the National Transport Plan shortly after the publication of the final Plan. Our interim report can be found here: Interim Monitoring Report
3. Publish a baseline monitoring report based on the interim report with the latest available data and suggested changes from the public consultation. The baseline monitoring report can be found here: Baseline Monitoring Report
4. Publish regular updates to the data collected to monitor changes over time and review and develop indicators to ensure the monitoring remains fit for purpose. The 2011 update can be found here: Update 2011

1.3 This bulletin is the second annual update of the baseline monitoring report which was published in March 2011.

2. Executive Summary

2.1 This Summary covers the outcome indicators where statistics have been compiled for this baseline Report. The numbers in [brackets] in this summary show the number of the relevant NTP monitoring indicator and the number of the relevant data table(s). In broad summary, the indicators show:

The Wales Transport Strategy aims to improve access to healthcare (outcome 1), education, training and lifelong learning (outcome 2) and to shopping and leisure facilities (outcome 3). Moving towards achieving these outcomes will contribute to reducing social exclusion, particularly for the most disadvantaged groups.

Modelling journeys to the crucial nodes for health provision shows that most households in Wales can gain access to these services within reasonable travel times, whether they are using private car or are using public transport.

- Almost all households within Wales are within 1 hour and 30 minutes drive time of NHS Major Acute Hospitals. Some 87 per cent of households are within 1 hour and 30 minutes travel time by public transport. [1.1]
- Almost all households within Wales are within 15 minutes drive time of a GP Surgery. Some 76 per cent of households are within a 15 minute travel time by public transport as are some 60 per cent of households by walking. [1.2]
- Almost all households within Wales are within 15 minutes drive time of a pharmacy. Some 82 per cent of households are within 15 minutes travel time by public transport and 69 per cent of households are by walking. [1.3]

Modelling journeys to the providers of education, training and life-long learning provision shows that most households in Wales can gain access to these services within reasonable travel times, whether they are using private car or are using public transport or are walking or cycling.

- Almost all households within Wales are within 15 minutes drive time of a primary school, as are some 97 per cent of households by cycling. Some 91 per cent of households are within 15 minutes travel time by public transport and 82 per cent by walking. [2.1]
- Almost all households within Wales are within 15 minutes drive time of a secondary school, and 79 per cent by cycling. Some 56 per cent of households are within 15 minutes travel time by public transport, with some 88 per cent within 30 minutes. Some 36 per cent of households are within 15 minutes travel time of a secondary school by walking, with some 63 per cent within 30 minutes. [2.2]
- Almost all people aged over 16 within Wales are within 15 minutes drive time of a higher, further or adult education establishment with 80 per cent by cycling. Some 63 per cent of people are within 15 minutes travel time by public transport, with 88 per cent within 30 minutes. Some 45 per cent of people are within 15 minutes travel time by walking, with 66 per cent within 30 minutes. [2.3]

Most people can get to a reasonable range of shopping and leisure facilities (at 'key centres' as defined by the Regional Transport Consortia) at convenient times and this enhances social interaction and reduces social exclusion, particularly for disadvantaged groups.

- During the week (Tuesday morning) some 91 per cent of households within Wales are within 15 minutes drive time of a key centre. Some 27 per cent of households are within 15 minutes travel time by public transport, with some 70 per cent within 30 minutes. 12 per cent of households are within 15 minutes travel time of a key centre by walking, with some 26 per cent within 30 minutes. [3.1]
- Access is very similar at weekends (Saturday morning) with some 91 per cent of households within Wales are within 15 minutes drive time of a key centre. Some 28 per cent of households are within 15 minutes travel time by public transport of a key centre, and 71 per cent within 30 minutes. Some 12 per cent of households are within 15 minutes travel time of a key centre by walking, with some 26 per cent within 30 minutes. [3.2]

The Wales Transport Strategy aims to encourage healthy lifestyles (outcome 4) by increasing the levels of walking and cycling, including a 'modal shift' to these methods of transport *(a modal shift is a move to using a different method of transport for a trip)*.

The National Travel Survey shows the number of travel trips made by people living in Wales, and their reasons for making them, have both been broadly stable up to 2007, though with signs of a slight drop in car travel since 2008.

The total number of travel trips has remained fairly constant at around or just below a thousand trips per person, per year with walking representing roughly two hundred of those trips. The purpose of travel has also remained consistent over the time series with shopping trips being the most common. [4.1]

(Source: National Travel Survey)

But in some areas, these modal shifts are not taking place, so there is little change in the proportion of people using a car (or van or minibus) to get to work; the slight fall for men is offset by the increase in car usage by women.

For travel to work, the data for Wales over the last nine years shows that the number of male respondents using a car (or van or minibus) to access work has fallen 4 percentage points from 86 to 82 per cent of respondents. However, the number of female respondents using a car (or van or minibus) to access work has increased by the same amount between 2003 and 2012, reaching 80 per cent of respondents in 2012. Overall, in 2012, around 81 per cent of respondents used this mode of transport for work. [4.2 & 4.3]

(Source: Labour Force Survey)

There is little change in the amount that adults walk...

The proportion of adults walking over 2 miles in the past 4 weeks was 33 per cent of respondents in 2000/01 and 34 per cent in 2008/09. When asked in 2008, 86 per cent of adults stated that they had been walking in the outdoors at some point in the last 12 months; this figure rose to 87 per cent in 2011. [4.6 & 4.8]

(Source: Sport Wales and Welsh Outdoor Recreation Survey)

...but an increase in cycling by children and by adults.

By 2011 the proportion of primary school children cycling to school was measured at 4 per cent of children, and the proportion of secondary school children (up to age 16, that is 'year 11') was higher, at 6 per cent. This means that across all school aged children the proportion cycling to school more than tripled since 2006. [4.5]

(Source: Sport Wales)

The proportion of adults doing any cycling in past 4 weeks rose from 6 per cent of respondents in 2000/01 to 8 per cent in 2008/09. When asked in 2008, 21 per cent of adults said that had been road cycling and 16 per cent said they had been off road cycling at some point in the last 12 months; these figures rose to 26 per cent and 20 per cent respectively in 2011. [4.7 & 4.8]

(Source: Sport Wales and Welsh Outdoor Recreation Survey)

The concessionary fare scheme continues to be heavily used.

83 per cent of adults aged 60 and over hold a concessionary bus pass and bus pass holders are currently making around 12 million bus journeys every quarter. [4.9]

(Source: Local Authority administrative data)

The Wales Transport Strategy aims to improve the actual and perceived safety of travel (outcome 5). This involves reduced injury accident rates, particularly for vulnerable road users, as well as improving perceived safety for all modes of transport.

We have met the Welsh Government's 2010 casualty reduction targets.

The Welsh Government set three casualty reduction targets in 2000 to be achieved by 2010 based on reductions from the average for the years 1994 to 1998. Progress towards these targets during 2010, was: [5.1, 5.2 & 5.3]

- Target 1 → A 40 per cent reduction in the number of killed or seriously injured (KSI) casualties. Outturn over 2010 was 46 per cent lower than the 1994-98 average. By 2012 the number of KSI casualties had fallen by a further 3 percentage points to the lowest level on record.
- Target 2 → A 50 per cent reduction in the number of children killed or seriously injured. Outturn over 2010 was 63 per cent lower than the 1994-98 average. By 2012 the number of child KSI casualties had fallen by a further 5 percentage points.
- Target 3 → A 10 per cent reduction in the number of people slightly injured per 100 million vehicle kilometres. Outturn for 2010 was a 40 per cent reduction. By 2012 the number had fallen by a further 8 percentage points.

One area of concern is child pedestrian casualties in deprived areas; by 2011 there were 77 of these casualties, with 14 being serious and with no children killed. [5.3]

Safety on public transport concerns crime as well as accidents.

Recorded railway crime is decreasing...

Incidents of notifiable and non-notifiable offences on the rail network: The total recorded notifiable offences increased from 1,445 in 2009/10 to 1,636 in 2010/11 before falling to 1,220 in 2011/12. There were falls in all types of offences between 2010/11 and 2011/12 except for sexual offences, which almost doubled in that period. [5.5]

(Source: British Transport Police)

...and the perception of crime is improving, with rail users' perceptions of their personal security at rail stations improving.

Rail travellers' perception of personal security whilst using a rail station has improved in Wales between spring 2006 and spring 2013 with rail travellers having a positive perception up from 55 to 70 per cent. This can be compared to the average of regional rail services across Great Britain, which was the same at 70 per cent during spring 2013. [5.6]

(Source: Passenger Focus)

While their perception of their personal security onboard a train service is also increasing and has exceeded same level for comparable services elsewhere in Great Britain.

There is a better position with rail travellers' perception of personal security whilst onboard a rail service in Wales, which is up from 73 to 86 per cent over the same period as above (for Arriva Trains Wales only). For all regional rail services across Great Britain, there was a comparable increase from 76 to 79 per cent in the same period. [5.6]

(Source: Passenger Focus)

Bus users' in Wales also have a good perception of their personal security when using buses.

75 per cent of bus users in Wales are satisfied with their personal safety at the bus stop, rising to 84 per cent once they are on the bus. The corresponding figures for disabled bus users are 73 per cent and 84 per cent respectively. [5.7]

(Source: Welsh Bus Passenger Survey 2010)

The Wales Transport Strategy aims to improve access to employment opportunities (outcome 6) meaning that people can get to a reasonable range of employment opportunities at the times needed, helping to reduce economic inactivity and social exclusion, particularly for disadvantaged groups.

Travel to and from work accounts for a significant share of overall transport, with the private car as the dominant mode of transport. Modelling travel journeys shows that most people in Wales can get to a 'key' employment centre (the same as the key shopping and leisure centres above) in a reasonable time using the car; but this indicator shows that for many of these people public transport, or walking and cycling, are still viable alternatives.

91 per cent of people aged 16 or over within Wales are within 15 minutes drive time (at assumed average road speeds with no journey time delays) of a key centre on a Tuesday between 7-9am. 26 per cent of people aged 16 or over are within 15 minutes travel time by public transport of a key centre, some 68 per cent within 30 minutes. 42 per cent of people aged 16 or over are within 15 minutes travel time of a key centre by cycling, some 68 per cent within 30 minutes. 12 per cent of people aged 16 or over are within 15 minutes travel time of a key centre by walking, with 26 per cent within 30 minutes. [6.1]

The Wales Transport Strategy aims to improve connectivity within Wales and Internationally (outcome 7); improvements to connectivity may be reflected in how people travel within Wales, and to and from Wales.

The section above on "Transport and healthy lifestyles" was based on asking individuals about the way they travel and their use of the transport system. This section is based on usage records for various types of transport.

Bus travel increased after 2002/03, with the introduction of concessionary travel passes for the elderly and disabled helping to promote this increase, but travel dropped back in 2009/10 and has remained constant since.

Bus passenger journey numbers in Wales reached a peak in 2008/09 (125 million passenger journeys); following a generally rising trend in travel that started in 2002/03; probably due to the introduction of concessionary travel passes for those aged 60 and over. Journey numbers fell back to 116 million in 2009-10 and has remained at this level. [7.1]

(Source: Department of Transport)

In contrast, the use of the rail system has increased sharply, both in terms of numbers of scheduled services that are run *(these figures cover the services which are the responsibility of the Welsh Government)***...**

The principal train operating company running services in Wales, Arriva Trains Wales, has increased the number of timetabled kilometres its services operate from 18.44 million to 24.23 million between 2003-04 and 2012-13. This represents an increase of over 5 million timetabled train kilometres or a 31 per cent increase between 2003-04 and 2012-13. [7.2]

(Source: Office of the Rail Regulator)

...and in terms of passenger numbers.

Rail station passenger usage numbers increased in every local authority area in Wales between 2005/06 to 2009/10, other than the Isle of Anglesey. Cardiff Central was by far the busiest station in Wales with almost 11 million station entries and exits in 2009/10, representing almost 25 per cent of all station entries and exits in Wales. Cardiff Queen Street was the second busiest station, ahead of Newport. [7.2]

(Source: Office of the Rail Regulator, and Delta Rail)

Since 2005-06, the increase in rail passenger numbers within Wales has been much faster than the increase in rail journeys to or from Wales, although the latter increased sharply between 2009-10 and 2010-11. [7.2]

(Source: Office of the Rail Regulator)

Though these is still scope for improving facilities for disabled rail passengers.

The latest published figures show that of stations where Arriva Trains Wales has responsibility, only 7 per cent had staff to assist and 49 per cent had wheelchair access to platforms. [7.3]

(Source: Arriva Trains Wales)

Air passengers using Cardiff Airport are declining.

The total number of domestic passenger movements at Cardiff Airport fell to 203 thousand passengers in 2012. The total number of international passengers using Cardiff Airport was 818 thousand in 2012; the majority of international passenger movements were from and to destinations in Spain. [7.4]

(Source: Civil Aviation Authority)

The long-term decline for sea passengers through Welsh ports was reversed in 2010 but passenger numbers fell in 2011 and again in 2012.

There was a decline of some 39 per cent in the number of sea passenger movements through Welsh ports between 1998 and 2012. But in 2010 there was a 6 per cent increase to 2.9 million passenger movements compared with 2009. This was partly due to the introduction of services from Swansea to Cork; but there were also increases in passengers using both Milford Haven and Holyhead. In 2011 there was, however, a decline of some 4 per cent to 2.8 million passenger movements and a further decline of some 8 per cent to 2.6 million passengers in 2012, with declines for all the major ports over the two year period. [7.5]

(Source: Department for Transport)

The motor vehicle is the most used mode of transport, though traffic has declined in recent years.

Overall motor vehicle traffic in Wales peaked in 2007 (at 28 billion vehicle kilometres per year). In the past traffic has shown long term growth pausing only with significant increases in fuel prices or recession. The impact of both these factors has seen traffic volumes falling each year since the peak in 2007 and the 26.8 billion vehicle kilometres seen in 2012 is the lowest level since 2003. [7.7]

Looking at flows between Wales and England, traffic levels at trunk road border crossing points have generally risen (and fallen) in line with traffic growth across the road network in Wales. Trunk border crossing points in Mid-Wales have significantly lower flows than those in South and North Wales, but appear to have had traffic flows affected less by the economic downturn. [7.8]

(Source: DfT, Great Britain road traffic estimates).

The Welsh Transport Strategy stresses the importance to the economy of a reliable transport system and to improve the efficient, reliable and sustainable movement of people and freight (outcomes 8 and 9).

In the first instance, this is concerned with the efficiency, timeliness and reliability of public transport in Wales:

For buses, punctuality is comparable to that across the rest of Great Britain.

Bus punctuality (i.e. arriving between 1 minute early and 5 minutes late) in Wales at all bus stops in 2007 was 76 per cent. [8.1]

(Source: Department for Transport, Bus Punctuality Statistics report)

And 76 per cent of bus users in Wales state that they are satisfied with the punctuality of their bus. [8.1]
(Source: Welsh Bus Passenger Survey 2010)

Train punctuality was improving...

Though the percentage of Arriva Trains Wales trains operating within 5 minutes of scheduled time fell a percentage point to 93.3 per cent of trains in 2012-13 compared to 2011-12. [8.3]

(Source: Office of the Rail Regulator)

...whilst the number of train services running has decreased slightly.

There was a 0.7 per cent decrease in the number of planned Arriva Trains Wales train services between 2011-12 and 2012-13. [8.3]

(Source: Office of the Rail Regulator)

The changes in the transport system *(and safety from outcome 5)* are reflected in increasing levels of passenger satisfaction with travel in Wales:

For bus users, 88 per cent were satisfied, overall, with their bus journey; while 76 per cent were satisfied with its punctuality and 61 per cent of fare-paying passengers were satisfied with value for money. These results are comparable to levels of satisfaction across areas in England. [8.5]

(Source: Welsh Bus Passenger Survey 2010)

For rail users, overall satisfaction with both train stations and rolling stock facilities increased by 9 percentage points from 79 per cent in spring 2006 to 88 per cent in spring 2013. This can be compared with the average for all other regional operators in spring 2013 of 84 per cent. [8.6]
(Source: Passenger Focus)

Rail passenger satisfaction with information provision on rail services operated by Arriva Trains Wales increased by 18 percentage points from 65 per cent in spring 2006 to 83 per cent in spring 2013. The average for all other regional operators was a satisfaction level of 86 per cent in spring 2013. [8.6]
(Source: Passenger Focus)

One purpose of an efficient reliable transport system is the movement of goods.

Looking at road freight between Wales and England, the commodity moved into Wales from the rest of the UK with the highest tonnage in 2011 was food, drink and tobacco at some 8.3m tonnes. The commodity moved from Wales to the rest of the UK with the highest tonnage in 2010 was also food, drink and tobacco at some 6.5m tonnes. [8.8]

(Source: Department for Transport)

The impact of the recession has meant that there were fewer tonnes of goods lifted within Wales, lifted from Wales to the rest of UK and exported outside of the UK from Wales in 2009 than in any year from 1990 onwards. However, some recovery is evident in the 2010 figures which show increases in the tonnages lifted within Wales and from Wales to the rest of the UK. [8.8]

(Source: Department for Transport)

The Welsh Transport Strategy is also concerned with the environmental outcomes from transport. One of these is to reduce the impact to transport on greenhouse gas emissions (outcome 12)...

Between 1990 and 2011 total greenhouse gas emissions in Wales have decreased; emissions from transport sources also decreased, but more slowly.

Total greenhouse gas emissions in Wales have fallen by some 28 per cent between 1990 and 2011. During the same period greenhouse gas emissions from transport have decreased by just 4 per cent. Within the transport sector greenhouse gas emissions from rail transport have increased by 41 per cent, and emissions from buses have increased by 18 per cent. However, these modes accounted for less than 1 per cent of the total greenhouse gas emissions for Wales in 2011. Greenhouse gas emissions from cars decreased by 10 per cent between 1990 and 2011. Emissions from cars represented 9 per cent of the total greenhouse gas emissions for Wales in 2011.

Road transport produces the vast majority of greenhouse gas emissions from the transport sector. In 1990, 91 per cent of greenhouse gas emissions from the transport sector were from road transport; by 2011 this had marginally increased to 92 per cent. [12.1]

(Source: NAEI; end user green house gas inventories)

The transport sector has reduced its contribution to air pollution and other harmful pollutants. Over the period 1990 to 2011, it is estimated that Carbon Monoxide emissions from the transport sector fell by 87 per cent; Nitrogen Oxide emissions fell by 65 per cent; Particulate emissions fell by 42 per cent; Sulphur Dioxide emissions fell by 79 per cent; Non-Methane Volatile Organic Compounds emissions fell by 93 per cent; and Lead emissions fell by 100 per cent. [14.1]

(Source: National Atmospheric Emissions Inventory)

...and to adapt to the impact of climate change.

Looking at the lengths of trunk road and railway in Wales at risk of flooding, shows that some 23 per cent of the trunk road network is within a floodzone, with some 56 per cent of the railway network within a floodzone. [13.1]

(Source: Welsh Government, Environment Agency)

More locally, it also aims to improve the positive impact of transport on the local environment (outcome 15)

The percentage of high or acceptably clean highways rose by 0.4 percentage points between 2011-12 and 2012-13 on an all Wales basis [15.1]

(Source: Local Authority Performance Indicators)

Another local issue is traffic noise: Looking at the number of households and people affected by road noise over a 24 hour period, as calculated in the noise action plans for major roads and the agglomerations of Cardiff & Vale of Glamorgan and Swansea & Neath Port Talbot, shows 184 thousand people affected by noise from major roads at the 55dB level, falling to 4 thousand at the much higher 75dB level. The figures for Cardiff and Swansea are lower. A smaller number of people are affected by noise from trains. [15.2 & 15.3]

(Source: Welsh Government)

Social outcomes monitoring

3. Wales Transport Strategy Social Outcomes & Monitoring Indicators

1. Improve access to healthcare

3.1 The Wales Transport Strategy states that people should be able to access the health services that they need at the times that they need. The National Transport Plan expands on this by stating that it aims to enable people to access key sites and key services more sustainably. The three accessibility indicators we have chosen will demonstrate how many people can access health services in a reasonable time and how many can do so using sustainable means of transport.

1.1 The proportion of households within 15, 30, 45, 60 and 90 minute travel time threshold(s) of NHS Major Acute Hospitals between 10am and 12pm on a Tuesday (i) by public transport (ii) by car (iii) by cycling (iv) by walking

3.2 This indicator has been monitored using Accession™ GIS software. Table 1.1 shows that almost all households within Wales are within 1 hour and 30 minutes drive time, at assumed average road speeds with no journey time delays, of NHS Major Acute Hospitals. Some 87 per cent of households are within 1 hour and 30 minutes travel time by public transport of NHS Major Acute Hospitals, with some 86 per cent of households within 1 hour and 30 minutes travel time by cycling. Some 39 per cent of households are within 1 hour and 30 minutes travel time of NHS Major Acute Hospitals by walking.

3.3 This indicator covers access to NHS Hospitals in Wales. It does not cover access to hospitals in England. Further details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

1.1 The proportion of households within 15, 30, 45, 60 and 90 minute travel time threshold(s) of NHS Major Acute Hospitals between 10am and 12pm on a Tuesday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	120,860	9.0	982,287	73.3	282,746	21.1	40,378	3.0
15 to 30 Minutes	380,740	28.4	266,320	19.9	278,133	20.8	82,787	6.2
30 to 45 Minutes	316,258	23.6	59,416	4.4	217,006	16.2	120,156	9.0
45 to 60 Minutes	205,020	15.3	29,248	2.2	153,607	11.5	120,668	9.0
Within 1 hour	1,022,878	76.3	1,337,271	99.8	931,492	69.5	363,989	27.2
60 to 90 Minutes	140,884	10.5	2,468	0.2	219,649	16.4	155,976	11.6
Within 1 hour 30 minutes	1,163,762	86.9	1,339,739	100.0	1,151,141	85.9	519,965	38.8
Above 90 mins or not accessible	176,074	13.1	-	-	188,695	14.1	819,871	61.2

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

1.2 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of: GP Surgeries between 10am and 12pm on a Tuesday (i) by public transport (ii) by car (iii) by cycling and (iv) by walking

3.4 This indicator has been monitored using Accession™ GIS software. Table 1.2 shows that almost all households within Wales are within 15 minutes drive time, at assumed average road speeds

with no journey time delays, of a GP Surgery. Some 76 per cent of households are within a 15 minute travel time by public transport of a GP surgery, with some 87 per cent of households within 15 minutes travel time by cycling. Some 60 per cent of households are within 15 minutes travel time of a GP Surgery by walking.

3.5 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

1.2 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of: GP Surgeries between 10am and 12pm on a Tuesday by public transport, by car, by cycling and by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	1,015,552	75.8	1,336,325	99.7	1,159,469	86.5	799,178	59.6
15 to 30 Minutes	219,834	16.4	2,363	0.2	118,349	8.8	237,017	17.7
30 to 45 Minutes	22,618	1.7	-	-	42,874	3.2	104,217	7.8
45 to 60 Minutes	3,590	0.3	-	-	14,859	1.1	55,856	4.2
Within 1 hour	1,261,594	94.2	1,338,688	99.9	1,335,551	99.7	1,196,268	89.3
Above 60 mins or not accessible	78,242	5.8	1,148	0.1	4,285	0.3	143,568	10.7

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

1.3 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of: Pharmacies between 10am and 12pm on a Tuesday (i) by public transport (ii) by car (iii) by cycling and (iv) by walking

3.6 This indicator has been monitored using Accession™ GIS software. Table 1.3 shows that almost all households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a pharmacy. Some 82 per cent of households are within 15 minutes travel time by public transport of a pharmacy, with some 88 per cent of households within 15 minutes travel time by cycling. Some 69 per cent of households are within 15 minutes travel time of a pharmacy by walking.

3.7 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

1.3 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of: Pharmacies between 10am and 12pm on a Tuesday by public transport, by car, by cycling and by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	1,097,466	81.9	1,335,519	99.7	1,181,067	88.2	923,404	68.9
15 to 30 Minutes	147,199	11.0	3,158	0.2	87,515	6.5	183,570	13.7
30 to 45 Minutes	15,402	1.1	-	-	34,757	2.6	66,945	5.0
45 to 60 Minutes	2,707	0.2	-	-	14,708	1.1	41,901	3.1
Within 1 hour	1,262,774	94.2	1,338,677	99.9	1,318,047	98.4	1,215,820	90.7
Above 60 mins or not accessible	77,062	5.8	1,159	0.1	21,789	1.6	124,016	9.3

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

2. Improve access to education, training and lifelong learning

3.8 The Wales Transport Strategy states that people of all ages should be able to access education and training to increase their skills base. The National Transport Plan expands this with the aim to enable people to access key sites and key services more sustainably. The accessibility indicators we have chosen will demonstrate how many people can access education, training and lifelong learning services in a reasonable time and using sustainable means of transport.

2.1 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of primary schools between 7am and 9am on a Tuesday (i) by public transport, (ii) by car, (iii) by cycling and (iv) by walking

3.9 This indicator has been monitored using Accession™ GIS software. Table 2.1 shows that almost all households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a primary school. Some 91 per cent of households are within 15 minutes travel time by public transport of a primary school, with some 97 per cent of households within 15 minutes travel time by cycling. Some 82 per cent of households are within 15 minutes travel time of a primary school by walking.

3.10 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

2.1 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of Primary Schools between 7am and 9am on a Tuesday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	1,216,416	90.8	1,339,217	100.0	1,303,698	97.3	1,092,616	81.5
15 to 30 Minutes	54,306	4.1	164	0.0	33,446	2.5	91,278	6.8
30 to 45 Minutes	2,978	0.2	139	0.0	1,927	0.1	41,777	3.1
45 to 60 Minutes	116	0.0	19	0.0	170	0.0	24,861	1.9
Within 1 hour	1,273,816	95.1	1,339,539	100.0	1,339,241	100.0	1,250,532	93.3
Above 60 mins or not accessible	66,020	4.9	297	0.0	595	0.0	89,304	6.7

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

2.2 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of secondary schools between 7am and 9am on a Tuesday (i) by public transport, (ii) by car, (iii) by cycling and (iv) by walking

3.11 This indicator has been monitored using Accession™ GIS software. Table 2.2 shows that almost all households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a secondary school. Some 56 per cent of households are within 15 minutes travel time by public transport of a secondary school, with some 88 per cent within 30 minutes. Some 79 per cent of households are within 15 minutes travel time of a secondary school by cycling. Some 36 per cent of households are within 15 minutes travel time of a secondary school by walking, with some 63 per cent within 30 minutes.

3.12 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

2.2 The proportion of households within 15, 30, 45 and 60 minute travel time threshold(s) of Secondary Schools between 7am and 9am on a Tuesday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	745,515	55.6	1,334,175	99.6	1,051,159	78.5	482,025	36.0
15 to 30 Minutes	436,118	32.6	5,564	0.4	182,225	13.6	354,546	26.5
30 to 45 Minutes	66,915	5.0	-	-	78,945	5.9	176,000	13.1
45 to 60 Minutes	9,010	0.7	-	-	22,366	1.7	99,306	7.4
Within 1 hour	1,257,558	93.9	1,339,739	100.0	1,334,695	99.6	1,111,877	83.0
Above 60 mins or not accessible	82,278	6.1	97	0.0	5,141	0.4	227,959	17.0

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

2.3 The proportion of people aged 16 and over within 15, 30, 45 and 60 minute travel time threshold(s) of higher, further or adult education providers between 7am and 9am on a Tuesday (i) by public transport, (ii) by car, (iii) by cycling and (iv) by walking

3.13 This indicator has been monitored using Accession™ GIS software. Table 2.3 shows that almost all people aged over 16 within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a higher, further or adult education establishment. Some 63 per cent of households are within 15 minutes travel time by public transport of a higher, further or adult education establishment, 88 per cent within 30 minutes. Some 80 per cent of households are within 15 minutes travel time of a higher, further or adult education establishment by cycling. Some 45 per cent of households are within 15 minutes travel time of a higher, further or adult education establishment by walking, with 66 per cent within 30 minutes.

3.14 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

2.3 The proportion of people aged 16 and over within 15, 30, 45 and 60 minute travel time threshold(s) of Higher, Further and Adult Education providers between 7am and 9am on a Tuesday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of people aged 16 and over							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	1,514,407	62.5	2,408,542	99.4	1,930,390	79.7	1,083,998	44.7
15 to 30 Minutes	617,348	25.5	10,693	0.4	286,518	11.8	522,646	21.6
30 to 45 Minutes	118,021	4.9	-	-	135,953	5.6	271,862	11.2
45 to 60 Minutes	23,272	1.0	-	-	44,843	1.9	147,085	6.1
Within 1 hour	2,273,048	93.8	2,419,235	99.8	2,397,703	98.9	2,025,590	83.6
Above 60 mins or not accessible	150,373	6.2	4,186	0.2	25,718	1.1	397,831	16.4

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on population figures of 2,423,421 people aged 16 and over in Wales

3. Improve access to shopping and leisure facilities

3.15 The Wales Transport Strategy states that people should be able to access a reasonable range of shopping and leisure facilities at convenient times. The National Transport Plan expands on this by stating that it aims to enable people to access key sites and key services more sustainably. The two accessibility indicators we have chosen will demonstrate how many people can access shopping and leisure facilities at key centres in Wales in a reasonable time and how many can do so using sustainable means of transport.

3.1 Proportion of households within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Centre' (as defined by the Regional Transport Consortia) between 10am and 12pm on a Tuesday (i) by public transport and (ii) by car (iii) by cycling and (iv) by walking

3.16 This indicator has been monitored using Accession™ GIS software. Table 3.1 shows that some 91 per cent of households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a key centre. Some 27 per cent of households are within 15 minutes travel time by public transport of a key centre, with some 70 per cent within 30 minutes. Some 42 per cent of households are within 15 minutes travel time of a key centre by cycling, with some 68 per cent within 30 minutes. Some 12 per cent of households are within 15 minutes travel time of a key centre by walking, with some 26 per cent within 30 minutes.

3.17 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

3.1 The proportion of households within 15, 30, 45, 60 and 90 minute travel time threshold(s) of a 'Key Centre' between 10am and 12pm on a Tuesday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	355,903	26.6	1,211,904	90.5	566,442	42.3	162,151	12.1
15 to 30 Minutes	576,264	43.0	113,484	8.5	348,723	26.0	190,386	14.2
30 to 45 Minutes	218,022	16.3	14,061	1.0	188,262	14.1	170,925	12.8
45 to 60 Minutes	59,758	4.5	290	0.0	88,332	6.6	126,009	9.4
Within 1 hour	1,209,947	90.3	1,339,739	100.0	1,191,759	88.9	649,471	48.5
60 to 90 Minutes	27,506	2.1	-	-	97,826	7.3	214,704	16.0
Within 1 hour 30 minutes	1,237,453	92.4	1,339,739	100.0	1,289,585	96.2	864,175	64.5
Above 90 mins or not accessible	102,383	7.6	97	0.0	50,251	3.8	475,661	35.5

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

3.2 Proportion of households within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Centre' between 8am and 12pm on a Saturday (i) by public transport and (ii) by car (iii) by cycling and (iv) by walking

3.18 This indicator has been monitored using Accession™ GIS software. Table 3.2 shows that some 91 per cent of households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a key centre. Some 28 per cent of households are within 15 minutes travel time by public transport of a key centre, with some 71 per cent within 30

minutes. Some 42 per cent of households are within 15 minutes travel time of a key centre by cycling, with some 68 per cent within 30 minutes. Some 12 per cent of households are within 15 minutes travel time of a key centre by walking, with some 26 per cent within 30 minutes.

3.19 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

3.2 The proportion of households within 15, 30, 45, 60 and 90 minute travel time threshold(s) of a 'Key Centre' between 8am and 12pm on a Saturday by public transport, by car, by cycling, by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Up to 15 Minutes	370,090	27.6	1,211,904	90.5	566,442	42.3	162,151	12.1
15 to 30 Minutes	577,098	43.1	113,484	8.5	348,723	26.0	190,386	14.2
30 to 45 Minutes	213,363	15.9	14,061	1.0	188,262	14.1	170,925	12.8
45 to 60 Minutes	64,960	4.8	290	0.0	88,332	6.6	126,009	9.4
Within 1 hour	1,225,511	91.5	1,339,739	100.0	1,191,759	88.9	649,471	48.5
60 to 90 Minutes	36,705	2.7	-	-	97,826	7.3	214,704	16.0
Within 1 hour 30 minutes	1,262,216	94.2	1,339,739	100.0	1,289,585	96.2	864,175	64.5
Above 90 mins or not accessible	77,620	5.8	97	0.0	50,251	3.8	475,661	35.5

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of
Note: Based on 1,339,836 domestic addresses in Wales

4. Encourage healthy lifestyles

3.20 The Wales Transport Strategy aims to increase the levels of walking and cycling in Wales. To deliver this the National Transport Plan aspires to make it easier for people in Wales choose more healthy and sustainable means of travel. The ten indicators we have chosen to monitor this aspiration will, over time, demonstrate the effect the National Transport Plan has had on people's choice of transportation.

4.1 Modal share of total trips undertaken by people living in Wales

3.21 This indicator is monitored using the data collected for people living in Wales, as part of the Department for Transport's National Travel Survey covering Great Britain. The data presents a consistent picture over the last seven to eight years with trips made using a car some three times greater than those made by walking. The total number of trips has remained fairly constant at around or just below a thousand trips per person, per year with walking representing roughly two hundred of those trips. The purpose of travel has also remained consistent over time with shopping trips being the being the most common.

Table 4.1: Modal share of total trips undertaken by people living in Wales (a)

Average number of trips

	2004/05	2006/07	2007/08	2008/09	2009/10	2011/12
By main mode:						
Car / van						
Driver	479	438	422	413	439	442
Passenger	260	251	246	236	235	229
Total	738	689	668	649	675	671
Walk	208	211	206	218	222	208
Other modes	85	86	95	104	97	88
All modes	1,031	986	969	971	993	967
By purpose:						
Commuting and business	188	179	165	157	159	183
Education and escort education	109	110	101	97	106	94
Shopping	204	195	199	210	211	210
Other escort	99	99	96	91	90	84
Other personal business	101	96	95	95	101	87
Visit friends	180	162	168	177	180	149
Leisure and just walking	152	146	144	146	146	159
All purposes	1,031	986	969	971	993	967

Source: National Travel Survey

(a) Data shown by average over two year time period to ensure sufficient sample sizes. Data for 2010/11 were not available at time of publication.

4.2 Percentage of adults whose main mode of travel to work is walking
4.3 Percentage of adults whose main mode of travel to work is cycling

3.22 These indicators are monitored using the Labour Force Survey (LFS) which is a quarterly sample survey of households in Great Britain. The LFS provides information on the UK labour market including data on how people usually travel to work. These indicators are two of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

3.23 The data for Wales over the last nine years shows that the number of male respondents using a car, van or minibus to access work has fallen by some 4 percentage points from 86 to 82 per cent of respondents between 2003 and 2012. The number of female respondents using a car, van or

minibus to access work has increased by 4 percentage points over the same period. The data also shows that walking is the second most used mode to travel to work. Some 12 per cent of females stated that walking was the main mode they used to travel to work in 2012, compared to 7 per cent of males for the same period. Cycling was used as the main mode of travel to work for just 1 to 2 per cent of respondents between 2003 and 2012.

Tables 4.2 and 4.3: Main mode of travel to work, by gender, 2003 to 2012

Per cent

	Autumn quarter of each year									
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Car, van, minibus or works van										
Males	86	85	84	86	84	85	82	82	82	82
Females	76	77	75	77	77	80	78	77	79	80
All persons	81	81	80	82	81	83	80	79	81	81
Bicycle										
Males	*	*	*	*	2	2	3	3	2	3
Females	*	*	*	*	*	*	*	*	*	*
All persons	1	*	1	1	1	1	2	2	1	2
Bus, coach, private bus or taxi										
Males	3	*	3	3	3	3	3	4	3	3
Females	8	6	7	6	7	6	6	6	5	5
All persons	5	4	5	5	5	4	5	5	4	4
Railway train, underground train or light railway										
Males	*	*	*	*	*	2	3	2	2	2
Females	*	*	*	*	2	*	*	*	2	2
All persons	1	*	2	1	2	2	2	2	2	2
Walk										
Males	7	9	7	7	8	6	8	8	9	7
Females	14	15	16	15	13	12	13	16	12	12
All persons	10	12	11	10	10	9	11	11	10	10
Other modes (a)										
Males	*	*	*	*	*	*	*	2	2	3
Females	*	*	*	*	*	*	*	*	*	*
All persons	*	*	*	*	1	1	*	1	1	1

Source: Labour Force Survey

(a) Includes motorcycles.

* The data item is disclosive or not significantly robust for publication.

4.4 Percentage of children aged 5 to 16 whose main mode of travel to school is walking

3.27 This indicator is monitored using the data collected as part of the Department for Transport's National Travel Survey covering Great Britain. This indicator is one of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

3.28 The data showed a positive trend in the increase in the number of respondents stating that they walk to school, up from the 37 per cent average for 1995/99 to 45 per cent in 2007/08. However, in 2009/10 walking represented just 28 per cent of trips, a 17 percentage point fall compared with 2007/08. This figure has now increased again to 47 per cent in 2011/12. We have some concerns over the validity of this data set as the 2011/12 figures were based on an unweighted sample size of just 210 and we are attempting to locate alternative data sources.

Table 4.4: Percentage of children aged 5 to 16 whose main mode of travel to school is walking (a) (b)

Percentage of trips

	2004/05	2006/07	2007/08	2008/09	2009/10	2011/12
Car	41	29	30	34	32	31
Walk	35	43	45	36	28	47
Bus or coach	22	24	22	24	33	19
Other (incl bicycle)	2	3	4	6	7	3
All modes	100	100	100	100	100	100

Source: National Travel Survey

(a) Data for 2010/11 were not available at time of publication. Figures are very much subject to fluctuation due to very small sample sizes, for example 210 unweighted individuals surveyed in total for 2011/12.

(b) Trips of under 50 miles only.

4.5 Percentage of children who cycle to school

3.29 This indicator is monitored using the data collected as part of the Sport Wales' sports participation surveys. This indicator is one of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

3.30 The results show a low level of respondents cycling to school with no tendency to increase between 2001/02 and 2006. By 2011 the proportion of primary school children cycling to school is measured at 4 per cent of children, and the proportion of secondary school children (up to age 16, that is 'year 11') was higher, at 6 per cent. This means that across all school aged children the proportion cycling to school has more than tripled since 2006.

3.31 There was a change of methodology for the 2009 Active Young People Survey and this question was not asked. We are also seeking alternative data sources to monitor this indicator in the future.

Table 4.5: Percentage of children who cycle to school by age group

Per cent

	2001/02	2004	2006	2011
Ages 7-11	2	2	2	4
Ages 11-16	1	1	1	6

Source: Sport Wales

3.32 The Transport Statistics team have worked with colleagues in the Transport Department of the Welsh Government to provide information to support the development of the Learner Travel measure. One of the data sources that we have used is the Wales Omnibus Survey carried out by Beaufort Research. This survey is carried out four times a year asking questions to around 1000 people across Wales, of which 290 respondents in the November 2010 survey and 295 respondents in the June 2011 survey were parents or guardians of children aged 0-16. We have included this data in the monitoring report for comparison reasons and the data is presented in Table 4.5a below.

3.33 The table shows that 43 per cent of respondents stated that their children walked to school. This compares to 30 per cent whose children were passengers in a car, 23 per cent passengers on a school bus, 4 per cent passengers on a public bus, 2 per cent passengers in a taxi with just 1 per cent cycling or using a train. The data suggests some regional variation but as it is based on so few respondents, just 39 for Mid-Wales, that it cannot be regarded as being reliable at a regional level.

Table 4.5a: On an average day how do your children travel to and from school? – Parents/Guardians only: November 2010 and June 2011 combined (a)

	Region									
	North Wales		South East Wales		South West Wales		Mid Wales		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Weighted	145	25	247	42	153	26	39	7	584	100
Walking	69	48	112	45	60	39	8	21	249	43
Private car	51	35	72	29	41	27	11	28	175	30
School bus	17	12	40	16	36	24	19	49	112	19
Public bus	5	3	13	5	1	1	4	10	23	4
Taxi	3	2	4	2	5	3	1	3	13	2
Train	-	-	7	3	-	-	-	-	7	1
Cycling	2	1	5	2	2	1	1	3	10	2
Other	4	3	3	1	2	1	-	-	9	2
No children currently at school	20	14	45	18	23	15	6	15	94	16

Source: Wales Omnibus Survey, Beaufort Research Ltd

(a) November 2010 and June 2011 combined, total sample sizes 1,013 and 1,026 respectively (parents or guardians only: 290 and 295).

4.6 Percentage of adults walking over 2 miles in the past 4 weeks
4.7 Percentage of adults undertaking any cycling in the past 4 weeks

3.34 These indicators are monitored using the data collected as part of the 'Active Adults Survey' run by Sport Wales. These indicators are two of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

3.35 The results show a slight increase from 33 per cent in 2000/01 of the number of respondents reporting that they have walked over 2 miles in the past 4 weeks to 34 per cent in 2008/09. The results show that the amount of cycling reported by respondents also increased from 6 per cent in 2000/01 to 8 per cent in 2008/09. Fieldwork for the Active Adults Survey 2012 is currently taking place.

Tables 4.6 and 4.7: Percentage of adults walking over 2 miles in the past 4 weeks; percentage of adults undertaking any cycling in the past 4 weeks

Per cent

	2000/01	2002/03	2004/05	2008/09
Any walking (over 2 miles) in the past 4 weeks	33	31	40	34
Any cycling in the past 4 weeks	6	5	5	8

Source: Sport Wales

4.8 Percentage of adults undertaking walking or cycling on visits to the outdoors in the last 12 months

3.36 The Welsh Outdoor Recreation Survey 2008 and 2011 (WORS) was commissioned by the Countryside Council for Wales and the Forestry Commission Wales. The WORS asked respondents whether they had visited the outdoors in the last 12 months and what their activities were. 95 per cent of respondents had visited the outdoors (94 per cent in 2008). The most commonly undertaken activity was walking, with the survey showing that, in 2011, 87 per cent of respondents had undertaken walking outdoors as a leisure pursuit at some point in the previous 12 months. This is very similar to the level in 2008 at 86 per cent of respondents. In 2011, just over a quarter of the respondents stated they had done some recreational road cycling, compared with just over a fifth in 2008. The corresponding figures for off-road cycling and mountain biking were

a little smaller; a fifth of respondents in 2011 compared with just under a sixth in 2008.

3.37 Table 4.8 details differences in the levels of walking and cycling between different age groups, genders and respondents by their household incomes. The table shows a high level of walking across the age bands, genders and household income. Respondents aged over 75 report the lowest level of walking, with 64 per cent saying they had walked at least once on a visit to the outdoors in the last 12 months. Respondents from households with lower incomes report less walking than those with higher incomes. 80 per cent of respondents from households with an income up to £15,999 state that they have walked at least once on a visit to the outdoors in the last 12 months compared to 96 per cent of respondents from households with an income in excess of £80,000. There is a small difference in the level of walking between males and females, 87 per cent of men and 86 per cent of women stating that they had walked at least once during visits to the outdoors in the last 12 months.

3.38 Table 4.8 shows that male respondents reported a greater level of cycling, both on and off road, compared to female respondents. Unsurprisingly those respondents in the youngest age band reported the highest levels of cycling, showing large increases between 2008 and 2011. Respondents from households with lower incomes report less cycling than those with higher incomes. 13 per cent of respondents from households with an income up to £15,999 state that they have road cycled at least once on a visit to the outdoors in the last 12 months compared to 41 per cent of respondents from households with an income in excess of £80,000. 8 per cent of respondents from households with an income up to £15,999 state that they have undertaken off road cycling or mountain biking at least once during a visit to the outdoors in the last 12 months compared to 33 per cent of respondents from households with an income in excess of £80,000.

Table 4.8: Percentage of adults undertaking walking or cycling on visits to the outdoors in the last 12 months (a)

	Age					Gender		Household Income					
	16-24	25-34	35-54	55-74	75+	Male	Female	Up to £16k	£16k to £31.2k	£31.2k to £50k	£50k to £80k	£80k+	Total
Walking													
2008	92	95	91	82	65	85	88	81	89	93	95	92	86
2011	92	90	92	86	64	87	86	80	89	94	94	96	87
Road cycling													
2008	27	30	28	12	2	29	14	11	20	33	38	41	21
2011	40	31	33	16	3	33	19	13	23	34	44	41	26
Off road cycling/ mountain biking													
2008	27	23	22	6	0	22	11	8	17	23	30	28	16
2011	33	30	25	9	1	28	12	8	16	25	38	33	20

Source: Welsh Outdoor Recreation Survey 2008 and 2011, Countryside Council for Wales and the Forestry Commission

(a) Question: Which of the following activities have you undertaken at least once during visits to the outdoors in the last 12 months?
Note: Respondents could choose more than one activity; not all activities are listed in this table.

4.9 Number of concessionary fares bus passes issued and trips made using the pass

3.39 Table 4.9a details the take-up of the over 60's concessionary bus pass in each of the Local Authorities in Wales. The table shows that 83 per cent of adults aged 60 or over held a concessionary bus pass in 2010-11 compared to 82 per cent in 2008-09.

3.40 The table shows that in 2008-09 take-up of the concessionary bus pass was highest in Swansea and Cardiff at 96 per cent and lowest in Powys at 56 per cent.

3.41 The table shows that in 2010-11 take-up of the concessionary bus pass was highest in Torfaen at 100 per cent and lowest in Powys at 59 per cent.

Table 4.9a: Percentage of adults aged 60+ who hold a concessionary travel pass, by Local Authority, 2008-09 to 2010-11

Per cent

	2008-09	2009-10	2010-11
Anglesey	71	65	67
Gwynedd	76	73	78
Conwy	73	74	78
Denbighshire	76	73	77
Flintshire	80	70	-
Wrexham	83	93	79
Powys	56	58	59
Ceredigion	68	69	72
Pembrokeshire	73	86	75
Carmarthenshire	77	80	81
Swansea	96	100	96
Neath Port Talbot	92	85	87
Bridgend	86	87	87
Vale of Glamorgan	86	81	81
Cardiff	96	94	97
Rhonnda Cynon Taf	85	86	86
Merthyr Tydfil	91	92	90
Caerphilly	90	88	90
Blaenau Gwent	83	93	89
Torfaen	91	98	100
Monmouthshire	79	77	76
Newport	81	85	86
Wales	82	83	83

Source: Local Authority Performance Indicators, Core Set Indicator

(a) A travel pass covers all forms of concessionary travel passes issued by the authority, including bus passes, rail cards and other travel tokens which can be used on public transport.

3.42 Table 4.9b below details the number of journeys that have been made using a concessionary fares pass in Wales by local authority between 2010-11 and 2012-13. The table shows that there were almost 49 million journeys made in 2012-13 using a concessionary fares bus pass.

3.43 The table shows that almost 9 million journeys were made using a concessionary fares pass in Cardiff in 2012-13 and some 5 millions journeys were made in Rhondda Cynon Taf in the same period.

Table 4.9b: Number of journeys made using a concessionary fares pass card by Local Authority, 2010-11 to 2012-13

Number

			Number of concessionary journeys made - 2012-13				
	2010-11 total	2011-12 total	Apr 2012 - Jun 2012	Jul 2012 - Sep 2012	Oct 2012 - Dec 2012	Jan 2013 - Mar 2013	2012-13 total
Anglesey	571,652	578,258	139,853	147,359	141,784	121,295	550,291
Gwynedd	1,931,485	1,898,850	464,262	504,752	472,529	420,102	1,861,645
Conwy	2,017,076	1,858,313	453,794	472,771	457,476	424,733	1,808,774
Denbighshire	1,140,283	1,210,223	302,590	322,470	299,721	273,184	1,197,965
Flintshire	1,515,490	1,530,020	371,520	385,688	379,645	334,290	1,471,143
Wrexham	2,122,853	2,194,272	529,099	556,748	548,455	478,184	2,112,486
Powys	557,337	529,292	133,493	141,119	147,533	130,549	552,694
Ceredigion	603,203	594,291	143,459	154,080	139,788	131,245	568,572
Pembrokeshire	843,535	861,107	217,681	237,207	204,127	189,808	848,823
Carmarthenshire	1,531,879	1,479,358	379,509	390,922	376,667	345,914	1,493,012
Swansea	4,686,920	4,855,124	1,173,465	1,230,569	1,179,030	1,084,286	4,667,350
Neath Port Talbot	2,091,865	2,182,369	530,692	569,625	548,678	501,901	2,150,896
Bridgend	2,021,520	2,065,978	501,864	527,157	497,310	444,448	1,970,779
Vale of Glamorgan	1,465,065	1,438,503	352,407	372,019	353,269	317,184	1,394,879
Cardiff	9,187,501	9,270,934	2,221,345	2,324,418	2,296,350	2,082,422	8,924,535
Rhonnda Cynon Taf	4,824,817	5,181,096	1,242,078	1,325,512	1,301,879	1,177,099	5,046,568
Merthyr Tydfil	1,749,604	1,813,732	452,597	457,841	474,440	416,772	1,801,650
Caerphilly	2,921,626	3,028,030	743,694	791,410	770,098	692,765	2,997,967
Blaenau Gwent	775,076	813,218	206,156	219,815	210,933	178,250	815,154
Torfaen	2,146,834	2,280,174	547,744	587,555	592,752	533,416	2,261,467
Monmouthshire	720,220	753,584	179,510	191,298	185,933	163,846	720,587
Newport	3,877,305	3,877,366	918,749	968,099	948,334	845,156	3,680,338
Wales	49,303,145	50,294,092	12,205,561	12,878,434	12,526,731	11,286,849	48,897,575

Source: Local Authority concessionary fares quarterly returns

5. Improve the actual and perceived safety of travel

3.44 The Wales Transport Strategy aims to reduce injury accident rates, particularly among vulnerable road users, and to improve the perceived safety of travel in Wales. The National Transport Plan maintains these aims and will aim to further reduce the number of road casualties. The 7 indicators we have chosen will demonstrate how successful the NTP has been at reducing the numbers of road casualties and at improving the public perception of safety in using public transport.

5.1 Total number of killed or seriously injured (KSI) casualties by mode

3.45 The data for this indicator is taken from the road accident statistics database for Wales, held within the Welsh Government's Statistical Services Division. The database is populated with data from road accidents reported to the police and involving personal injury.

3.46 The data in Table 5.1a shows that there were 93 people killed and 941 people seriously injured on roads in Wales in 2012. This is a fall of some 56 per cent in the number of people killed and a fall of some 48 per cent in the number of people seriously injured compared to the 1994-98 averages. In 2000 a target was set to achieve a 40 per cent reduction in the number of killed or seriously injured casualties by 2010; in 2010 the reduction was 46 per cent.

3.47 Numbers of casualties have reduced for most of the modes of transport from the 1994-98 average, but the reduction has been at a different rate for each of these modes. The number of pedestrians killed or seriously injured in 2012 was 203, a reduction of 53 per cent on the 1994-98 average of 434. The number of car, taxi and minibus users killed or seriously injured in 2012 was 494, a reduction of 56 per cent on the 1994-98 average of 1,115.

3.48 The numbers of casualties for pedal cyclists and two wheeled motor vehicles have decreased from the 1994-98 average, but at a slower rate. The number of pedal cyclists killed or seriously injured in 2012 was 84, a reduction of 22 per cent on the 1994-98 average of 107. The number of two wheeled motor vehicle users killed or seriously injured in 2012 was 213, a reduction of 16 per cent on the 1994-98 average of 253.

3.49 The data in Table 5.1b shows the road accident data for 2012 for each Local Authority. In 2012 Powys had the highest number of killed or seriously injured casualties at 121. Torfaen had the lowest level of killed or seriously injured casualties at 9.

3.50 In 2012 Cardiff had the highest number of slight casualties with 746. Torfaen had the lowest level of slight casualties with 114.

Table 5.1a: Total number of casualties killed or seriously injured (KSI) and slight casualties, by mode, Wales, 1994 to 2012

Number of casualties

Mode & Severity	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrian												
Killed	55	21	34	33	32	20	30	17	18	17	24	15
Serious	379	277	257	267	237	242	247	232	239	196	237	188
Slight	1,606	1,351	1,297	1,231	1,141	1,062	1,013	1,034	857	895	893	804
Total	2,040	1,649	1,588	1,531	1,410	1,324	1,290	1,283	1,114	1,108	1,154	1,007
Pedal cyclist												
Killed	8	3	6	9	2	9	3	4	6	2	11	4
Serious	100	60	70	57	59	68	77	61	78	66	107	80
Slight	623	435	433	450	370	419	370	357	319	379	403	390
Total	730	498	509	516	431	496	450	422	403	447	521	474
Two-wheeled motor vehicle users												
Killed	28	27	42	39	22	38	42	24	28	25	24	26
Serious	225	260	249	228	201	227	233	231	213	222	218	187
Slight	529	560	512	511	471	548	499	468	410	398	370	414
Total	782	847	803	778	694	813	774	723	651	645	612	627
Car, taxi and minibus users												
Killed	113	90	84	111	121	89	79	91	67	38	57	43
Serious	1,001	811	843	722	608	611	633	680	528	461	516	451
Slight	9,229	9,515	9,425	9,249	8,780	8,555	8,352	7,321	7,012	6,632	5,980	5,492
Total	10,343	10,416	10,352	10,082	9,509	9,255	9,064	8,092	7,607	7,131	6,553	5,986
Other vehicles												
Killed	10	6	7	9	3	6	7	6	6	7	5	5
Serious	89	77	63	62	41	62	48	50	38	53	48	35
Slight	862	843	714	709	645	736	636	610	535	564	513	431
Total	961	926	784	780	689	804	691	666	579	624	566	471
All modes												
Killed	213	147	173	201	180	162	161	142	125	89	121	93
Serious	1,795	1,485	1,482	1,336	1,146	1,210	1,238	1,254	1,096	998	1,126	941
Slight	12,848	12,704	12,381	12,150	11,407	11,320	10,870	9,790	9,133	8,868	8,159	7,531
Total	14,856	14,336	14,036	13,687	12,733	12,692	12,269	11,186	10,354	9,955	9,406	8,565

Source: Welsh Government Road Accident Statistics database

Table 5.1b: Total number of casualties killed or seriously injured (KSI) and slight casualties, by mode and Local Authority, 2012

Number of casualties

	Pedestrian			Pedal cyclist			Two-wheeled motor vehicle users			Car, taxi and minibus users			Other vehicles			Total		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Isle of Anglesey	5	8	13	1	3	4	3	2	5	21	98	119	3	4	7	33	115	148
Gwynedd	12	23	35	8	14	22	18	15	33	47	239	286	3	16	19	88	307	395
Conwy	15	27	42	2	15	17	16	17	33	23	244	267	2	26	28	58	329	387
Denbighshire	11	36	47	4	19	23	11	11	22	18	224	242	0	7	7	44	297	341
Flintshire	11	39	50	9	24	33	13	25	38	25	303	328	2	26	28	60	417	477
Wrexham	12	39	51	5	27	32	6	18	24	19	309	328	1	22	23	43	415	458
Powys	7	27	34	8	16	24	23	35	58	76	353	429	7	38	45	121	469	590
Ceredigion	4	24	28	1	11	12	8	12	20	18	182	200	2	19	21	33	248	281
Pembrokeshire	10	32	42	3	14	17	11	28	39	35	312	347	5	16	21	64	402	466
Carmarthenshire	15	26	41	8	26	34	25	38	63	64	480	544	3	28	31	115	598	713
Swansea	20	82	102	5	35	40	11	40	51	14	427	441	1	25	26	51	609	660
Neath Port Talbot	10	29	39	1	9	10	8	22	30	11	285	296	0	22	22	30	367	397
Bridgend	5	47	52	5	12	17	4	19	23	15	209	224	1	31	32	30	318	348
Vale of Glamorgan	8	33	41	1	10	11	6	19	25	8	187	195	0	14	14	23	263	286
Cardiff	17	131	148	10	93	103	8	39	47	21	455	476	0	28	28	56	746	802
Rhondda Cynon Taf	16	75	91	1	10	11	9	20	29	26	435	461	4	32	36	56	572	628
Merthyr Tydfil	5	13	18	0	6	6	7	2	9	7	92	99	1	14	15	20	127	147
Caerphilly	8	29	37	5	15	20	7	14	21	12	163	175	1	10	11	33	231	264
Blaenau Gwent	2	19	21	0	2	2	4	7	11	5	95	100	1	11	12	12	134	146
Torfaen	3	12	15	0	6	6	1	9	10	5	75	80	0	12	12	9	114	123
Monmouthshire	3	16	19	3	5	8	8	6	14	12	121	133	0	5	5	26	153	179
Newport	4	37	41	4	18	22	6	16	22	12	204	216	3	25	28	29	300	329
Wales	203	804	1,007	84	390	474	213	414	627	494	5,492	5,986	40	431	471	1,034	7,531	8,565

Source: Welsh Government Road Accident Statistics database

5.2 Total number of child KSI casualties

3.51 The data for this indicator is taken from the road accident statistics database for Wales, held within the Welsh Government's Statistical Services Division. The database is populated with data from road accidents reported to the police and involving personal injury.

3.52 The data in Table 5.2a shows that there were 4 children (0-15) killed and 88 seriously injured on roads in Wales in 2012. This is a fall of 71 per cent in the number of children killed and a fall of 68 per cent in the number seriously injured compared to the 1994-98 averages. In 2000 a target was set to achieve a 50 per cent reduction in the number of children killed or seriously injured on roads in Wales by 2010; in 2010 the reduction was 63 per cent. Overall, child casualties saw a large fall in 2012 compared with 2011 with a decrease of 191 casualties over the period. There were falls in both the total number of children killed or seriously injured and in the number of slight injuries to children.

3.53 Numbers of child casualties have reduced for most of the modes of transport from the 1994-98 average, but the reduction has been at a different rate for each of these modes. The number of child pedestrians seriously injured in 2012 was 53; there were no child pedestrians killed. This is a reduction of 67 per cent in the number of child pedestrians killed or seriously injured compared with the 1994-98 average of 162. The number of child pedal cyclists killed or seriously injured in 2012 was 12, a reduction of 74 per cent on the 1994-98 KSI average of 47. The number of child car, taxi and minibus users killed or seriously injured in 2012 was 26, a reduction of 62 per cent on the 1994-98 average of 69.

3.54 There was 1 child two wheeled motor vehicle user killed in 2012, with no children seriously injured, compared with none killed and 3 seriously injured in the 1994-98 average.

3.55 The data in Table 5.2b shows the child road accident data for 2012 for each Local Authority. In 2012 Gwynedd had the highest number of child killed or seriously injured casualties at 11. Blaenau Gwent, Torfaen and Newport had the lowest level of killed or seriously injured child casualties at 1.

3.56 In 2012 Rhondda Cynon Taf had the highest number of child slight casualties with 69, Anglesey had the lowest level of child slight casualties with 10.

Table 5.2a: Total number of casualties aged 0-15 killed or seriously injured (KSI) and slight casualties, by mode, Wales, 1994 to 2012

Number of casualties

Mode & Severity	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrian												
Killed	7	4	5	4	3	2	3	2	3	2	1	0
Serious	155	94	80	88	87	74	74	68	80	69	81	53
Slight	700	548	508	457	411	358	337	356	261	312	314	242
Total	862	646	593	549	501	434	414	426	344	383	396	295
Pedal cyclist												
Killed	2	0	2	1	0	1	0	1	0	1	1	1
Serious	44	23	38	22	18	20	33	13	21	17	20	11
Slight	296	191	185	180	146	131	122	99	88	94	94	61
Total	343	214	225	203	164	152	155	113	109	112	115	73
Two-wheeled motor vehicle users												
Killed	0	0	0	0	0	0	0	0	0	0	0	1
Serious	3	7	5	3	5	7	1	3	4	1	2	0
Slight	14	17	14	10	11	8	12	4	6	2	0	2
Total	18	24	19	13	16	15	13	7	10	3	2	3
Car, taxi and minibus users												
Killed	4	4	5	4	3	7	2	1	2	1	4	2
Serious	65	51	54	44	13	31	32	27	25	15	20	24
Slight	814	719	775	621	620	556	547	467	460	426	425	391
Total	883	774	834	669	636	594	581	495	487	442	449	417
Other vehicles												
Killed	0	1	1	0	1	0	0	0	0	0	0	0
Serious	8	7	2	4	5	2	3	0	1	2	3	0
Slight	153	185	55	107	72	100	38	63	58	84	44	30
Total	160	193	58	111	78	102	41	63	59	86	47	30
All modes												
Killed	14	9	13	9	7	10	5	4	5	4	6	4
Serious	275	182	179	161	128	134	143	111	131	104	126	88
Slight	1,977	1,660	1,537	1,375	1,260	1,153	1,056	989	873	918	877	726
Total	2,266	1,851	1,729	1,545	1,395	1,297	1,204	1,104	1,009	1,026	1,009	818

Source: Welsh Government Road Accident Statistics database

Table 5.2b: Total number of casualties aged 0-15 killed or seriously injured (KSI) and slight casualties, by mode and Local Authority, 2012

Number of casualties

	Pedestrian			Pedal cyclist			Two-wheeled motor vehicle users			Car, taxi and minibus users			Other vehicles			Total		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Isle of Anglesey	1	4	5	0	2	2	0	0	0	1	4	5	0	0	0	2	10	12
Gwynedd	8	8	16	1	3	4	0	0	0	2	28	30	0	3	3	11	42	53
Conwy	7	8	15	0	1	1	0	0	0	2	22	24	0	5	5	9	36	45
Denbighshire	2	8	10	0	3	3	0	0	0	0	21	21	0	0	0	2	32	34
Flintshire	1	14	15	0	9	9	0	0	0	5	20	25	0	3	3	6	46	52
Wrexham	2	13	15	0	8	8	0	0	0	0	27	27	0	0	0	2	48	50
Powys	2	5	7	2	1	3	0	0	0	5	33	38	0	0	0	9	39	48
Ceredigion	2	4	6	1	3	4	0	0	0	0	11	11	0	0	0	3	18	21
Pembrokeshire	2	12	14	1	5	6	0	1	1	2	26	28	0	0	0	5	44	49
Carmarthenshire	2	9	11	0	3	3	0	0	0	2	49	51	0	0	0	4	61	65
Swansea	2	18	20	0	4	4	0	0	0	0	16	16	0	1	1	2	39	41
Neath Port Talbot	2	11	13	0	1	1	0	1	1	1	13	14	0	1	1	3	27	30
Bridgend	3	13	16	3	4	7	0	0	0	3	10	13	0	6	6	9	33	42
Vale of Glamorgan	2	14	16	0	1	1	0	0	0	1	17	18	0	0	0	3	32	35
Cardiff	3	25	28	1	3	4	0	0	0	0	17	17	0	2	2	4	47	51
Rhondda Cynon Taf	4	30	34	0	3	3	0	0	0	0	35	35	0	1	1	4	69	73
Merthyr Tydfil	1	5	6	0	1	1	1	0	1	0	4	4	0	1	1	2	11	13
Caerphilly	4	9	13	3	2	5	0	0	0	0	13	13	0	0	0	7	24	31
Blaenau Gwent	1	11	12	0	0	0	0	0	0	0	4	4	0	0	0	1	15	16
Torfaen	0	5	5	0	0	0	0	0	0	1	5	6	0	4	4	1	14	15
Monmouthshire	1	4	5	0	1	1	0	0	0	1	6	7	0	0	0	2	11	13
Newport	1	12	13	0	3	3	0	0	0	0	10	10	0	3	3	1	28	29
Wales	53	242	295	12	61	73	1	2	3	26	391	417	0	30	30	92	726	818

Source: Welsh Government Road Accident Statistics database

5.3 Total number of child pedestrian casualties in deprived areas, as defined by Welsh Index of Multiple Deprivation (WIMD)

3.57 The data for this indicator has been taken from the road accident statistics database for Wales, held within the Welsh Government's Statistical Services Division. The database is populated with data from road accidents reported to the police and involving personal injury. The road accident statistics database contains many details about each road accident including its location, the age of the casualty or casualties and the mode or modes of transport involved. Those child pedestrian casualties that have occurred in top 10 per cent most deprived areas, as defined by WIMD, have then be mapped and counted.

3.58 Table 5.3 shows that there were 77 child pedestrian casualties in the top 10 per cent most deprived areas, as defined by WIMD. The table shows that there were no child pedestrian fatalities in the top 10 per cent most deprived areas in 2011, with 14 serious and 63 slight casualties.

Table 5.3: Total number of child (aged 0-15) pedestrian casualties in deprived areas, by severity and Local Authority, 2011

Number of casualties

	Killed	Serious	Slight	Total
Isle of Anglesey	0	0	0	0
Gwynedd	0	0	1	1
Conwy	0	0	6	6
Denbighshire	0	1	1	2
Flintshire	0	0	2	2
Wrexham	0	0	0	0
Powys	0	0	0	0
Ceredigion	0	0	0	0
Pembrokeshire	0	2	0	2
Carmarthenshire	0	1	3	4
Swansea	0	1	14	15
Neath Port Talbot	0	3	4	7
Bridgend	0	0	2	2
Vale of Glamorgan	0	0	2	2
Cardiff	0	2	10	12
Rhondda Cynon Taf	0	1	12	13
Merthyr Tydfil	0	0	3	3
Caerphilly	0	0	1	1
Blaenau Gwent	0	1	0	1
Torfaen	0	0	0	0
Monmouthshire	0	0	0	0
Newport	0	2	2	4
Wales	0	14	63	77

Source: Welsh Government Road Accident Statistics and Welsh Index of Multiple Deprivation

5.4 Rate of KSI and slight casualties per 100 million vehicle kilometres

3.59 The data for this indicator is taken from the road accident statistics database for Wales, held within the Welsh Government's Statistical Services Division. The database is populated with data from road accidents reported to the police and involving personal injury. Road vehicle data is taken from the DfT's road traffic estimates.

3.60 Table 5.4a shows the rate of killed or seriously injured casualties (KSI) per 100 million vehicle kilometres (100mvkms) for each Local Authority and for Wales as a whole. The KSI casualty rate per 100mvkm for Wales in 2012 was 3.9, a reduction of 4.6 on the 1994-98 average of 8.5 casualties per 100mvkms.

3.61 Table 5.4a shows that Powys had the highest KSI casualty rate per 100mvkms in 2012 at a rate of 8.4 casualties. The lowest KSI casualty rate per 100mvkms in 2012 was a rate of 1.5 in Torfaen.

3.62 Table 5.4b shows the rate of slight casualties per 100mvkms for each Local Authority and for Wales as a whole. In 2000 a target was set to achieve a 10 per cent reduction in the slight casualty rate per 100mvkms compared to the 1994-98 average by 2010. In 2010 the slight casualty rate per 100mvkms for Wales was 32.9, a reduction of 40 per cent on the 1994-98 average. This rate has continued to fall and stands at 28.1 in 2012.

3.63 Table 5.4b shows that Wrexham had the highest slight casualty rate per 100mvkms in 2012 at a rate of 45.7 casualties. The lowest slight casualty rate per 100mvkms in 2012 was a rate of 11.6 in Monmouthshire.

3.64 Chart 5.4 shows the steady fall in the number of KSI and casualties per 100mvkms from the 1994-98 average to 2012. The chart also shows the sharp decrease in the number of slight casualties from the 1994-98 average to 2008 and again between 2010 and 2012.

Table 5.4a: KSI casualty rate per 100 million vehicle kilometres, by Local Authority, 1994-98 average and 2002 to 2012

Number of casualties per 100 million vehicle kilometres

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Isle of Anglesey	11.7	8.1	5.7	3.7	5.1	4.8	4.9	4.9	9.1	4.8	6.2	5.6
Gwynedd	11.3	8.6	7.4	7.1	4.0	4.6	5.1	8.7	5.5	6.4	6.8	7.2
Conwy	7.6	6.4	4.7	5.4	3.4	4.7	5.7	5.6	4.8	3.8	5.3	5.3
Denbighshire	11.9	4.1	6.6	6.5	3.3	4.0	6.6	6.0	4.6	5.6	6.9	5.2
Flintshire	7.1	4.0	4.5	3.8	3.9	2.8	3.5	6.2	4.8	4.5	5.3	3.8
Wrexham	9.1	6.0	5.9	5.7	3.4	4.9	3.6	6.0	5.5	3.8	5.8	4.7
Powys	13.8	11.5	13.6	11.5	10.7	9.6	9.5	8.5	8.8	8.1	10.3	8.4
Ceredigion	12.6	11.0	14.4	11.4	8.3	9.5	7.8	5.5	7.3	7.1	8.6	4.8
Pembrokeshire	13.1	12.9	12.4	9.7	7.6	9.4	9.9	8.8	7.4	6.1	5.9	6.2
Carmarthenshire	12.1	10.2	9.5	9.6	6.3	5.8	4.8	5.0	5.0	4.6	4.7	6.3
Swansea	4.6	4.4	4.5	4.8	5.6	6.1	4.7	4.6	5.1	4.5	4.7	3.2
Neath Port Talbot	4.5	5.9	4.1	2.4	4.1	5.6	5.1	3.8	3.6	4.3	3.1	2.3
Bridgend	5.4	3.2	4.6	4.5	5.2	4.6	3.3	4.4	3.5	2.2	4.5	2.4
Vale of Glamorgan	5.9	5.0	6.0	4.9	2.5	4.0	4.2	4.4	4.7	2.7	2.6	2.3
Cardiff	4.9	3.6	3.2	3.2	3.8	3.6	3.4	2.7	2.4	2.9	3.1	2.0
Rhondda Cynon Taf	6.2	5.4	6.7	7.0	3.9	4.7	4.3	2.9	2.4	2.4	3.0	2.8
Merthyr Tydfil	7.9	3.4	7.1	2.5	5.0	3.6	5.7	4.2	4.0	5.5	3.5	5.0
Caerphilly	7.9	5.8	4.6	5.5	6.9	5.2	6.7	6.3	3.6	3.1	3.3	3.0
Blaenau Gwent	13.9	6.1	5.5	5.0	7.2	7.0	8.3	8.7	4.7	4.8	4.3	3.0
Torfaen	11.3	7.0	4.4	4.1	4.9	4.1	4.6	2.2	3.7	2.8	2.5	1.5
Monmouthshire	11.4	7.8	6.8	5.2	5.2	3.8	2.4	3.9	2.0	2.1	3.4	2.0
Newport	8.0	3.5	2.9	2.8	2.0	1.6	3.6	3.1	2.6	1.7	2.1	1.6
Wales	8.5	6.3	6.3	5.7	4.9	5.0	5.0	5.0	4.4	4.0	4.6	3.9

Source: Welsh Government Road Accident Statistics database and Department for Transport's Road Traffic Statistics

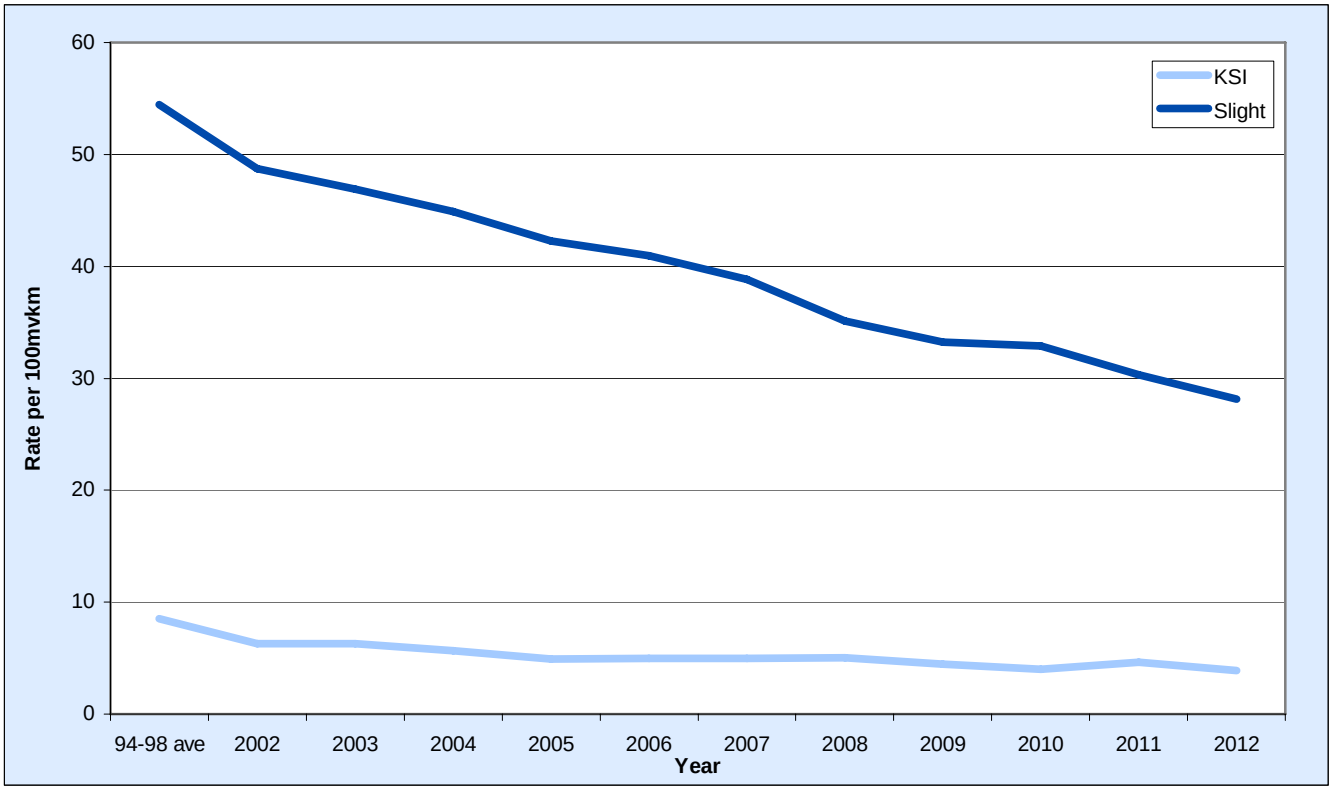
Table 5.4b: Slight casualty rate per 100 million vehicle kilometres, by Local Authority, 1994-98 average and 2002 to 2012

Number of casualties per 100 million vehicle kilometres

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Isle of Anglesey	67.7	46.2	38.2	33.7	28.4	34.9	28.3	21.9	28.1	21.5	22.9	19.5
Gwynedd	52.5	48.1	42.3	39.5	37.1	38.2	36.7	33.6	32.1	33.9	26.0	25.1
Conwy	57.5	51.2	43.5	41.5	36.0	41.9	34.9	39.4	39.1	31.1	31.2	30.3
Denbighshire	77.0	64.2	57.5	49.2	41.0	46.1	46.2	49.9	41.5	40.8	38.3	35.3
Flintshire	61.5	49.2	48.3	48.0	34.9	38.4	35.5	32.1	27.6	30.9	27.9	26.3
Wrexham	78.1	70.3	69.9	57.5	54.9	58.1	44.7	44.0	44.3	43.1	37.6	45.7
Powys	43.4	45.4	42.6	46.1	39.6	45.5	42.2	37.0	36.6	33.2	30.6	32.8
Ceredigion	47.2	55.2	47.2	46.0	53.6	43.9	50.8	38.6	35.8	41.3	37.4	36.3
Pembrokeshire	52.1	46.5	49.9	53.3	48.6	48.4	48.3	34.7	43.4	38.7	34.0	38.7
Carmarthenshire	45.8	39.8	42.6	43.6	44.1	41.5	39.4	36.9	35.0	32.3	32.6	32.7
Swansea	81.5	60.9	65.0	62.9	63.1	68.0	57.5	52.6	45.4	54.5	50.4	37.7
Neath Port Talbot	58.2	46.7	43.9	39.6	47.8	44.0	39.9	33.5	30.9	33.8	29.6	28.5
Bridgend	53.1	44.7	38.6	41.2	41.3	35.4	32.7	31.1	31.2	27.1	23.2	25.2
Vale of Glamorgan	46.0	53.2	46.8	41.6	44.2	32.3	31.7	28.6	30.9	28.1	34.9	26.6
Cardiff	53.5	54.8	52.7	48.4	48.9	44.1	45.3	39.7	37.0	37.8	37.6	26.8
Rhondda Cynon Taf	49.9	42.3	45.8	44.9	44.9	37.1	46.7	38.5	33.8	31.6	33.0	28.1
Merthyr Tydfil	72.9	71.0	81.6	64.6	55.3	55.2	49.0	46.0	33.3	40.4	40.8	31.4
Caerphilly	56.0	54.7	53.3	49.0	38.7	34.9	30.3	35.4	28.8	23.8	20.3	20.9
Blaenau Gwent	56.6	64.4	50.4	58.6	55.8	60.1	47.6	51.0	36.9	46.9	25.9	33.9
Torfaen	49.2	43.1	33.8	36.8	29.0	25.0	21.4	19.7	22.5	26.5	17.6	19.2
Monmouthshire	34.9	30.3	27.8	24.7	20.7	18.2	16.9	11.5	13.1	12.4	11.0	11.6
Newport	38.9	31.6	31.7	32.0	26.8	24.6	23.1	22.0	23.2	21.5	15.9	17.0
Wales	54.4	48.8	46.9	44.9	42.3	41.0	38.8	35.1	33.2	32.9	30.3	28.1

Source: Welsh Government Road Accident Statistics database and Department for Transport's Road Traffic Statistics

Chart 5.4: Rate of KSI and slight casualties per 100 million vehicle kilometres, 1994-98 average and 2002 to 2012



Source: Welsh Government Road Accident Statistics database and Department for Transport's Road Traffic Statistics

5.5 Incidents of notifiable and non-notifiable offences on the rail network

3.65 The data for this indicator is collected and reported on by the British Transport Police.

3.66 The data in Table 5.5a shows that the total number of recorded notifiable offences decreased from 1,636 in 2010/11 to 1,220 in 2011/12. There were notable falls in theft of passenger property and public disorder offences, each seeing 78 less offences in 2011/12 compared with 2010/11. There was also a fall in the number of recorded theft of railway/commercial property and burglary offences between 2010/11 and 2011/12 from 291 to 219 offences, with the majority of the decrease caused by a fall in the number of recorded live cable thefts non-live cable thefts.

3.67 The data in Table 5.5b shows that the total number of recorded non-notifiable offences dropped from 1,539 in 2010/11 to 1,213 in 2011/12. The most significant change between 2010/11 and 2011/12 was the fall in the number of recorded less serious public disorder offences, from 452 to 299 offences.

Table 5.5a: Notifiable (a) Offences on the Rail Network in Wales, 2010-2012

Number of offences

	2009/10		2010/11		2011/12	
	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)
Violence against the person offences						
Homicide	0	0	0	0	0	0
Attempted murder	0	0	0	0	0	0
Serious assault	71	50	62	40	57	32
Common assault	82	42	104	61	83	38
Police assault	7	7	14	14	8	8
Firearms/explosive offences	17	16	15	14	8	7
Racially aggravated harassment	9	8	19	14	13	10
Other violence	7	4	21	12	8	4
Total violence against the person	193	127	235	155	177	99
Sexual offences						
Sexual offences against males	3	1	0	0	11	3
Sexual offences against females	5	2	8	5	0	0
Exposure	3	5	3	1	9	2
Other sexual offences	3	4	3	3	6	0
Total sexual offences	14	12	14	9	26	5
Criminal damage/malicious mischief						
Criminal damage/malicious mischief	102	23	99	25	58	12
Arson/fire-raising	5	1	7	0	5	0
Graffiti	47	3	29	12	11	10
Other criminal damage	1	0	0	0	1	0
Total criminal damage/malicious mischief	155	27	135	37	75	22
Line of route offences						
Destroy or damage/endanger safety	22	2	13	3	15	6
Obstruction	38	5	39	9	41	10
Throw missile at rail vehicle	34	0	17	0	13	0
Total line of route offences	94	7	69	12	69	16

Source: British Transport Police Statistical Bulletin 2010/11 and 2011/12

Table 5.5a (continued): Notifiable (a) Offences on the Rail Network in Wales, 2010-2012

Number of offences

	2009/10		2010/11		2011/12	
	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)
Theft of passenger property						
Theft luggage	83	16	103	25	74	5
Theft personal property	149	10	142	9	107	3
Theft from the person	47	3	49	1	35	3
Total theft of passenger property	279	29	294	35	216	11
Motor vehicle/cycle offences						
Theft motor vehicle	0	0	4	0	2	0
Take vehicle without consent	2	1	2	0	1	0
Theft from vehicle	49	1	40	0	28	1
Damage to motor vehicle	29	7	26	4	24	2
Theft/damage pedal cycle offences	36	7	47	3	38	2
Interfere with motor vehicle	3	0	2	0	4	0
Total motor vehicle/cycle offences	119	16	121	7	97	5
Robbery offences						
Robbery	5	5	6	5	2	2
Assault with intent to rob	1	0	0	1	0	0
Total robbery offences	6	5	6	6	2	2
Theft of railway/commercial property and burglary offences						
Burglary/housebreaking booking office	2	0	1	0	0	0
Burglary/housebreaking	22	2	22	5	19	2
Theft from shop/kiosk	30	21	21	10	38	21
Goods in transit offences	0	0	1	0	0	0
Theft from vending machines	1	1	0	0	1	0
Theft undertaking stores	27	5	27	7	20	1
Live cable theft	33	0	118	6	60	5
Non - live cable theft	45	7	91	18	71	18
Mail offences	0	0	0	0	0	0
Other theft/burglary offences	16	3	10	2	10	1
Total Theft of railway/commercial property and burglary offences	176	39	291	48	219	48
Public disorder offences						
Bomb hoax offences	3	0	2	0	4	0
Breach of the peace	0	0	0	0	0	0
Other public order offences	252	202	254	196	174	135
Total public order offences	255	202	256	196	178	135
Fraud offences						
Ticket fraud	0	0	0	0	0	0
Other fraud	5	3	2	0	0	0
Forgery	0	0	13	8	9	6
Total fraud offences	5	3	15	8	9	6
Drug offences						
Trafficking in controlled drug	1	0	1	1	5	4
Possession of controlled drug	133	139	168	158	117	113
Proceeds of crime (drugs)	0	0	0	0	0	0
Other drug offences	0	0	0	0	0	0
Total drug offences	134	139	169	159	122	117

Source: British Transport Police Statistical Bulletin 2010/11 and 2011/12

Table 5.5a (continued): Notifiable (a) Offences on the Rail Network in Wales, 2010-2012

Number of offences

	2009/10		2010/11		2011/12	
	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)
Other notifiable offences/crimes						
Other theft	3	1	5	4	4	2
Handling/reset	5	6	0	0	1	1
Other firearms offences	0	0	2	0	0	0
Proceeds of crime (excluding drugs)	0	0	8	3	8	1
Other offences	7	5	14	10	17	11
Other less serious offences	n/a	n/a	2	0	0	0
Total other notifiable offences/crimes	15	12	31	17	30	15
Total notifiable offences	1,445	618	1,636	689	1,220	481

Source: British Transport Police Statistical Bulletin 2010/11 and 2011/12

(a) Serious offences reported to the Home Office.
(b) Number of offences recorded by the British Transport Police during the year to 31 March.
(c) Number of offences cleared during the year to 31 March, person charged or summoned, offender cautioned, offence taken into consideration by the Court, sufficient evidence to charge an offender, but no further action taken.

Table 5.5b: Non-notifiable (a) Offences on the Rail Network in Wales, 2010-2012

Number of offences

	2009/10		2010/11		2011/12	
	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)	Recorded (b)	Detected (c)
Less serious line of route offences						
Railway trespass	601	207	517	166	498	122
Transport and works offences	0	0	0	0	0	0
Stonethrowing	89	3	59	2	43	2
Other less serious line of route offences	4	0	3	0	1	0
Total less serious line of route offences	694	210	579	168	542	124
Less serious public disorder offences						
Alcohol offences	74	74	67	66	61	58
Breach of the peace	0	0	0	0	0	0
Public order related offences	311	153	371	225	218	87
Other public order offences	n/a	n/a	n/a	n/a	0	0
Other less serious public order	24	12	14	7	20	10
Total less serious public disorder offences	409	239	452	298	299	155
Less serious fraud offences						
Travel fraud offences	98	63	92	60	61	49
Travel related offences/greater distance	66	41	84	44	89	26
Failure to provide details/show ticket	1	1	6	6	4	4
Total less serious fraud offences	165	105	182	110	154	79
Other less serious offences						
Driving offences (R.T.A)	326	199	231	176	182	71
Vehicle related (byelaws)	15	9	6	5	0	1
Begging	20	19	47	40	11	8
Protection equipment	23	6	14	6	10	4
Other less serious public order	n/a	n/a	n/a	n/a	0	0
Other less serious offences	34	18	28	13	15	7
Total other less serious offences	418	251	326	240	218	91
Total non-notifiable offences	1,686	805	1,539	816	1,213	449

Source: British Transport Police Statistical Bulletin 2010/11 and 2011/12

(a) Offences not reported to the Home Office.
(b) Number of offences recorded by the British Transport Police during the year to 31 March.
(c) Number of offences cleared during the year to 31 March, person charged or summoned, offender cautioned, offence taken into consideration by the Court, sufficient evidence to charge an offender, but no further action taken.

5.6 Rail travellers perception of personal security whilst using a rail station and on board a rail service

3.68 This indicator uses the results from Passenger Focus surveys of rail users. The survey asks the same set of questions about passengers' experience of using railway facilities and rolling stock in spring and the autumn of each year. All stations in Wales are run by Arriva Trains Wales. Table and chart 5.6b below cover services run by Arriva Trains Wales (ATW). These services are covered because the Welsh Government is responsible for the Wales and Borders Franchise and is responsible for passenger services through the agreement with ATW.

3.69 The survey results from Spring 2006 to Spring 2013 show a trend of an increasing number of rail travellers having a positive perception of their personal security whilst using a rail station, up from 55 to 70 per cent, and is now equal to the average of all regional rail operators which has seen an increase from 60 to 70 per cent over the same period.

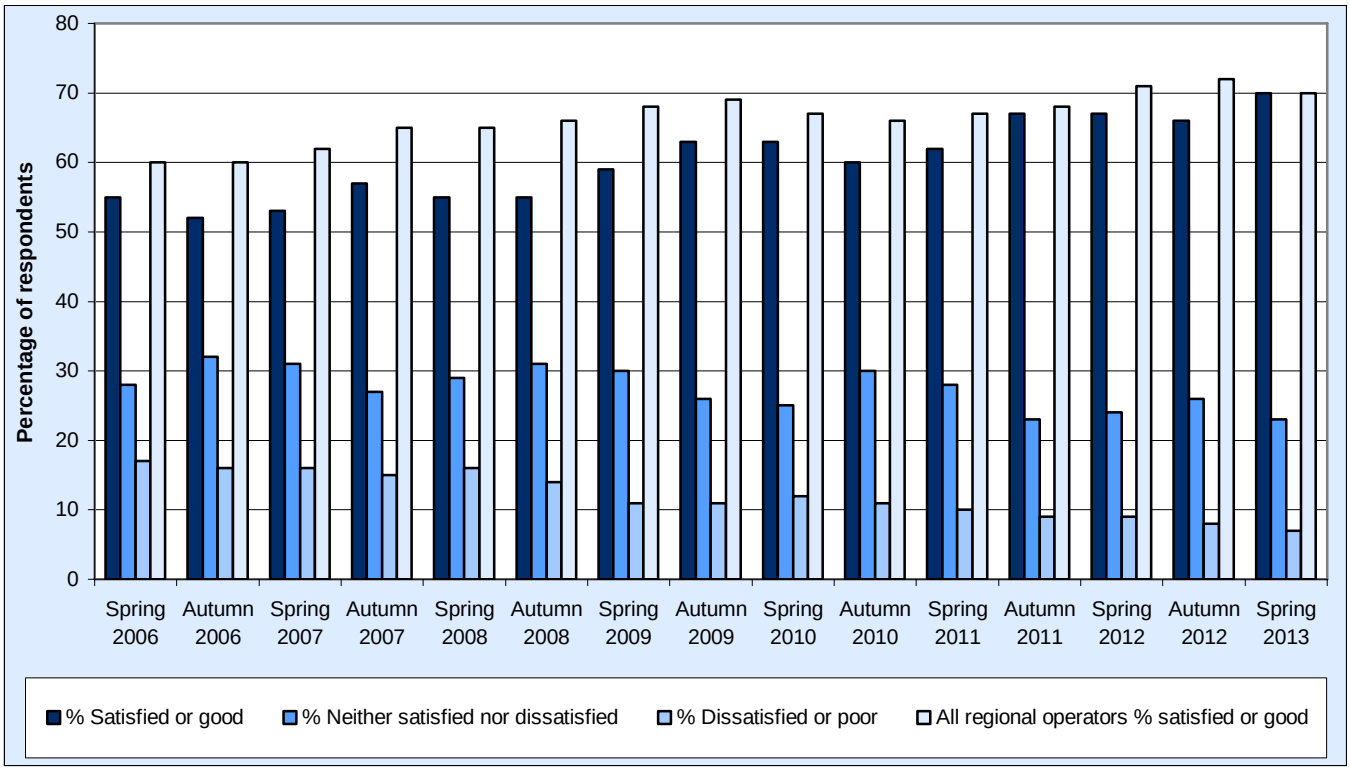
Table 5.6a: Rail travellers perception of personal security whilst using a rail station in Wales, Spring 2006 to Spring 2013

Percentage of respondents

	Sample size	% Satisfied or good	% Neither satisfied nor dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Spring 2006	567	55	28	17	60
Autumn 2006	649	52	32	16	60
Spring 2007	655	53	31	16	62
Autumn 2007	701	57	27	15	65
Spring 2008	688	55	29	16	65
Autumn 2008	640	55	31	14	66
Spring 2009	678	59	30	11	68
Autumn 2009	669	63	26	11	69
Spring 2010	846	63	25	12	67
Autumn 2010	636	60	30	11	66
Spring 2011	764	62	28	10	67
Autumn 2011	1,263	67	23	9	68
Spring 2012	974	67	24	9	71
Autumn 2012	1,151	66	26	8	72
Spring 2013	1,032	70	23	7	70

Source: Passenger Focus National Rail Passenger Surveys

Chart 5.6a: Rail travellers perception of personal security whilst using a rail station in Wales, Spring 2006 to Spring 2013



Source: Passenger Focus National Rail Passenger Surveys

3.70 The Passenger Focus survey results from Spring 2006 to Spring 2013 show a trend of an increasing number of rail travellers having a positive perception of their personal security whilst onboard a rail service, up from 73 to 86 per cent. This is a higher figure than the average of all regional rail services which has seen an increase from 76 to 79 per cent in the same period.

3.71 The number of rail travellers dissatisfied with their personal security was just 2 per cent in Spring 2013.

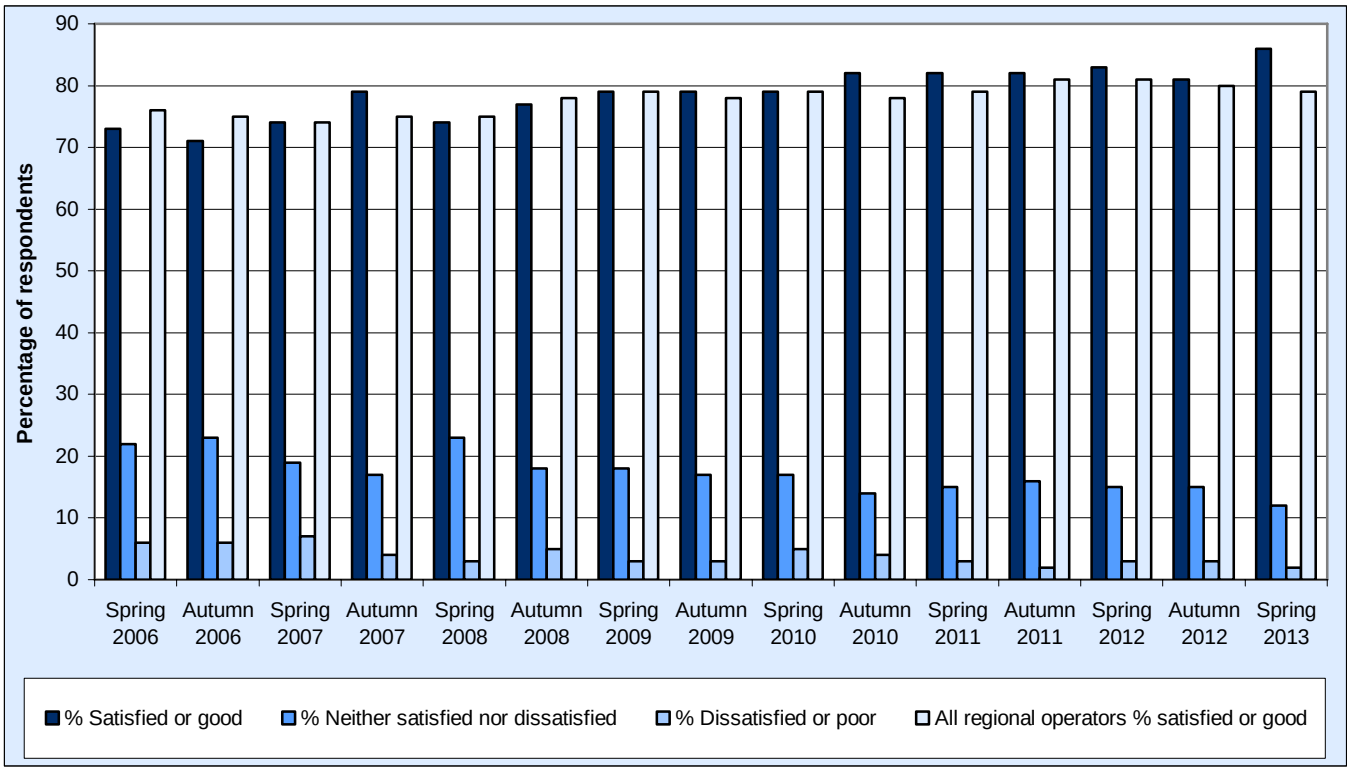
Table 5.6b: Rail travellers perception of personal security whilst onboard a rail service (Arriva Trains Wales only), Spring 2006 to Spring 2013

Percentage of respondents

	Sample size	% Satisfied or good	% Neither satisfied nor dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Spring 2006	666	73	22	6	76
Autumn 2006	734	71	23	6	75
Spring 2007	737	74	19	7	74
Autumn 2007	725	79	17	4	75
Spring 2008	745	74	23	3	75
Autumn 2008	687	77	18	5	78
Spring 2009	735	79	18	3	79
Autumn 2009	719	79	17	3	78
Spring 2010	921	79	17	5	79
Autumn 2010	705	82	14	4	78
Spring 2011	831	82	15	3	79
Autumn 2011	1,387	82	16	2	81
Spring 2012	1,093	83	15	3	81
Autumn 2012	1,263	81	15	3	80
Spring 2013	1,114	86	12	2	79

Source: Passenger Focus National Rail Passenger Surveys

Chart 5.6b: Rail travellers perception of personal security whilst onboard a rail service (Arriva Trains Wales only), Spring 2006 to Spring 2013



Source: Passenger Focus National Rail Passenger Surveys

5.7 Bus users perception of personal security whilst using a bus service and at bus stops

3.72 This indicator uses the results from the 2010 Bus Passenger Survey, commissioned by Transport Statistics and carried out by BDRC Continental. This survey was carried out during November and December 2010 across Wales. This is currently the most up to date data available, however we are seeking a follow up the 2010 survey to monitor this indicator in the future. Passengers were asked to rate their overall satisfaction with their bus journey and their rating of value for money. They were asked to rate their satisfaction with a wide range of aspects of their bus journey, for example the bus stop, waiting for the bus, on the bus, the outside of the bus, the bus driver.

3.73 Table 5.7a below details the levels of satisfaction amongst respondents with their personal security at bus stops and on bus services. The table shows that overall three quarters, 75 per cent, of bus passengers were satisfied with their personal security at the bus stop and more than eight out of ten passengers, 85 per cent, were satisfied with their personal security on the bus service itself. There was some limited regional variation with respondents from TraCC being the most satisfied with their personal security at both bus stops and on bus services.

3.74 Table 5.7b shows the levels of satisfaction with personal security whilst at a bus stop from those respondents who identified themselves as having a disability. Some 25 per cent of respondents to the bus user survey stated that they had a disability. The overall level of satisfaction reported by those respondents stating that they had a disability is very similar to the overall level reported in table 5.7a, at 73 per cent. The overall level of dissatisfaction was slightly higher at 13 per cent compared to the 11 per cent reported in table 5.7a. Those respondents who identified themselves as having a speech impairment reported the highest level of satisfaction at 82 per cent along with the lowest level of dissatisfaction at 6 per cent. Those respondents who selected 'other' in the disabled category had the lowest levels of satisfaction at 69 per cent; Wheelchair users had the highest levels of dissatisfaction at 26 per cent.

3.75 Table 5.7c shows the levels of satisfaction with personal security whilst on a bus service from those respondents who identified themselves as having a disability. The overall level of satisfaction reported by those respondents stating that they had a disability is very similar to the overall level reported in table 5.7a, at 84 per cent. The overall level of dissatisfaction was also similar at 5 per cent compared to the 4 per cent reported in table 5.7a. Those respondents who identified their eyesight as a disability reported the highest level of satisfaction at 93 per cent along with the lowest level of dissatisfaction at 3 per cent. Those respondents who identified themselves as having learning difficulties had the lowest levels of satisfaction at 75 per cent; Wheelchair users had the highest levels of dissatisfaction at 19 per cent.

5.7a Bus users perception of personal security whilst using a bus service and at bus stops

Percentage of respondents

	Personal safety at the bus stop					Personal safety on the bus service				
	Sew ta	SWWITCH	TAITH	TraCC	Total	Sew ta	SWWITCH	TAITH	TraCC	Total
Very satisfied	37	35	43	44	38	46	46	55	63	49
Fairly satisfied	37	38	35	34	37	37	38	32	26	36
Neither satisfied nor dissatisfied	15	17	15	14	15	12	12	9	8	11
Fairly disatisfied	6	5	4	5	5	4	2	2	2	3
Very disatisfied	5	4	2	4	4	2	1	1	1	1
Total satisfied	74	74	78	77	75	82	85	88	89	84
Total disatisfied	11	9	7	9	10	6	3	3	3	5

Souce: Bus Passenger Survey, 2010

5.7b Disabled bus users perception of personal security whilst at a bus stop

Percentage of respondents

	Disability							
	Any disability	Mobility	Wheelchair user	Hearing	Eyesight	Speech impairment	Learning difficulties	Other
Very satisfied	38	34	52	37	39	45	50	41
Fairly satisfied	34	37	19	39	32	37	29	28
Neither satisfied nor dissatisfied	14	14	3	10	16	12	10	20
Fairly disatisfied	7	7	2	7	6	6	3	7
Very disatisfied	6	8	24	6	7	-	9	3
Total satisfied	73	71	71	76	71	82	78	69
Total disatisfied	13	15	26	14	13	6	12	11

Souce: Bus Passenger Survey, 2010

Note: The totals may appear to not sum due to percentages not being w hole numbers

5.7c Disabled bus users perception of personal security whilst on a bus service

Percentage of respondents

	Disability							
	Any disability	Mobility	Wheelchair user	Hearing	Eyesight	Speech impairment	Learning difficulties	Other
Very satisfied	49	49	46	48	51	39	45	47
Fairly satisfied	36	36	35	38	41	40	30	36
Neither satisfied nor dissatisfied	10	10	-	8	4	18	15	11
Fairly disatisfied	3	3	-	2	1	4	5	4
Very disatisfied	2	1	19	3	2	-	5	1
Total satisfied	84	86	81	86	93	78	75	83
Total disatisfied	5	4	19	6	3	4	10	6

Souce: Bus Passenger Survey, 2010

Note: The totals may appear to not sum due to percentages not being w hole numbers

6. Improve access to employment opportunities

3.76 The Wales Transport Strategy states that people should be able to access reasonable range of employment opportunities at key centres at the times needed. The National Transport Plan expands on this by stating that it aims to enable people to access key sites and key services more sustainably. The accessibility indicator we have chosen will demonstrate how many people can access employment opportunities at key centres in Wales in a reasonable time and how many can do so using sustainable means of transport.

6.1 The proportion of people aged 16 and over within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Centre' between 7am and 9am on a Tuesday (i) by public transport (ii) by car, (iii) by cycling and (iv) by walking

3.77 This indicator has been monitored using Accession™ GIS software. Table 6.1 shows that some 91 per cent of people aged 16 or over within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a key centre on a Tuesday between 7-9am. Some 26 per cent of people aged 16 or over are within 15 minutes travel time by public transport of a key centre, some 68 per cent within 30 minutes. Some 42 per cent of people aged 16 or over are within 15 minutes travel time of a key centre by cycling, some 68 per cent within 30 minutes. Some 12 per cent of people aged 16 or over are within 15 minutes travel time of a key centre by walking, with 26 per cent within 30 minutes.

3.78 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

6.1 The proportion of people aged 16 and over within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Centre' between 7am and 9am on a Tuesday (i) by public transport (ii) by car, (iii) by cycling and (iv) by walking

Numbers and Percentages

	Number and proportion of people aged 16 and over							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Upto 15 Minutes	636,562	26.3	2,195,925	90.6	1,026,336	42.4	282,619	11.7
15 to 30 Minutes	1,028,104	42.4	202,191	8.3	630,916	26.0	350,392	14.5
30 to 45 Minutes	398,170	16.4	22,530	0.9	339,900	14.0	315,206	13.0
45 to 60 Minutes	126,439	5.2	419	0.0	162,599	6.7	228,074	9.4
Within 1 hour	2,189,275	90.3	2,421,065	99.9	2,159,752	89.1	1,176,291	48.5
60 to 90 Minutes	48,864	2.0	-	-	177,222	7.3	387,940	16.0
Within 1 hour 30 Minutes	2,238,139	92.4	2,421,065	99.9	2,336,974	96.4	1,564,230	64.5
Above 90 mins or not accessible	185,282	7.6	2,356	0.1	86,447	3.6	859,191	35.5

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on population figures of 2,423,421 people aged 16 and over in Wales

Economic outcomes monitoring

4. Wales Transport Strategy Economic Outcomes & Monitoring Indicators

7. Improve connectivity within Wales and internationally

4.1 The Wales Transport Strategy recognises the importance that transport links and connectivity, both within Wales and internationally, has on sustaining and developing economic prosperity in Wales. The Wales Transport Strategy states that improved connectivity means better access to goods and services using Wales' ports, railways, roads and air services. The National Transport Plan aims to improve connectivity across Wales and to develop a more integrated and sustainable transport system. The indicators we have chosen will measure the levels of connectivity both within Wales and internationally.

7.1 Number of local bus services & passenger journeys within Wales

4.2 This indicator uses data collected by the Traffic Commissioners from bus companies registering bus routes and from the DfT's annual publication "Transport Statistics Great Britain".

4.3 The Traffic Commissioners report in Table 7.1a shows that the number of live local bus registrations in Wales has fallen from 1,866 in 2011 to 1,741 in 2012. This follows a similar trend across the rest of Great Britain with a drop in the number of live local bus registrations in England and Scotland.

4.4 Table 7.1b details the total number of bus passenger journeys in Great Britain, by country and type of area. The data shows that bus passenger journey numbers in Wales have remained stable at 116 between 2009/10 and 2011/12. Similar falls have been experienced across Great Britain outside London. The introduction of concessionary travel passes in Wales, the devolved nations and England had an initial positive impact on increasing bus passenger numbers in Great Britain as a whole since 2006/07, but passenger numbers have declined across Great Britain outside London over the last three years.

Table 7.1a: Local bus service registrations - live, new, variations and cancelled local bus services as at 31 March, 2011 and 2012 (a)

Number of local bus services

	Live local bus registrations		Applications processed				Applications accepted				Applications withdrawn		Existing registrations cancelled	
			New		Variations		New		Variations					
Traffic Area	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012
Wales	1,866	1,741	181	290	604	624	163	284	586	621	36	9	190	313
England	17,394	16,913	2,944	3,382	7,838	8,065	2,875	3,358	7,783	8,038	124	48	2,684	2,836
English Regions														
Eastern	2,924	2,834	553	501	1,396	1,280	541	493	1,386	1,269	22	19	500	426
North Eastern	3,936	3,865	893	695	1,900	1,814	880	692	1,890	1,810	23	7	793	538
North Western	4,256	4,144	697	952	1,616	1,671	681	950	1,610	1,669	22	4	563	691
South Eastern and Metropolitan	1,289	1,238	143	178	599	686	140	178	589	683	13	3	145	182
West Midland	2,221	2,111	258	422	989	1,015	253	412	978	1,008	16	14	269	459
Western	2,768	2,721	400	634	1,338	1,599	380	633	1,330	1,599	28	1	414	540
Scotland	2,655	2,636	400	725	1,548	1,675	396	718	1,539	1,673	13	9	413	542
Total	21,915	21,290	3,525	4,397	9,990	10,364	3,434	4,360	9,908	10,332	173	66	3,287	3,691

Source: Traffic Commissioners' Annual Report 2011-2012

(a) There were no applications refused in 2011 or 2012.

Table 7.1b: Local bus services: passenger journeys by area: 2001/02-2011/12 (a)

Millions of passenger journeys

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Wales	108	115	116	123	120	119	121	125	116	116	116
England	3,881	3,964	4,087	4,049	4,135	4,320	4,556	4,663	4,639	4,656	4,678
London	1,422	1,527	1,692	1,802	1,881	1,993	2,160	2,228	2,238	2,269	2,324
English metrolpolitan	1,196	1,182	1,162	1,069	1,070	1,073	1,099	1,105	1,086	1,070	1,041
English non-metropolitan areas	1,263	1,255	1,233	1,177	1,184	1,253	1,297	1,330	1,315	1,317	1,314
Scotland	466	471	478	460	466	476	488	484	459	431	439
Great Britain	4,455	4,550	4,681	4,631	4,721	4,915	5,165	5,272	5,214	5,203	5,233
All outside London	3,033	3,023	2,989	2,829	2,840	2,922	3,005	3,044	2,976	2,934	2,909

Source: Transport Statistics Great Britain 2012, Department for Transport

(a) The estimation methodology changed from 2004/05 onwards.

7.2 Number of scheduled train kilometres, station usage and rail passenger journeys in and within Wales

4.5 The data for this indicator has been collected by the Office of the Rail Regulator and by Steer Davies Gleave for the Office of the Rail Regulator.

4.6 Table 7.2a shows that the principal train operating company running services in Wales, Arriva Trains Wales, has increased the number of timetabled kilometres its services operate from 18.44 million to 24.23 million between 2003-04 and 2012-13. This represents an increase of almost 6 million timetabled train kilometres, some 31 per cent, between 2003-04 and 2012-13.

4.7 Table 7.2b details rail station usage by Local Authority and ticket type in 2011-12. It shows that, unsurprisingly, Cardiff has the highest level of station usage with 17.5 million station entries and exits. The lowest level of station usage was on the Isle of Anglesey with a little over 300k station entries and exits in 2011-12. Table 7.3b also shows that half of all station entries and exits in Wales were made using full price tickets, with the remainder split between discounted and season tickets. There were some 1.2 million more station entries and exits, or 2.6 per cent, overall in Wales in 2011-12 compared with 2010-11. The largest rise in entries and exits was in Flintshire with 8 per cent more entries and exits in 2011-12 compared with 2010-11. There was a small reduction in levels of station entries and exits in Neath Port Talbot, 0.3 per cent and Newport, 0.8 per cent.

4.8 Table 7.2c details station exits and entries by Local Authority from 2007-08 to 2011-12. The table shows a clear trend of increasing passenger numbers over the period for all the Local Authorities. The largest rise in entries and exits was in Blaenau Gwent due to new stations opening in 2008-09.

4.9 Table 7.2d looks at the 20 busiest stations in 2011-12. Unsurprisingly Cardiff Central was by far the busiest station in Wales with over 11.5 million station entries and exits in 2011-12, representing almost a quarter of all station entries and exits in Wales. Cardiff Queen Street was the second busiest station, ahead of Newport, demonstrating the high number of passengers using the Valley Lines services. Cardiff Central was the 31st busiest station in terms of entries and exits in England, Scotland & Wales, falling from 30th in 2010-11.

4.10 Chart 7.2e graphically represents the increase in rail passenger numbers since the mid 1990s in Wales. The chart shows that from 1999-00 onwards that the increase in the number of journeys within Wales, lead by the growth in passenger numbers on the Valley Lines in particular, has been much greater than the increase in journeys to or from Wales.

Table 7.2a: Number of timetabled train kilometres, 2003-04 to 2012-13

Million kms

Train Operating Company	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Arriva Trains Wales	18.44	19.59	21.05	22.34	22.79	23.11	23.77	23.80	23.60	24.23

Source: Office of Rail Regulation (ORR)

Table 7.2b: Rail station usage, by Local Authority and ticket type, 2010-11 to 2011-12 (a)

	Station entries and exits 2011-12					
	Full price	Reduced fare	Season ticket	Total	2010-11 total	% change
Isle of Anglesey	98,388	184,204	22,856	305,448	300,694	1.6
Gwynedd	672,312	652,824	284,472	1,609,608	1,547,152	4.0
Conwy	577,746	534,476	115,136	1,227,358	1,149,020	6.8
Denbighshire	507,422	347,198	140,814	995,434	945,172	5.3
Flintshire	454,956	171,222	73,514	699,692	648,562	7.9
Wrexham	499,142	279,222	60,524	838,888	816,966	2.7
Powys	301,152	194,804	5,088	501,044	472,174	6.1
Ceredigion	176,076	205,412	1,592	383,080	370,958	3.3
Pembrokeshire	307,694	226,808	4,494	538,996	501,356	7.5
Carmarthenshire	581,668	335,848	217,350	1,134,866	1,087,764	4.3
Swansea	844,658	1,062,228	355,832	2,262,718	2,259,634	0.1
Neath Port Talbot	622,180	529,898	225,030	1,377,108	1,381,822	-0.3
Bridgend	932,610	676,076	595,220	2,203,906	2,196,538	0.3
Vale of Glamorgan	1,943,450	260,270	912,610	3,116,330	2,932,732	6.3
Cardiff	8,360,312	4,695,640	4,896,382	17,952,334	17,483,112	2.7
Rhondda Cynon Taf	3,047,906	375,034	1,340,126	4,763,066	4,763,646	-
Merthyr Tydfil	451,946	46,336	112,170	610,452	589,076	3.6
Caerphilly	1,572,246	199,788	908,562	2,680,596	2,619,764	2.3
Blaenau Gwent	226,762	51,498	43,838	322,098	322,060	-
Torfaen	238,482	62,734	75,666	376,882	358,172	5.2
Monmouthshire	417,952	262,026	168,732	848,710	805,510	5.4
Newport	757,418	1,112,108	502,962	2,372,488	2,392,486	-0.8
Wales	23,592,478	12,465,654	11,062,970	47,121,102	45,944,370	2.6

Source: ORR Estimates of Station Usage

(a) The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodolgy used to derive the figures is available from: http://www.rail-reg.gov.uk/upload/pdf/station_usage_estimates_1112.pdf

Table 7.2c: Rail station usage, by Local Authority, 2007-08 to 2011-12 (a)

	Total station entries and exits					% change from 2007/08 to 2011-12
	2007-08	2008-09	2009-10	2010-11	2011-12	
Isle of Anglesey	260,529	231,166	236,750	300,694	305,448	17.2
Gwynedd	1,510,400	1,397,808	1,482,324	1,547,152	1,609,608	6.6
Conwy	970,265	1,004,244	1,061,020	1,149,020	1,227,358	26.5
Denbighshire	823,804	898,380	917,072	945,172	995,434	20.8
Flintshire	543,933	567,522	602,688	648,562	699,692	28.6
Wrexham	636,389	698,736	767,206	816,966	838,888	31.8
Powys	421,222	434,150	453,832	472,174	501,044	19.0
Ceredigion	321,805	323,918	360,662	370,958	383,080	19.0
Pembrokeshire	438,801	450,970	462,320	501,356	538,996	22.8
Carmarthenshire	946,201	1,005,668	1,011,912	1,087,764	1,134,866	19.9
Swansea	1,874,891	2,082,054	2,125,526	2,259,634	2,262,718	20.7
Neath Port Talbot	1,107,142	1,240,616	1,289,538	1,381,822	1,377,108	24.4
Bridgend	1,840,348	2,044,564	2,078,308	2,196,538	2,203,906	19.8
Vale of Glamorgan	2,845,605	2,901,814	2,868,644	2,932,732	3,116,330	9.5
Cardiff	15,485,859	16,507,478	16,858,184	17,483,112	17,952,334	15.9
Rhondda Cynon Taf	4,549,480	4,548,926	4,754,290	4,763,646	4,763,066	4.7
Merthyr Tydfil	407,845	435,682	535,478	589,076	610,452	49.7
Caerphilly	2,160,744	2,396,488	2,501,490	2,619,764	2,680,596	24.1
Blaenau Gwent	52,429	293,360	300,630	322,060	322,098	514.4
Torfaen	277,530	297,722	348,504	358,172	376,882	35.8
Monmouthshire	668,144	713,508	754,116	805,510	848,710	27.0
Newport	2,166,043	2,231,528	2,273,860	2,392,486	2,372,488	9.5
Wales	40,309,409	42,706,302	44,044,354	45,944,370	47,121,102	16.9

Source: ORR Estimates of Station Usage

(a) The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodolgy used to derive the figures is available from: http://www.rail-reg.gov.uk/upload/pdf/station_usage_estimates_1112.pdf

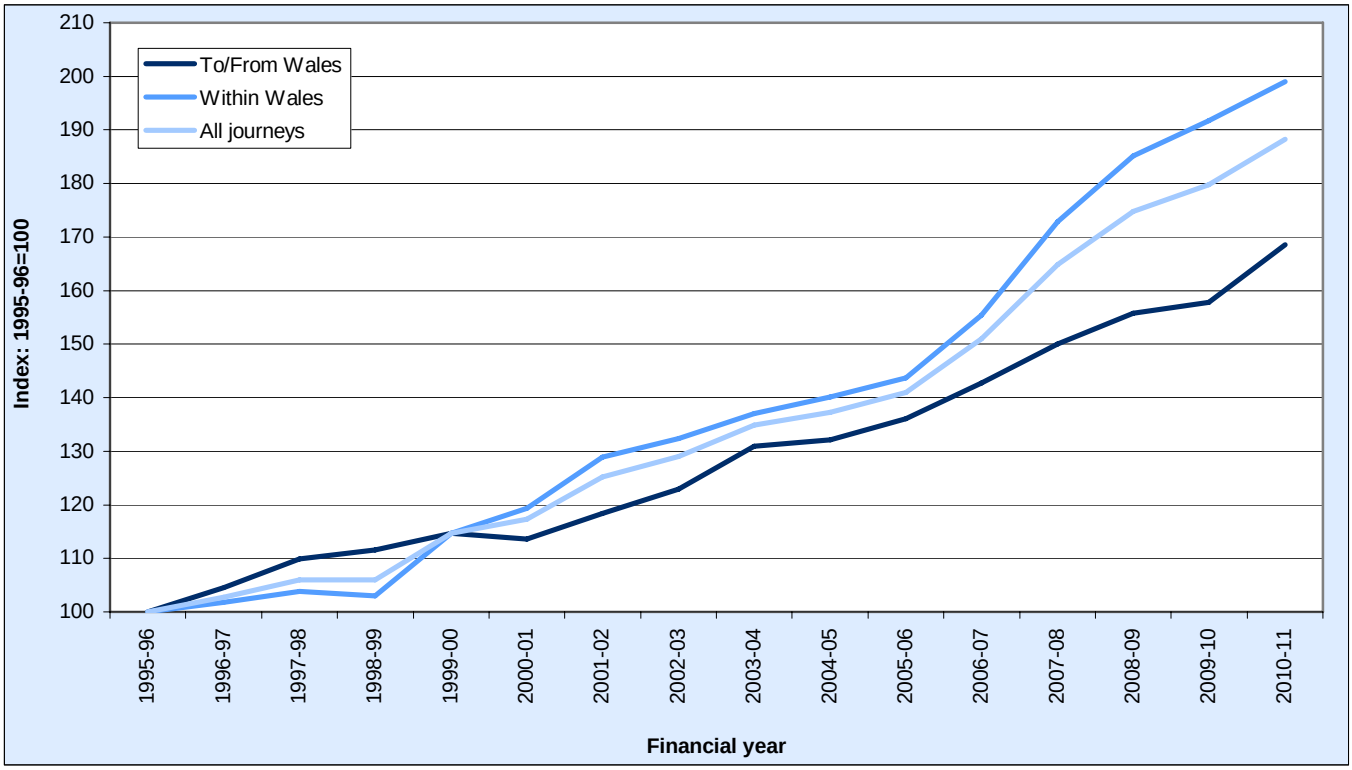
Table 7.2d: Rail station usage, 20 busiest stations, by ticket type, 2010-11 to 2011-12 (a)

	Station entries and exits 2011-12					
	Full price	Reduced fare	Season ticket	Total	2010-11 total	% change
Cardiff Central	4,566,916	4,332,184	2,602,980	11,502,080	11,259,968	2.2
Cardiff Queen Street	1,447,684	144,904	896,344	2,488,932	2,411,438	3.2
Newport (Gwent)	688,980	1,104,068	480,884	2,273,932	2,291,040	-0.7
Swansea	798,418	1,038,274	311,350	2,148,042	2,155,906	-0.4
Bridgend	551,792	577,606	448,890	1,578,288	1,604,944	-1.7
Trefforest	590,396	66,534	254,870	911,800	769,646	18.5
Pontypridd	559,288	50,466	263,906	873,660	1,034,976	-15.6
Neath	374,344	307,230	128,036	809,610	819,546	-1.2
Cardiff Bay	426,548	67,908	298,912	793,368	753,148	5.3
Cathays	424,708	81,666	249,060	755,434	701,082	7.8
Caerphilly	401,650	59,906	216,850	678,406	665,328	2.0
Bangor (Gwynedd)	201,074	417,100	57,574	675,748	633,664	6.6
Rhyl	310,710	230,004	92,524	633,238	609,178	3.9
Wrexham General	358,938	219,274	43,936	622,148	613,618	1.4
Barry Island	346,176	50,362	220,682	617,220	618,346	-0.2
Penarth	354,438	32,532	202,452	589,422	586,048	0.6
Aberdare	328,648	35,706	173,194	537,548	524,592	2.5
Treherbert	339,826	27,374	145,382	512,582	526,862	-2.7
Barry	327,868	24,906	153,530	506,304	503,634	0.5
Port Talbot Parkway	192,252	208,960	76,968	478,180	478,844	-0.1

Source: ORR Estimates of Station Usage

(a) The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodolgy used to derive the figures is available from: http://www.rail-reg.gov.uk/upload/pdf/station_usage_estimates_1112.pdf

Chart 7.2e: Index of the number of rail passenger journeys in Wales, 1995-96 to 2010-11



Source: ORR National Rail Trends

7.3 Number of rail stations that have facilities that are accessible by disabled passengers.

4.11 This indicator is based on the data collected by Arriva Trains Wales about their stations and reported in their leaflet "Making Rail Accessible: Helping Older and Disabled Passengers".

4.12 Table 7.3 shows that just 7 per cent of stations operated by Arriva Trains Wales are staffed (have platform staff to assist). Table 7.3 also shows that only 36 stations, some 15 per cent, have accessible ticket machines.

4.13 Table 7.3 also details wheelchair access to platforms and wheelchair access to trains. The table shows that 49 per cent of stations have wheelchair access to platforms. However, this figure does include stations with a variety of potential issues with set-down and pick-up points. Table 7.3 shows that 88 per cent of stations have wheelchair access to trains.

Table 7.3: Number of rail stations that have facilities accessible by disabled passengers (a)

Total number of stations	Stations with staff (b)		Stations with accessible ticket machines		Stations with wheelchair access to platforms		Stations with wheelchair access to trains	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
245	16	7	36	15	121	49	215	88

Source: Arriva Trains Wales leaflet "Making Rail Accessible: Helping Older and Disabled Passengers"

(a) Information relates to all stations operated by Arriva Trains Wales and includes some stations in England.

(b) Includes stations with platform staff to assist. Excludes stations staffed by booking office staff only.

7.4 Number of passenger movements and destinations served from Cardiff Airport

4.14 The data for this indicator has been collected and published by the Civil Aviation Authority.

4.15 Table 7.4a details the domestic passenger movements to and from Cardiff Airport in 2011 and 2012. The total number of domestic passenger movements at Cardiff Airport decreased by just over 39,000 passengers, a decrease of some 16 per cent, between 2011 and 2012. For both years the majority of domestic passengers travelled to or from Scotland and Northern Ireland, with 77,719 flying to or from Edinburgh, 39,828 flying to Glasgow and 38,502 flying to the two Belfast airports from Cardiff Airport in 2012. Other domestic destinations with notable passenger numbers are Newcastle, Aberdeen, Jersey and Anglesey. The Intra Wales Air Service, supported by funding from the Welsh Government began operations in May 2007 to improve connections and journey times between North and South Wales.

4.16 Table 7.4b details the international passenger movements to and from Cardiff Airport in 2011 and 2012. There has been a fall in the total number of international passengers using Cardiff Airport, from just under 1 million to a little over 800 thousand between 2011 and 2012, a fall of some 16 per cent. The number of chartered passenger movements fell by less than 1 per cent whilst the number of scheduled passenger movements fell by some 39 per cent between 2011 and 2012. For both 2011 and 2012 the majority of international passenger movements were from and to destinations in Spain. In 2012 there were also over 100,000 passenger movements between Cardiff Airport and both the Netherlands and the Canary Islands.

Table 7.4a: Domestic passenger numbers to and from Cardiff Airport 2011 and 2012 (a)

	Total			Scheduled			Chartered		
	2011	2012	% change	2011	2012	% change	2011	2012	% change
Aberdeen	10,542	14,068	33.4	10,542	14,068	33.4	.	.	.
Anglesey (Valley)	9,605	8,594	-10.5	9,605	8,594	-10.5	.	.	.
Belfast City (George Best)	61,350	38,412	-37.4	61,268	38,412	-37.3	82	.	.
Belfast International	226	90	-60.2	.	.	.	226	90	-60.2
Birmingham	.	5	.	.	5	.	.	.	.
Bristol	1	36	3500.0	.	36	.	1	.	.
Durham Tees Valley	.	34	.	.	.	.	.	34	.
Edinburgh	83,573	77,719	-7.0	82,359	77,511	-5.9	1,214	208	-82.9
Farnborough	33	74	124.2	.	.	.	33	74	124.2
Gatwick	35	76	117.1	.	.	.	35	76	117.1
Glasgow	47,222	39,828	-15.7	47,116	39,828	-15.5	106	.	.
Heathrow	64	.	.	.	.	.	64	.	.
Humberside	253	53	-79.1	.	.	.	253	53	-79.1
Isle of Man	36	50	38.9	36	50	38.9	.	.	.
Jersey	13,421	9,097	-32.2	13,421	9,097	-32.2	.	.	.
Liverpool	.	352	.	.	.	.	.	352	.
Luton	83	67	-19.3	.	.	.	83	67	-19.3
Manchester	71	364	412.7	.	.	.	71	364	412.7
Newcastle	15,069	14,336	-4.9	14,853	14,077	-5.2	216	259	19.9
Newquay	708	.	.	699	.	.	9	.	.
Norwich	186	122	-34.4	.	.	.	186	122	-34.4
All UK airports	242,478	203,377	-16.1	239,899	201,678	-15.9	2,579	1,699	-34.1

Source: Civil Aviation Authority

(a) Includes revenue passengers flown by non-UK airlines. These have been estimated from UK Airport traffic to exclude non-revenue passengers. Includes all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.

Table 7.4b: International passenger numbers to and from Cardiff Airport 2011 and 2012

	Total			Scheduled			Chartered		
	2011	2012	% change	2011	2012	% change	2011	2012	% change
Austria	3,277	.	.	.	.	.	3,277	.	.
Barbados	5,232	2,657	-49.2	.	.	.	5,232	2,657	-49.2
Belarus	89	.	.	.	.	.	89	.	.
Belgium	91	825	806.6	.	.	.	91	825	806.6
Bulgaria	13,058	12,692	-2.8	.	.	.	13,058	12,692	-2.8
Croatia	.	182	.	.	.	.	.	182	.
Cyprus	42,980	40,553	-5.6	.	.	.	42,980	40,553	-5.6
Dominican Republic	949	.	.	.	.	.	949	.	.
Egypt	25,875	28,083	8.5	13,218	.	.	12,657	28,083	121.9
Finland	.	287	.	.	.	.	.	287	.
France	36,108	37,390	3.6	30,939	27,150	-12.2	5,169	10,240	98.1
Germany	183	106	-42.1	183	.	.	.	106	.
Greece	83,181	79,658	-4.2	.	.	.	83,181	79,658	-4.2
Irish Republic	68,030	63,799	-6.2	60,672	61,258	1.0	7,358	2,541	-65.5
Italy	3,125	1,123	-64.1	.	.	.	3,125	1,123	-64.1
Malta	5,797	7,322	26.3	.	.	.	5,797	7,322	26.3
Netherlands	121,925	111,960	-8.2	121,748	111,912	-8.1	177	48	-72.9
Poland	351	277	-21.1	.	.	.	351	277	-21.1
Portugal (excl. Madeira)	40,374	8,381	-79.2	22,834	.	.	17,540	8,381	-52.2
Portugal (Madeira)	337	299	-11.3	.	.	.	337	299	-11.3
Republic of Montenegro	203	.	.	.	.	.	203	.	.
Republic of Serbia	.	163	.	.	.	.	.	163	.
Spain (excl. Canary Islands)	279,159	186,043	-33.4	133,254	37,322	-72.0	145,905	148,721	1.9
Spain (Canary Islands)	136,229	127,589	-6.3	.	.	.	136,229	127,589	-6.3
Switzerland	10,781	3,743	-65.3	10,418	3,743	-64.1	363	.	.
Tunisia	2,249	22,352	893.9	.	.	.	2,249	22,352	893.9
Turkey	94,565	78,210	-17.3	.	.	.	94,565	78,210	-17.3
USA	.	4,469	.	.	.	.	.	4,469	.
All international airports	974,148	818,163	-16.0	393,266	241,385	-38.6	580,882	576,778	-0.7

Source: Civil Aviation Authority

7.5 Number of sea passenger movements from Welsh ports

4.17 The data for this indicator is collected and published by the Department for Transport in the publication Sea Passenger Statistics.

4.18 The data in table 7.5a shows a decline of some 39 per cent in the number of sea passenger movements from Welsh ports between 1998 and 2012. A part of the decline in the total number of passenger movements was due to the removal of the Swansea – Cork service which restarted in 2010 and stopped again in 2011. However, the three other ports running ferry passenger services have seen a decline of passenger movements over the period of some 36 per cent at Milford Haven, 32 per cent at Holyhead and a decline of some 55 per cent at Fishguard.

4.19 Holyhead has seen a dramatic change in route usage between 1998 and 2012. In 1998 Holyhead, and Wales', busiest route was the Holyhead to Dun Laoghaire service with some 1.7 million passenger movements. In 2012 this had fallen to just 0.2 million passengers, a fall of some 89 per cent. However, over the same period the Holyhead to Dublin route has seen an increase in passenger numbers from a little over 1 million in 1998 to some 1.7 million in 2012, an increase of some 63 per cent.

4.20 Chart 7.5 shows the overall declining number of sea passenger movements between 1998 and 2012. Table 7.5b provides some historical context to the levels of sea passenger movements from Welsh ports.

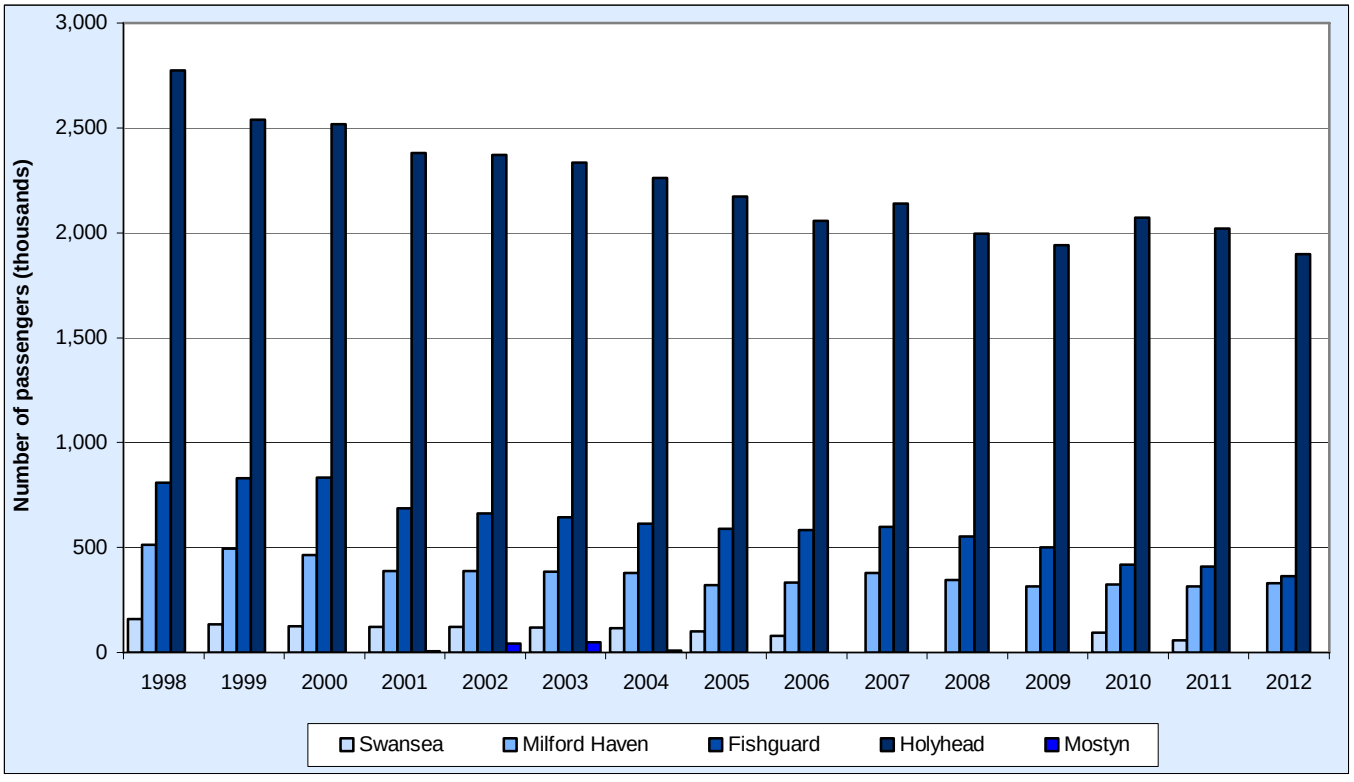
Table 7.5a: Number of sea passenger movements from Welsh ports, by port and route, 1998-2012

Thousands

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Ports															
Swansea	158	133	124	122	121	118	116	100	81	-	-	-	94	59	-
Milford Haven	512	495	463	388	387	384	378	321	333	379	345	315	325	313	329
Fishguard	810	830	832	687	662	645	614	590	584	597	554	501	419	410	364
Holyhead	2,775	2,541	2,518	2,380	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942	2,073	2,020	1,898
Mostyn	-	-	-	5	44	48	10	-	-	-	-	-	-	-	-
All Welsh Ports	4,254	3,999	3,937	3,581	3,586	3,528	3,381	3,185	3,055	3,115	2,895	2,757	2,910	2,802	2,591
Routes															
Swansea - Cork	158	133	124	122	121	118	116	100	81	-	-	-	94	59	-
Milford Haven - Rosslare	512	495	463	388	387	384	378	321	333	379	345	315	325	313	329
Fishguard - Rosslare	810	830	832	687	662	645	614	590	584	597	554	501	419	410	364
Holyhead - Dublin	1,051	1,193	1,342	1,316	1,354	1,350	1,376	1,327	1,311	1,404	1,374	1,598	1,821	1,781	1,709
Holyhead - Dun Laoghaire	1,724	1,348	1,176	1,064	1,017	984	887	847	745	734	622	343	252	238	189
Mostyn - Dublin	-	-	-	5	44	48	10	-	-	-	-	-	-	-	-
All Welsh Routes	4,254	3,999	3,937	3,582	3,586	3,528	3,381	3,185	3,055	3,115	2,895	2,757	2,910	2,802	2,591

Source: Sea Passenger Statistics 2012, Department for Transport

Chart 7.5: Number of sea passenger movements from Welsh ports, 1998-2012



Source: Sea Passenger Statistics 2012, Department for Transport

Table 7.5b: Historic levels of sea passenger movements from Welsh ports, 1957-2012

Thousands

Port	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
Swansea	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Milford Haven	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fishguard	250	259	261	270	270	252	249	306	343	314	372	393	337	359	353
Holyhead	855	868	872	893	844	798	771	806	893	743	891	1,029	1,042	447	298
Mostyn	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
All Welsh Ports	1,105	1,127	1,133	1,163	1,114	1,050	1,020	1,112	1,236	1,057	1,263	1,422	1,379	806	651

	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986
Swansea	..	178	..	..	..	201	221	58	-	-	-	-	-	1	2
Milford Haven	..	..	..	..	..	..	..	183	289	326	217	232	271	239	5
Fishguard	205	258	278	280	254	322	421	399	430	409	505	490	526	529	713
Holyhead	671	788	824	791	723	939	1,093	1,109	1,142	1,069	1,276	1,406	1,443	1,594	1,426
Mostyn	..	..	..	..	..	..	..	..	..	..	..	-	-	-	-
All Welsh Ports	876	1,224	1,102	1,071	977	1,462	1,735	1,749	1,861	1,804	1,998	2,128	2,240	2,363	2,146

	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Swansea	101	125	3	72	121	130	153	183	163	172	150	158	133	124	122
Milford Haven	7	241	249	247	278	315	315	358	341	345	546	512	495	463	388
Fishguard	669	474	647	757	830	839	775	755	945	817	815	810	830	832	687
Holyhead	1,429	1,528	1,634	1,622	1,744	1,783	2,111	2,125	2,125	2,489	2,457	2,775	2,541	2,518	2,380
Mostyn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5
All Welsh Ports	2,206	2,368	2,533	2,698	2,973	3,067	3,354	3,421	3,574	3,823	3,968	4,254	3,999	3,937	3,581

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Swansea	121	118	116	100	81	0	0	0	94	59	0
Milford Haven	387	384	378	321	333	379	345	315	325	313	329
Fishguard	662	645	614	590	584	597	554	501	419	410	364
Holyhead	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942	2,073	2,020	1,898
Mostyn	44	48	10	0	0	0	0	0	0	0	0
All Welsh Ports	3,586	3,528	3,381	3,185	3,055	3,115	2,895	2,757	2,910	2,802	2,591

Source: Sea Passenger Statistics 2012, Department for Transport

7.6 Annual average flow per 1,000 km of motorway, trunk and principal roads

4.21 The data for this indicator is collected and published by the Department for Transport as part of the Great Britain road traffic estimates. Road length data, as collected and supplied by the local authorities in Wales, is also used as part of the calculation.

4.22 The data in table 7.6 is a standardised calculation of road traffic density rather than a presentation of the actual amount of traffic on the roads. The nature of the calculation means that for local authorities with short road lengths and relatively high vehicle flows, for example urban areas, there will be a high average daily flow per 1000kms. The data shows a higher average daily flow per 1000kms of motorway in the Vale of Glamorgan than in Newport despite there being higher actual vehicle flows on the M4 in Newport. This is because there is a shorter length of motorway in the Vale of Glamorgan, just 4kms, compared to Newport, 25kms, with relatively high vehicle flows. Mainly rural local authority areas such as Powys have comparatively low average daily flows per 1000kms of road due to a combination of long road lengths and low vehicle flows.

Table 7.6: Average daily flow of vehicles per 1,000kms of motorway, trunk and principal roads, 2012

Number of vehicles

	Motorway	A - Trunk (a)	A - Principal (b)
Isle of Anglesey	.	13,644,278	4,123,718
Gwynedd	.	6,935,833	3,345,564
Conwy	.	12,674,688	4,928,568
Denbighshire	.	10,573,338	6,510,414
Flintshire	.	36,900,463	8,641,472
Wrexham	.	29,299,306	6,404,856
Powys	.	4,682,817	2,466,115
Ceredigion	.	5,847,473	2,572,312
Pembrokeshire	.	8,717,313	4,077,902
Carmarthenshire	47,760,979	12,900,027	5,020,545
Swansea	59,860,532	.	15,190,678
Neath Port Talbot	74,608,535	23,374,262	7,997,854
Bridgend	62,524,123	.	11,291,796
Vale of Glamorgan	97,907,806	.	12,644,225
Cardiff	78,248,115	22,353,877	30,277,244
Rhondda Cynon Taf	77,117,918	37,745,397	11,122,635
Merthyr Tydfil	.	18,062,817	6,117,043
Caerphilly	.	21,715,556	13,308,193
Blaenau Gwent	.	24,933,865	10,689,934
Torfaen	.	26,177,529	14,624,365
Monmouthshire	38,943,847	14,825,385	5,461,186
Newport	90,410,619	39,030,102	13,762,612
Wales	68,819,659	11,225,261	7,448,843

Source: DfT National Road Traffic Survey

(a) Trunk roads are those managed by the Welsh Government.

(b) Principal roads are those managed by local authorities.

7.7 Total annual motor vehicle kilometres travelled in Wales

4.23 The data for this indicator is collected and published by the Department for Transport as part of the Great Britain road traffic estimates.

4.24 The data shows that overall motor vehicle traffic has grown by some 3 per cent across Wales over the last ten years. The effect of the recession can be seen beginning in 2008 with some local authorities experiencing traffic levels either falling slightly or remaining at the same level as 2007. The effect is more pronounced by 2010 with all local authorities showing negative or static traffic growth compared to 2008 and 2009. 2011 and 2012 sees a period of stability for the majority of local authorities. The all Wales figure has fallen every year for the past 5 years and is showing its lowest traffic level since 2003.

Table 7.7: Total annual motor vehicle kilometres travelled in Wales, by Local Authority, 2002-2012

Billion vehicle kilometres

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Isle of Anglesey	0.56	0.58	0.59	0.59	0.61	0.61	0.61	0.61	0.60	0.60	0.59
Gwynedd	1.18	1.21	1.22	1.25	1.30	1.28	1.28	1.27	1.26	1.25	1.23
Conwy	1.06	1.07	1.09	1.07	1.12	1.13	1.14	1.13	1.13	1.09	1.09
Denbighshire	0.79	0.82	0.84	0.85	0.88	0.88	0.89	0.89	0.88	0.86	0.84
Flintshire	1.58	1.62	1.62	1.62	1.69	1.70	1.70	1.67	1.62	1.59	1.58
Wrexham	0.91	0.91	0.93	0.93	0.95	0.94	0.94	0.93	0.92	0.92	0.91
Powys	1.39	1.42	1.43	1.44	1.49	1.49	1.48	1.47	1.46	1.45	1.43
Ceredigion	0.68	0.71	0.71	0.70	0.71	0.73	0.71	0.71	0.70	0.70	0.68
Pembrokeshire	0.99	1.01	1.02	1.04	1.07	1.08	1.09	1.08	1.06	1.05	1.04
Carmarthenshire	1.71	1.73	1.75	1.78	1.89	1.94	1.93	1.89	1.86	1.84	1.83
Swansea	1.61	1.63	1.67	1.67	1.70	1.73	1.69	1.66	1.63	1.63	1.62
Neath Port Talbot	1.17	1.20	1.25	1.27	1.30	1.38	1.34	1.32	1.27	1.30	1.29
Bridgend	1.21	1.20	1.26	1.24	1.28	1.33	1.29	1.28	1.26	1.25	1.26
Vale of Glamorgan	1.01	1.02	1.06	1.05	1.04	1.06	1.06	1.03	1.00	0.98	0.99
Cardiff	2.88	2.92	3.02	2.87	2.91	2.94	2.90	2.83	2.75	2.77	2.79
Rhondda Cynon Taf	1.94	1.92	1.99	2.00	2.04	2.07	2.06	2.05	2.01	2.03	2.03
Merthyr Tydfil	0.36	0.35	0.37	0.38	0.39	0.40	0.40	0.41	0.40	0.40	0.40
Caerphilly	1.08	1.09	1.12	1.11	1.13	1.14	1.14	1.13	1.10	1.11	1.10
Blaenau Gwent	0.36	0.36	0.38	0.39	0.39	0.40	0.40	0.40	0.39	0.40	0.40
Torfaen	0.57	0.59	0.59	0.59	0.62	0.61	0.63	0.62	0.60	0.60	0.59
Monmouthshire	1.26	1.24	1.32	1.33	1.32	1.36	1.38	1.36	1.33	1.34	1.31
Newport	1.76	1.79	1.84	1.80	1.82	1.81	1.82	1.78	1.75	1.79	1.76
Wales	26.06	26.40	27.07	26.98	27.63	27.99	27.88	27.49	26.98	26.93	26.76

Source: DfT National Road Traffic Survey

7.8 Average annual trunk road cross border traffic flows

4.25 The data for this indicator is collected and published by the Department for Transport as part of the Great Britain road traffic estimates.

4.26 The data in table 7.8 shows that traffic levels at trunk road border crossing points have generally changed in line with traffic growth across the road network in Wales. Trunk border crossing points in Mid-Wales have significantly lower flows than those in South and North Wales, but appear to have had traffic flows affected less by the economic downturn. Figures for A55 Hawarden Bypass were affected by road-works in the area in 2008 and 2009.

Table 7.8: Motor vehicle flow, cross border trunk roads, 2002-2012 (a) (b)

Vehicles per day

Road	Section	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
M48	Severn Crossing	17,463	18,949	19,523	19,575	19,776	20,842	20,452	20,140	19,810	20,121	19,828
M4	Second Severn Crossing	55,607	49,748	56,745	59,384	59,472	65,577	66,466	66,805	62,036	64,698	60,721
A5	Chirk Bypass	21,005	21,427	21,086	21,165	21,377	21,971	21,865	21,652	21,553	21,491	23,837
A40	Dixton (Monmouth)	30,006	24,762	24,963	27,548	27,876	28,727	27,485	27,138	25,347	25,186	26,477
A48	Chepstow Inner Relief Road	20,506	20,496	20,464	20,047	20,147	21,749	21,427	21,247	20,844	20,831	20,593
A55	Hawarden Bypass to England	35,779	36,837	38,140	38,014	40,543	40,773	36,086	35,595	42,413	42,271	32,269
A458	Trewern	7,928	8,724	8,822	11,081	11,424	7,961	7,869	7,997	7,890	8,049	8,051
A465	Pandy	5,830	5,623	5,688	5,708	5,885	6,731	6,647	6,764	6,669	6,796	6,854
A483	Four Crosses	8,599	9,127	9,239	9,303	9,421	8,951	8,812	8,741	8,679	8,688	8,701
A483	Newbridge Bypass	22,534	23,335	23,526	22,210	22,433	23,345	22,848	23,533	23,294	24,722	24,631
A483	North of Rossett	33,208	34,380	35,658	35,249	41,146	33,515	39,031	38,598	36,492	36,426	35,836
A550	North of Deeside Park	57,194	58,100	59,796	59,686	60,917	57,925	57,543	56,474	68,208	55,214	58,278

Source: DfT National Road Traffic Survey

(a) The calculation for the annual average daily flow (AADF) is estimated by dividing the annual traffic estimate by the road length and the number of days in the year.

(b) Trunk roads are those managed by the Welsh Government.

8. Improve the efficient, reliable and sustainable movement of people
9. Improve the efficient, reliable and sustainable movement of freight

4.27 The Wales Transport Strategy stresses the importance to the economy of having a reliable transport network for the efficient movement of people and freight. For people this means having access to public transport services that operate on time, with vehicles and transport interchanges of a satisfactory standard and a road network of a good standard that enables reliable journey times. For freight this means having access to a road network of a good standard that provides reliable journey times and access to rail, sea and air freight facilities. The National Transport Plan commits to maintaining and operating the road network to deliver strategic objectives and to make Wales' transport system more efficient and sustainable. The indicators we have chosen to monitor these outcomes will demonstrate how efficient, reliable the transport networks are and provide evidence on the level of sustainable movement of people and freight.

8.1 Percentage of scheduled bus services to arrive punctually (between 1 min early and 5 mins late)

4.28 The data for this indicator was collected and reported on by the Department for Transport in their Bus Punctuality Statistics report.

4.29 The data in Table 8.1a shows that bus punctuality in Wales at all bus stops surveyed in 2007 was 76 per cent, the same level as 2005 and 1 per cent better than the GB average. Bus punctuality at all other points in Wales was better than the GB average by 1 to 2 per cent.

4.30 There are currently no more recent data sources available than the 2007 Bus Punctuality Statistics publication. However, the 2010 Bus Passenger Survey in Wales asked respondents how satisfied they were with the punctuality of the bus service they were using. Table 8.1b details the responses to this question. The table shows that overall 76 per cent of respondents were satisfied with the punctuality of their bus. This level of satisfaction was broadly similar to that in the Sewta, SWWITCH and Taith Transport Consortia regions, with 83 per cent of respondents in TraCC satisfied with the punctuality of their bus. Overall, 15 per cent of respondents were dissatisfied with the punctuality. There were similar levels of dissatisfaction in the Sewta, SWWITCH and Taith Transport Consortia regions, with 10 per cent of respondents in TraCC dissatisfied with the punctuality of their bus.

Table 8.1a: Percentage of scheduled bus services to arrive punctually (between 1 min early and 5 mins late), 2007

Per cent

	Start timing points	Intermediate timing points	Other	All bus stops	All bus stops (2005)
Wales	85	75	69	76	76
England exc. London	84	74	69	75	74
Northern/Midland Regions	82	71	69	74	67
Southern Regions	87	76	69	77	79
Scotland	82	71	66	73	66
GB exc. London	84	73	68	75	72

Source: Bus Punctuality Statistics Great Britain, Department for Transport

Table 8.1b: Passenger satisfaction levels with bus punctuality

Percentage of respondents

	Sewta	SWWITCH	TAITH	TraCC	Total
Very satisfied	43	40	44	54	44
Fairly satisfied	33	34	31	29	32
Neither satisfied nor dissatisfied	9	11	9	7	9
Fairly disatisfied	8	6	7	5	7
Very disatisfied	7	8	9	5	8
Total satisfied (a)	76	74	75	83	76
Total dissatisfied (a)	15	15	16	10	15

Source: Welsh Bus Passenger Survey, November/December 2010

(a) The totals may appear to not sum due to percentages not being whole numbers.

8.2 Percentage of rail services that operate within 10 minutes of scheduled time

8.3 Percentage of Arriva Trains Wales services that operate within 5 minutes of scheduled time

4.31 The data for this indicator was collected by Network Rail and published by the Office of Rail Regulation in their National Rail Trends publication. We have been unable to collect or analyse data relating to any services operating in Wales other than those run by Arriva Trains Wales.

4.32 The data in Table 8.3 shows that the percentage of Arriva Trains Wales trains operating within 5 minutes of scheduled time fell by 0.9 percentage points to 93.3 per cent of trains in 2012-13 compared with 94.2 per cent in 2011-12. There was also a 0.6 percentage point fall in the number of trains operating within 10 minutes of scheduled time to 95.8 per cent, with no change in the percentage of trains operating significantly late. There was a 0.7 per cent decrease in the number of planned train services between 2011-12 and 2012-13.

Table 8.3: Punctuality of Arriva Trains Wales services, 2010-11 to 2012-13

	Percentage of trains within		Significantly		Trains
	5 mins	10 mins	late (a)	Cancelled	planned
2010-11	93.9	95.9	0.3	2.2	315,959
2011-12	94.2	96.4	0.2	1.9	323,428
2012-13	93.3	95.8	0.2	2.4	321,223
2012-13 Quarters					
Q1	94.8	96.8	0.2	1.8	81,045
Q2	92.1	94.9	0.2	2.8	81,740
Q3	92.4	95.3	0.3	2.5	79,526
Q4	93.7	96.0	0.2	2.4	78,912

Source: Office of Rail Regulation, National Rail Trends

(a) Over 30 mins.

8.4 Percentage of Arriva Trains Wales services that operate reliably

4.33 The data for this indicator is collected and supplied by Arriva Trains Wales.

4.34 Table 8.4 shows the percentage of services that operated reliably across Wales in the 12 months preceding 25th May 2013. The data shows that over 99 per cent of services in Wales operated reliably, across all the operating areas. The table also shows that punctuality varied from 94.6 per cent on the Cambrian and Marches lines to 97.8 per cent on the North Wales Inter Urban lines.

Table 8.4: Percentage of Arriva Trains Wales services that operate reliably, 2012 (a)

Per cent

Service Group	Punctuality last 4 weeks	Punctuality last 12 months	Reliability last 4 weeks	Reliability last 12 months
Cambrian	99.6	94.6	99.6	99.7
Marches	96.4	94.6	99.7	99.5
Wales - England	98.3	97.6	99.6	99.6
South, West & Central Wales	98.5	96.3	99.4	99.7
Valley Lines	98.0	97.3	99.8	99.7
North Wales Inter Urban	98.3	97.8	99.9	99.5
North Wales Rural	97.5	95.9	99.9	99.6

Source: Arriva Trains Wales

(a) Train punctuality and reliability figures are updated and published every 4 weeks - period dates: 28th April to 25th May 2013.

8.5 Passenger satisfaction levels with local bus services and facilities including information provision

4.35 This indicator uses the results from the 2010 Bus Passenger Survey, commissioned by Transport Statistics and operated by BDRC Continental. This survey was carried out during November and December 2010 across Wales. Passengers were asked to rate their overall satisfaction with their bus journey and their rating of value for money. They were asked to rate their satisfaction with a wide range of aspects of their bus journey, for example the bus stop, waiting for the bus, on the bus, the outside of the bus, the bus driver.

4.36 Table 8.5a and Chart 8.5a detail passengers overall satisfaction with local bus services. The table and chart show that for all Wales, 88 per cent of respondents were satisfied with their bus journey. Overall, 76 per cent of respondents were satisfied with punctuality and 61 per cent of fare-paying passengers were satisfied that local bus services represent value for money. There were some regional differences compared to the national level. 92 per cent of respondents in the TraCC region were satisfied overall with their bus journey compared to 87 per cent in Sewta. 83 per cent of respondents in the TraCC region were satisfied with bus punctuality compared to 74 per cent in SWWITCH. 68 per cent of fare-paying passengers in the TraCC region were satisfied with value for money compared to 53 per cent in SWWITCH. The map below shows the location and boundaries of the transport consortia areas.

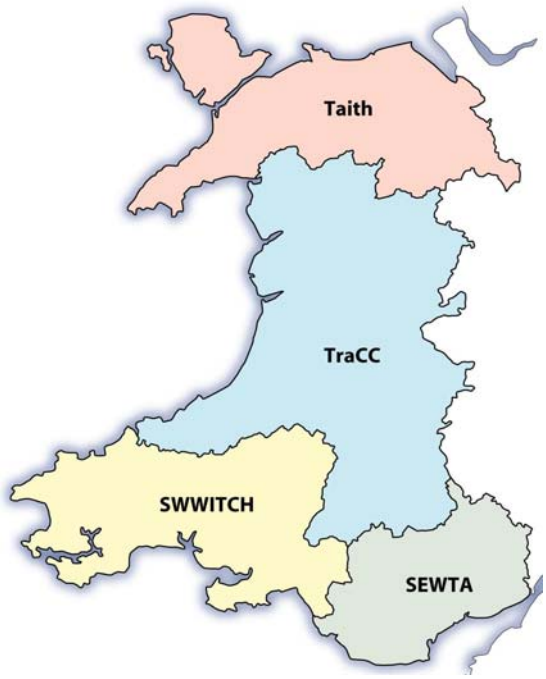


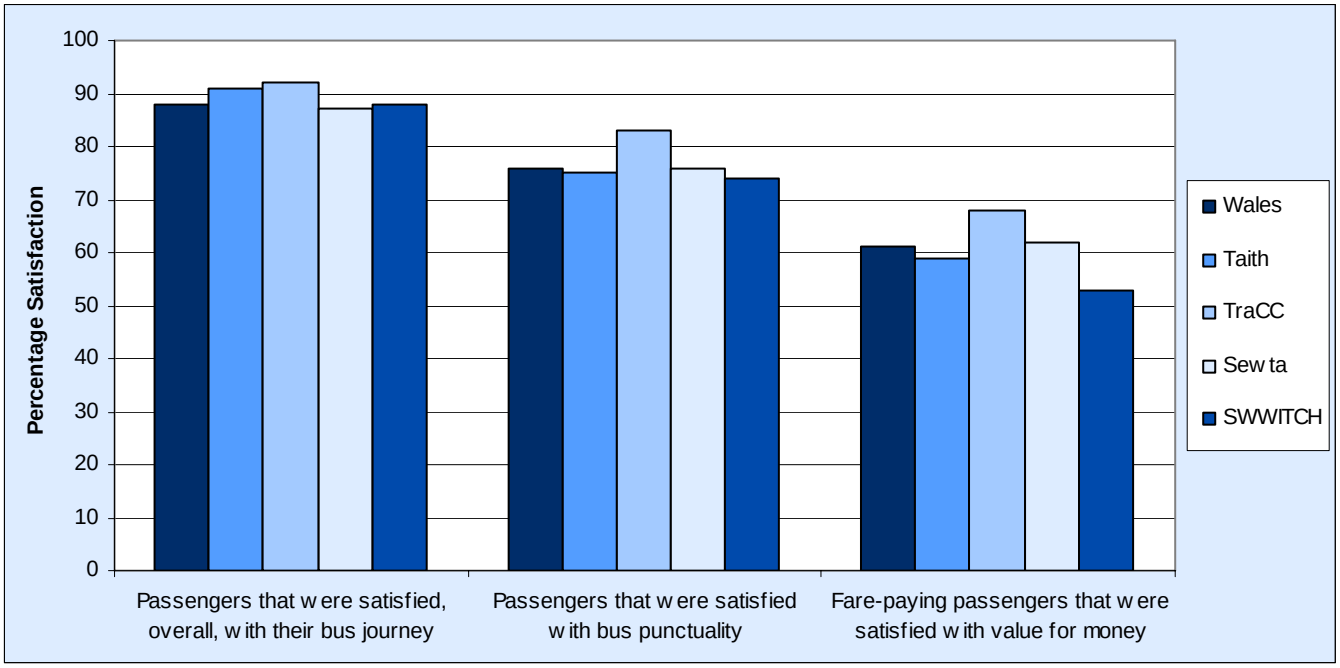
Table 8.5a: Passenger satisfaction levels with local bus services and facilities including information provision

Percentage of respondents

Administrative areas	Passengers that were satisfied, overall, with their bus journey	Passengers that were satisfied with bus punctuality	Fare-paying passengers that were satisfied with value for money
Taith	91	75	59
TraCC	92	83	68
Sewta	87	76	62
SWWITCH	88	74	53
Wales	88	76	61

Source: Welsh Bus Passenger Survey, November/December 2010

Chart 8.5a: Passenger satisfaction levels with local bus services and facilities including information provision



Source: Welsh Bus Passenger Survey, November/December 2010

4.37 Table 8.5b details passenger satisfaction levels with different sources of information provision about bus services. Respondents to the survey were asked which, if any, of the following sources of information provision they used to plan their trip and then asked about their satisfaction with those information sources. The options were, printed bus timetable, visited a travel shop, phoned a bus company, phoned local council, phoned Traveline Cymru, timetable from the bus company website, Traveline Cymru website, other website, other.

4.38 Table 8.5b shows that overall 88 per cent of respondents were satisfied with the different sources of information provision about bus services they had used. There was some slight regional variation with 90 per cent of respondents from the Taith region being satisfied with the different sources of information provision about bus services compared to 87 per cent of respondents in the Sewta and SWWITCH regions and 88 per cent of respondents in TraCC.

4.39 Table 8.5c details disabled bus users satisfaction levels with different sources of information provision about bus services. The table shows that overall 89 per cent of respondents who identified themselves as having a disability were satisfied with the different sources of information provision about bus services they had used. Those respondents who stated that they had a disability which effected their mobility reported the highest level of satisfaction at 91 per cent along with the joint lowest dissatisfaction at 4 per cent. Wheelchair users reported the lowest level of satisfaction with different sources of information provision about bus services at 54 per cent and the highest level of dissatisfaction at 43 per cent.

Table 8.5b: Passenger satisfaction levels with different sources of information provision about bus services

Percentage of respondents

	Sewta	SWWITCH	TAITH	TraCC	Total
Very satisfied	60	57	67	66	61
Fairly satisfied	27	30	23	22	26
Neither satisfied nor dissatisfied	7	7	7	7	7
Fairly disatisfied	3	4	3	4	3
Very disatisfied	3	2	1	1	2
Total satisfied (a)	87	87	90	88	88
Total dissatisfied (a)	5	6	4	6	5

Source: Welsh Bus Passenger Survey, November/December 2010

(a) The totals may appear not to sum due to percentages not being whole numbers.

Table 8.5c: Disabled bus users satisfaction levels with different sources of information provision about bus services

Percentage of respondents

	Disability							
	Any disability	Mobility	Wheelchair user	Hearing	Eyesight	Speech impairment	Learning difficulties	Other
Very satisfied	65	68	35	61	69	49	56	62
Fairly satisfied	23	23	19	25	16	37	16	25
Neither satisfied nor dissatisfied	6	5	3	7	8	10	14	5
Fairly disatisfied	2	2	12	5	4	-	-	2
Very disatisfied	3	2	31	2	3	4	14	6
Total satisfied (a)	89	91	54	86	85	86	72	87
Total dissatisfied (a)	5	4	43	7	7	4	14	8

Source: Welsh Bus Passenger Survey, November/December 2010

(a) The totals may appear not to sum due to percentages not being whole numbers.

8.6 Passenger satisfaction with train services and station facilities including information provision

4.40 This indicator uses the results from Passenger Focus surveys of rail users. The survey asks the same set of questions about passengers' experience of using railway facilities and rolling stock in spring and the autumn of each year.

4.41 The data in table 8.6a reports on passengers overall satisfaction with both train stations and rolling stock facilities. The data shows that passenger satisfaction has increased by 9 percentage points from 79 per cent in Spring 2006 to 88 per cent in Spring 2013. This is 4 percentage points higher than the average of 84 per cent for all other regional operators. Passenger dissatisfaction in Wales was 4 per cent in Spring 2013.

4.42 Table 8.6b reports on rail passenger satisfaction with information provision at rail stations owned and operated by Arriva Trains Wales. The data shows that passenger satisfaction has increased by 18 percentage points from 65 per cent in Spring 2006 to 83 per cent in Spring 2013. The average for all other regional operators was a satisfaction level of 86 per cent in Spring 2013.

4.43 Table 8.6c reports on rail passenger satisfaction with information provision on rail services operated by Arriva Trains Wales. The data shows that passenger satisfaction has increased by 15 percentage points from 51 per cent in Spring 2006 to 66 per cent in Spring 2013. The average for all other regional operators was a satisfaction level of 71 per cent in Spring 2013.

Table 8.6a: Passenger satisfaction with Arriva Trains Wales stations and train facilities, Spring 2006 to Spring 2013

Percentage of respondents

	Sample size	% Satisfied or good	% Neither satisfied nor dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Spring 2006	713	79	11	10	85
Autumn 2006	799	80	11	9	84
Spring 2007	781	84	10	6	82
Autumn 2007	775	85	9	6	83
Spring 2008	782	83	11	6	84
Autumn 2008	730	86	7	7	86
Spring 2009	791	87	9	3	86
Autumn 2009	775	86	9	5	89
Spring 2010	999	88	8	4	88
Autumn 2010	757	87	8	5	86
Spring 2011	912	87	8	5	86
Autumn 2011	1,509	84	11	5	87
Spring 2012	1,172	88	7	5	86
Autumn 2012	1,308	88	8	4	86
Spring 2013	1,201	88	8	4	84

Source: Passenger Focus National Rail Passenger Surveys

Table 8.6b: Passenger satisfaction with information provision at Arriva Trains Wales stations, Spring 2006 to Spring 2013

Percentage of respondents

	Sample size	% Satisfied or good	% Neither satisfied nor dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Spring 2006	660	65	16	19	78
Autumn 2006	740	70	12	17	76
Spring 2007	743	73	13	14	76
Autumn 2007	754	74	14	12	77
Spring 2008	732	74	12	13	79
Autumn 2008	681	74	13	13	80
Spring 2009	722	80	8	11	81
Autumn 2009	716	80	11	9	84
Spring 2010	934	79	9	12	83
Autumn 2010	697	78	12	9	83
Spring 2011	846	79	13	8	81
Autumn 2011	1,424	80	11	10	83
Spring 2012	1,092	81	11	8	84
Autumn 2012	1,273	81	12	7	86
Spring 2013	1,133	83	11	6	86

Source: Passenger Focus National Rail Passenger Surveys

Table 8.6c: Passenger satisfaction with information provision on Arriva Trains Wales services, Spring 2006 to Spring 2013

Percentage of respondents

	Sample size	% Satisfied or good	% Neither satisfied nor dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Spring 2006	596	51	26	23	65
Autumn 2006	663	51	29	19	67
Spring 2007	653	55	30	15	67
Autumn 2007	679	61	26	13	66
Spring 2008	683	63	24	13	67
Autumn 2008	639	61	24	15	69
Spring 2009	691	65	25	10	69
Autumn 2009	695	63	22	15	71
Spring 2010	886	69	21	10	70
Autumn 2010	669	67	23	10	69
Spring 2011	787	67	20	13	69
Autumn 2011	1,350	65	23	12	69
Spring 2012	1,055	66	24	10	70
Autumn 2012	1,199	66	23	10	71
Spring 2013	1,064	66	23	11	71

Source: Passenger Focus National Rail Passenger Surveys

8.7 Percentage travel time reliability on key sections of the trunk road network for both cars and HGV's

4.44 We currently do not have any data available to monitor this indicator.

8.8 Road freight tonnage by commodity, origin and destination

4.45 The data for this indicator is collected and published by the Department for Transport as part of their Road Freight Statistics series. Data for 2011 has not yet been published by DfT. Table 8.8a details the goods lifted by road within, to and from Wales by UK registered HGV's by commodity group in 2010. The table shows that overall Wales imported more goods from the rest of the UK than it exported in 2010. The commodity imported into Wales from the rest of the UK with the highest tonnage in 2010 was "food, drink and tobacco" at some 8.3m tonnes. "Food, drink and tobacco" was also the commodity exported from Wales to the rest of the UK with the highest tonnage in 2010 at 6.5m tonnes. Nearly 50m tonnes of goods were lifted within Wales in 2010.

4.46 Table 8.8b shows the tonnage of goods lifted in Wales for domestic or international haulage between 1990 and 2010. The table shows that there were fewer tonnes of goods lifted within Wales and lifted from Wales to the rest of UK in 2009 than in any year from 1990 onwards. In 2010 the tonnages lifted within Wales and from Wales to the rest of the UK increased compared to 2009 but represent the second lowest levels of goods lifted in the period 1990-2010.

Table 8.8a: Goods lifted by road within, to and from Wales by UK registered HGVs in 2010, by commodity group (a)

Thousand tonnes

	Within Wales	To Wales from the rest of the United Kingdom	From Wales to the rest of the United Kingdom
Food, drink and tobacco	7,039	8,290	6,516
Crude and manufactured minerals and building materials	18,908	3,013	4,714
Ores and metal waste	842	598	442
Raw Textiles	295	*	*
Coal and petroleum products	2,962	2,101	334
Chemicals	3,715	2,353	1,442
Metal manufactures	3,827	1,398	2,278
Miscellaneous manufactures (not else where specified)	1,239	2,259	2,158
Engineering products	1,627	1,079	1,033
Wood, cork and glass	1,067	1,408	826
Miscellaneous transactions	8,282	4,368	3,589
Total	49,802	27,138	23,586

Source: Road Freight Statistics, Department for Transport

(a) The domestic legs of international journeys are included in the figures.

Table 8.8b: Goods lifted in Wales for domestic or international haulage, by origin and destination

Thousand tonnes

	Within Wales (a)	To Wales from the rest of the United Kingdom (a)	From Wales to the rest of the United Kingdom (a)	Imports from outside the United Kingdom	Exports to outside the United Kingdom
1990	69,468	22,811	25,197	209	526
1991	64,509	24,152	27,972	240	489
1992	62,695	21,753	24,640	232	621
1993	63,625	24,585	24,897	195	480
1994	69,692	25,607	26,727	293	582
1995	70,772	24,537	29,618	304	567
1996	66,423	25,117	31,220	292	665
1997	74,777	25,017	32,109	324	656
1998	63,433	27,337	33,388	373	650
1999	62,927	24,096	26,669	397	680
2000	57,492	29,031	30,334	307	611
2001	58,184	26,684	28,274	301	686
2002	52,798	26,495	29,609	329	689
2003	59,201	26,458	27,908	367	570
2004	59,421	26,499	27,090	254	431
2005	63,917	30,063	30,325	267	427
2006	62,180	29,365	26,360	258	452
2007	67,513	31,154	28,865	295	477
2008	60,023	27,985	29,443	235	358
2009	43,393	28,054	22,842	203	340
2010	49,802	27,138	23,586	260	363

Source: Road Freight Statistics, Department for Transport

(a) The domestic legs of international journeys are included in the figures.

8.9 Non-road freight tonnage by mode

4.47 The sea freight and air freight data for this indicator is supplied by the DfT's Port Statistics and the Civil Aviation Authority's Airport Statistics publications respectively. The rail freight data was prepared in October 2011 for the Rail Freight Group and Rail Freight Operators Association by MDS Transmodal Limited.

4.48 Table 8.9a below details the tonnages of freight carried by sea and by air in Wales. The table demonstrates that air freight is relatively nominal with only 66 tonnes carried in 2012. The data also shows that the level of freight carried by sea remained at a consistent level between 1999 - 2008 at around 56 million tonnes, with a slight decrease in 2009 followed by an increase to over 60 million tonnes in 2010 and a further increase to over 65 million tonnes in 2011. Provisional sea freight data for 2012 shows a large decrease, returning to levels seen prior to 2010.

Table 8.9a: Non-road freight tonnage by mode

Thousand tonnes

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total air freight	0.900	1.153	1.287	2.186	2.622	2.564	2.212	2.391	1.334	0.178	0.028	0.377	0.066
Total sea freight	57,892	54,734	52,020	52,613	60,051	59,310	56,673	56,598	55,790	53,723	60,741	65,513	54,631 p

Source: DfT's Port Freight Statistics and CAA's Airport Statistics

4.49 The market for rail freight is, in general, limited to a number of specialised applications. This is particularly the case because the GB market has relatively short hauls (and hence higher costs per tonne/kilometre) compared with European rail freight (and US rail freight). In Wales the market for rail freight is set out in Network Rail's Route Utilisation Strategies (RUS) for Wales and for

Freight. These identify the main flows as:

- Iron and steel products between Port Talbot and Llanwern steel plants, and then the onward movement of steel products from Llanwern to England;
- Coal to Aberthaw power station from mines in Wales, and from Port Talbot and Portbury (Bristol) docks and, to a much lesser extent, to Uskmouth (Newport) power station;
- Oil products from Milford Haven to the rest of GB; and
- Car engines from the Ford plant at Bridgend.

4.50 Table 8.9b below shows the dominance of metals and coal in rail freight traffic in Wales: Taking the sum of the three groups of rail freight 'within', and 'to and from' Wales, then metals represented over the half the volume of traffic, with coal accounting for another 28 per cent. Of the remaining 20 per cent, almost half came from petroleum products and chemicals. Wales has little share of the bulk traffic for construction materials and for rail engineering and no share of the traffic in ores and waste and biomass.

Table 8.9b: Rail freight to and from Wales, mid 2010 to mid 2011

Thousand tonnes

	Within Wales	From Wales	To Wales	Total GB traffic	Within and from Wales as a percentage of GB traffic
All commodities	4,545	3,467	2,447	105,309	8%
Metals	3,045	1,880	524	8,437	58%
Coal	1,487	209	1,191	40,019	4%
Petroleum products and chemicals	0	831	101	6,463	13%
Containers	1	151	292	14,563	1%
Construction	0	251	78	18,993	1%
Rail engineering	12	112	71	6,346	2%
Domestic non bulk intermodal	0	22	159	2,738	1%
Automotive	0	11	31	291	4%
Ores	0	0	0	5,286	0%
Waste and biomass	0	0	0	2,172	0%

Source: MDS Transmodal Limited

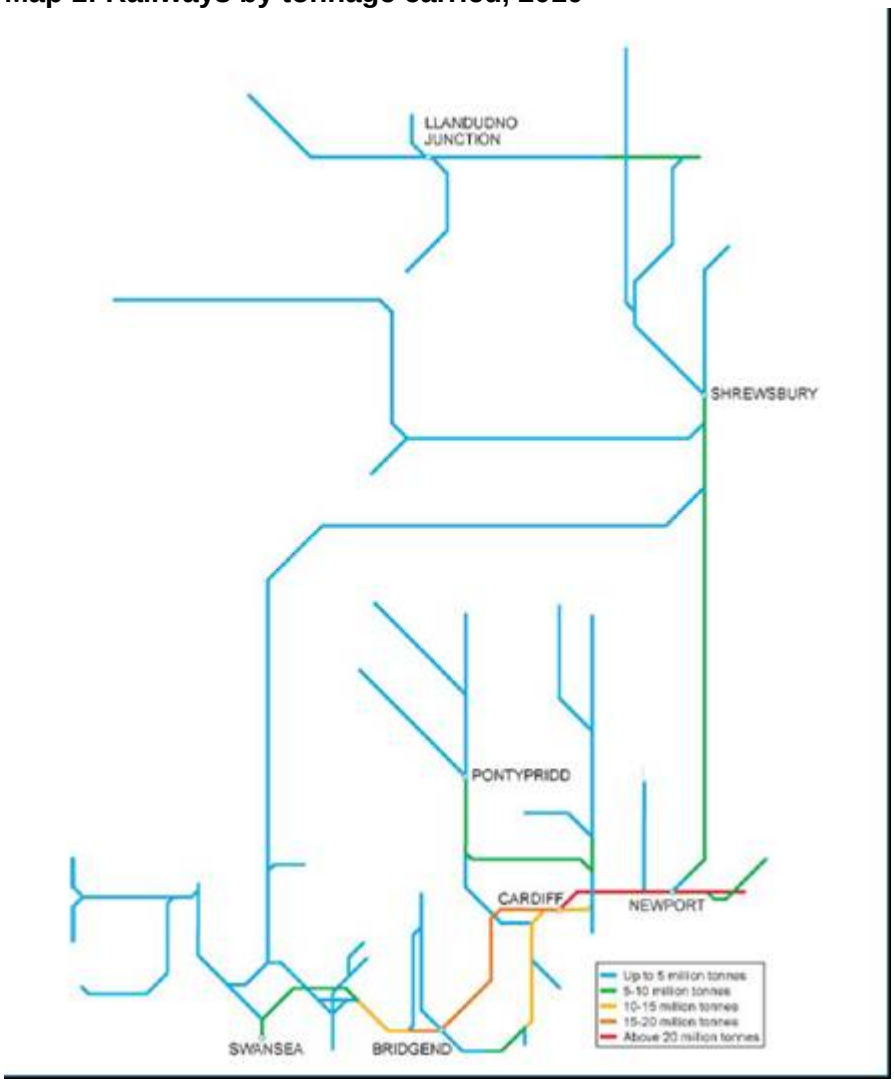
4.51 Network Rail does not anticipate much growth in Welsh rail freight traffic. They see growth in GB as a whole as coming from:

- Movements of container traffic from Felixstowe and Southampton docks to distribution centres in the Midlands, North West, Leeds and Glasgow;
- Continuing movement of coal (both imported and home produced)to power stations;
- Construction aggregates to London; but
- Channel Tunnel is not developing for long-distance freight due to the competitiveness of HGV transport (particularly from Polish cabotage).

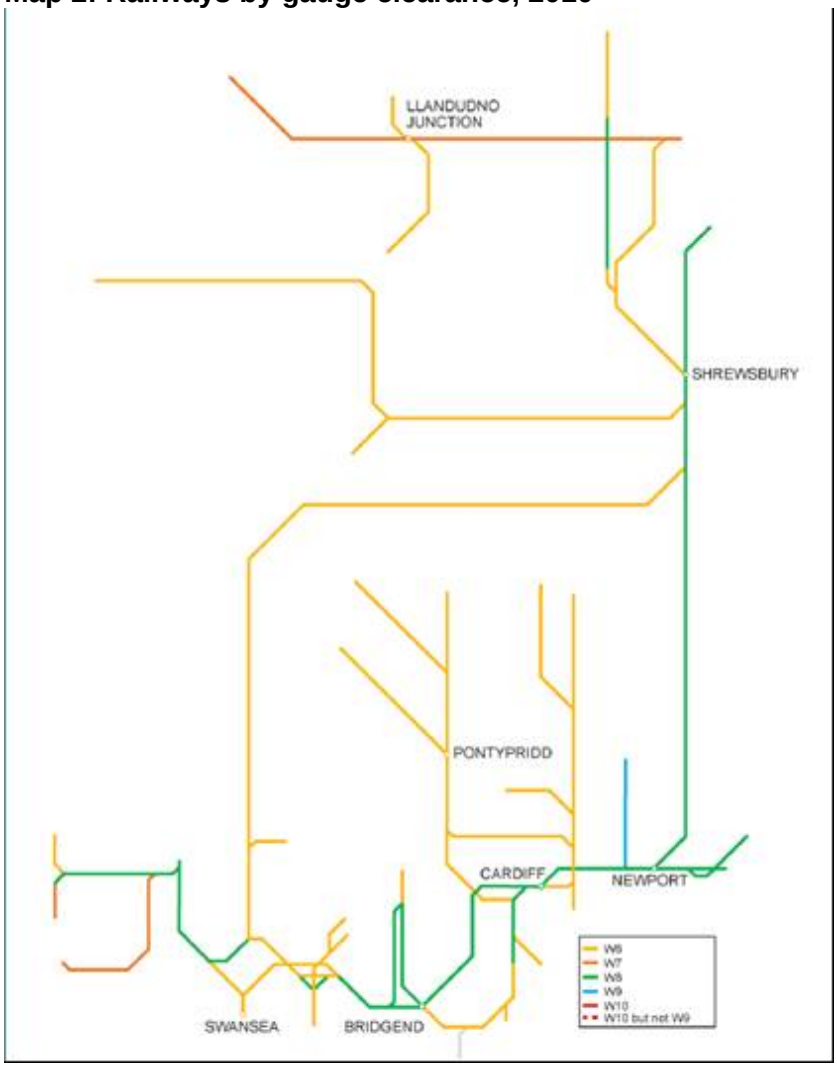
4.52 MDS Transmodal's forecasts of rail freight anticipate long term structural growth in the transport of containers and of domestic, non-bulk inter-modal traffic. Wales currently has little share of this traffic and in any case much of the growth is anticipated to take place from ports to destinations across Great Britain. These forecasts also suggest a structural decline in coal rail freight as the generation of electricity moves to gas, nuclear and renewables. At best, the forecasts suggest static levels of rail freight carrying metals and metal products.

4.53 Map 1 below shows the rail network in Wales and Map 2 shows the tonnage of rail freight carried on each section together with the gauge clearance of each section.

Map 1: Railways by tonnage carried, 2010



Map 2: Railways by gauge clearance, 2010



8.10 Proportion of trunk and local authority road network in need of further investigation due to its condition.

4.54 Table 8.10a shows the proportion of the Welsh motorways and all purpose trunk roads network needing immediate close monitoring of its structural condition. The data in the table shows detail about the estimated number of years before close monitoring of the road is required, in terms of the percentage of the network.

4.55 5.8 per cent of all purpose trunk roads in Wales required close monitoring in 2010. This is the same amount as in 2009 and a decrease of 0.4 percentage points from 2008. The percentage of motorways needing close monitoring in 2010 was 3.9 per cent, a decrease of 0.4 percentage points from 2009 and a decrease of 0.7 percentage points from 2008.

4.56 Table 8.10b shows that the percentage of principal (A), B and C roads requiring further investigation fell marginally between 2011-12 and 2012-13. The results also show a degree of variation between local authorities. In 2012-13, one in five roads (20 per cent) in Powys required further investigation compared with just 5 per cent of roads in Flintshire.

4.57 Table 8.10b shows that in both 2011-12 and 2012-13 a little over half of local authority areas reported that under 10 per cent of their surveyed roads required further investigation.

8.10a Percentage of network requiring close monitoring of structural condition[1], Motorways and Trunk roads, Wales, 1993 to 2010

Percentages and Kilometres

	Percentage of network requiring close monitoring[2]				Whole Network		Percentage of network surveyed[3]
Road Class	Now	in 0 to 4 years	in 5 to 19 years	in 20 or more years	per cent	kms	per cent
Motorway							
1993	3.2	1.0	8.7	87.1	100	304	84
1994	3.3	1.1	9.7	85.9	100	306	85
1995	3.4	1.1	11.4	84.1	100	306	88
1996	3.5	1.6	12.8	82.1	100	306	80
1997	3.7	1.7	14.5	80.1	100	303	89
1998	4.5	1.7	16.5	77.3	100	303	89
1999	5.3	1.8	17.9	75.0	100	303	89
2000	6.6	2.8	17.4	73.2	100	303	89
2001	5.6	4.6	19.5	70.3	100	303	100
2002	7.6	5.9	18.8	67.7	100	303	100
2003	8.6	5.9	21.5	64.0	100	303	100
2004	7.3	7.3	23.1	62.4	100	303	100
2005	6.3	5.0	20.1	68.6	100	303	100
2006	7.9	4.3	15.8	71.9	100	303	100
2007	3.3	3.3	12.2	81.2	100	303	100
2008	4.6	4.6	23.4	67.3	100	303	100
2009	4.3	3.6	18.2	73.9	100	303	100
2010	3.9	5.3	16.5	74.3	100	303	88
Trunk							
1993	2.6	3.4	16.6	77.4	100	2,313	61
1994	3.7	3.9	16.8	75.6	100	2,292	71
1995	5.0	4.7	16.8	73.5	100	2,304	79
1996	6.2	4.7	17.6	71.5	100	2,293	74
1997	7.2	5.0	18.1	69.7	100	2,313	80
1998	8.5	4.9	18.6	68.0	100	2,301	81
1999	10.8	4.4	19.1	65.7	100	2,301	81
2000	12.7	4.8	19.0	63.5	100	2,295	81
2001	13.1	5.0	18.6	63.3	100	2,295	81
2002	14.1	5.9	18.0	62.0	100	2,295	81
2003	11.2	4.7	20.2	63.9	100	2,295	86
2004	11.5	4.4	19.2	64.9	100	2,295	83
2005	10.6	3.9	20.7	64.7	100	2,295	86
2006	11.1	4.0	20.9	64.0	100	2,295	88
2007	8.0	3.4	19.4	57.4	100	2,295	88
2008	6.2	3.7	21.7	68.4	100	2,295	89
2009	5.8	3.6	20.9	69.7	100	2,295	92
2010	5.8	6.2	21.5	66.5	100	2,295	70

Source: Welsh Transport Statistics 2011, Chapter 1, Welsh Assembly Government

1 The structural condition of a section of road is in need of close monitoring when it has a negative residual life.

2 Percentage of whole flexible network including long life pavements.

3 Concrete pavements and elevated carriageways are not surveyed but are included in "Whole Network".

8.10b: Proportion of local authority road network in need of further investigation due to its condition, 2011-12 and 2012-13

Per cent

	Percentage of Principal (A), B roads and C roads in need of further investigation (a)	
	2011-12	2012-13
Isle of Anglesey	11.5	11.1
Gwynedd	6.4	7.7
Conwy	9.9	9.6
Denbighshire	11.2	10.0
Flintshire	8.6	5.4
Wrexham	14.8	14.7
Powys	19.6	20.1
Ceredigion	15.6	15.2
Pembrokeshire	14.2	12.6
Carmarthenshire	15.4	17.2
Swansea	7.9	6.7
Neath Port Talbot	8.3	8.0
Bridgend	9.9	8.6
The Vale of Glamorgan	13.5	10.3
Cardiff	9.2	9.4
Rhondda Cynon Taf	11.0	10.0
Merthyr Tydfil	8.9	7.9
Caerphilly	8.9	8.6
Blaenau Gwent	11.6	11.6
Torfaen	7.7	7.0
Monmouthshire	9.4	7.8
Newport	9.0	8.8
Wales	13.5	13.4

Source: Local Government Data Unit Wales, National Performance Indicators THS/012

(a) Based on inspection of the road surface using machine based SCANNER surveys. The figures for this indicator represent the percentage of the road network length that is equal to or above the RED threshold; that is in poor overall condition.

10. Improve sustainable access to key visitor attractions

4.58 The Wales Transport Strategy states that tourism is vital for the economy of Wales and that transport must provide sufficient, sustainable access to key visitor attractions. The National Transport Plan restates the aim to deliver improved and sustainable access across Wales. The indicators we have chosen will demonstrate how accessible key visitor attractions are and the number of people using more sustainable forms of transport.

10.1 The proportion of households within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Visitor Attraction' (as defined in Welsh Transport Statistics 2008 as those attractions receiving over 50,000 visitors annually) between 10am and 12pm on a Saturday (i) by public transport (ii) by car, (iii) by cycling and (iv) by walking

4.59 This indicator has been monitored using Accession™ GIS software. Table 10.1 shows that some 83 per cent of households within Wales are within 15 minutes drive time, at assumed average road speeds with no journey time delays, of a key centre. Some 15 per cent of households are within 15 minutes travel time by public transport of a key centre, with some 41 per cent within 30 minutes. Some 27 per cent of households are within 15 minutes travel time of a key centre by cycling, with some 50 per cent within 30 minutes. Some 6 per cent of households are within 15 minutes travel time of a key centre by walking, with some 16 per cent within 30 minutes.

4.60 Details of the data and methodology used to calculate these results are in the Key Quality section at the end of this bulletin. Map plots of the data are also available in .PDF format via the Statistics for Wales website.

10.1 The proportion of households within 15, 30, 45, 60 and 90 minute travel time thresholds of A 'Key Visitor Attraction' (as defined in Welsh Transport Statistics 2008 as those attractions receiving over 50,000 visitors annually) between 10am and 12pm on a Saturday (i) by public transport (ii) by car, (iii) by cycling and (iv) by walking

Numbers and Percentages

	Number and proportion of households							
	Via Public Transport		Via Car		Via Cycling		Via Walking	
Time Thresholds	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Upto 15 Minutes	196,554	14.7	1,107,400	82.7	363,780	27.2	82,438	6.2
15 to 30 Minutes	357,916	26.7	202,149	15.1	303,782	22.7	129,237	9.6
30 to 45 Minutes	276,395	20.6	27,537	2.1	246,545	18.4	125,226	9.3
45 to 60 Minutes	201,005	15.0	2,653	0.2	154,551	11.5	100,864	7.5
Within 1 hour	1,031,870	77.0	1,339,739	100.0	1,068,658	79.8	437,765	32.7
60 to 90 Minutes	123,705	9.2	-	-	139,580	10.4	178,364	13.3
Within 1 hour 30 Minutes	1,155,575	86.2	-	-	1,208,238	90.2	616,129	46.0
Above 90 mins or not accessible	184,261	13.8	-	-	131,598	90.2	723,707	54.0

Source: Accessibility modelling using Accession™ GIS software. Details of data used in calculations available in the Key Quality section of this bulletin.

Note: Based on 1,339,836 domestic addresses in Wales

10.2 The proportion of tourist trips made using public transport

4.61 This indicator is monitored using tourism data collected and published by Visit Britain, Visit Wales, Visit Scotland and the Northern Ireland Tourist Board in their joint publication The UK Tourist 2010.

4.62 The data in table 10.2 shows that some 12 per cent of all tourist trips in Wales in 2010 were made using public transport. This is some 8 percentage points lower than the UK average of some 20 per cent. Tourist trips for business and work purposes in Wales had the highest public transport usage at some 29 per cent of trips, though this was some 3 percentage points lower than the UK average. Where public transport was used for tourist trips in Wales the main mode used was the train at some 9 per cent with some 2 per cent using buses or coaches and some 2 per cent using sea or air transport.

10.2 Proportion of tourist trips made using public transport 2010

Percentage of respondents

	All tourism		Holiday Trips		Business & Work tourism		Visits to friends & relatives	
Main mode of transport used	Wales	UK	Wales	UK	Wales	UK	Wales	UK
Public Transport	12	20	7	14	29	32	21	23
Train	9	13	5	9	18	19	16	15
Bus/Coach	2	3	1	2	2	2	3	5
Sea/air	2	4	1	2	10	10	2	3
Personal Transport	82	75	89	82	58	60	78	75
Car	80	74	87	79	58	59	76	74
Car - own/friends/company	79	72	85	78	53	55	76	73
Car - hired	1	2	2	1	5	3	-	1
Other personal transport	1	2	2	3	-	1	2	1
Other	8	5	2	2	13	9	1	3

Source: Visit Britain - The UK Tourist 2010

Note: Rounding issues may cause subtotals to appear to be incorrect

10.3 Modal share of transportation used to access the location of outdoor visits

4.63 This indicator uses data collected by the Forestry Commission and Countryside Council for Wales from their Welsh Outdoor Recreation Surveys carried out in 2008 and 2011. Table 10.3 details the modal choice respondents made when accessing the location of their outdoor visit. In 2011, 35 per cent of respondents travelled to access the outdoors by walking, falling from 45 per cent in 2008. A corresponding rise can be seen with respondents using a car or van: 55 per cent in 2011 compared with 44 per cent in 2008. 3 per cent travelled using a bicycle in both 2008 and 2011.

4.64 Table 10.3 shows that 30 per cent of male respondents walked to access the location of their outdoor visit compared with 39 per cent of female respondents in 2011. This is reversed when looking at car use with 59 per cent of males using a car to access the location of their outdoor visit compared to 51 per cent of female respondents. The apparent switch from walking to car use between 2008 and 2011 is more pronounced for female respondents.

4.65 The table shows that respondents with higher household incomes were more likely to use a car or van than those with lower household incomes. The table also shows that those with lower

household incomes were more likely to walk than those with higher household incomes. The table shows that just 1 per cent of respondents in both the top household income bracket and the bottom household income bracket cycled to access the location of their outdoor visit in 2011.

Table 10.3: Modal share of transportation used to access the location of outdoor visits

Percentage of respondents

	Age					Gender		Household Income					
	16-24	25-34	35-54	55-74	75+	Male	Female	Up to £16k	£16k to £31.2k	£31.2k to £50k	£50k to £80k	£80k+	Total
2008													
On foot/walking	50	41	45	50	42	38	53	47	46	40	39	38	46
Car or Van	38	50	46	41	44	51	38	40	44	55	51	51	44
Bicycle	2	7	4	2	1	5	2	2	5	2	8	8	3
Public bus/coach	5	1	1	3	10	3	3	5	1	1	0	0	3
Train	3	-	-	-	0	1	-	-	1	-	0	0	1
Other	2	1	3	4	4	3	3	6	3	1	2	4	3
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
2011													
On foot/walking	44	32	31	36	31	30	39	42	37	26	23	19	35
Car or Van	35	61	61	55	56	59	51	47	53	69	55	72	55
Bicycle	6	4	3	2	1	5	1	1	4	2	6	1	3
Public bus/coach	3	1	1	4	6	2	4	5	3	1	0	-	3
Train	1	-	1	-	1	-	1	1	1	-	0	1	1
Other	11	2	3	3	6	4	4	3	1	2	16	7	4
Total	100	100	100	100	100	100	100	100	100	100	100	100	100

Source: Welsh Outdoor Recreation Survey 2008 and 2011, Countryside Council for Wales and the Forestry Commission

Environmental outcomes monitoring

5. Wales Transport Strategy Environmental Outcomes & Monitoring Indicators

5.1 We have developed a series of indicators to monitor the Wales Transport Strategy environmental outcomes in line with the monitoring requirements of the Strategic Environmental Assessment (SEA) of the National Transport Plan. The indicators in this sector, along with a number of the indicators in the social and economic outcomes section, will deliver part of the monitoring commitment in the SEA of the National Transport Plan.

11. Increase the use of more sustainable materials in our country's transport assets and infrastructure

5.2 The Wales Transport Strategy states that Wales needs more sustainable transport assets, utilising materials more efficiently, minimising waste and where possible recycling the use of materials. The National Transport Plan has a stated aim of the use of sustainable construction and maintenance methods to reduce the environmental effects of the transport infrastructure for which we are responsible. The indicator we have chosen will measure how this aim has been delivered.

11.1 The percentage use of sustainable resources in constructing and maintaining transport infrastructure.

5.3 The data for this indicator will be collected from road schemes and projects as part of the contractual reporting processes. At present we only have limited data on the usage of sustainable resources, but reporting systems are being developed to ensure this information is routinely collected so that this indicator can be shown in future editions of this bulletin.

12. Reduce the impact of transport on greenhouse gas emissions

5.4 The Wales Transport Strategy states that as the travel patterns in Wales include a high proportion of trips of less than 5 miles, then this presents an opportunity to reduce greenhouse gas emissions by a shift of personal travel trips away from car trips to more sustainable modes such as walking and cycling. The National Transport Plan aims for the provision of realistic alternative modes of transport that enable people to choose sustainable modes of travel via a shift in the balance of expenditure towards sustainable transport. Many of the indicators we have chosen to monitor the social and economic outcomes deal with monitoring modal shift. If the modal shift aimed for in the National Transport Plan does occur, then there should be an effect on the levels of green house gas emissions from the transport sector. This effect will be picked up by the indicator we have chosen.

12.1 Greenhouse gas inventories for the transport sector

5.5 The data for this indicator is collected and reported on by Ricardo-AEA for the National Atmospheric Emissions Inventory (UK NAEI).

5.6 The data in Table 12.1 shows that total greenhouse gas emissions in Wales have fallen by some 28 per cent between 1990 and 2011. During the same period greenhouse gas emissions from transport have decreased by some 4 per cent. Within the transport sector greenhouse gas emissions from rail transport have increased by 41 per cent and emissions from buses have increased by 18 per cent between 1990 and 2011. However, these modes account for less than 1 per cent of the total greenhouse gas emissions for Wales in 2011. Greenhouse gas emissions for cars decreased by 10 per cent between 1990 and 2011 with cars representing 9 per cent of the total greenhouse gas emissions for Wales in 2011.

5.7 Road transport produces the vast majority of greenhouse gas emissions from the transport sector. In 1990, 91 per cent of greenhouse gas emissions from the transport sector were from road transport, by 2011 this had marginally increased to 92 per cent.

Table 12.1: Greenhouse gas inventories for the transport sector, 1990, 2004-2011

Megatonnes of CO2 equivalent

	1990	2004	2005	2006	2007	2008	2009	2010	2011
Rail Transport	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Road Transport	6.3	6.7	6.7	6.7	6.8	6.5	6.3	6.2	6.0
Cars	4.2	4.5	4.4	4.3	4.3	4.2	4.0	3.8	3.7
HGV's	1.2	1.1	1.1	1.1	1.2	1.0	1.0	1.1	1.0
Buses	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2
Other	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Water Transport	0.2	0.3	0.3	0.2	0.2	0.3	0.3	0.3	0.3
Military Transport (Air and Water)	0.3	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Aviation take off and landing	-	-	-	-	-	-	-	-	-
Aviation cruise	-	-	-	-	-	-	-	-	-
Total Transport	6.8	7.2	7.2	7.2	7.3	7.1	6.8	6.7	6.6
Transport percentage of total Wales GHG Emissions	12.2	15.1	15.9	15.7	16.2	16.2	17.5	15.7	16.3
Total Wales GHG Emissions	56.0	47.9	45.5	46.1	45.2	43.7	38.9	42.5	40.2

Source: NAEI, End user greenhouse gas inventories for England, Scotland, Wales and Northern Ireland

13. Adapt to the impacts of climate change

5.8 The Wales Transport Strategy states that transport networks in Wales need to be resilient and to cope with the effects and impacts of climate change. The National Transport Plan aims to review the resilience of the motorway and trunk road infrastructure and to develop a climate change adaptation strategy by 2011. The two indicators we have chosen will monitor the level of risk to the transport network, how that risk is mitigated and investment to deliver resilience to climate change.

13.1 Probability of flooding of transport assets at risk
13.2 Number of interventions made to trunk road and motorway infrastructure to mitigate for the effects of climate change

5.9 Table 13.1 below details the length of trunk road and railway in Wales at risk of flooding. We have overlaid the floodzone mapping carried out by the Environment Agency onto a GIS map of the trunk road network and railway. The table shows that some 23 per cent of the trunk road network is within a floodzone, with some 56 per cent of the railway network within a floodzone. The table details the differing levels of risk attributable to each of the floodzones.

13.1 Probability of flooding of transport assets at risk

Kilometres & percentage

		Within Floodzone 2		Within Floodzone 3		Total in floodzones	
Asset	Total length	Length	Percentage of total network	Length	Percentage of total network	Length	Percentage of total network
Trunk road	1,710.0	239.4	14.0	159.6	9.3	399.0	23.3
Railway	1,223.1	381.6	31.2	299.8	24.5	681.4	55.7

Source: Trunk road length from Welsh Transport Statistics 2010, Railway length from Network Rail RUS 2008. Floodzone GIS data supplied from Enviroment Agency

Note: Floodzone 2 - Land assessed, ignoring the presence of flood defences, as having between a 1% and 0.1% annual probability of fluvial flooding or between a 0.5% and 0.1% annual probability of tidal flooding in any year. Floodzone 3 - Land assessed, ignoring the presence of flood defences, as having a 1% or greater annual probability of fluvial flooding or a 0.5% or greater annual probability of tidal flooding.

5.10 The data for indicator 13.2 has not yet been collected and analysed. We will work with colleagues in the Welsh Government transport team to develop a method to collect information on transport interventions, projects, schemes and maintenance works that improve the resilience of the trunk and motorway network. We hope that we will be able to publish data for this indicator for future editions of this bulletin.

14. Reduce the contribution of transport to air pollution and other harmful pollutant emissions

5.11 The Wales Transport Strategy states the importance of reducing the transport sector's contribution to air pollution and other harmful pollutants. The National Transport Plan states that the Welsh Government will continue to work to the requirements set out under European and UK legislation on air quality.

14.1 Emissions of air pollutants (sulphur dioxide, nitrogen oxides, fine particulates, Non Methane Volatile Organic Compounds, carbon monoxide, ammonia) apportioned to the transport sector

5.12 Tables 14.1a to 14.1g detail the emissions of air pollutants apportioned to the various modes within the transport sector in Wales from 1990, 2002 to 2011. For all air pollutants, emissions on an all Wales basis are down by many percentage points on the levels recorded for 1990. For air pollutants apportioned to the transport sector emissions are down for all except Ammonia which has seen over eight hundred percentage point increase from 0.05 kilotonnes in 1990 to 0.47 kilotonnes in 2011.

5.13 Table 14.1a shows that in the period 1990 to 2011 Carbon Monoxide emissions apportioned to the transport sector fell by 87 per cent from 324.7 kilotonnes to 43.6 kilotonnes. Over the same time period all Carbon Monoxide emissions in Wales fell by 66 per cent from 669.6 kilotonnes to 225.3 kilotonnes.

5.14 Table 14.1b shows that in the period 1990 to 2011 Ammonia emissions apportioned to the transport sector rose by 824 per cent from 0.05 kilotonnes to 0.47 kilotonnes. Over the same time period all Ammonia emissions in Wales fell by 14 per cent from 30.9 kilotonnes to 26.7 kilotonnes.

5.15 Table 14.1c shows that in the period 1990 to 2011 Nitrogen Oxide emissions apportioned to the transport sector fell by 65 per cent from 80.5 kilotonnes to 27.9 kilotonnes. Over the same time period all Nitrogen Oxide emissions in Wales fell by 56 per cent from 175.3 kilotonnes to 77.6 kilotonnes.

5.16 Table 14.1d shows that in the period 1990 to 2011 Particulate emissions apportioned to the transport sector fell by 42 per cent from 3.2 kilotonnes to 1.9 kilotonnes. Over the same time period all Particulate emissions in Wales fell by 52 per cent from 19.5 kilotonnes to 9.3 kilotonnes.

5.17 Table 14.1e shows that in the period 1990 to 2011 Sulphur Dioxide emissions apportioned to the transport sector fell by 79 per cent from 6.9 kilotonnes to 1.4 kilotonnes. Over the same time period all Sulphur Dioxide emissions in Wales fell by 83 per cent from 186.9 kilotonnes to 31.4 kilotonnes.

5.18 Table 14.1f shows that in the period 1990 to 2011 Non-Methane Volatile Organic Compounds emissions apportioned to the transport sector fell by 93 per cent from 48.4 kilotonnes to 3.4 kilotonnes. Over the same time period all Non-Methane Volatile Organic Compounds emissions in Wales fell by 69 per cent from 136.0 kilotonnes to 42.1 kilotonnes.

5.19 Table 14.1g shows that in the period 1990 to 2011 Lead emissions apportioned to the transport sector fell by 100 per cent from 0.11 kilotonnes to less than 0.01 kilotonnes. Over the same time period all lead emissions in Wales fell by 91 per cent from 0.14 kilotonnes to 0.01 kilotonnes.

Table 14.1a: Transport Carbon Monoxide Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales CO total 2011
International aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-13%	0%
Civil aviation	1.4	1.5	1.1	1.6	2.5	2.3	1.7	1.6	1.0	1.3	1.3	-2%	1%
Passenger cars	272.0	141.8	125.7	111.4	95.0	83.4	70.4	63.2	45.9	38.6	31.1	-89%	14%
Light duty vehicles	38.3	10.8	9.0	7.5	6.1	5.6	4.9	4.2	3.8	3.4	3.0	-92%	1%
Heavy duty vehicles	3.5	2.2	2.1	2.0	2.0	1.9	1.8	1.5	1.1	1.0	0.8	-76%	0%
Mopeds, motorcycles	4.8	4.4	4.5	4.1	4.0	3.6	3.5	3.1	2.9	2.4	2.3	-52%	1%
Railways	0.2	0.2	0.3	0.3	0.3	0.5	0.5	0.5	0.5	0.5	0.4	170%	0%
National navigation	1.0	1.4	1.4	1.5	1.6	1.6	1.7	1.7	1.8	1.9	1.9	96%	1%
Other transport (a)	3.6	3.1	3.1	2.9	3.0	2.8	2.7	2.6	2.7	2.7	2.7	-24%	1%
Total transport	324.7	165.5	147.4	131.4	114.5	101.7	87.1	78.4	59.7	51.8	43.6	-87%	19%
Wales CO total	669.6	347.4	338.3	328.1	297.3	325.1	295.9	262.1	225.1	199.2	225.3	-66%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1b: Transport Ammonia Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales NH3 total 2011
Passenger cars	0.0	1.1	1.0	0.9	0.8	0.8	0.7	0.6	0.6	0.5	0.4	1136%	2%
Light duty vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	213%	0%
Heavy duty vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-11%	0%
Mopeds, motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2%	0%
Other transport (a)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-18%	0%
Total transport	0.1	1.1	1.0	0.9	0.8	0.8	0.7	0.6	0.6	0.5	0.5	824%	2%
Wales NH3 total	30.9	27.8	28.9	28.7	28.6	29.2	26.8	24.8	25.1	26.1	26.7	-14%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1c: Transport Nitrogen Oxides Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales NOx total 2011
International aviation	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	100%	0%
Civil aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71%	0%
Passenger cars	44.6	18.5	16.9	15.7	14.5	13.8	12.8	12.4	9.7	8.9	8.3	-81%	11%
Light duty vehicles	5.9	4.4	4.3	4.2	4.1	4.1	4.1	4.0	3.9	3.9	3.7	-38%	5%
Heavy duty vehicles	13.4	10.0	9.6	9.4	9.2	9.1	9.2	8.3	6.9	6.4	5.6	-58%	7%
Mopeds, motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	-34%	0%
Railways	1.2	1.7	1.7	1.8	1.9	1.8	1.8	1.8	1.8	1.8	1.9	63%	3%
National navigation	4.2	3.8	3.8	4.1	4.1	3.8	3.7	3.6	3.7	3.9	4.1	-2%	5%
Other transport (a)	11.1	9.2	8.8	8.1	7.6	6.7	6.0	5.3	5.0	4.5	4.1	-63%	5%
Total transport	80.5	47.7	45.2	43.5	41.6	39.4	37.7	35.7	31.1	29.5	27.9	-65%	36%
Wales NOx total	175.3	107.8	105.7	106.2	100.5	104.5	89.6	97.5	81.7	80.3	77.6	-56%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1d: Transport Particulate Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales PM10 total 2011
International aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10%	0%
Civil aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-9%	0%
Passenger cars	0.3	0.4	0.4	0.4	0.4	0.4	0.3	0.4	0.3	0.3	0.3	-9%	3%
Light duty vehicles	0.3	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.2	-29%	2%
Heavy duty vehicles	0.5	0.3	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	-83%	1%
Mopeds, motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-65%	0%
Automobile tyre and brake wear	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	17%	5%
Automobile road abrasion	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.2	15%	3%
Railways	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	51%	1%
National navigation	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	-42%	2%
Other transport (a)	1.1	0.9	0.9	0.8	0.7	0.6	0.5	0.5	0.4	0.4	0.3	-71%	3%
Total transport	3.2	3.1	2.9	2.8	2.7	2.5	2.3	2.2	2.1	2.0	1.9	-42%	20%
Wales PM10 total	19.5	10.2	11.1	10.7	10.0	10.4	10.7	10.1	9.0	9.3	9.3	-52%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1e: Transport Sulphur Dioxide Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales SO2 total 2011
International aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	136%	0%
Civil aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81%	0%
Passenger cars	1.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	-97%	0%
Light duty vehicles	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-99%	0%
Heavy duty vehicles	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-100%	0%
Mopeds, motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-99%	0%
Railways	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	-57%	0%
National navigation	2.7	2.0	2.0	2.2	2.2	2.0	1.5	1.1	1.1	1.1	1.1	-58%	4%
Other transport (a)	1.0	0.6	0.6	0.6	0.6	0.6	0.7	0.5	0.5	0.5	0.2	-79%	1%
Total transport	6.9	2.8	2.9	3.0	3.0	2.8	2.4	1.8	1.7	1.7	1.4	-79%	5%
Wales SO2 total	186.9	65.2	67.5	63.1	54.7	59.8	51.1	40.3	30.7	32.6	31.4	-83%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1f: Transport Non-Methane Volatile Organic Compounds Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales NMVOC total 2011
International aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-71%	0%
Civil aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-17%	0%
Passenger cars	25.7	8.8	7.4	6.3	5.2	4.5	3.7	3.2	2.0	1.6	1.3	-95%	3%
Light duty vehicles	2.4	0.8	0.7	0.6	0.6	0.5	0.4	0.4	0.3	0.3	0.3	-89%	1%
Heavy duty vehicles	0.9	0.4	0.4	0.4	0.3	0.3	0.3	0.2	0.2	0.2	0.1	-85%	0%
Mopeds, motorcycles	0.6	0.4	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	-71%	0%
Gasoline evaporation	16.9	4.6	3.4	2.5	1.7	1.3	0.9	0.7	0.5	0.4	0.3		
Railways	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0%	0%
National navigation	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	60%	1%
Other transport (a)	1.4	1.3	1.2	1.1	1.1	1.0	0.9	0.8	0.8	0.7	0.7	-52%	2%
Total transport	48.4	16.8	14.0	11.7	9.8	8.4	7.1	6.1	4.6	4.0	3.4	-93%	8%
Wales NMVOC total	136.0	60.6	59.0	56.2	51.4	51.1	50.4	46.2	42.9	42.2	42.1	-69%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

Table 14.1g: Transport Lead Emissions 1990, 2002-2011

kt

	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	% change 1990-2011	% of Wales Pb total 2011
International aviation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	98%	0%
Civil aviation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24%	0%
Passenger cars	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100%	0%
Light duty vehicles	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100%	0%
Heavy duty vehicles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-11%	0%
Mopeds, motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100%	0%
Railways	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45%	0%
National navigation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-18%	0%
Other transport (a)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-29%	0%
Total transport	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-100%	1%
Wales Pb total	0.14	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	-91%	100%

Source: NAEI, Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland

(a) Includes 'Agricultural/Forestry Off-road Vehicles and Other Machinery' and 'Other Mobile Sources (including Military)'.

14.2 Average levels of transport related air pollution in urban areas

5.20 We have not agreed a suitable method or collected suitable data as yet to monitor this indicator. We hope that we will be able to publish data for this indicator once we have an agreed methodology and data source.

15. Improve the positive impact of transport on the local environment

5.21 The Wales Transport Strategy states that transport in Wales should deliver a reduction in the individual and cumulative impact that transport has on communities, the built and natural environment. The National Transport Plan states that the Welsh Government will continue to work to the requirements under European and UK legislation for noise, air quality, water pollution and soils. The indicators we have chosen will monitor the impact transport has on the local environment.

15.1 Percentage of highways and relevant land inspected of a high or acceptable standard of cleanliness

5.22 The data for this indicator is collected by Local Authorities in Wales and is reported on as part of the Local Authority National Performance Indicators.

5.23 Table 15.1 shows the percentage of highways inspected that were of a high or acceptable standard of cleanliness for all Wales and for each Local Authority. Table 15.1 shows that the percentage of high or acceptably clean highways rose by 0.4 percentage points between 2011-12 and 2012-13 on an all Wales basis.

5.24 In 2011-12, Torfaen reported the highest percentage of highways inspected that were of a high or acceptable standard of cleanliness at 100.0 per cent. In the same period, Blaenau Gwent had the lowest percentage at 83.3 per cent.

5.25 In 2012-13, Denbighshire reported the highest percentage of highways inspected that were of a high or acceptable standard of cleanliness at 100.0 per cent. In the same period, Flintshire had the lowest percentage at just 76.0 per cent.

Table 15.1: The percentage of highways inspected of a high or acceptable standard of cleanliness, by Local Authority, 2010-11 to 2012-13

Per cent

	2010-11 (%)	2011-12 (%)	2012-13 % of highway inspections with high levels of cleanliness	2012-13 Number of highway inspections with high levels of cleanliness	2012-13 Total number of highway inspections
Isle of Anglesey	87.6	85.6	93.7	774	826
Gwynedd	93.8	93.8	94.1	320	340
Conwy	95.7	98.2	97.2	387	398
Denbighshire	98.9	97.4	100.0	314	314
Flintshire	91.9	96.5	76.0	386	508
Wrexham	87.8	96.1	93.7	475	507
Powys	97.0	96.6	97.4	262	269
Ceredigion	93.3	94.7	96.4	53	55
Pembrokeshire	97.5	98.7	96.4	292	303
Carmarthenshire	99.2	99.4	99.1	4,025	4,062
Swansea	92.6	93.0	95.5	765	801
Neath Port Talbot	92.0	90.0	83.0	553	666
Bridgend	97.7	97.9	98.5	387	393
Vale of Glamorgan	85.9	90.1	93.0	668	718
Cardiff	83.8	88.2	94.2	339	360
Rhondda Cynon Taf	97.6	99.4	99.5	788	792
Merthyr Tydfil	94.9	99.1	96.0	788	821
Caerphilly	94.2	95.5	97.4	1,603	1,645
Blaenau Gwent	90.1	83.3	91.7	110	120
Torfaen	99.4	100.0	98.1	358	365
Monmouthshire	93.7	95.7	98.4	539	548
Newport	96.4	96.9	96.4	378	392
Wales	93.8	95.4	95.8	14,564	15,203

Source: Local Government Data Unit Wales, National Performance Indicators STS/005b

15.2 Number of targeted noise action plans that are related to transport
15.3 The number of households affected by noise action plans

5.26 These data for theses indicators is collected and published by the Department of Environment, Sustainability and Housing in the Welsh Government in their Environmental Noise Action Plans publications. There are currently four noise action plans and they are all related to transport.

5.27 Table 15.3a shows the number of households and people affected by road noise over a 24 hour period as calculated in the noise action plans for major roads and the agglomerations of Cardiff & Vale of Glamorgan and Swansea & Neath Port Talbot. The table shows that over a 24 hour period noise from Major Roads affects more households and people than noise from roads in the agglomeration of Cardiff & Vale of Glamorgan or the agglomeration of Swansea & Neath Port Talbot.

5.28 Table 15.3b shows the number of households and people affected by noise from roads at different levels between 23:00 and 07:00. The table shows that over the night time period noise from Major Roads affects more households and people than noise from roads in the agglomeration of Cardiff & Vale of Glamorgan or the agglomeration of Swansea & Neath Port Talbot.

5.29 Table 15.3c shows the number of households and people affected by noise from roads exceeding the listed value for over 10 per cent of the time averaged hourly over the period 06:00 to 24:00. The table shows that noise exceeding the listed value for over 10 per cent of the time from Major Roads affects more households and people than noise from roads in the agglomeration of Cardiff & Vale of Glamorgan or the agglomeration of Swansea & Neath Port Talbot.

5.30 Table 15.3d shows the number of households and people affected by railway noise over a 24 hour period as calculated in the noise action plans for major roads and the agglomerations of Cardiff & Vale of Glamorgan and Swansea & Neath Port Talbot. The table shows that over a 24 hour period noise from railways in the agglomeration of Cardiff & Vale of Glamorgan affects more households and people than noise from Major Railways or railways in the agglomeration of Swansea & Neath Port Talbot. The table also shows that much fewer households and people are affected by noise from railways than from roads.

5.31 Table 15.3e shows the number of households and people affected by noise from railways at different levels between 23:00 and 07:00. The table shows that over the night time period noise from railways in the agglomeration of Cardiff & Vale of Glamorgan affects more households and people than noise from Major Railways or railways in the agglomeration of Swansea & Neath Port Talbot.

5.32 Table 15.3f shows the number of households and people affected by noise from railways exceeding the listed value for over 10 per cent of the time averaged hourly over the period 06:00 to 24:00. The table shows that noise exceeding the listed value for over 10 per cent of the time from railways in the agglomeration of Cardiff & Vale of Glamorgan affects more households and people than noise from Major Railways or railways within the agglomeration of Swansea & Neath Port Talbot.

15.3a Number of households effected by noise from roads over a 24 hour period

Numbers

Noise Level (dB)	Major Roads		Roads within the Cardiff and Vale of Glamorgan agglomeration		Roads within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥55	82,400	184,100	55,000	122,400	54,900	117,100
≥60	38,200	83,900	35,500	78,400	35,600	75,800
≥65	18,800	41,000	13,200	28,000	16,700	34,900
≥70	8,000	17,700	6,800	14,400	6,500	13,200
≥75	1,800	4,100	1,300	2,700	600	1,300

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by road noise over a 24 hour period. The (dB) values are average noise levels over the period 0000 – 2400, but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A).

15.3b Number of households effected by noise from roads between 23:00 & 07:00

Numbers

Noise Level (dB)	Major Roads		Roads within the Cardiff and Vale of Glamorgan agglomeration		Roads within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥50	44,800	98,800	39,200	86,700	39,200	83,400
≥55	21,900	48,000	16,600	35,800	21,100	44,600
≥60	10,000	22,000	8,100	17,400	8,300	17,000
≥65	2,700	6,100	2,200	4,800	1,200	2,600
≥70	200	500	<100	<100	100	200

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by road noise between 23:00 and 07:00. The (dB) values are average noise levels over the period 23:00 – 07:00.

15.3c Number of households effected by noise from roads exceeding listed noise level for 10% of the time averaged hourly over the period 0600 – 2400.

Numbers

Noise Level (dB)	Major Roads		Roads within the Cardiff and Vale of Glamorgan agglomeration		Roads within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥55	79,400	177,300	53,700	119,300	53,600	114,200
≥60	37,000	81,000	34,300	75,800	34,600	73,700
≥65	18,100	39,600	12,600	26,600	15,600	32,500
≥70	7,500	16,800	6,300	13,500	6,100	12,200
≥75	1,600	3,500	1,000	2,200	500	1,100

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by road noise that exceeds the listed (dB) value for 10% of the time between 0600-2400.

15.3d Number of households effected by noise from railways over a 24 hour period

Numbers

Noise Level (dB)	Major Railways		Railways within the Cardiff and Vale of Glamorgan agglomeration		Railways within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥55	2,700	6,200	9,300	21,200	2,900	6,200
≥60	1,600	3,600	5,300	11,700	1,000	2,200
≥65	600	1,500	2,300	4,100	100	300
≥70	<100	200	200	200	<100	<100
≥75	<100	<100	<100	<100	0	0

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by railway noise over a 24 hour period. The (dB) values are average noise levels over the period 0000 – 2400, but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A).

15.3e Number of households effected by noise from railways between 23:00 & 07:00

Numbers

Noise Level (dB)	Major Railways		Railways within the Cardiff and Vale of Glamorgan agglomeration		Railways within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥50	1,800	4,000	6,100	13,500	1,400	3,100
≥55	800	2,000	2,800	5,500	200	500
≥60	100	300	300	500	<100	<100
≥65	<100	<100	100	<100	0	0
≥70	0	0	0	0	0	0

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by railway noise between 23:00 and 07:00. The (dB) values are average noise levels over the period 23:00 – 07:00.

15.3f Number of households effected by noise from railways exceeding listed noise level for 10% of the time averaged hourly over the period 0600 – 2400.

Numbers

Noise Level (dB)	Major Railways		Railways within the Cardiff and Vale of Glamorgan agglomeration		Railways within Swansea/Neath Port Talbot agglomeration	
	Dwellings	People	Dwellings	People	Dwellings	People
≥55	2,100	4,700	7,200	16,000	1,800	3,900
≥60	1,000	2,400	3,600	7,600	400	900
≥65	200	500	600	1,200	<100	<100
≥70	<100	<100	100	<100	0	0
≥75	0	0	0	0	0	0

Source: Welsh Assembly Government END noise mapping

Note: This table presents the number of households and residents effected by railway noise that exceeds the listed (dB) value for 10% of the time between 0600-2400.

15.4 Levels of tranquillity affected by transport
15.5 Levels of light pollution resulting from transport

5.33 We have not agreed a suitable method or collected suitable data as yet to monitor these indicators. We are working with colleagues to develop a methodology and datasets for these indicators.

16. Improve the impact of transport on our heritage

5.34 The Wales Transport Strategy states that the choice and design of transport measures should have, as a minimum, a neutral impact on Wales' natural and built heritage and where possible enhance it. The National Transport Plan states that importance of working to protect, conserve and enhance the historic environment.

5.35 We have been unable at present to develop a suitable set of indicators to monitor this outcome. We did not receive any suggestions of how best to monitor this outcome during our public consultation exercise, though it was suggested that it may not be possible to effectively monitor this outcome. We will continue to work to develop an indicator set a data source to monitor this outcome.

17. Improve the impact of transport on biodiversity

5.36 The Wales Transport Strategy states that biodiversity is to be protected and enhanced when improving or developing transport measures with mitigation and compensatory measures to be provided where transport has a significant negative effect. The National Transport Plan details the Welsh Government's responsibility to reduce the adverse environmental effects of transport infrastructure and the duties under the Natural Environment and Rural Communities (NERC) Act 2006 to conserve and enhance biodiversity. The indicator we have chosen will monitor how the management of the Trunk Road Estate affects biodiversity. We will develop further indicators to monitor other transport impacts on biodiversity in line with the responses to our public consultation.

17.1 Proportion of Trunk Road Estate Biodiversity Action Plan targets met

5.37 The data for this indicator has not yet been collected and analysed. We intend to use data and reports generated by colleagues in the Transport department to monitor this indicator.

Annexes

Quality Report for Monitoring the National Transport Plan, Baseline Report

Introduction

This report sets out the information that has been used in assessing the quality of the suite of statistical and other indicators that have been used to monitor the National Transport Plan. It describes the statistical and other indicators that have been used to compile this report. It also sets out the 'National Statistics' status of the figures (see box below).

Glossary of terms: Official Statistics, National Statistics, Administrative Sources and other information

The term 'official statistics' includes a range of statistics produced by public bodies: statistical outputs produced by central Government departments and agencies; by the devolved administrations; by other Crown bodies (over 200 bodies in total); and some statistics, as set out by secondary legislation, from non-Crown Bodies. Official statistics are subject to scrutiny and assessment by the United Kingdom Statistics Authority. Many of the indicators used for monitoring the NTP are official statistics.

'National Statistics' – are a subset of official statistics that are certified as compliant with the Code of Practice for Official Statistics.

Official statistics can be based on two main sources - data gathered from statistical surveys, or data extracted from 'administrative sources' or management systems. Using data which is already available within administrative or management systems limits the burden placed on data providers, and reduces data collection costs. Data from administrative sources is often timely and has wide coverage.

The monitoring indicators also contain data that are not official statistics. These data can either be modelled information, such as the Accession data; administrative data that is not part of official statistics; and lastly statistical and market reserach data compiled by non-public sector organisations and companies.

The structure of this section is to describe and assess each data source in turn. Where indicators are based on the same data source, then they have been grouped together. Other than that, the indicators are taken in order.

Each data source is covered in the same way with (1) Source, (2) Status – this is the status as set out in the box above, (3) Description – of the data source, (4) Quality and (5) Links to further information.

The indicators

1. **Improve access to healthcare**
   Indicators 1.1 to 1.3
2. **Improve access to education, training and lifelong learning**
   Indicators 2.1 to 2.3
3. **Improve access to shopping and leisure facilities**
   Indicators 3.1 to 3.2
6. **Improve access to employment opportunities**
   Indicator 6.1
10. **Improve sustainable access to key visitor attractions**
    Indicator 10.1

All these indicators take the form: the proportion of households or proportion of population aged 16 and over within [range of] travel time thresholds of [type of service point] between [time range] on a Tuesday [or Saturday] by [some, or all of] public transport, car, cycling and walking.

Source: All these accessibility indicators are based on modelled data using (1) information about the location of each service point; (2) for access by car, information about the road network and average vehicle speeds; (3) for access by public transport, information about bus and rail timetables. The modelling process is carried out using a program called 'Accession'.

Status: Modelled data

Description: This description covers each element of this calculation.

Destination of journeys: The grid reference of these service points (that is for each hospital, for each pharmacy and so on) were provided by the Cartographics Unit of the Welsh Government. The decision about the number and location of the 'key centres' to be used for indicators 3.1, 3.2 & 6.1 were decided by each of the Regional Transport Planning Consortia. The Key visitor attractions used for indicator 10.1 were those attracting more than 50 thousand visitors annually as recorded in Welsh Transport Statistics 2008.

Origins of journeys: This is the origin points for journeys individuals would need to make to these service points. These journeys were calculated from the central point ('centroid') of each postcode in Wales. The specification of each postcode is provided through a pan-Government agreement.

Number of households in each origin postcode: Earlier work for the Access to Services domain of the Welsh Index of Multiple Deprivation 2008 (WIMD 2008) had provided locations of households (domestic address points) and these were allocated to postcodes.

Number of people aged 16 or over in each origin postcode: This was calculated using the ONS Mid-2007 Population Estimates for Lower Layer Super Output Areas in England and Wales by Broad Age Group and Sex. Earlier work for the Access to Services domain of the Welsh Index of Multiple Deprivation 2008 (WIMD 2008) had provided a lookup table to allocate population data from Lower Layer Super Output Areas to postcodes.

Journey between origin and destination: This was between the centroid of the origin postcode and the destination point using the shortest travel time from that origin.

Travel by car: This was based on (1) a digital representation of the road network, as defined by Ordnance Survey Mastermap Topographic and

Integrated Transport Network (ITN) layers, provided by Ordnance Survey under the pan-Government agreement. The time taken for car journeys was calculated using average speeds for each link of the road network. These average speeds were not adjusted in any way to reflect congestion; other traffic delays or weather conditions. The following has details about these average speeds:
https://www.gov.uk/government/organisations/department-for-transport/series/road-congestion-and-reliability-statistics

Travel by public transport: The journeys were based on the bus and rail timetables set out in the National Public Transport Data Repository, using October 2008 timetables:
http://www.nptdr.org.uk/LoginForm.aspx

The time needed to get from each origin to each service point was then calculated based on the distance and availability of public transport. A maximum walk of 800 metres was set for the start and end parts of the journey, i.e. from home to the bus stop and from the bus stop to the service, or direct to the service point if that should apply. If more that one bus (or train) trip was needed to complete the journey, then the total journey time includes waiting time between buses (or trains).

Travel by cycle: The same digital road network (excluding motorways) was used as for cars, with an assumed cycle travel speed of 16km per hour; apart from pedestrian links where the cyclist was assumed to travel at 4.8km per hour.

Travel by walking: As above, with an assumed speed of 4.8km per hour.

Quality:

The assumptions and other decision made in this modelling process:

- The origin of journeys is based on postcodes; this is a coarser classification than that used for the WIMD 2008 access to services domain, which was based on individual address points, but is finer than accessibility work by the DfT which is based on LSOA areas. The choice of origin are a trade-off between detail and computational difficulty.
- Some origin postcodes in rural areas are quite large, though the number of households they contain will not be larger than other postcodes.
- There was a limited range of average car speeds used for links in the road networks; in total around 10 separate average speeds.
- The same speed was always used for any link, so no allowance is made for time of day, for weather conditions, for congestion and so on.
- More importantly there was not allowance made for delays at junctions. So these journey times reflect 'unimpeded' car travel times.
- There was no separate checking of the road network ITN layer provided by OS for this project.
- Accession is a program designed for local authority use where they are investigating local accessibility issues. That is, access to a single point over a small number of roads or limited public transport options. This use of Accession is beyond the intended scope of this computer program, that is by extending it to analyse multiple destination points covering a large area, that is Wales as a whole.

Links to further information:

Here is the DfT work of accessibility:
http://www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2008
This links to a document with a description of WIMD 2008:
http://wales.gov.uk/topics/statistics/publications/wimd2008tech/?lang=en

Indicator 4.1 Modal share of total trips undertaken by people living in Wales

Indicator 4.4 Percentage of children aged 5 to 16 whose main mode of travel to school is walking

Source: National Travel Survey

Status: National Statistics

Description: The National Travel Survey (NTS) has run continuously since mid-1988. The subject of the NTS is personal travel. This is travel for private purposes or for work or education, provided the main reason for the trip is for the traveller himself or herself to reach the destination. Details of trips over the course of one week, as recorded by members of the household, are collected as part of the survey. The survey excludes people who are not living in households.

Data from the NTS is collected via two main sources:

- Interviews with people in their homes
- Diary that they keep for a week to record their travel

The information about the modal share of total trips is collected from the travel diary. The information about travel to school is based on the interview component.

Trips: Trips are one-way travel for a single main purpose and information collected on them includes mode of travel, reason for the trip and the distance travelled. Trips made in the course of work are included provided that the purpose of the trip is for the traveller to reach a destination. Travel to deliver goods, or to convey a vehicle or passengers (e.g. as a bus or train driver, or other member of the crew, or a taxi driver), is not covered, and neither are trips in course of work by people paid to drive , walk or cycle, such as policemen, traffic wardens, leaflet distributors or postmen. Travel for a leisure purpose is normally included. However, trips which are themselves a form of recreation are not, for example yachting or gliding, and travel by foot away from the public highway.

Modes of travel: 'Car' includes light vans, Land Rovers and privately owned lorries. 'Other': modes depend on the context, but may include local bus, other types of bus (works or school bus, private hire, express bus and tours and excursions), rail, bicycle, two-wheeled motor vehicles, motorcaravans, taxis/minicabs, domestic air travel and other private and public transport.

Quality:

- The survey is designed to pick up long-term trends and is not suitable for monitoring short-term trends.
- Sample sizes in Wales are small, meaning that two years of data have to be combined to reduce statistical variability. Estimates for Wales for 2011 and 2012 together are based on trips made by around 1,800 individuals.

Links to further information: Further details for Wales in the Statistical Bulletin on Personal Travel: http://new.wales.gov.uk/topics/statistics/headlines/transport2012/120320/?lang=en

Information about the NTS from the Department for Transport: https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics

Indicator 4.2 Percentage of adults whose main mode of travel to work is walking

Indicator 4.3 Percentage of adults whose main mode of travel to work is cycling

Source: Labour Force Survey

Status: National Statistics

Description: The Labour Force Survey (LFS) is a quarterly survey of households run by the Office for National Statistics. It is mainly designed to give information about the number of people with jobs, the details of these jobs, the job-search activities of those without work, and so on. It also asks a little about travel to work with questions on usual method of travel to work asked in each autumn survey since 1992, and a question on whether car users were drivers or passengers added in autumn 1996. The survey is based on a random sample throughout the whole of the United Kingdom. Every three months almost 53 thousand households take part in the survey.

The results shown are for those respondents whose place of work was in Wales. Included in the results are the self-employed, those on Government training schemes and unpaid family workers as well as employees, but exclude those working at home, and those whose workplace or mode of transport to work was not known.

Data for some cells in these tables are not shown because they are based on data below the reliability threshold for Labour Force Survey estimates.

Reasons for using the LFS data in preference to the APS data (see below) is that it provides figures that are comparable with other regions of the UK and the lack of a time series of APS data.

Quality:

- Sampling variability, particularly as the results are confined to Wales.
- Questions about travel to work are only asked in the Autumn quarter each year. So this survey does not provide any information about how travel to work will vary at different times of year. This is potentially important for travel to work by bicycle (which will be higher in the summer, and lower in winter) or by walking.
- The LFS estimates are periodically re-weighted using more up date information on the socio-demographic characteristics of the UK population.
- The Annual Population Survey (APS) is a large survey (1 thousand respondents in each local authority in Wales) that gives more local detail about the labour market than the LFS. It has the same questions as the LFS.
- Response rates for the LFS have shown a downward trend, falling from just under 80 per cent in the early 1990s to just under 50 per cent by the end of 2012 (average response rate over the five quarterly waves of the survey, including data for imputed households).

Links to further information: A link to regional travel to work data (see Regional tables on Personal Travel - Travel to Work and Accessibility):
http://www.dft.gov.uk/pgr/statistics/datatablespublications/regionaldata/rtslivetables

Further details for Wales in Chapter 6, Tables 6.9 and 6.10, of Welsh Transport Statistics:
http://wales.gov.uk/topics/statistics/publications/transport2010/?lang=en

Indicator 4.5 Percentage of children who cycle to school
Indicator 4.6 Percentage of adults walking over 2 miles in the past 4 weeks
Indicator 4.7 Percentage of adults undertaking any cycling in the past 4 weeks

Source: Sport Wales surveys

Status: Official statistics

Description: Sport Wales surveys (previously Sports Council for Wales)

Sport Wales carries out a series of surveys looking at sports participation and recreation across Wales. These are:

Children's Sports and Physical Activity Participation Survey

Sport Wales has commissioned, on a biennial basis, large scale surveys of primary school pupils' involvement in sport since 1991. The purpose of this study is to examine children's (aged 7-11) levels of participation in sport and physical recreation in Wales, both inside and outside of school. It examines activities undertaken in PE during curricular time and sport as part of extracurricular activity. In the community it aims to discover the part played by sport in the pattern of children's leisure activities.

Young People's Sports and Physical Activity Participation Survey now *School Sport Survey*

Similarly, Sport Wales has commissioned, on a biennial basis, large scale surveys of secondary school pupils' involvement in sport since 1991. The purpose of this study is to examine young people's (aged 11-16) levels of participation in sport and physical recreation in Wales, both inside and outside of school. It examines activities undertaken in PE during curricular time and sport as part of extracurricular activity. In the community it aims to discover the part played by sport in the pattern of children's leisure activities.

Adult's Sports and Physical Activity Participation Survey, now *Active Adult Survey*

Since 1987, Sport Wales has collected data on participation levels in sport and leisure in Wales. This data is collected biennially and has formed a base from which to develop and inform policy and programme development. The purpose of this survey has been to monitor and evaluate participation in sport, and more recently assessing the level of physical activity of people in Wales.

Initially participation data was collected through the Welsh Omnibus Survey run by Beaufort Research among a representative sample of Welsh adults 15+. This allowed analysis of four regions of Wales defined by SCW as Rural Heartland, Rural North, Metropolitan Wales, and The Valleys. In response to the need for data at a local authority level, the survey was revised for the 1998/99 survey onwards. The main change was an increase in sample size, while maintaining the quota sample methodology, to allow robust analysis for each local authority.

Quality: Information on the Active Adults Survey 2008-09, for example a copy of the questionnaire and the technical report, can be found on the Sport Wales website:
http://www.sportwales.org.uk/research--policy/surveys-and-statistics/active-adults-survey.aspx
The Sport Wales website (as at September 2013) does not readily provide this information for the School Sport Survey.

Links to further information:	This is the link to Sport Wales website. In order to find information about their surveys, follow the links to 'Research & Policy' http://www.sportwales.org.uk/

Indicator 4.8 Percentage of adults undertaking walking or cycling on visits to the outdoors in the last 12 months

Indicator 10.3 Modal share of transportation used to access the location of outdoor visits

Source:	The 2008 and 2011 Welsh Outdoor Recreation Surveys
Status:	Official Statistics
Description:	These surveys were commissioned jointly by Countryside Council for Wales and Forestry Commission Wales. The survey is repeated every three years, with the next survey due in 2014. The findings represent the responses of residents of Wales on: • Their use of the outdoors • Places visited, including woodlands • Motivations for using the outdoors • Barriers to visiting the outdoors • The 'latent demand' for outdoor recreation.
Quality:	The 2008 survey was undertaken by Ipsos MORI and involved 6,045 telephone interviews with adult residents of Wales (undertaken between 21st January 2008 and 21st January 2009). Fieldwork for the 2011 survey was undertaken between 17th January 2011 and 16th January 2012 and 6,393 telephone interviews were completed. Interviews were conducted on all days of the week (including weekends) and at different times of the day and month. For both 2008 and 2011, the sample was stratified by Spatial Plan Area with at least 1000 interviews in each of Wales' six Spatial Planning Areas (SPAs). The surveys were conducted using a telephone surveying method. A Computer Assisted Telephone Interviewing (CATI) approach was used with interviews conducted using a computer-based questionnaire, or script. The same Quancept CATI software platform was used in 2008 and 2011, helping to ensure comparability of the data collected. Results were weighted to be representative of the Welsh population as a whole, with a weighting efficiency of 17% in 2008 and 47% in 2011.
Links to further information:	Forestry Commission report of 2008 results: http://www.forestry.gov.uk/forestry/INFD-7VQEPA Forestry Commission report of 2011 results and comparison with 2008: http://www.forestry.gov.uk/forestry/infd-8WAKt3 Countryside Council for Wales report: http://www.ccgc.gov.uk/enjoying-the-country/welsh-outdoor-recreation-surve.aspx

Indicator 4.9 Number of concessionary fares bus passes issued and trips made using the pass

Source: The Welsh local authority performance measurement framework

Status: Administrative data

Description: The information relating to concessionary fares bus passes is contained in National Strategic Indicator THS/007.

One of the functions of the Local Government Data Unit ~ Wales is to collect, process, interpret and disseminate statistical data on local government services and activities in support of local government improvement. A major part of this is the Welsh local authority performance measurement framework, which was initially introduced in 2005-06, and included a revised set of nationally agreed and defined performance measures for local authorities. Developed in collaboration with local and central government representatives and regulatory bodies, the framework provides a mixture of strategic and operational measures across a range of local authority service/policy areas.

The Data Unit Wales co-ordinates an annual review and revise process for the framework in order to ensure that it remains relevant and fit for purpose. They collect framework data from local authorities annually and publish the resulting data set, along with an accompanying performance bulletin each autumn. The 2012-13 data and bulletin were published on 4 September 2013.

Quality:

- Data for the framework is collected from the 22 local authorities in Wales.
- The National Strategic Indicator data, including THS/007, have been audited by the Wales Audit Office.
- A guidance document relating to the 2012-13 indicator set is available on the LGDU website. This provides a detailed definition for each of the indicators along with their classification i.e. National Strategic Indicator or Core Set Indicator.

Links to further information: Link to Local Government Data Unit Wales, performance bulletin:
http://www.dataunitwales.gov.uk/publications?q=performance+bulletin+2012-13

Indicator 5.1 Total number of killed or seriously injured (KSI) casualties by mode
Indicator 5.2 Total number of child KSI casualties
Indicator 5.3 Total number of child pedestrian casualties in deprived areas [as defined by WIMD].
Indicator 5.4 Rate of KSI and slight casualties per 100 million vehicle kilometres.

Source: Police reported road casualties in Wales

Status: National Statistics

Description: The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Government. The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury, member of the public reporting personal injury accidents directly to the police. The figures are based on information available to the Welsh Government 14 weeks after the end of the latest quarter.

A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.

Uses of data There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty and Sustainable Development indicators. The Welsh Government also publishes statistical data which is used for a range of transport-police purposes.

Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include Safety Camera Partnerships, Trunk Road Agents, and Police & Community Safety Partnerships.

Quality:

- The figures shown may change in future if there are late amendments.
- Similarly, the figures for earlier years may differ from those previously published. The figures cover only road accidents reported to the police and involving personal injury. There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents. These issues are discussed in the following reports from the Department for Transport: 'Under-reporting of road accidents: phase 1' (Road Safety Research Report 69) by Heather Ward, Ronan Lyons and Roselle Thoreau, and the related document 'Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics'.

Links to further information: Further details for Wales in Road Safety 2012:
http://wales.gov.uk/topics/statistics/headlines/transport2013/road-safety-2012/?lang=en

Indicator 5.5 Incidents of notifiable and non-notifiable offences on the rail network

Source: British Transport Police

Status: Administrative data

Description: Notifiable: Serious offences reported to the Home Office.
Non-notifiable: Less serious offences not reported to the Home Office.
Offences reported: The number of offences recorded by the British Transport Police during the period to the 31 March.
Offences cleared: The number of offences cleared during the period to 31 March. An offence can be cleared by the following four methods:

- A person has been charged or summonsed for the offence.
- The offender has been cautioned by the Police.
- The offence has been taken into consideration by the court.
- There is sufficient evidence to charge an offender, but no further action is taken.

Where more offences were cleared than reported in a given period, this is due to offences being cleared that were recorded in an earlier period.

Quality: Complete coverage of administrative process by the police.

Links to further information: Further details for Wales in Rail Transport:
http://wales.gov.uk/topics/statistics/headlines/transport2012/121030/?lang=en
British Transport Police:
http://www.btp.police.uk

Indicator 5.6 Rail travellers perception of personal security whilst using a rail station and on board a rail service

Indicator 8.6 Passenger satisfaction with train services and station facilities including information provision

Source: Passenger Focus

Status: Official Statistics

Description: These figures are collected by the National Passenger Survey (NPS) which provides a picture of customers' satisfaction with rail travel. Passenger opinions of train services are collected twice a year from a representative sample of passenger journeys. Passengers' overall satisfaction and satisfaction with 30 specific aspects of service can therefore be compared over time.

Questionnaires are handed out at stations to passengers about to board a train, with a reply paid envelope provided for returning questionnaires. Fieldwork is carried out each Spring (principally in February/March) and in the Autumn (principally in September/October) over an 11 week period.

Quotas for returned questionnaires, and weighting for the survey results, are set overall and by weekday/weekend, journey purpose and station size based on information from each Train Operating Company (TOC). This sample design and weighting ensures that data is representative of all passenger journeys made on each TOC. National results are constructed by combining data for all TOCs together, weighting by number of journeys.

Quality: Details of the compliance of this survey with National Statistics standards can be found at:
http://www.passengerfocus.org.uk/official-statistics

Other points:

- Approximately 33% of questionnaires that are given out are returned each survey. Returned questionnaires are checked to confirm that details provided are for a real journey and then the questionnaire response is assigned to the appropriate Train Operating Company (TOC).

Links to further information: The overall link to this survey at Passenger Focus:
http://www.passengerfocus.org.uk/research/national-passenger-survey-introduction

Indicator 5.7 Bus users perception of personal security whilst using a bus service and at bus stops
Indicator 8.5 Passenger satisfaction levels with local bus services and facilities including information provision

Source: Welsh Bus Passenger Survey 2010

Status: Official Statistics

Description: The Welsh Government undertook a bus passenger survey across Wales during November and December 2010. This survey was based closely on the methodology established by Passenger Focus in their November 2009 Bus Passenger Survey in 14 English Transport Planning Areas. The second and related reason was to produce figures for Wales that could be directly compared with results for areas in England.

The survey used a self completion questionnaire that was handed to passengers onboard buses. The interviewers went on each selected timetabled bus service and made as many return trips as feasible whilst offering questionnaires to every passenger that boarded during the shift period. The interviewers also collected information about the number of passengers boarding by their assessment of the passengers' broad age band. This information was required for the weighting of the survey.

Quality:

- The survey was carried out in November and December 2010. In part this was to coincide with the time of year of the initial survey in areas across England during 2009. The type of bus passenger might be different at other times of year, and hence some of the satisfaction data reported here might vary if this survey had been run, for example, during the spring.
- The weather during the survey period was exceptionally severe and this did mean that the response to the survey was lower then expected; not because the response rate was low, but rather because buses were emptier than usual.

Links to further information: See link to the Bus Passenger Survey from:
http://wales.gov.uk/topics/statistics/headlines/transport2011/110311/?lang=en

Indicator 7.1 Number of local bus services & passenger journeys within Wales

Source: Traffic Commissioners reports

Status: Administrative data

Description: The seven Traffic Commissioners are appointed by the Secretary of State for the Transport and have responsibility in their area for:

- The licensing of the operators of Heavy Goods Vehicles (HGVs) and of buses and coaches (Public Service Vehicles or PSVs).
- The registration of local bus services.
- Granting vocational licences and taking action against drivers of HGVs and PSVs.

Traffic Commissioners use their powers to ensure that people operating the types of vehicle detailed above are reputable, competent, and adequately funded. As part of the system for the licensing of public service vehicle and good vehicle operators, and the registration of local bus services Traffic Commissioners can also take action against members of those industries. They can also impose financial penalties against bus companies for failures to run registered local transport services on time. They are also given responsibility to consider on behalf of the Secretary of State the fitness of drivers or those applying for passenger carrying vehicle or large goods vehicle driving licences based on their conduct. Traffic Commissioners work at 'arms length' from the Department for Transport (DfT).

Quality: No issues as this is administrative data.

Links to further information: Link to the Traffic Commissioners reports:
https://www.gov.uk/government/publications/traffic-commissioners-annual-reports

Indicator 7.1 Number of local bus services & passenger journeys within Wales

Source: Bus statistics for Great Britain compiled by DfT

Status: National Statistics

Description: The statistics for these tables are derived from annual returns made by samples of holders of Public Service Vehicle (PSV) Operators' licences. The PSV Survey is an annual survey run by the DfT to collect information on the bus and coach industries. It is a source for data on- Passenger Journeys, Vehicle Miles, Passenger Miles, Operating Revenue, Operating Cost, Vehicles and Staff.
The sample of operators is stratified by size to collect more detail from the larger operators.
Passenger journeys: Each trip made by a passenger on one bus on one route counts as a separate journey. Return tickets or round trips are counted as two journeys. Journeys on season tickets or travel passes are included, calculated or estimated by operators.

Quality: Historically, the survey population has been licensed PSV operators operating in Great Britain. For example, in 2010-11 VOSA records show there were 8,600 eligible licensed operators. The list of current operators maintained by DfT derived from VOSA records forms the sample frame for the survey. In 2010-11 a sample of 1,600 operators were selected to take part in the PSV survey.

PSV operators provide public services on buses, coaches, minibus and other similar vehicles.
In total, around 1,000 operators were operating local bus services. These operators provide the majority of published data and are therefore over-represented in the sample; 800 of the 1,600 sampled operators were local operators.
However, from 2011-12, the survey was reduced to cover only those operators operating local bus services registered with the Traffic Commissioner, and the sample size reduced accordingly, to 700 operators (of an eligible population of around 1,000).
https://www.gov.uk/transport-statistics-notes-and-guidance-buses

Published figures derived from PSV survey data include imputed figures. Imputation is the process of estimating figures within a survey when they are not available. In the PSV survey imputation is used in three cases: when an operator is not part of the sample; when an operator is part of the sample but does not respond; and when an operator responds to the survey but misses certain questions.

In 2011-12, full or partial responses were received from 606 operators (87 per cent of the sample); approximately three-quarters of returns were complete giving a full response rate of 67 per cent (467 returns). Note that some of the original sample were subsequently found to be out of scope (e.g. no longer operating local bus services); these operators have however been included in calculating these response rates.

Links to further information: Further details for Wales in Public Service Vehicles:
http://wales.gov.uk/topics/statistics/headlines/transport2013/public-service-vehicles-2012/?lang=en

Indicator 7.2 Number of scheduled train kilometres, station usage and rail passenger journeys in & within Wales

Source: Office of Rail Regulation (ORR)

Status: Official statistics

Description: The rail industry's central ticketing system, LENNON, is the basis for passenger kilometres, journeys and revenue data. LENNON holds information on all national rail tickets purchased in Great Britain and is used to allocate the revenue from ticket sales between train operating companies (TOCs). The figures now included some non-LENNON journey data such as operator specific tickets and Passenger Transport Executive (PTE) multi-modal tickets.

Quality: To see how the statistics from the ORR comply with National Statistics Code of Practise see:
http://www.rail-reg.gov.uk/server/show/nav.2255

Links to further information: A link to the ORR's National Rail Trends publications:
http://www.rail-reg.gov.uk/server/show/nav.2026

Indicator 7.2 Number of scheduled train kilometres, station usage and rail passenger journeys in & within Wales

Source: Delta Rail for the Office of Rail Regulation (ORR)

Status: Official statistics

Description: Station usage data is collated by Steer Davies Gleave for the ORR and consists of estimates of the total numbers of people entering, exiting and interchanging at stations. The station usage figures are subdivided by ticket type (full, reduced and season tickets), whilst information on the county and region of each station is also provided.

Quality: The latest station usage information is based on ticket sales in the financial year 2011-12 and covers all National Rail stations throughout England, Scotland and Wales. Station usage data are an estimate of the number of passengers travelling to and from each station (entries and exits) based on ticket sales data from the national ticketing database. There are limitations to the dataset and these estimates should be treated with caution. For more information about the sources and methods used for theses data see the report '2011-12 station usage report' available from the link below:

Links to further information: Further details for Wales in Rail Station Usage:
http://wales.gov.uk/topics/statistics/headlines/transport2013/rail-station-usage-2011-12/?lang=en
A link the ORR station usage data.
http://www.rail-reg.gov.uk/server/show/nav.1529

Indicator 7.3 Number of rail stations that have facilities that are compliant with the Disability Discrimination Act 2005

These figures come directly from Arriva Trains Wales and thus represent purely 'administrative' data.

Indicator 7.4 Number of passenger movements and destinations served from Cardiff Airport

Source: Civil Aviation Authority (CAA)

Status: Administrative data

Description: The information on air transport is primarily provided by the Civil Aviation Authority (CAA) and the airport authorities. The CAA data are outside the scope of National Statistics.
Definitions:

- Domestic services: Services flown entirely within the United Kingdom, Isle of Man and Channel Islands
- International services: Services flown between the United Kingdom, including the Isle of Man and the Channel Islands, and places outside.
- Scheduled services: Those performed according to a published timetable, including supplementary timetables, available for use by members of the public.
- Non-scheduled or charter services: All air transport movements other than scheduled services.
- Passengers: All revenue and non-revenue passengers on air transport movement flights.

Quality:	The information is compiled from various sources of data by the CAA; the CAA validates this data but they do not provide any warranty as to its accuracy, integrity or reliability.
Links to further information:	Further details for Wales in Air Transport: http://wales.gov.uk/topics/statistics/headlines/transport2013/air-transport-2012/?lang=en CAA airport statistics: http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&sglid=3

Indicator 7.5 Number of sea passenger movements from Welsh ports

Source:	Sea Passenger Statistics - DfT
Status:	National Statistics
Description:	UK sea passenger movements include all vehicle drivers and their passengers, and foot passengers on ferries; the total scope of the figures also includes those on cruises and long sea journeys.
Quality:	The data for international ferry passenger routes, domestic sea crossings and inter-island routes are collected regularly from the operators. These data sets are checked in detail and considered to be extremely robust. Full guidance on the methods used in the publication of these releases, and the quality of the data, can be found in the Technical Note at https://www.gov.uk/transport-statistics-notes-and-guidance-sea-passengers
Links to further information:	Further details for Wales in Sea Transport: http://wales.gov.uk/topics/statistics/headlines/transport2013/sea-transport-2012/?lang=en Link to DfT Sea Passenger Statistics https://www.gov.uk/government/organisations/department-for-transport/series/sea-passengers-statistics

Indicator 7.6 Annual average flow per 1,000 km of motorway, trunk and principal roads
Indicator 7.7 Total annual motor vehicle kilometres travelled in Wales
Indicator 7.8 Average annual trunk road cross border traffic flows

Source:	Read traffic
Status:	National Statistics
Description:	The Department for Transport (DfT) carry out manual traffic counts as a first step in producing road traffic statistics. These statistics are used to inform Government, businesses, media and society and are used internally for policy formulation and monitoring. There are no other comprehensive data sources to enable the production of statistics about traffic for Great Britain. To produce the current suite of traffic statistics data, counts are needed about traffic on different types of roads (urban, rural, A roads, B roads etc) in different parts of the country and about the different types of vehicles on these roads.
Quality:	In summary, the general manual traffic count process across England and Wales starts with: • A manual traffic count is carried out by enumerators by the road side (occasionally by video camera); • Ranging from 1-2 enumerators for quiet roads up to 6-7 enumerators for very busy dual carriageways); • The count is of traffic in both directions, by vehicle type (11 categories, from pedal cycle to articulated 6+ axle goods vehicles);

- Takes place for 12 hour periods; 7am to 7pm;
- On single days during the period from mid-March to Mid-July, or from early-September to end-October, excluding bank holidays and school holidays, which are deemed neutral days;
- The date for each count is set by the DfT;
- For major roads (motorways and A roads) counted on 'links'; around 1,100 major road links in Wales; 60 per cent of these links are counted every year, rest less frequently, down to once every 8 years for the least busy; and
- For minor roads, just a sample of sites counted; around 700 sites in Wales; and around a third of these counted each year.

So it can be seen that the manual traffic counts is based on (1) the assumption that one day's observations will provide a good guide to traffic flows over the whole year for major roads. The 12 hour counts are expanded using information from automatic traffic counters (ATCs) to produce 24 hour values, which adjusts in part for the single data observation, alongside the use of neutral days.

It also involves (2) a methodology for 'grossing-up' the results from one day's observations at around 230 minor road sites in Wales to estimate the levels and changes in road traffic across all the 30 thousand miles of B, C and minor roads in Wales.

A short paper outlining the full methodology used to calculate annual traffic estimates, is available at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/192478/road-traffic-notes-definitions.pdf

Links to further information:

Further details for Wales in Road Traffic:
http://wales.gov.uk/topics/statistics/headlines/transport2012/121220/?lang=en

DfT publications on traffic:
https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics

This site enables the user to view and download estimated traffic flows on every link of the 'A' road and motorway network in Great Britain (and excludes minor roads). The data are for the years 1999 to 2012.
http://www.dft.gov.uk/traffic-counts/download.php

Indicator 8.1 Percentage of scheduled bus services to arrive punctually (between 1 min early and 5 minutes late)

Note that the figures shown from the 2007 bus punctuality survey are now out-of-date. These figures have been complemented by information from the 2010 Bus Passenger Survey, which is described above

Indicator 8.2 Percentage of rail services that operate within 10 minutes of scheduled time
Indicator 8.3 Percentage of Arriva Trains Wales services that operate within 5 minutes of scheduled time
Indicator 8.4 Percentage of Arriva Trains Wales services that operate reliably

Source: Office of Rail Regulation (ORR)

Status: Official statistics

Description: Public performance measure (PPM) is an indication of the actual performance of Britain's passenger railways. It combines figures for

punctuality and reliability into a single performance measure. It covers all scheduled services, seven days a week and measures the performance of individual trains against their planned timetable (the published timetable with amendments reflecting pre-published engineering amendments); PPM is, therefore, the percentage of trains 'on time' compared to the total number of trains planned.
A train is defined as on time if it arrives within five minutes of the planned destination arrival time for regional operators (like Arriva Trains Wales); or ten minutes for long distance operators (like FGW). Where a train fails to run its entire planned route, calling at all timetabled stations, it will either be shown as cancelled (if it runs less than half its planned mileage) or will be added to the trains in the 'Significantly late' lateness band. Trains which complete their journey as planned are measured for punctuality at their final destination.

Quality: A train's performance is generally recorded by the automated monitoring systems which log performance using the signalling equipment.
To see how the statistics from the ORR comply with National Statistics Code of Practise see:
http://www.rail-reg.gov.uk/server/show/nav.2255

Links to further information: A link to 'National Rail Trends' data portal:
http://dataportal.orr.gov.uk/displayreport/report/html/c65f7401-9128-4775-9907-7f0ae424dddd

Indicator 8.7 Percentage travel time reliability on key sections of the trunk road network for both cars and HGV's

This is indicator is currently under development

Indicator 8.8 Road freight tonnage by commodity, origin and destination

Indicator 8.9 Non-road freight tonnage by mode

This is indicator is currently under development

Indicator 8.10 Proportion of trunk and local authority road network in need of further investigation due to its condition.

Source: The information is based on the performance indicator data for local authorities in Wales, compiled by the Local Government Data Unit ~ Wales together with administrative data compiled for the management of the trunk road and principal road networks in Wales.

Status: Official statistics

Description: Some definitions:
Trunk roads are owned, managed and maintained by Central Government. In Wales they are the responsibility of the Welsh Government. These are strategic roads with a high proportion of long distance traffic. They include almost all motorways and some "A" roads.
Non-trunk roads are the responsibility of local authorities; they cover the non-trunk principal roads, that is "A" roads; the "B" and "C" roads; and

the unclassified minor road network.
The structural condition of trunk roads. This is done with a Deflectograph, a lorry-based machine that measures the deflection of the road as the vehicle passes over it. This information is used to calculate the road's structural capacity and residual life. Deflectograph surveys are not used for non-flexible (e.g. concrete) roads, or for elevated carriageways. Currently the condition of the trunk road network in Wales is only reported on the basis of Deflectograph.

The surface condition of the road, for example the degree of cracking or rutting of the road surface. This is measured in two ways: The *first method* uses machine-based surveys of surface condition using a vehicle mounted with lasers, video and inertial measurement. The methodology (for both machinery used and the survey process) is called "SCANNER" for roads in Wales. A SCANNER-based condition indicator for the trunk road network in Wales is currently being developed.

Quality: The information is based on the performance indicator data for local authorities in Wales, compiled by the Local Government Data Unit ~ Wales together with administrative data compiled for the management of the trunk road and principal road networks in Wales.

Links to further information: Welsh Government Statistical Bulletin on road conditions:
http://wales.gov.uk/topics/statistics/headlines/trans2009/hdw200912102/?lang=en
DfT publications on road conditions:
https://www.gov.uk/government/organisations/department-for-transport/series/road-conditions-statistics

Indicator 10.2 The proportion of tourist trips made using public transport

Source: UK tourism survey

Status: Official statistics

Description: UKTS now comprises:

- 100,000 face-to-face interviews per annum, conducted in-home, giving a weekly sample size of around 2,000 adults aged 16 or over - representative of the UK population in relation to various demographic characteristics including gender, age group, socio-economic group, and geographical location.
- Respondents are asked about any overnight trips taken in the last four weeks and survey outputs provide data from May 2005 for total number of trips, nights spent, breakdown of expenditure, purpose of trip, accommodation used and party composition on each trip by destination.

Quality: The UKTS results for 2005 are not comparable with those from previous years.
The data do not cover travel by day visitors or by overseas visitors
Further information about the UKTS can be found at:
http://new.wales.gov.uk/topics/tourism/research/tourisminwales/volumeandvalue/?lang=en

Links to further information: Visit Britain with links to the result of the UK tourism survey: "The UK Tourist - Statistics 2009"
http://www.visitbritain.org/insightsandstatistics/domesticvisitorstatistics/index.aspx
A link to general research results about tourism in Wales, including links to the results of the UK tourism survey for destinations in Wales.
http://wales.gov.uk/topics/tourism/research/tourisminwales/?lang=en

Indicator 11.1 The percentage use of sustainable resources in constructing and maintaining transport infrastructure.

This indicator will be developed as data is collected form new transport infrastructure projects carried out by the Welsh Government.

Indicator12.1 Greenhouse gas inventories for the transport sector
Indicator14.1 Emissions of air pollutants (sulphur dioxide, nitrogen oxides, fine particulates, Non Methane Volatile Organic Compounds, carbon monoxide, ammonia) apportioned to the transport sector

Source:	National Atmospheric Emissions Inventory (NAEI) - maintained by Ricardo-AEA
Status:	National Statistics
Description:	See link below for full details
Quality:	See link below for full details
Links to further information:	Here is the link to the reports on the NAEI website: http://naei.defra.gov.uk/reports/index