ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin

Llywodraeth Cymru Welsh Government

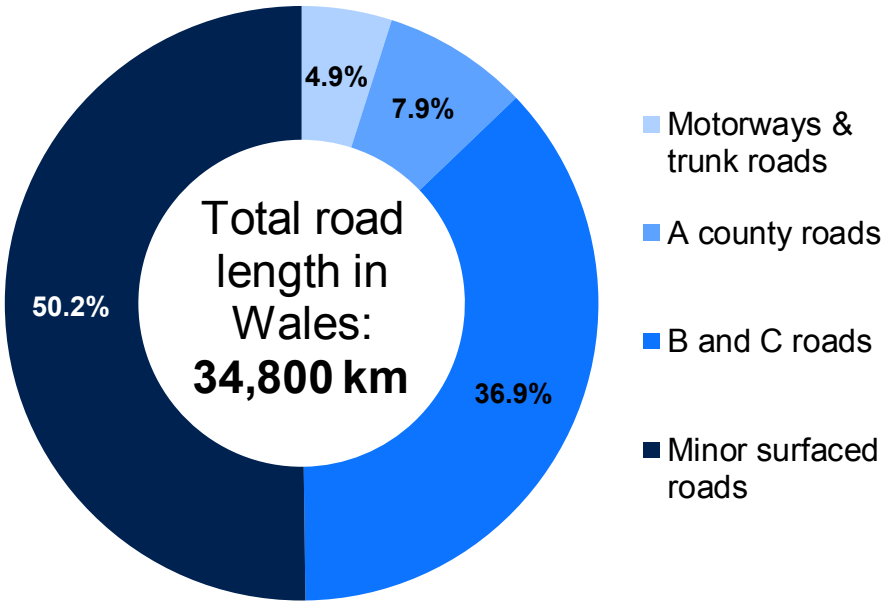
Road Lengths and Conditions, 2017-18

31 May 2018
SB 35/2018

Key points

- The total road length in Wales in 2017-18 was approximately 34,800 km, an increase of 0.3 per cent on the year before (table 1).
- Powys contains the largest road network of the Welsh local authorities. It has the highest proportion of all trunk roads (27.3 per cent), B and C roads (21.1 per cent) and minor surfaced roads (12.2 per cent) and accounts for 15.8 per cent of the total road length of Wales (table 2).
- In 2017-18, 4.9 per cent of the motorway network and 1.8 per cent of the trunk road network required close monitoring of structural condition, this compares to 4.7 per cent and 1.9 per cent respectively in 2016-17 (table 5).
- During 2016-17 Powys had the highest proportion of road network in poor condition, 18.8 per cent (table 4).

Chart 1: Total road length in Wales by road classification, 2017-18



About this bulletin

This annual Statistical Bulletin presents information about the length and condition of roads in Wales and includes data up to the financial year 2017-18. Data from this bulletin, and historical data, can be found on StatsWales.

Definitions

Definitions of road classifications can be found in the supplementary information section.

In this bulletin

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Introduction

There are six classifications for surfaced roads in Wales: motorways, trunk roads, A county roads, B and C roads and minor surfaced roads. The Welsh Government is the highway authority for motorways and trunk roads, while A county, B, C and minor surfaced roads are the responsibility of local authorities.

Road lengths

This section deals with total road lengths for all classes of roads within Wales. The motorway and trunk road network are the shortest, at 133.0 km and 1,576.3 km respectively, and have remained at broadly the same levels since 1997[1]. The last increase in the motorway network occurred when the second Severn Crossing was opened during 1996-97. Compared with 1995-96, before the second Severn Crossing was opened, the Welsh road network has increased by 628.3 km (1.8 per cent).

Motorway and trunk roads make up less than five per cent of the total road length in Wales, but since they account for over 37 per cent of the total volume of traffic, their importance to the Welsh economy is significant. In 2016 the volume of traffic on these roads was over 10 billion vehicle kilometres (3.70 billion on the motorway and 7.15 billion on trunk roads).

At a local authority level, Powys has the longest road network with 5,501.7 km of road, followed by Carmarthenshire at 3,619.5 km. The bulk of the networks in these two authorities are minor roads (categories B, C and minor surfaced). Newport has the longest stretch of motorway (25.2 km), which accounts for 18.9 per cent of the total motorway in Wales (table 2).

The dual carriageway network makes up 1.6 per cent of the total road network. Flintshire has the greatest length at 58.2 km, 10.3 per cent of the total dual carriageway in Wales (table 3).

Table 1: Road length by road class in Wales, 1995-96 and 2013-14 to 2017-18 (a)

Kilometres

	Motorway (b)	Trunk		A county	B and C	Minor surfaced	**Total**
		Total	of which: dual carriageway				
1995-96	125.0	1,582.4	253.1	2,692.1	12,697.7	16,945.2	**34,167.4**
2013-14	133.0	1,576.2	350.5	2,751.9	12,812.8	17,185.7	**34,459.6**
2014-15	133.0	1,576.2	350.5	2,751.1	12,816.8	17,220.7	**34,497.9**
2015-16	133.0	1,576.2	350.5	2,752.9	12,835.5	17,346.7	**34,644.4**
2016-17	133.0	1,576.2	350.5	2,759.5	12,843.8	17,371.2	**34,683.7**
2017-18	133.0	1,576.3	350.5	2,762.9	12,854.3	17,469.3	**34,795.7**

Notes: **Source: Welsh Government**

(a) At 1 April of each year. Excludes trunk slip and link roads. The introduction of Geographic Information Systems in some local authorities has resulted in significant revisions to figures for some road classes in recent years. Figures may not match totals due to rounding.

(b) Changes to data from year 2017-18 is due to improved methodology, not to new roads built.

[1] The full dataset is available on StatsWales.

Table 2: Road length by class and local authority 2017-18 (a)

Kilometres

Local Authority	Motorway	Trunk (excluding motorway)		A county		B and C		Minor surfaced		All roads	
		Total	of which built-up [(b)]	Total	of which built-up [(b)]	Total	of which built-up [(b)]	Total	of which built-up [(b)]	Total	of which built-up [(b)]
Isle of Anglesey	0.0	36.4	1.9	145.5	28.1	484.4	59.6	557.2	179.6	**1,223.5**	**269.1**
Gwynedd	0.0	216.6	13.7	330.5	71.5	1,064.9	104.3	1,321.2	345.9	**2,933.2**	**535.4**
Conwy	0.0	123.9	19.1	116.0	51.0	661.5	99.9	786.3	406.9	**1,687.7**	**576.9**
Denbighshire	0.0	72.1	7.2	139.8	29.7	655.3	49.9	622.1	221.0	**1,489.3**	**307.8**
Flintshire	0.0	47.7	2.2	152.0	64.1	340.5	111.2	679.6	424.9	**1,219.8**	**602.4**
Wrexham	0.0	30.7	0.6	110.0	30.7	513.0	126.4	517.4	295.7	**1,171.1**	**453.4**
Powys	0.0	430.6	40.0	238.2	30.0	2,706.1	112.2	2,126.8	218.5	**5,501.7**	**400.7**
Ceredigion	0.0	114.1	30.4	158.3	34.4	1,166.6	100.8	826.1	124.7	**2,265.1**	**290.3**
Pembrokeshire	0.0	120.0	20.0	160.3	52.9	1,220.5	164.9	1,092.0	314.3	**2,592.8**	**552.1**
Carmarthenshire	4.7	146.6	20.2	250.7	91.5	1,613.6	194.5	1,603.9	402.0	**3,619.5**	**708.2**
Swansea	15.4	0.0	0.0	102.3	63.1	231.2	116.6	774.0	632.3	**1,122.9**	**812.0**
Neath Port Talbot	18.5	25.2	0.3	118.0	66.3	116.1	68.8	596.0	476.1	**873.8**	**611.5**
Bridgend	17.9	0.0	0.0	104.0	52.3	139.0	83.3	537.3	434.9	**798.2**	**570.5**
Vale of Glamorgan	3.6	0.0	0.0	73.9	21.4	369.1	53.5	591.8	373.4	**1,038.4**	**448.3**
Rhondda Cynon Taf	9.7	29.0	0.0	165.4	76.1	199.7	127.8	920.4	784.6	**1,324.2**	**988.5**
Merthyr Tydfil	0.0	36.6	0.3	27.6	22.2	49.9	37.8	222.0	191.5	**336.1**	**251.8**
Caerphilly	0.0	4.5	0.0	96.6	30.4	217.2	130.0	857.7	694.6	**1,176.1**	**855.0**
Blaenau Gwent	0.0	9.6	0.0	45.2	26.8	66.6	49.8	389.7	387.8	**511.1**	**464.4**
Torfaen	0.0	14.0	1.3	26.3	16.2	101.6	70.8	314.0	280.7	**455.9**	**369.0**
Monmouthshire	21.5	101.8	5.3	58.7	14.9	610.1	64.4	839.0	189.9	**1,631.1**	**274.5**
Newport	25.2	8.8	0.0	51.3	29.3	189.1	71.8	414.8	346.5	**689.2**	**447.6**
Cardiff	16.5	8.1	0.0	92.2	58.5	138.3	97.9	880.0	869.1	**1,135.1**	**1,025.5**
Wales	**133.0**	**1,576.3**	**162.5**	**2,762.9**	**961.5**	**12,854.3**	**2,096.1**	**17,469.3**	**8,594.7**	**34,795.7**	**11,814.8**

Notes:

Source: Welsh Government

(a) At 1 April. Excludes trunk slip and link roads. Figures may not match totals due to rounding.
(b) Roads with a speed limit of 40 mph or less. Previously referred to as 'urban'.

Table 3: A road lengths, by road type and local authority, 2017-18 (a)

Kilometres

Local Authority	Trunk (excluding motorway)				A county				All roads [b]	
	Single carriageway		Dual carriageway		Single carriageway		Dual carriageway		Single carriageway	Dual carriageway
	Built-up [c]	Non built-up	Built-up [c]	Non built-up	Built-up [c]	Non built-up	Built-up [c]	Non built-up		
Isle of Anglesey	1.6	1.7	0.3	32.8	28.1	117.5	0.0	0.0	**1,190.5**	**33.1**
Gwynedd	13.7	187.1	0.0	15.8	71.5	259.0	0.0	0.0	**2,917.4**	**15.8**
Conwy	19.1	71.0	0.0	33.8	42.3	65.0	8.7	0.0	**1,644.1**	**43.6**
Denbighshire	7.2	50.4	0.0	14.5	29.7	104.5	0.0	5.6	**1,469.2**	**20.1**
Flintshire	2.2	8.2	0.0	37.3	61.4	70.0	2.7	17.9	**1,161.6**	**58.2**
Wrexham	0.6	11.4	0.0	18.7	28.0	71.7	2.7	7.6	**1,142.1**	**29.0**
Powys	40.0	383.5	0.0	7.1	30.0	208.2	0.0	0.0	**5,494.6**	**7.1**
Ceredigion	30.4	83.3	0.0	0.4	34.4	123.9	0.0	0.0	**2,264.7**	**0.4**
Pembrokeshire	19.4	99.3	0.6	0.7	52.5	107.4	0.4	0.0	**2,591.1**	**1.7**
Carmarthenshire	19.6	79.8	0.6	46.6	88.9	158.1	2.6	1.1	**3,563.5**	**51.3**
Swansea	0.0	0.0	0.0	0.0	45.2	34.1	17.9	5.1	**1,084.5**	**23.0**
Neath Port Talbot	0.0	0.0	0.3	24.9	58.9	41.9	7.4	9.8	**812.3**	**43.0**
Bridgend	0.0	0.0	0.0	0.0	49.5	35.0	2.8	16.7	**759.7**	**20.6**
Vale of Glamorgan	0.0	0.0	0.0	0.0	20.7	48.5	0.7	4.0	**1,030.1**	**4.7**
Rhondda Cynon Taf	0.0	7.3	0.0	21.7	73.3	82.3	2.8	7.0	**1,282.4**	**32.1**
Merthyr Tydfil	0.0	17.1	0.3	19.2	21.3	5.4	0.9	0.0	**315.1**	**21.0**
Caerphilly	0.0	0.0	0.0	4.5	29.3	49.0	1.1	17.2	**1,151.9**	**24.1**
Blaenau Gwent	0.0	9.6	0.0	0.0	26.8	18.4	0.0	0.0	**511.1**	**0.0**
Torfaen	0.0	0.0	1.3	12.7	14.1	8.8	2.1	1.3	**438.5**	**17.4**
Monmouthshire	5.3	53.4	0.0	43.1	14.9	42.7	0.0	1.1	**1,565.4**	**44.2**
Newport	0.0	2.0	0.0	6.8	20.5	7.3	8.8	14.7	**633.7**	**30.3**
Cardiff	0.0	1.6	0.0	6.5	43.8	8.7	14.7	25.0	**1,071.7**	**46.9**
Wales	**159.1**	**1,066.7**	**3.4**	**347.1**	**885.1**	**1,667.3**	**76.3**	**134.1**	**34,095.1**	**567.6**

Notes:

(a) At 1 April. Excludes trunk slip and link roads. Figures may not match totals due to rounding.

(b) Includes figures for B, C and minor surfaced roads.

(c) Roads with a speed limit of 40 mph or less. Previously referred to as 'urban'.

Source: Welsh Government

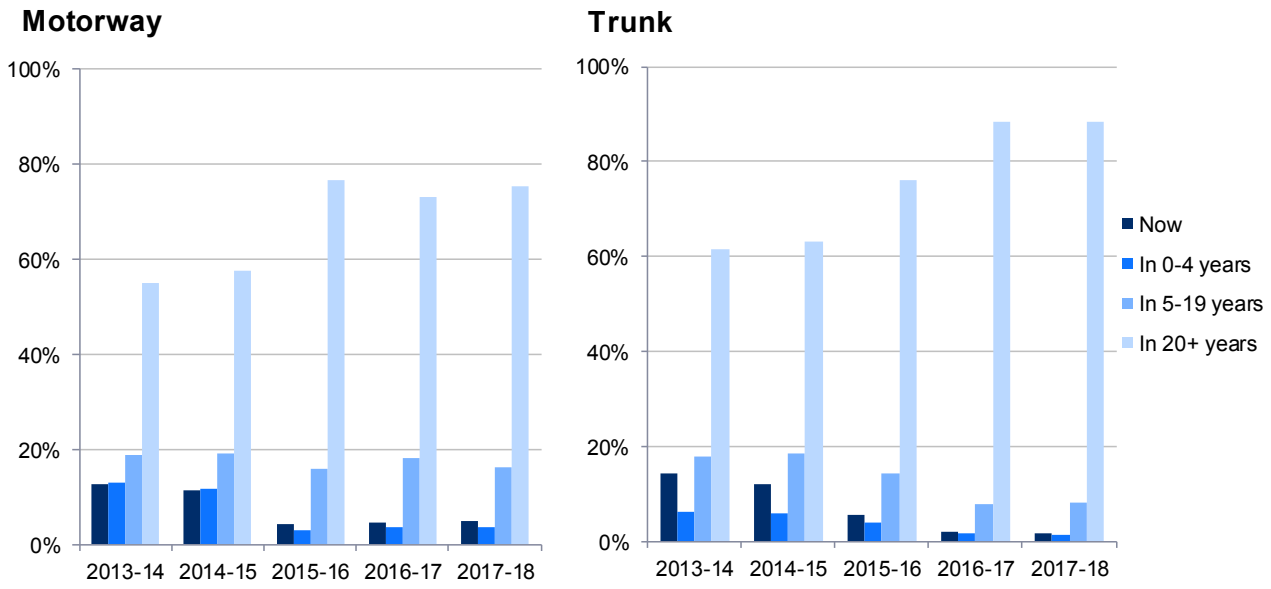
Road conditions in Wales

Structural condition

This section deals with the condition of the road network, which is surveyed each year to ascertain its state of repair in terms of its structural condition. Using the new methodology (see supplementary information for further details), 4.9 per cent of the motorway and 1.8 per cent of the trunk road network is currently in need of close monitoring - . The survey also showed that in the next 4 years 3.7 per cent of the motorway and 1.6 per cent of trunk roads will be in need of close monitoring. The majority of the network is currently in good condition and it is estimated that 75.3 per cent of the motorway and 88.5 per cent of trunk roads will not be in need of close monitoring for at least 20 years (table 5).

One factor that affects the condition of roads is the volume of traffic and in recent years it has increased in line with the economic recovery. Traffic volume on the motorway in 2016 was 3.70 billion vehicle kilometres. This is the highest recorded figure, surpassing the previous peaks in 2007 and 2015 of 3.47 and 3.68 billion vehicle kilometres respectively. Traffic volumes on non built-up trunk roads in 2016 were at the highest recorded level over the last 10 years (6.66 billion vehicle kilometres), while built-up trunk roads have shown little variation over the last 10 years with traffic volumes of 0.48 billion vehicle kilometres. Traffic per length of road is far higher on motorways when compared with trunk roads, county roads and minor roads.

Chart 1: Proportion of motorway and trunk roads in Wales requiring close monitoring of structural condition, 2013-14 to 2017-18 (a)



Notes: Source: Welsh Government

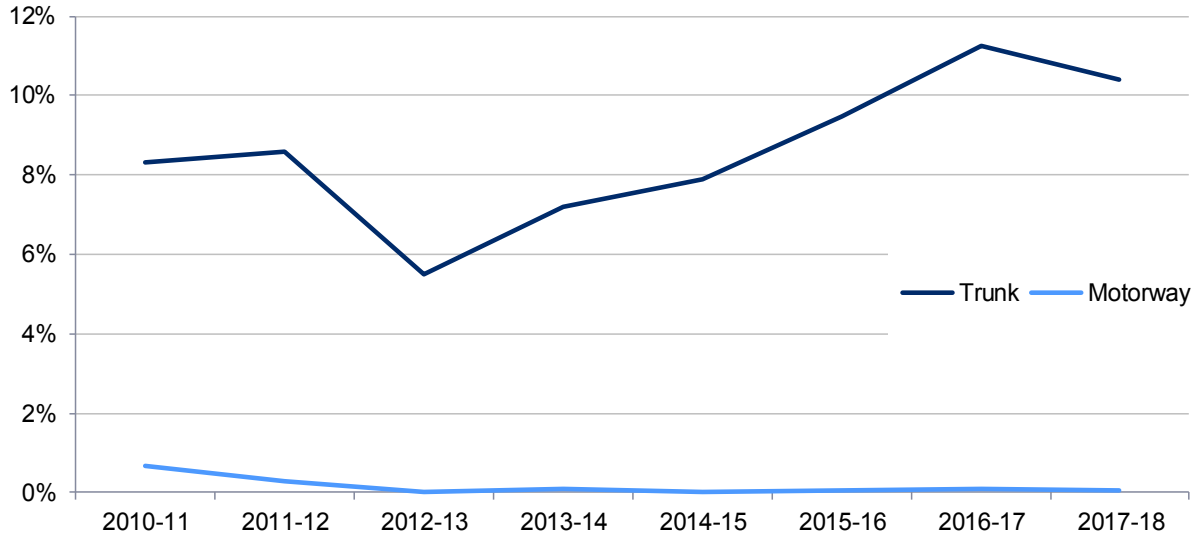
(a) Calculated using Deflectograph. From 2015-16, figures calculated using new methodology (Pandef processing software). The structural condition of a section of road is in need of close monitoring when it has a negative residual life. Figures are for the whole flexible network. Excludes concrete pavements and elevated carriageways. Data tables can be found at the end of the bulletin.

Skidding resistance

Skidding resistance relates to wet or damp road surfaces. It reflects the condition of the road surface by measuring resistance between the vehicle's tyres and the road when accelerating, breaking or cornering. Testing takes place after the road surface has been pre-wetted, as road surfaces exhibit least friction and skid resistance when wet. Testing of dry road surfaces does take place from time to time, however it does not form any part of the routine skid resistance monitoring that takes place on the road network. It is assumed that in dry conditions all clean road surfaces have a high skidding resistance.

The skidding resistance of the M4 is of a high standard with less than 0.1 per cent surveyed found to be at or below investigatory level in 2017-18. Less than 1 per cent of the surveyed motorways have been found to be at or below investigatory level for each of the last 10 years. For the trunk road network, 10.4 per cent was found to be at or below investigatory level in 2017-18, a decrease from 11.3 per cent since 2016-17 (table 6).

Chart 2: Proportion of motorway and trunk roads in Wales surveyed at or below investigatory level for skidding resistance, 2010-11 to 2016-17 (a)



Notes: Source: Welsh Government

(a) 'At or below investigatory level' does not mean the roads are unsafe; it indicates a need for further investigation to determine the need for maintenance of that section of road. Data tables can be found at the end of the bulletin.

Local authority road conditions

Local Authorities are responsible for A county roads, B and C roads and minor surfaced roads that they have adopted. These roads account for around 33,000 km (95 per cent) of the road network in Wales (table 2).

In 2016-17, Powys had the highest percentage of its road network in need of further investigation (18.8 per cent) followed by Ceredigion (13.4 per cent) and Wrexham (12.2 per cent). Powys is responsible for the largest road network in Wales (5,071.1 km in total, of which 2,944.3 km are A, B and C roads), followed by Carmarthenshire (3,468.2 km in total, of which 1,864.3 km are A, B and C roads) (table 2).

Table 4: Road Condition: Proportion of Local Authority road network in poor condition, 2014-15 to 2016-17 (a)

Per cent

	Percentage of A county, B and C roads in poor condition (b)		
Local Authority	**2014-15**	**2015-16**	**2016-17**
Isle of Anglesey	10.9	8.9	6.9
Gwynedd	9.2	10.7	11.0
Conwy	10.7	9.4	10.0
Denbighshire	8.7	8.4	7.0
Flintshire	4.5	4.0	3.4
Wrexham	13.8	12.8	12.2
Powys	19.7	19.0	18.8
Ceredigion	15.0	13.2	13.4
Pembrokeshire	9.1	6.6	6.9
Carmarthenshire	11.9	10.7	9.2
Swansea	4.8	5.1	5.1
Neath Port Talbot	5.6	4.3	3.9
Bridgend	7.8	7.0	6.6
The Vale of Glamorgan	9.9	9.2	8.5
Rhondda Cynon Taf	9.3	8.6	7.2
Merthyr Tydfil	5.9	5.1	5.1
Caerphilly	7.0	6.6	6.5
Blaenau Gwent	6.4	4.8	4.5
Torfaen	5.7	5.4	4.6
Monmouthshire	9.7	9.2	6.3
Newport	7.9	5.3	5.7
Cardiff	6.8	5.2	6.1
Wales	**11.9**	**11.2**	**10.7**

Source: Data Cymru, Performance Indicators THS/012

Notes:

(a) Data for 2017-18 due to be published in July 2018 and will then be updated on StatsWales.

(b) 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.

Data tables

Table 5: Motorway and trunk roads in Wales requiring close monitoring of structural condition, 2013-14 to 2017-18 (a)

Per cent

Road class	Percentage of network surveyed [b]	Percentage of network requiring close monitoring [c]			
		Now	In 0-4 years	In 5-19 years	In 20+ years
Motorway					
2013-14	69	12.8	13.0	19.0	55.0
2014-15	87	11.5	11.9	19.1	57.6
2015-16	87	4.3	3.0	15.9	76.8
2016-17	97	4.7	3.8	18.3	73.2
2017-18	99	4.9	3.7	16.1	75.3
Trunk					
2013-14	68	14.3	6.2	17.9	61.5
2014-15	93	12.2	6.1	18.6	63.2
2015-16	93	5.7	3.9	14.2	76.2
2016-17	80	1.9	1.7	7.9	88.5
2017-18	85	1.8	1.6	8.2	88.5

Notes: **Source: Welsh Government**

(a) Calculated using Deflectograph. From 2015-16, figures calculated using new methodology (Pandef processing software). The structural condition of a section of road is in need of close monitoring when it has a negative residual life. Figures are for the whole flexible network.

(b) Excludes concrete pavements and elevated carriageways.

(c) Percentages may not add up to 100 per cent due to rounding.

Table 6: Skidding resistance of motorway and trunk roads in Wales, 2008-09 to 2016-17 (a)

Kilometres and per cent

Road class	Total length of network (km)	Length surveyed (km)	Percentage of total length surveyed	Percentage of length surveyed at or below investigatory level [b]
Motorway				
2008-09	364	311	85	0.2
2009-10	..	..	..	..
2010-11	361	279	77	0.7
2011-12	391	302	77	0.3
2012-13	395	318	80	0.0
2013-14	395	327	83	0.1
2014-15	327	327	100	0.0
2015-16	327	326	100	0.1
2016-17	327	326	100	0.1
2017-18	327	327	100	0.0
Trunk				
2008-09	3,104	2,972	96	9.5
2009-10	..	..	..	..
2010-11	3,108	3,108	100	8.3
2011-12	3,160	2,934	93	8.6
2012-13	3,218	3,035	94	5.5
2013-14	3,218	3,141	98	7.2
2014-15	3,243	3,193	98	7.9
2015-16	3,261	3,071	94	9.5
2016-17	3,229	3,044	94	11.3
2017-18	3,229	3,063	95	10.4

Notes: **Source: Welsh Government**

(a) Figures relate to lane 1 of the road network. Skid resistance is measured in both directions for two-way carriageway. Slip roads and roundabouts are included. Exceptions can occur where testing speeds or conditions invalidate data and are not included in the measurement

(b) 'At or below investigatory level' does not mean the roads are unsafe; it indicates a need for further investigation to determine the need for maintenance of that section of road.

.. Data not available

Supplementary information

Context – related publications

The Welsh Government publishes data on the volume of road traffic.

The Department for Transport (DfT) also produces a series of road length statistics which provide estimates of the length of all roads maintained at public expense in Great Britain, by road category and region. Separately, the Department for Transport (DfT) also produces a series of road condition statistics which provide information on the condition of local authority roads, motorways and trunk roads in England.

Data source

Most information on road lengths is submitted annually to the Welsh Government by each of the 22 Welsh local authorities. Data as at 1 April of a given year are used for the financial year that concluded on the previous day.

The estimates of structural road condition are derived from the National Roads Maintenance Condition Survey (NRMCS).

The local authority road condition information is based on the performance indicator data for local authorities in Wales, compiled by the Data Cymru, together with administrative data compiled for the management of the trunk road and principal road networks in Wales.

Definitions

Motorway: Roads identified as M on road signs and which are reserved for use by certain types of traffic only. The A48(M) is included in this group. The data are provided by the Welsh Government's Network Management Division.

Trunk roads: Trunk roads comprise the national network of strategic routes which cater for the through movement of long distance traffic for which the Welsh Government is the highway authority. The network comprises some of the all-purpose roads (A roads), which are open for use by all classes of traffic, and special roads such as motorways (which are separately identified in the tables). For all other public roads the local authorities are the highway authorities. The map on the next page displays the trunk road network in Wales.

A county roads: Also known as Principal classified roads. Roads of regional and urban strategic importance.

B and C roads: Also known as Non-principal classified roads. These distribute traffic to urban and rural localities.

Minor surfaced roads: Also known as Unclassified. These are local distributor and access roads.

Deflectograph surveys: Information on the structural condition of major roads is usually collected by means of Deflectograph Surveys. A Deflectograph is an automated technique for measuring the deflection of a road surface under a standard load. Software such as Deflec and Pandef has been developed to allow the structural condition of the road to be derived from the measured deflections, given certain data about the construction of the road and about the traffic loading.

Residual life: The residual life of a road is the expected period before its structure reaches an ‘investigatory condition’. The point at which close monitoring of structural condition should start is defined to be when residual life falls below zero, i.e. there is a negative residual life.

Methodology – road condition survey

The Deflectograph is used to assess the structural condition of flexible road surfaces. It works on the principle that as a loaded wheel passes over the road surface, the road surface deflects and the size of the deflection is related to the strength of the road surface layers and subgrade.

The assessment procedure used depends on the type and its mode of deterioration. Some thick well-constructed flexible road surfaces with asphalt base have been found not to deteriorate in the conventional way and with timely attention to surface defects can have a long but indeterminate life.

The Deflectograph measures the amount a flexible or flexible-composite road surface bends under the weight of a standard axle. This information is integrated with details of the road surface construction and present and future traffic flows to determine the residual life of the road surface and the recommended overlay.

Deflectograph surveys are undertaken annually on the Welsh Government trunk road network and are conducted in March through to mid-June and mid-September to the end of October.

In past years there have been two main methods of processing Deflectograph data. WG has made use of the Deflec method, which has processed all of the surveys up to 2014-15. This has become superseded by the Pandef method of processing.

The Pandef processing system is a further software development refined in the 2000s to take account of ‘long-life’ roads. These refer to roads with a continuous bituminous thickness of greater than 300mm, and categorise roads with 200mm-300mm bituminous thickness as ‘potentially long-life’, if they display low deflection.

The Pandef calculation uses known deflection curves for specific bituminous constructions to apply to measurements extracted in the survey. Traffic rates, in particular profiles of commercial vehicles, which are categorised in greater detail than the previous Deflec calculation, are used to provide a measure of residual life. The Pandef calculation incorporates future traffic prediction and growth rates.

This change in software has aligned the Welsh Government with the rest of the UK, including Highways England and Transport Scotland.

Pandef also uses individual traffic profiles for each commercial vehicle classification, which would lead to more accurate calculations for recommendations of maintenance treatment and residual life.

Symbols

The following symbols have been used within this bulletin:

.. not available

Key quality information

This section provides a summary of information on this output against five dimensions of quality: Relevance, Accuracy, Timeliness and Punctuality, Accessibility and Clarity, and Comparability.

Relevance

The statistics are used both within and outside the Welsh Government to monitor trends road lengths and conditions and in Standard Spending Assessment (SSA) calculations, which are used to distribute funding to local authorities.

Accuracy

See section on methodology.

Timeliness and punctuality

The statistics on road lengths and conditions relate to data obtained for the financial year 2017-18. Statistics on local authority road conditions (table 4) relate to data for the financial year 2016-17 due to data not being available. Data for 2017-18 is due to be published by Data Cymru in July 2018 and will then be updated on the StatsWales table.

Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics for Wales website and is accompanied by tables on our StatsWales website.

Comparability and coherence

In past years there have been two main methods of processing Deflectograph data. WG has made use of the Deflec method, which has processed all of the surveys up to 2014-15. This has become superseded by the Pandef method of processing.

This change in software has aligned the Welsh Government with the rest of the UK, including Highways England and Transport Scotland.

It has also overcome the problem that the Deflec processing had reached the point at which its traffic model, based upon trend date, had reached its upper limit for future traffic prediction. Future prediction was no longer possible with this method of processing.

The Deflec method of processing has recently become obsolete and whilst WG had resisted the change due to the previous advantage of having the year on year comparable data, there is now a definitive requirement for change.

National Statistics status

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

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

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

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

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release includes none of the national indicators.

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

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

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

Further details

The document is available at:
https://gov.wales/statistics-and-research/road-lengths-conditions/?lang=en

Further tables of data are available on StatsWales.

Next update

May 2019 (provisional).

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to stats.transport@gov.wales.

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