



Walking and cycling in Wales: Active travel, 2016-17

30 Jan 2018
SB 10/2018

What counts as Active Travel?

“Active Travel” is walking or cycling as a means of transport; that is walking or cycling in order to get to a particular destination such as work, the shops or to visit friends. It does not cover walking or cycling done purely for pleasure, for health reasons, for training or just for walking the dog.



Within this bulletin Active Travel refers to walking or cycling for at least 5 minutes, whether for all or part of the journey, to get to a particular destination.

Key Active Travel measures

- 5% of adults cycled at least once a week for active travel purposes.
- 61% of adults walked at least once a week(r) for active travel purposes. This has fallen from 66% in 2013-14.
- Men, younger people, those without limiting illnesses and those who have qualifications were more likely than others to cycle
- Younger people, those without limiting illnesses, those with qualifications and people from urban areas were more likely than others to walk for more than 5 minutes to get to a destination.
- 44% of children actively travel to primary school, and 34% to secondary school. This was a slight reduction for primary school from 50% in 2013-14.
- Cycling to school is relatively rare, with less than 1% cycling to primary school or secondary school on a typical day.
- 78% of primary school children who lived less than a kilometre from their school sometimes walked to school.
- 86% of secondary school children who lived less than a kilometre and a half away from their school sometimes walked to school.
- There were 236 seriously injured pedal cyclists admitted to hospital.

(r) Revised 1 February 2018.

About this bulletin

The bulletin sets out a range of information about Active Travel by people in Wales during 2016-2017. This information was collected through the National Survey for Wales.

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Background

Introduction

Welsh Government policy is to encourage more walking and cycling in Wales. As part of this policy the Welsh Government is promoting Active Travel, for example through the [Active Travel \(Wales\) Act 2013](#).

This Statistical Bulletin sets out how the Welsh Government is monitoring the impact of its Active Travel policies. The aim of these policies is to persuade, and facilitate, people to walk and / or cycle for **short** journeys instead of using a car. The reasons for doing this are that: more active travel should improve people's health; and less car travel will reduce congestion and reduce CO₂ and other emissions. The aim of monitoring was, therefore, to find out the extent of Active Travel in Wales during the baseline year, 2013, and then find out how has changed over the years.

The information presented in this Statistical Bulletin was collected through the [National Survey for Wales](#) and covers a number of different aspects of Active Travel. It also summarises some information about health of people in Wales. The Welsh Government has introduced a set of questions into the National Survey for Wales from 2013 onwards because previously existing sources of information about walking and cycling did not identify the levels of, or changes in, Active Travel; nor did they accurately measure the way that children travel to school.

Policy background

The Active Travel (Wales) Act 2013 is intended to make it easier for people to walk and cycle in Wales. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling when delivering the duties under the Act.

The intention is that by facilitating connections, and information about connections between key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys.

Approach to monitoring Active Travel

The Active Travel (Wales) Act is intended to support modal shift for shorter journeys so that more people leave their cars at home, and make their journeys by active travel instead. So, for people aged 16 and over, and in the case of active travel, these objectives would mean seeing rates of walking and cycling increase year on year.

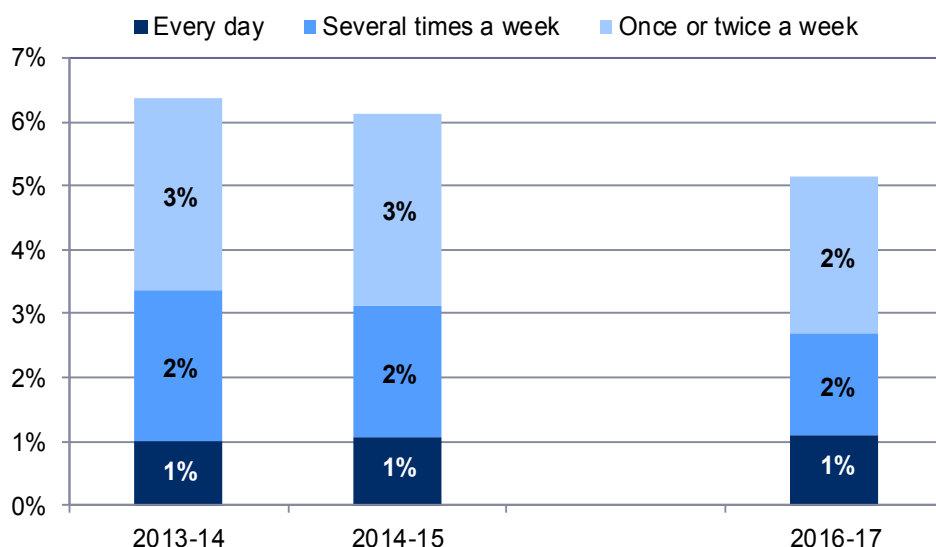
Providing the opportunity for children and young people to walk and cycle is a very important aspect of our active travel programme. However, the majority of children, especially younger children, have limited discretion over their mode of transport; it is the parent or guardian who decides whether they walk, cycle, use public transport or travel by car for any particular journey.

Section 1: Frequency of Active Travel

To monitor the proportion of people who 'actively travel', the National Survey for Wales has included questions about 'active travel' since its survey in 2013-14¹. National Survey respondents were asked how frequently they had used a bicycle or walked as a means of transport in the previous three months.

[Chart 1](#) shows how often people actively travelled by bicycle since this question was included in the National Survey, and [Chart 2](#) shows the equivalent for walking.

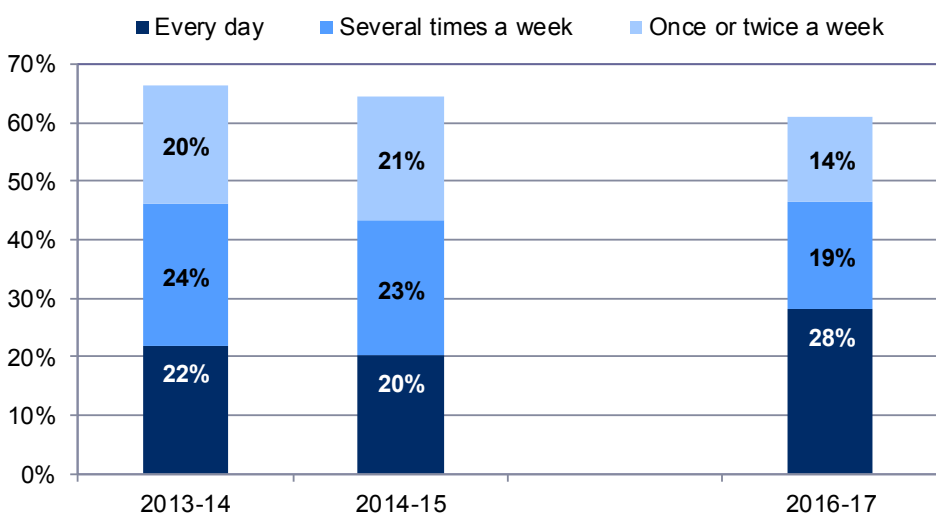
Chart 1: Frequency of Active Travel by cycling by year (a)



In 2013-14, 6% of people actively travelled by bicycle at least once a week. This was 5% in 2016-17, however this was not a statistically significant reduction.

(a) The National Survey was not carried out in 2015-16

Chart 2: Frequency of Active Travel by walking by year (a)



In 2013-14, 66% of people actively travelled by walking, in 2014-15 this was 65% and by 2016-17 this had reduced to 61%.

(a) The National Survey was not carried out in 2015-16

¹ In 2013-14 and 2014-15 a broader set of questions on active travel were included in the National Survey, this question on frequency of active travel was preceded by a question on active travel in the past 7 days. In 2016-17 this question followed a series of questions on physical activity. The context of these questions may have had a marginal effect on how some people would respond, which should be borne in mind.

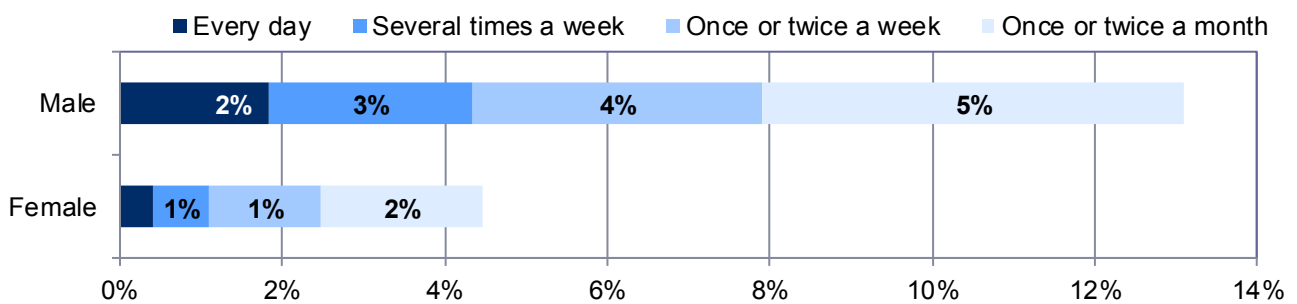
The percentage of people who frequently walked for more than 5 minutes was much higher than the percentage that frequently cycled as a means of transport. In 2016-17, 61% walked and 5% cycled more often than once or twice a week. The percentage of people who walked once a day increased by 8 percentage points in 2016-17, when compared to 2014-15.

When asked how frequently they had used a **bicycle** as a means of transport in the previous three months:

- 1% cycled every day, 2% several times a week and 2% once or twice a week (Chart 1). 4% also said that they cycled once or twice a month and 91% said they cycled less often than that or never.
- Men were significantly more likely to cycle, and to do so more frequently than women. 13% of men cycled at least once a month compared with 4% of women as shown in [Chart 3](#).

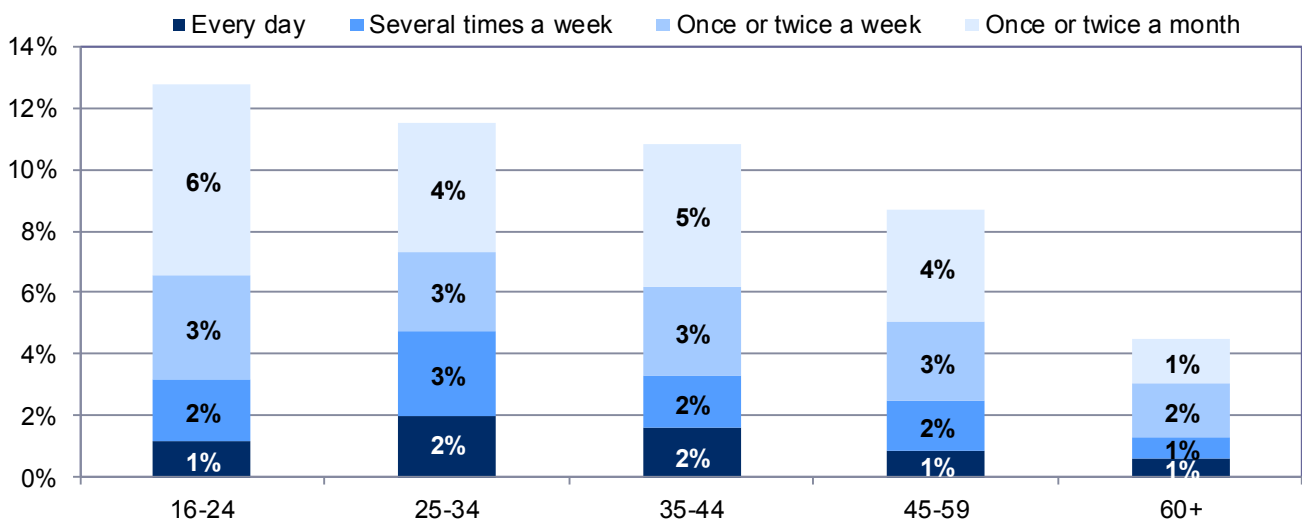


Chart 3: Frequency of Active Travel by cycling by gender



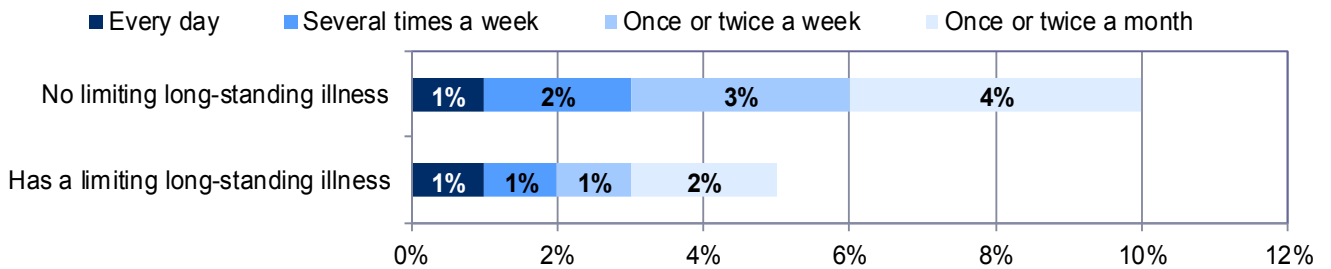
- Older people were less likely to cycle than younger people. Those aged 16-24 were most likely to cycle at least once a month, however it was those aged 25-34 who were most likely to cycle at least once a week. as shown in [Chart 4](#).

Chart 4: Frequency of Active Travel by cycling by age



- People with a limiting long-standing illness, disability or infirmity were less likely to have cycled than those without a limiting illness, as shown in [Chart 5](#) below.

Chart 5: Frequency of Active Travel by cycling by limiting long-standing illness

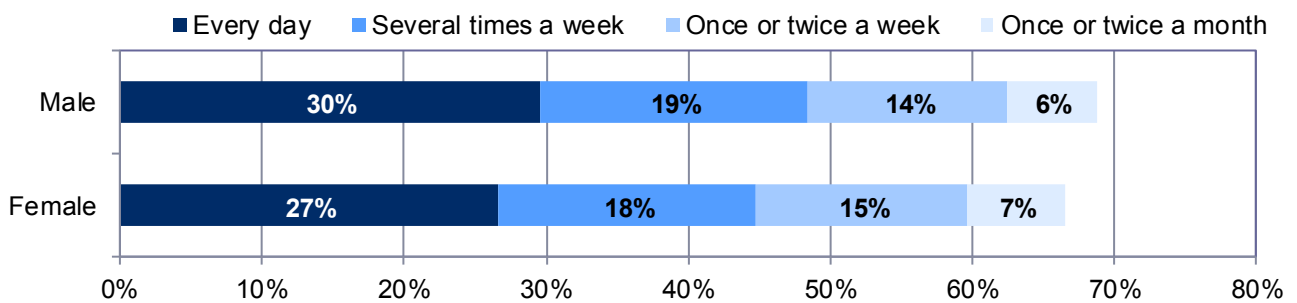


When asked how frequently they had **walked for more than 5 minutes** as a means of transport in the previous three months:

- 28% said they walked for more than 5 minutes every day, 19% several times a week and 14% once or twice a week (as shown in [Chart 2](#)). 7% also said that they walked once or twice a month and 32% said they walked less often than that or never.
- Unlike for cycling, there was no significant difference between the frequency of walking for men and women, as shown in [Chart 6](#).

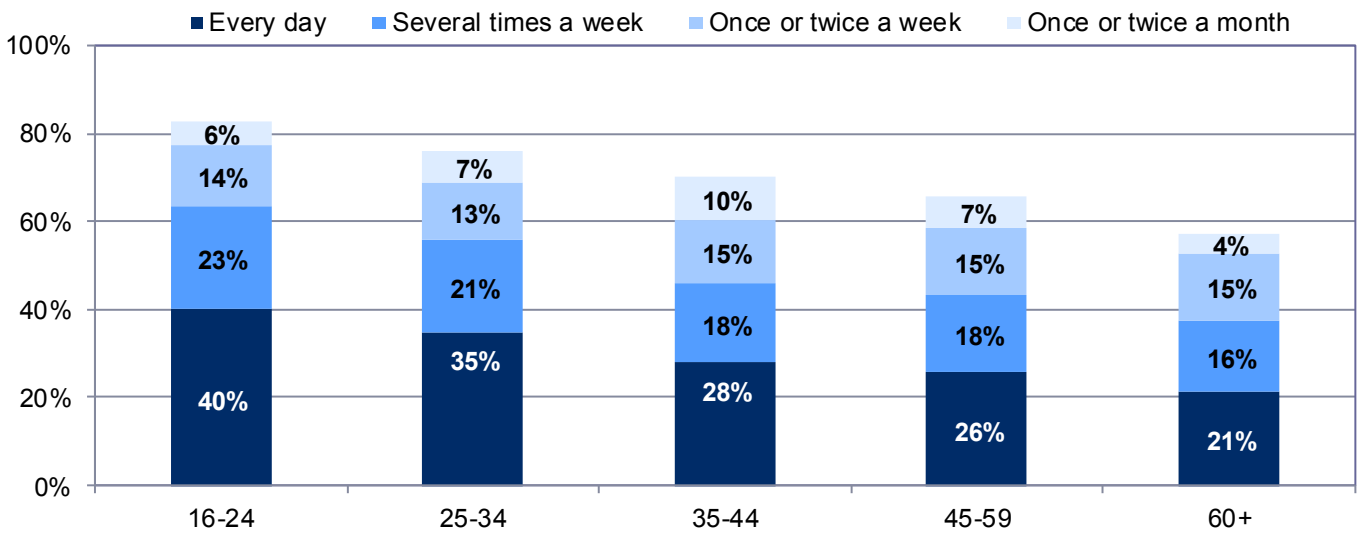


Chart 6: Frequency of active travel by walking by gender



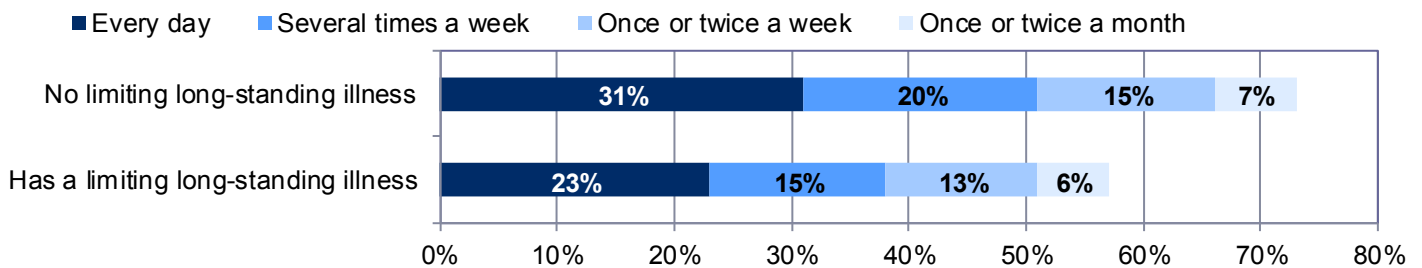
- Older people were less likely to walk for more than 5 minutes than younger people, as shown in [Chart 7](#).

Chart 7: Frequency of Active Travel by walking by age



- People with a limiting long-standing illness, disability or infirmity were less likely to walk for more than 5 minutes than those without a limiting illness, as shown in [Chart 8](#).

Chart 8: Frequency of Active Travel by walking by limiting long-standing illness



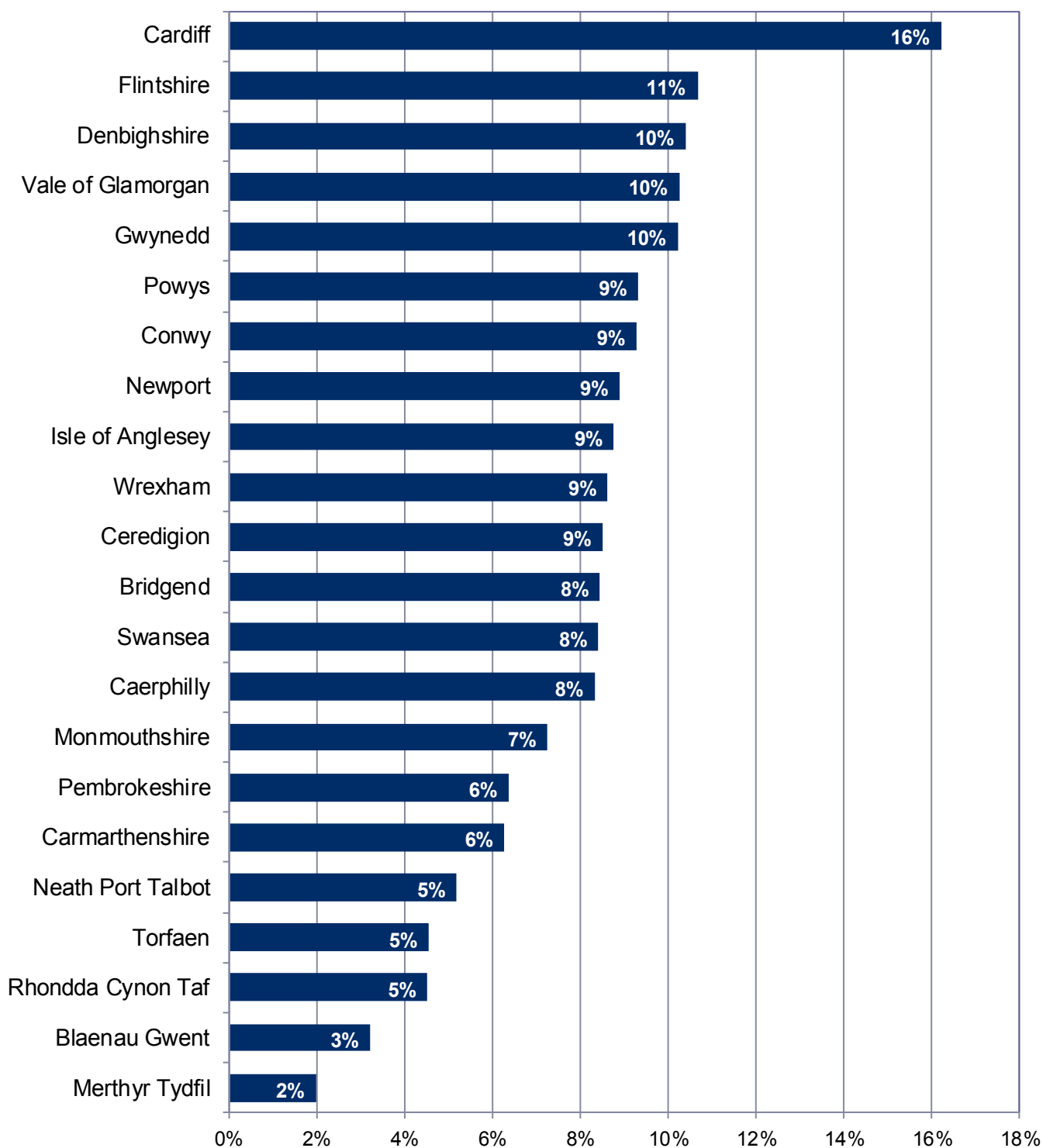
Section 2: Active Travel by local authority

The [Active Travel Act](#) places a duty on local authorities in Wales to map and plan for suitable routes for active travel, to build and improve their infrastructure for walking and cycling and to promote walking and cycling every year.



However due to the small numbers of people who cycle as a means of transport in each local authority, it is not statistically robust to present the results for cycling by all frequencies. We can however look at those who used a bicycle as a means of transport in the previous three months more frequently than once a month. The percentage of people who cycled more often than once a month, varied from 2% in Merthyr Tydfil to 16% in Cardiff as shown in [Chart 9](#) below.

Chart 9: Active travel by bicycle, more often than once a month, by local authority

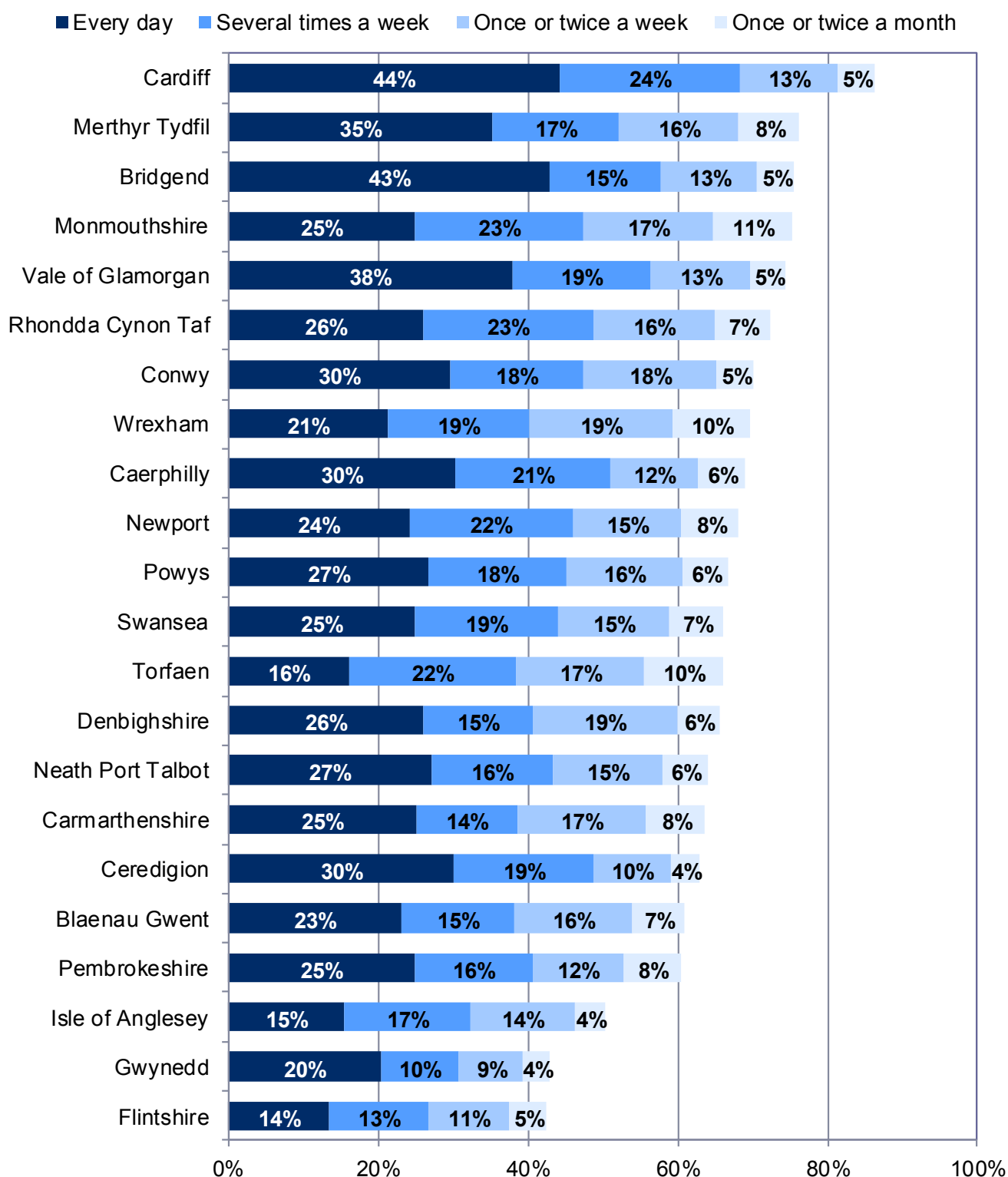


As there are greater numbers of people who walk for more than 5 minutes as a means of transport, it is possible to present the results for walking frequency for each local authority.



- The percentage of people who walked for more than 5 minutes as a means of transport, more often than once a month, varied from 42% in Flintshire to 86% in Cardiff as shown in [Chart 10](#) below.
- Cardiff was also the local authority with the highest proportion of people walking as a means of transport most frequently and Flintshire the lowest, with 44% walking every day in Cardiff and 14% doing so in Flintshire.

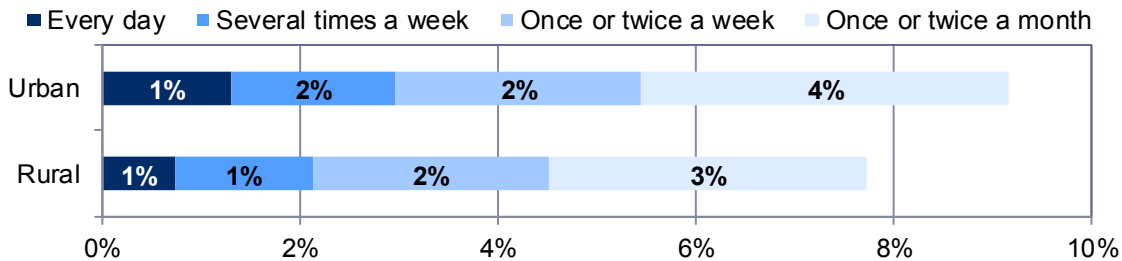
Chart 10: Active travel by walking, by local authority



Section 3: Active Travel by urban and rural classification

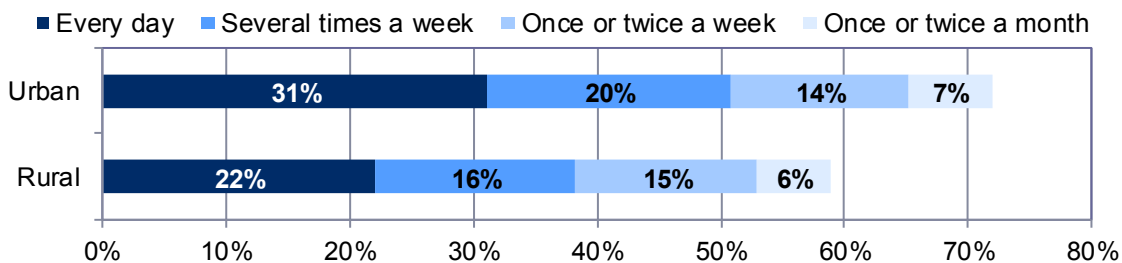
There was no significant difference between urban and rural areas, for the proportion of people who actively travelled by cycling, (9% of people in urban areas cycled and 8% in rural areas), as shown in [Chart 11](#).

Chart 11: Active travel (cycling) by urban and rural classification



For walking however, people living in urban areas were considerably more likely to walk for more than 5 minutes as a means of transport, when compared with people in rural areas. 72% of people in urban areas walked for more than 5 minutes as a means of transport, more often than once a month, compared with 59% of people in rural areas. People in urban areas were also more likely to walk more frequently, with 31% of people in urban areas walking every day compared with 22% in rural areas ([Chart 12](#)).

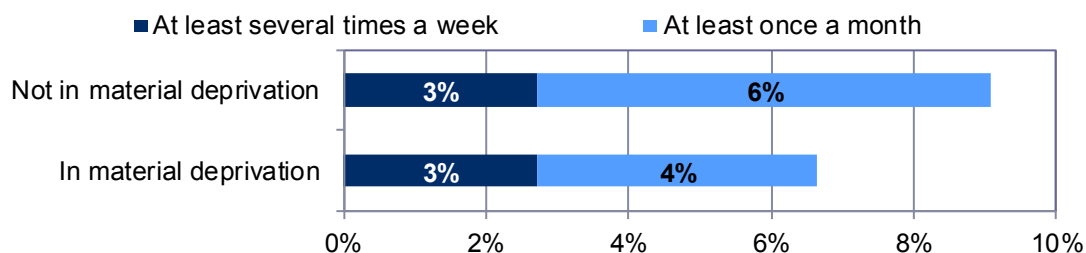
Chart 12: Active travel (walking) by urban and rural classification



Section 4: Active Travel by material deprivation

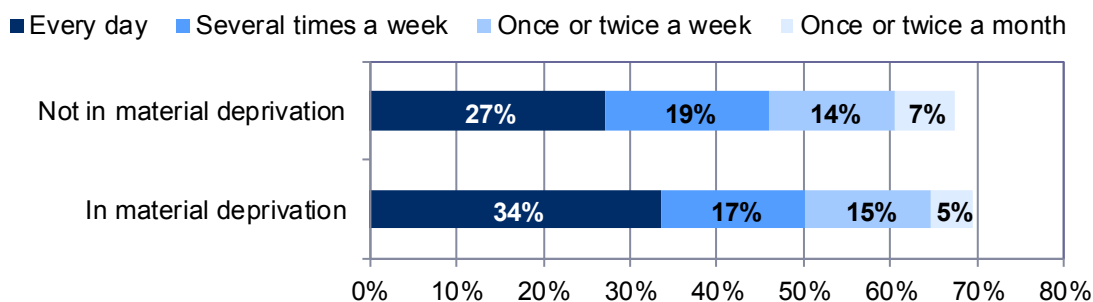
The National Survey includes a series of questions about the sorts of things that some people have, but which others have difficulty finding the money for. Analysing the results from these questions produces a measure of material deprivation². 7% of people in material deprivation and 9% of those who weren't materially deprived cycled as a means of transport more often than once a month ([Chart 13](#)). This difference however, was not statistically significant.

Chart 13: Active travel (cycling) by material deprivation



There was also no significant difference between those in material deprivation and those who were not, when it came to walking at least once a month, however, there was a significant difference when looking at those who walked every day. As shown on [Chart 14](#), 34% of people in material deprivation had walked for more than 5 minutes as a means of every day compared with 27% of those who weren't in material deprivation.

Chart 14: Active travel (walking) by material deprivation



² Material deprivation – see [Terms and definitions](#)

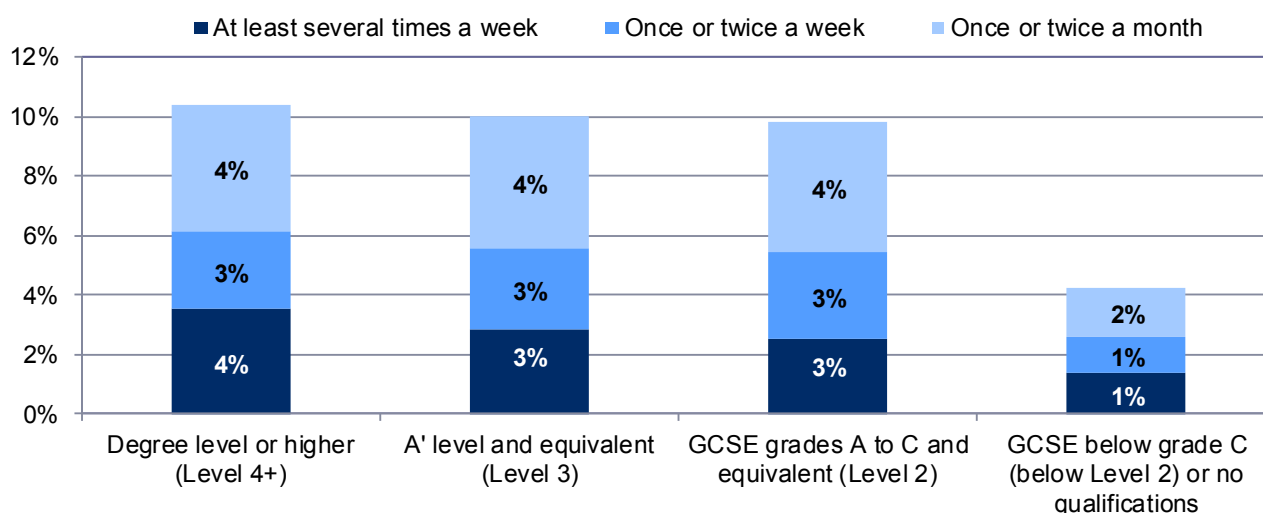
Section 5: Active Travel and highest education qualification

The National Survey asks respondents about the highest level of qualifications³ they have gained. For both cycling and walking, there was no significant difference between the cycling or walking habits of people who had qualifications equivalent to GCSE grades A to C or higher. However there was a difference between those and people who had lower levels of qualifications (below GCSE grade C) or no qualifications, when compared with those with higher qualifications, as shown in [Chart 15](#) and [16](#).

4% of people with lower levels of qualifications (below GCSE grade C) or no qualifications, cycled as a means of transport at least once or twice a month, compared with 10% of people with had qualifications equivalent to GCSE grades A to C or higher.



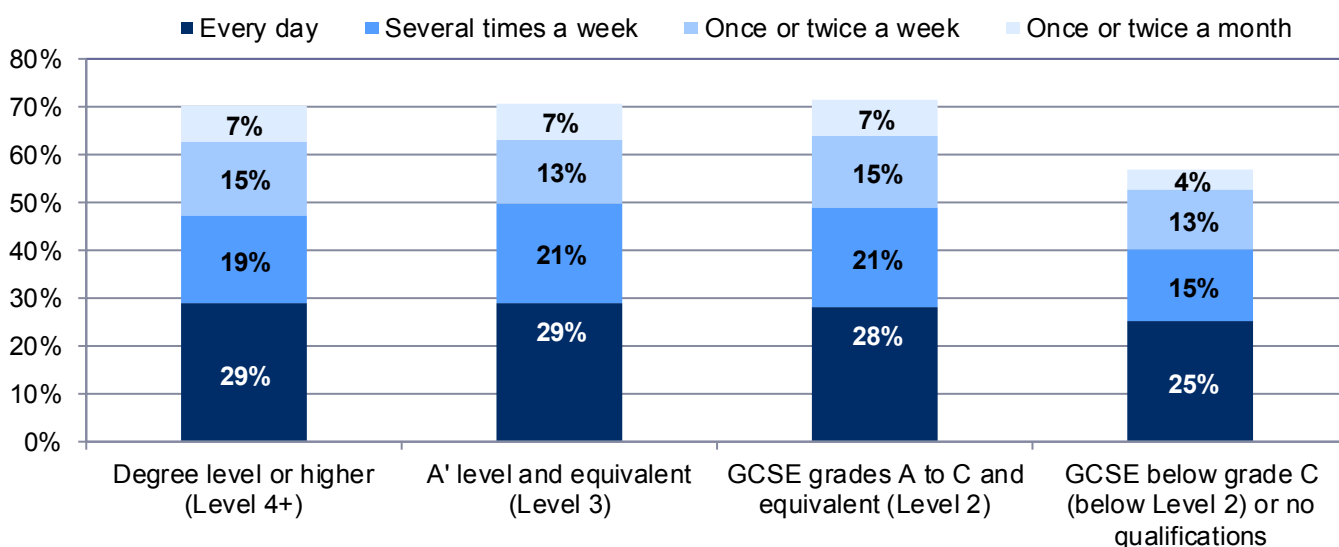
Chart 15: Active travel (cycling) by highest qualification



57% of people with lower levels of qualifications (below GCSE grade C) or no qualifications, walked for more than 5 minutes to get to a particular destination at least once or twice a month, compared with 71% of people with had qualifications equivalent to GCSE grades A to C or higher.



Chart 16: Active travel (walking) by highest qualification

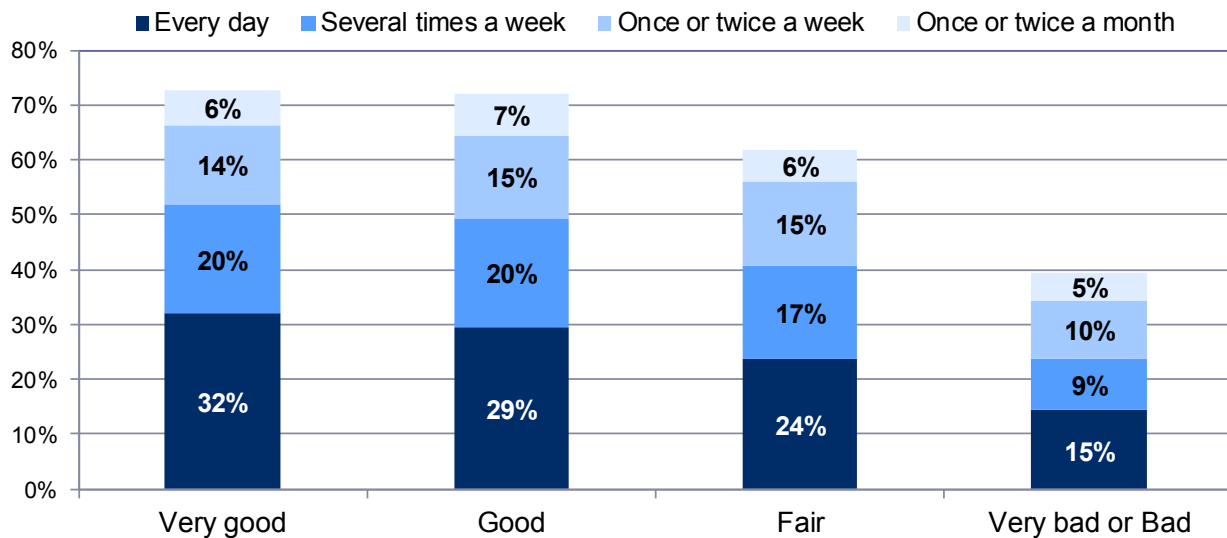


³ See terms and definitions to see how the qualifications have been classified.

Section 6: Active Travel and Health

The National Survey respondents were asked to rate their general health from 'very bad' to 'very good'. As might be expected, there was a clear relationship between both walking and cycling for active travel purposes and a respondent's general health. People who were in 'very good' or 'good health' were more likely to walk or cycle regularly. 32% of people in very good health walked every day, compared with 15% of people in either 'bad' or 'very bad' health, as shown in [Chart 17](#).

Chart 17: Frequency of walking for more than 5 minutes as a means of transport in the last 3 months by health in general



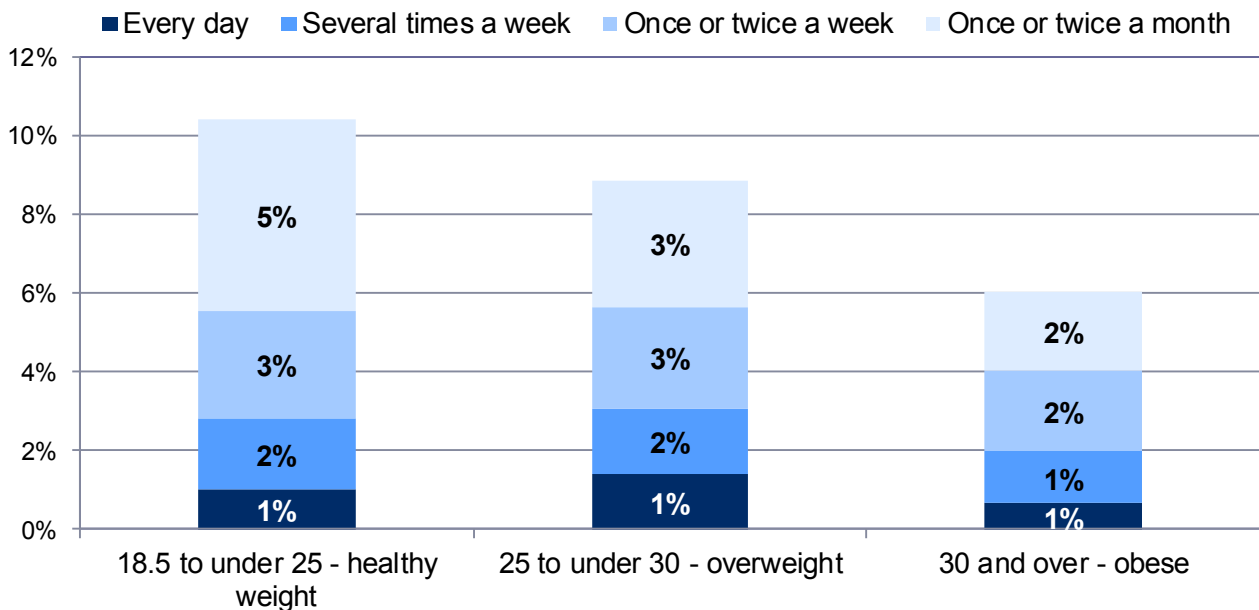
Note however, that this analysis only illustrates the relationship between regular active travel and general health; it does not attempt to imply causation.

Section 7: Active Travel and Body Mass Index (BMI) classification

Respondents' were asked to give their heights and weights in order to be able to calculate their BMI. As with general health there was a relationship between active travel and people's BMI, with those that are overweight or obese being least likely to be involved in regular active travel through either cycling or walking. 10% of people who were at a healthy weight cycled at least once or twice a month as a means of transport, compared with 6% of people who were obese as shown in [Chart 18](#).



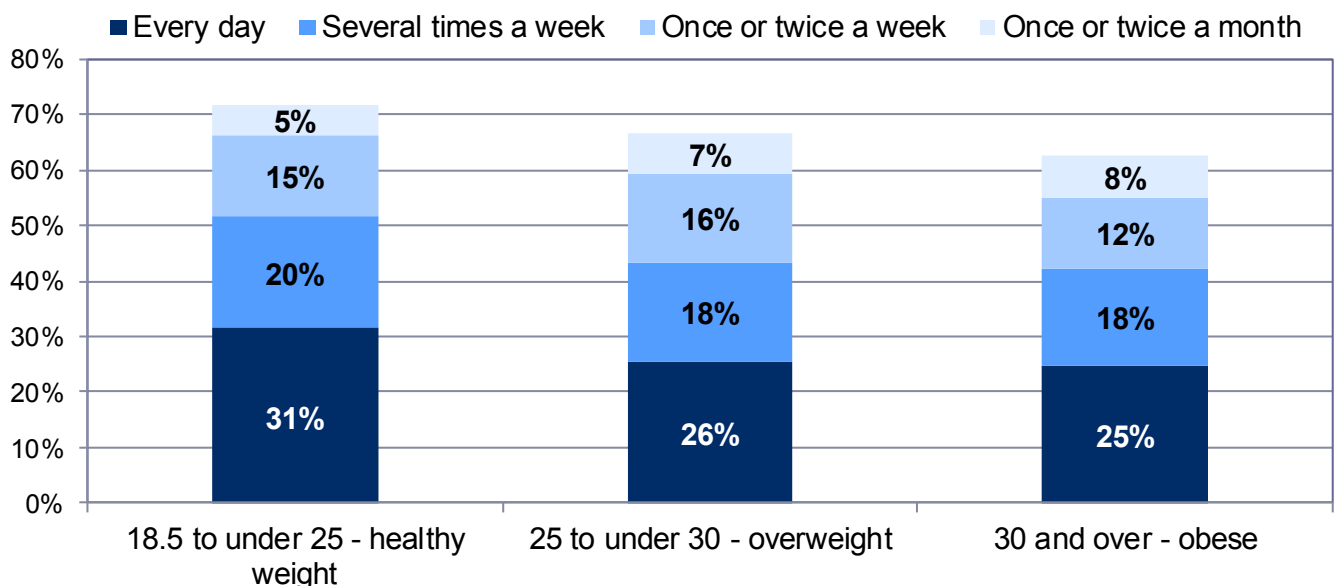
Chart 18: Frequency of using a bicycle as a means of transport in the last 3 months by BMI classification (a)



(a) Respondents who were underweight have been removed from the chart due to small numbers.

72% of people at a healthy weight walked for more than 5 minutes as a means of transport at least once a month, compared with 62% of those classed as obese ([Chart 19](#)).

Chart 19: Frequency of walking for more than 5 minutes as a means of transport in the last 3 months by BMI classification (a)



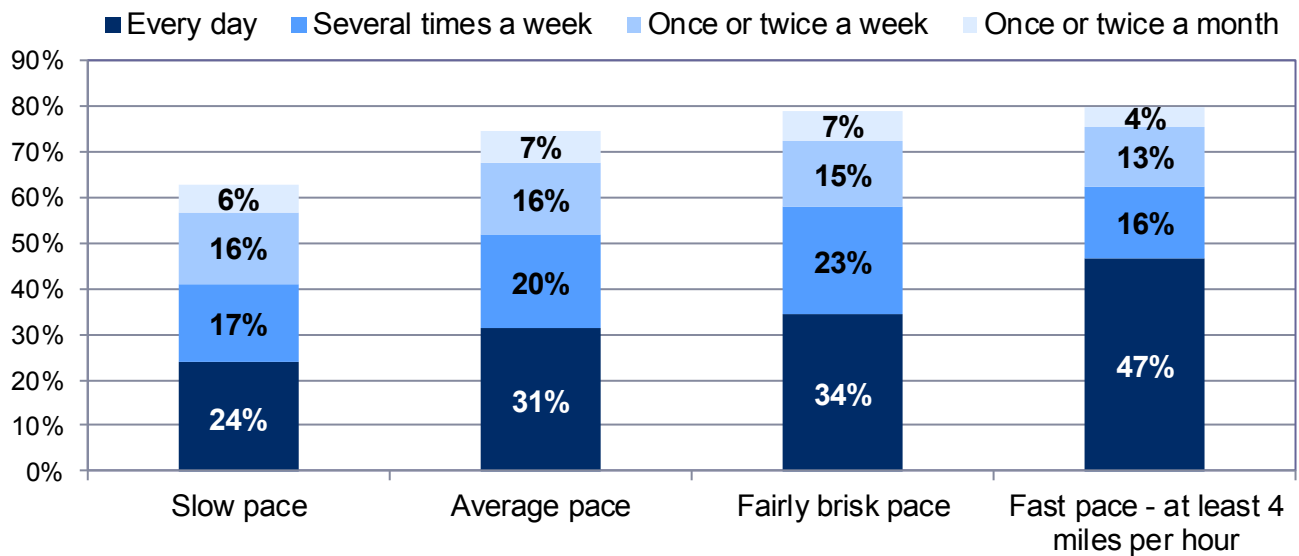
(a) Respondents who were underweight have been removed from the chart due to small numbers.

Section 8: Active Travel and exercise

To assess people's exercise levels, respondents were asked about how much walking they had done over the previous week, how much time they walked for and how fast they usually walked. Those who walked at a faster pace were also most likely to walk for more than 5 minutes as a means of transport, and to do so more frequently, as shown in [Chart 20](#).



Chart 20: Frequency of active travel (walking) by usual walking pace



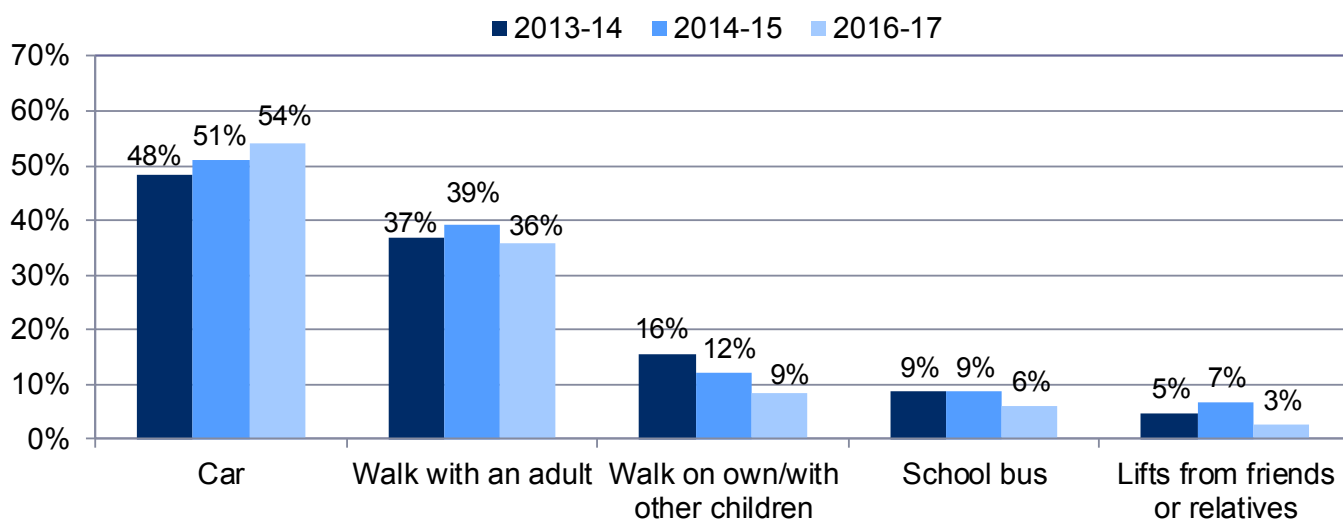
24% of those who usually walked at a slow pace walked every day compared with 47% of people who walk usually walked at a fast pace.

Section 9: Travel to school

This section discusses the modes of transport used by children to their primary or secondary school. The National Survey respondents are adults aged 16 or over, and therefore the responses included in this section are provided by parents of school-aged children in their household.

Parents were asked how their child travelled to and from school on a typical school day. They were able to select more than one mode of transport. This question was included in the survey since 2013-14. [Chart 21](#) shows the modes of travel used by children to get to their primary school, for the years this question was included in the survey.

Chart 21: Mode of travel to/from primary school by year (a, b)



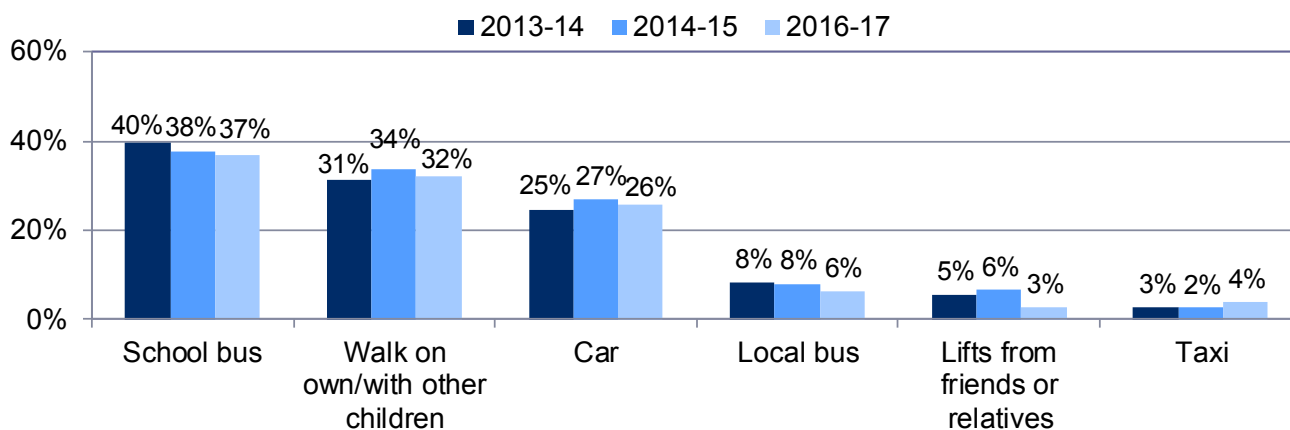
(a) Local bus, train, bike, taxi and 'other' modes have been omitted from this chart due to small numbers.

(b) Totals may not sum to 100% as multiple modes of transport can be selected.

The car was the most commonly used mode of transport used to get to a primary school, with 54% getting to school by car in 2016-17, this was followed by walking with an adult which was done by 36% in 2016-17. There was no significant difference in the proportion using each mode to get to primary school since 2013-14, with the exception of 'walking on their own, or with other children'. This had fallen from 16% to 9%, which was a statistically significant reduction.

[Chart 22](#) shows the modes of travel used by children to get to their secondary school, by year.

Chart 22: Mode of travel to/from secondary school by year (a, b)



(a) Walking with an adult, train, bike and 'other' modes have been omitted from this chart due to small numbers.

(b) Totals may not sum to 100% as multiple modes of transport can be selected.

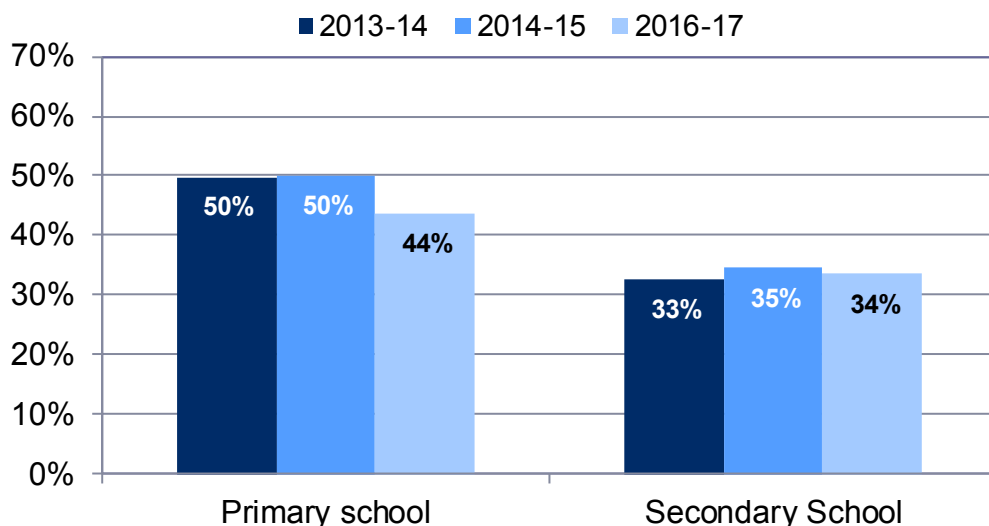
The school bus was the most common way to get to the secondary school, with 37% getting to school by school bus in 2016-17, this was followed by walking on their own or with other children, which was done by 32% in 2016-17. There was no significant difference in the proportion of people using each mode to get to secondary school since 2013-14, with the exception of 'lifts from friends or relatives'. This had fallen from 6% in 2014-15 to 3%, which was a statistically significant fall.

The Active Travel (Wales) Act aims to increase the proportion of people who walk or cycle to get to particular destinations.

- Cycling to school is relatively rare, with less than 1% cycling to both primary school and secondary school on a typical day.
- Levels of walking to school are much higher than they are for cycling, with primary school children more commonly walking with an adult than without one, and the opposite for secondary school children.
- Walking with an adult accounted for 36% of primary school children but only 1% of secondary school children, whereas walking without an adult accounted for 9% of primary school children and 32% of secondary school children.

By combining those who walk with an adult, or walk on their own or with other children with the few who cycle, we find that 44% of children actively travel to primary school, and 34% to secondary school. [Chart 23](#) shows how this has changed since 2013-14. Whilst there was no difference in the proportion of children who actively travelled to secondary school there was a slight fall for primary school from 50% in 2013-14 to 44% in 2016-17.

Chart 23: Active travel to/from primary and secondary school by year (a)

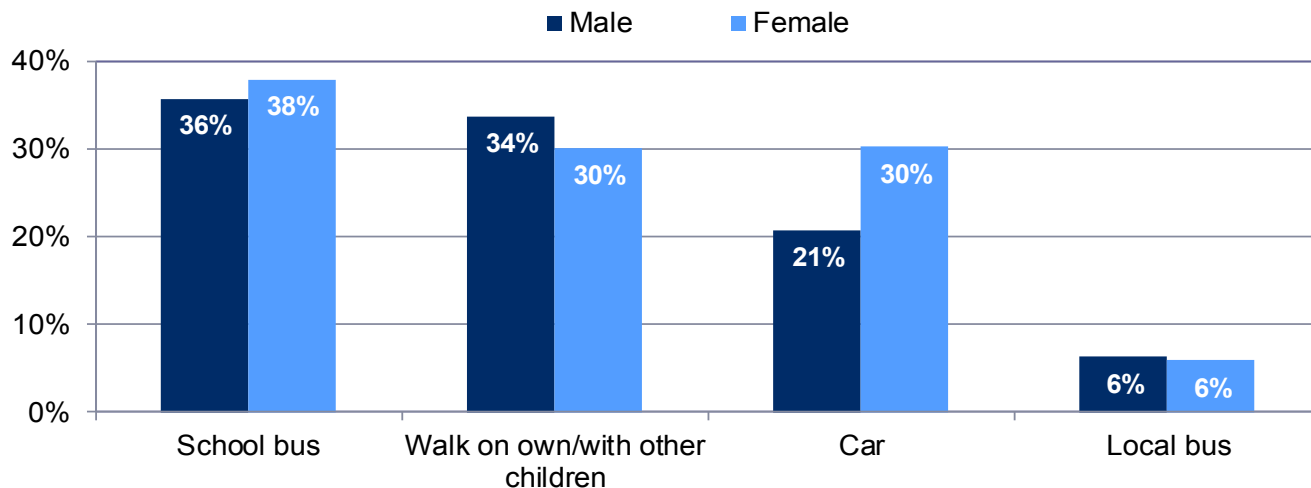


(a) Totals may not sum to 100% as multiple modes of transport can be selected.

Travel to school, by gender

There was no difference by gender for those who actively travelled to either primary or secondary school. When looking at each individual method for getting to school there was no difference for boys and girls travelling to primary school, however girls were more likely to travel to secondary school by car, as is shown on [Chart 24](#).

Chart 24: Mode of travel to/from secondary school by gender (a,b)



(a) Only the 4 most commonly used modes of transport are shown in this chart.

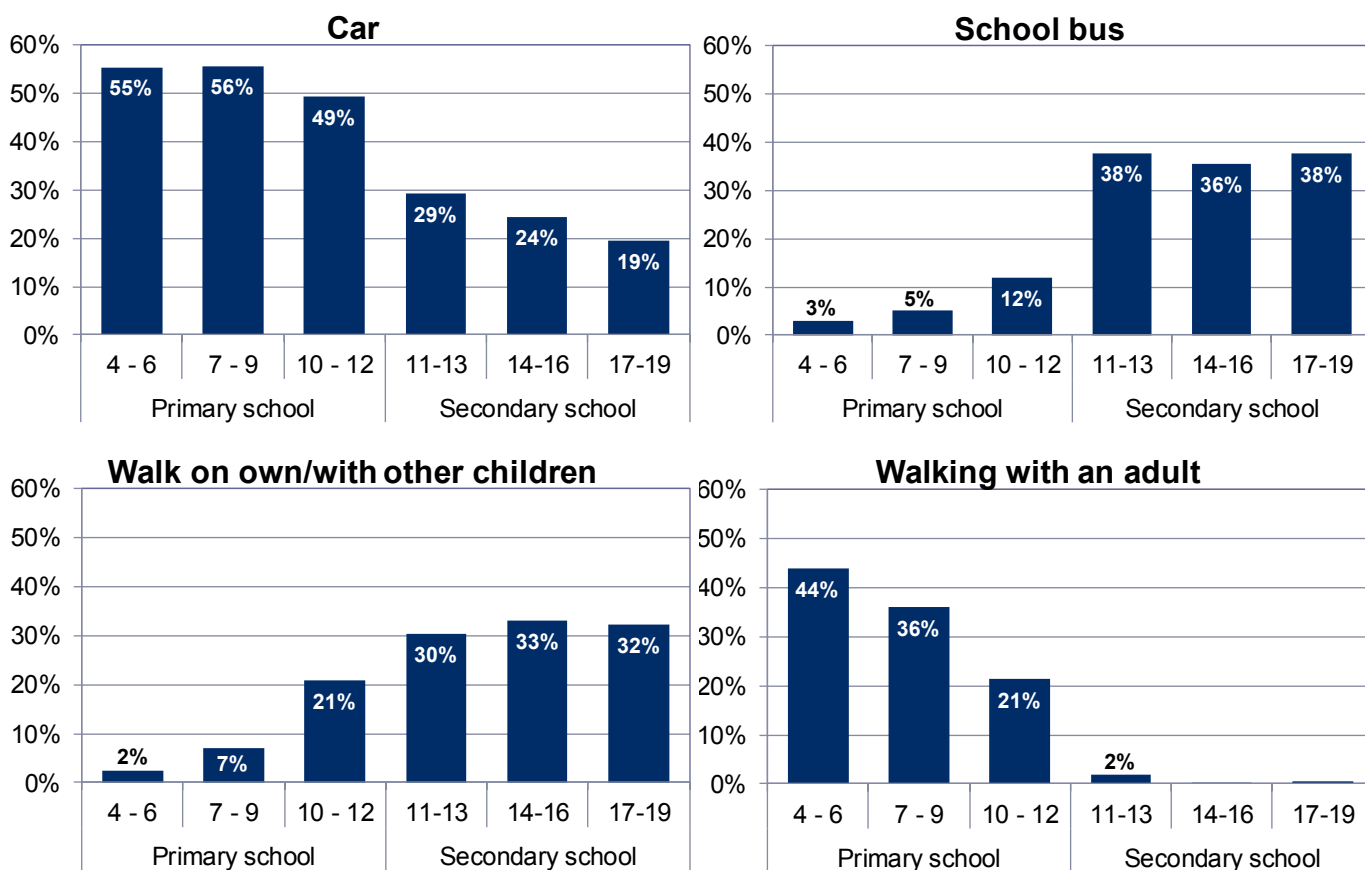
(b) Totals may not sum to 100% as multiple modes of transport can be selected.

30% of girls travelled to secondary school by car, compared with 21% of boys. There was no significant difference between the sexes for all other transport modes.

Travel to school, by age

As children get older the way they travel to school changes. Younger children were less likely to travel by school bus or walk on their own, whereas older children were less likely to use a car or walk with an adult.

Chart 25: Mode of travel to/from primary and secondary school by age (a, b)



(a) 11 and 12 year olds could have been asked about their primary and/or secondary, if they had attended both in the previous 12 months. The 4 most commonly used modes of transport for both schools are shown in these charts.

(b) Totals may not sum to 100% as multiple modes of transport can be selected.

As shown in [Chart 25](#), the school bus is not commonly used for primary school children, but becomes the most common method for travelling to school for children secondary school.

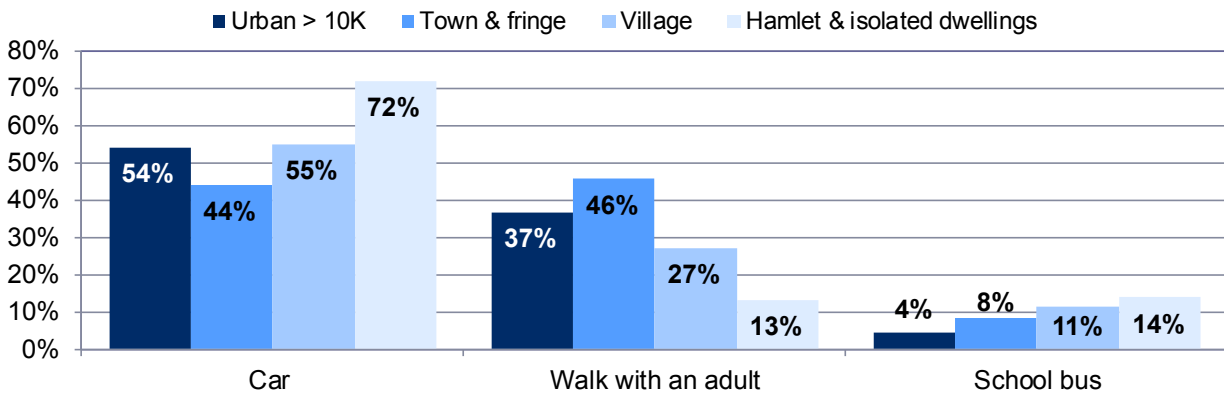
Travelling to school by car is very common for young children (over half of children under 10 years old), but as children get older and go to secondary school, use of the car reduces (less than a fifth of children aged 17 to 19).

As might be expected, 44% of children aged 4 to 6 walk to school with an adult, whilst only 2% of them walk on their own or with other children. As children get older they reduce their reliance on an adult and are more likely to walk on their own or with other children. In secondary school the proportion of children aged 14 or over who walk to school with an adult is negligible.

Travel to school, by urban or rural classification

The type of area that children lived in also had some effect on the way that they travelled to school. Children living in more sparsely populated rural areas, defined as ‘hamlet and isolated dwellings’ were more likely to use a car to get to school and less likely to walk, than those who lived in urban areas, as shown in [Charts 26](#) and [27](#) below.

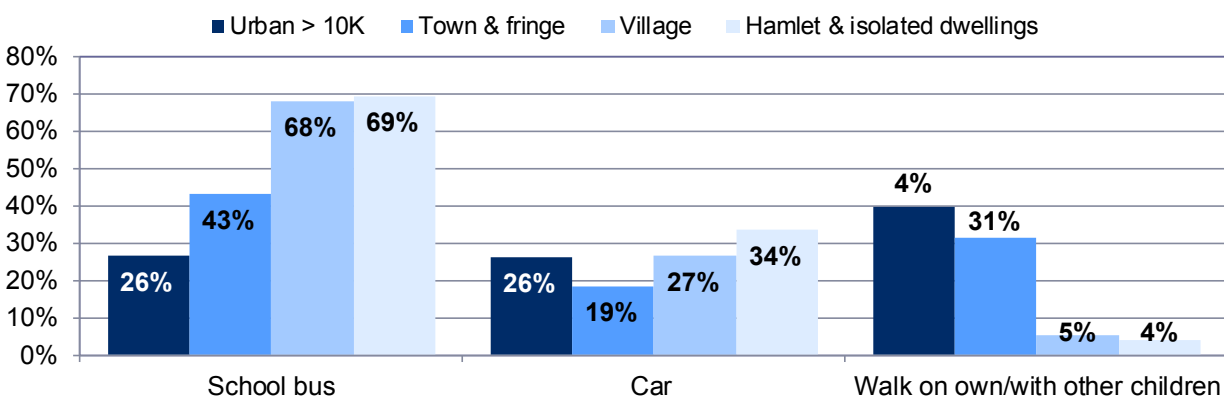
Chart 26: Mode of travel to/from primary school by urban/rural classification (a)



(a) Totals may not sum to 100% as multiple modes of transport can be selected

Children living in ‘villages’ and ‘hamlets and isolated dwellings’, were more likely to travel to both primary school and secondary schools by school bus than those living in urban areas or towns and their fringes.

Chart 27: Mode of travel to/from secondary school by urban/rural classification (a)



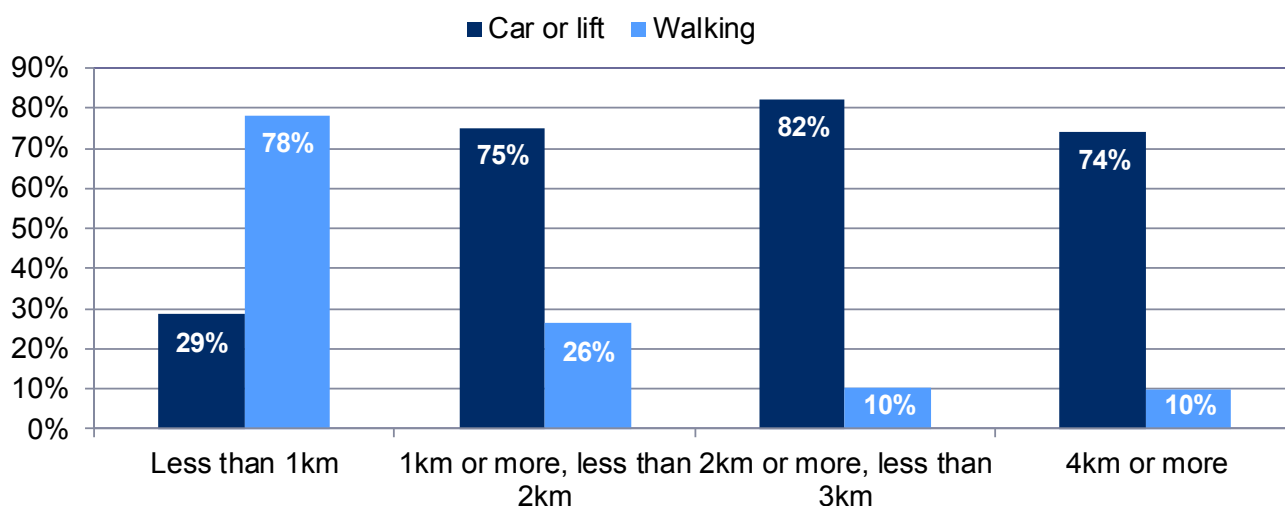
(a) Totals may not sum to 100% as multiple modes of transport can be selected

Travel to school, by distance to school

The distance between the home and the school will naturally have some impact on the mode of transport used to travel to both primary and secondary schools. National Survey respondents were asked which school their child attended, so that it was possible to accurately calculate their distance from the school. **When responding to these specific questions, respondents were able to select multiple modes of travel.**

[Chart 28](#) shows the proportion of children who walk or are driven to school, by their distance from the school.⁴ As might be expected, those who lived furthest away from the school were least likely to walk, and most likely to travel to school by car. 78% of primary school children who lived less than a kilometre from their school sometimes walked to school and 29% sometimes travelled to school by car.

Chart 28: Walking or driving to primary school by distance from their homes (a, b)

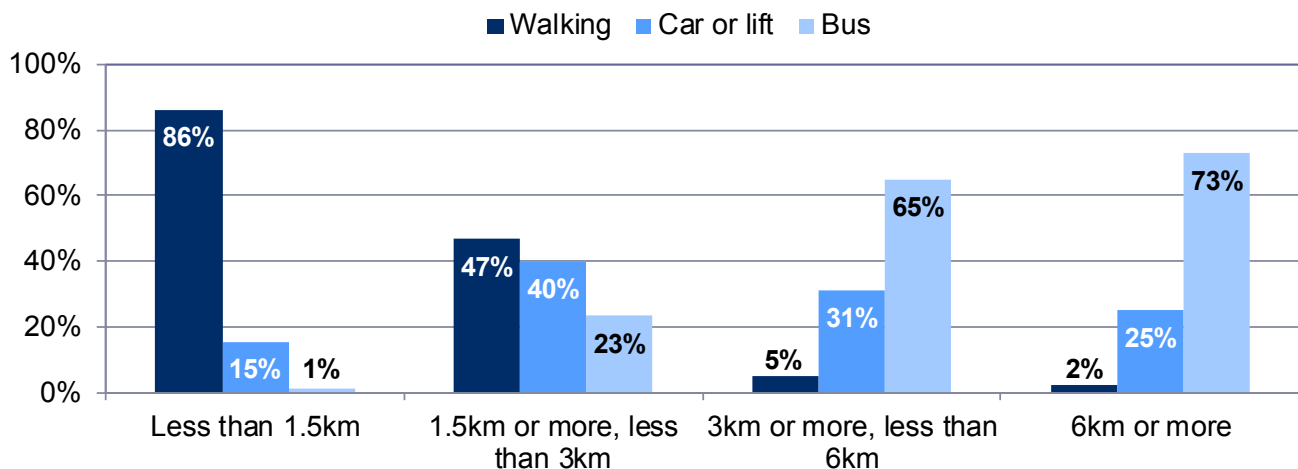


- (a) Other modes have been excluded from this chart. respondents were able to select more than one mode of travel to school.
- (b) Totals may not sum to 100% as multiple modes of transport can be selected.

⁴ Distance was calculated based on the walking distance using Google API.

On average, secondary schools tend to be larger and further away from pupils' homes than primary schools, therefore the distances shown in [Chart 29](#) have been grouped differently.

Chart 29: Walking or driving to secondary school by distance from their homes (a,b)



- (a) Other modes have been excluded from this chart. respondents were able to select more than one mode of travel to school.
- (b) Totals may not sum to 100% as multiple modes of transport can be selected.

Once again [Chart 29](#) shows that those who lived furthest away from the secondary school were least likely to walk. However, compared with primary schools, it is the bus that was the most common method of transport for children who lived further away from the school.

86% of secondary school children who lived less than a kilometre and a half away from their school sometimes walked to school, 15% sometimes travelled by car and only 1% sometimes travelled by bus. For those who lived more than 6km away from their school, 2% walked, 25% travelled by car and 73% travelled by bus. Use of the car was most common for those who lived between 1.5km and 3km away from their school.

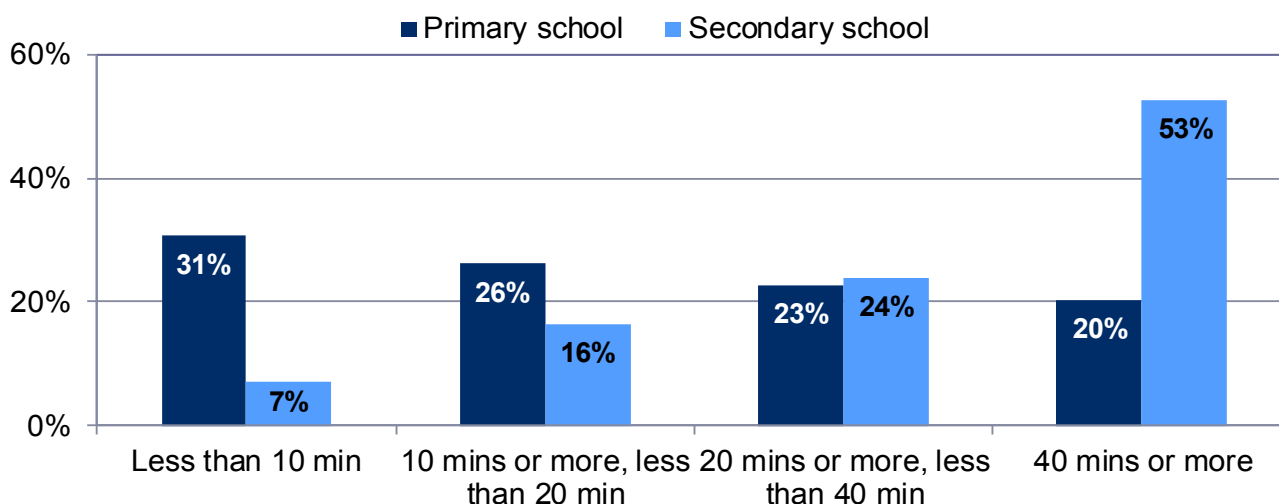
Time it would take to walk or cycle to school

Active travel aims to increase the number of children who walk or cycle to school. By Using Google API, it is possible to estimate the time it would take to walk or cycle to school.



[Chart 30](#) shows the amount of time it would take to **walk** to primary or secondary school.

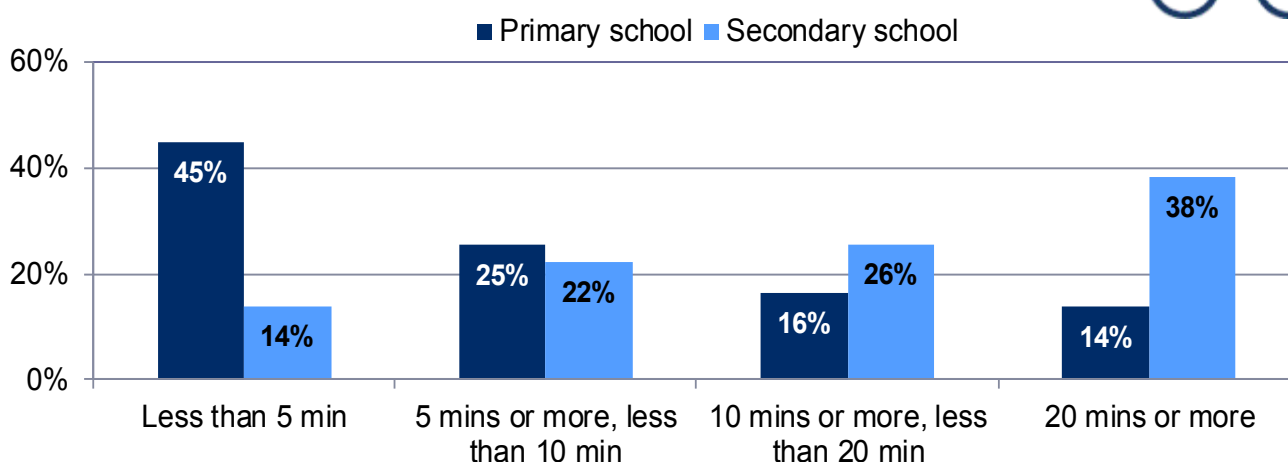
Chart 30: Time it would take to walk to primary and secondary schools



31% of children live within a 10-minute walk of their primary school. Of these 84% walk. Only 7% live within a 10-minute walk of their secondary school, and of these 96% walk to school.

[Chart 31](#) shows the amount of time it would take to **cycle** to primary or secondary school. Cycling is quicker than walking and therefore the time categories for this chart are different.

Chart 31: Time it would take to cycle to primary and secondary schools



45% of children live within a 5-minute cycle ride from their primary school (70% within a 10-minute cycle ride), and of these 1% cycle. 36% of children live within a 10-minute cycle ride from their secondary school, and once again, of these 1% cycled to school.

Section 10: Road safety for pedestrians and pedal cyclists

Table 1: Seriously injured pedal cyclists - Comparison of hospital admissions and police recorded road casualties, Wales 2016

<i>Number and percentage</i>				
Pedal cyclists				
	Hospital Admissions	As a proportion (%) of all "known"	Police recorded casualties	As a proportion (%) of all "known"
Total	236		112	
Other vehicle(s) involved	73	34	102	91
No other vehicle involved	139	66	10	9
Not known	24			
Male	199	84	95	85
Female	37	16	17	15
Age 0-15	50	21	10	9
Age 16-64	164	69	95	85
Age 65+	22	9	7	6

Source: NHS Wales and Stats19 police recorded road accidents

[Table 1](#) compares information about seriously injured pedal cyclists admitted to hospital and those reported in the police recorded road accident data. The much lower number of casualties in the single vehicle accidents (no other vehicle involved) may be due to different definitions used in hospital admissions data and police recorded casualties data. They may also reflect the under-reporting of police recorded road casualties.

Road accident data is set out in the Statistical First Release [‘Police recorded road accidents, 2016’](#)

The official road accident data for pedal cyclists is set out in the Statistical Bulletin [‘Pedal Cyclist Casualties, 2016’](#).

And the position for pedestrians set out in [‘Pedestrian Road Casualties, 2015’](#).

An overview of road safety in Wales is set out in [‘Road Safety, 2014’](#).

Terms and definitions

Urban / rural

“Urban” includes settlements with a population of 10,000 or more and small towns and their fringes, where the wider surrounding area is less sparsely populated. “Rural” includes all other areas.

Material deprivation

Material deprivation is a measure which is designed to capture the consequences of long-term poverty on households, rather than short-term financial strain.

Non-pensioner adults were asked whether they had things like ‘a holiday away from home for at least a week a year’, ‘enough money to keep their home in a decent state of decoration’, or could ‘make regular savings of £10 a month or more’. The questions for adults focussed on whether they could afford these items. These items are really for their ‘household’ as opposed to them personally which is why they were previously called ‘household material deprivation’.

Pensioners were asked slightly different questions such as whether their ‘home was kept adequately warm’, whether they had ‘access to a car or taxi, when needed’ or whether they had their hair done or cut regularly’. These also asked whether they could afford them, but also focussed on not being able to have these items for other reasons, such as poor health, or no one to help them etc. These questions were less based on the household and more about the individual.

Those who did not have these items were given a score, such that if they didn’t have any item on the list, they would have a score of 100, and if they had all items, they had a score of 0. Non-pensioners with a score of 25 or more were classed as deprived and pensioners with a score of 20 or more were classed as deprived.

Parents of children were also asked a set of questions about what they could afford for their children.

In this bulletin the non-pensioner and pensioner measures of deprivation are combined to provide an ‘adult’ deprivation variable. The terms ‘adult’ and ‘household’ deprivation may be used interchangeably depending on context.

Qualifications

Respondents' highest qualifications have been grouped according to the National Qualification Framework (NQF) levels, where level 1 is the lowest level of qualifications and level 8 is doctoral degree or equivalent. For the National Survey, respondents have been grouped into 5 groups, those with no qualifications are in the lowest category and respondents with qualifications at levels 4 to 8 have been grouped together in the highest qualification category. [More information about the NQF levels.](#)

To provide more meaningful descriptions of the qualifications, these short descriptions have been used in this bulletin.

National Qualification Framework levels	Description used in bulletin
NQF levels 4-8	Higher education (Level 4+)
NQF level 3	A' level and equivalent (Level 3)
NQF level 2	GCSE grades A to C and equivalent (Level 2)
Below NQF level 2	GCSE below grade C (below Level 2)
No Qualifications	No Qualifications

Key quality information

Background

The National Survey for Wales is an annual study of adults across the whole of Wales. It is carried out by The Office for National Statistics on behalf of the Welsh Government. The results reported in this bulletin are based on interviews completed in 2016-17 (30th March 2016 – 31st March 2017).

21,666 addresses were chosen randomly from the Royal Mail's Small User Postcode Address File. Interviewers visited each address, randomly selected one adult (aged 16+) in the household, and carried out a [45-minute face-to-face interview](#) with them, which asked for their opinions on a wide range of issues affecting them and their local area. A total of 10,493 interviews were achieved.

The information contained in the bulletin was obtained from the latest survey. Detailed below are the questions as they relate to each section.

Interpreting the results

Percentages quoted in this bulletin are based on only those respondents who provided an answer to the relevant question. Some topics in the survey were only asked a sub-sample of respondents and other questions were not asked where the question is not applicable to the respondent.

Missing answers can also occur for several reasons, including refusal or an inability to answer a particular question.

Where a relationship has been found between two factors, this does not mean it is a casual relationship. More detailed analysis is required to identify whether one factor causes change in another.

The results are weighted to ensure that the results reflect the age and sex distributions of the Welsh population.

Quality report

A summary [Quality Report](#) is available, containing more detailed information on the quality of the survey as well as a summary of the methods used to compile the results.

Relevance

These statistics are used to inform Government, media and society and are used within Welsh Government for policy formulation and monitoring. There are no other current official statistics data sources about Active Travel in Wales. Some specific uses of these figures will include monitoring the impact of Active Travel (Wales) Act 2013.

Accuracy

These figures are based on the [National Survey for Wales](#).

Timeliness and punctuality

The figures were collected for 2016-17 and a First Release was published in June 2017.

Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website.

Comparability and coherence

The questions in the 2016-17 National Survey for Wales on Active Travel differ to previous questions and therefore data are not directly comparable with previous Statistical Bulletins although we have not yet been able to quantify this difference. This bulletin included analysis over multiple survey years where the survey questions have been the same.

Related publications:

The Department for Transport produce a report on [Walking and cycling statistics for England](#).

Transport Scotland produce a publication entitled [“Walking and Cycling”](#)

The Department for Infrastructure produce a series of tables on [Active Travel and Public Transport trends](#) in Northern Ireland.

Symbols

Figures have been rounded to the nearest integers. There may be an apparent discrepancy between the sum of the constituent items and the total shown.

National Statistics status

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

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

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

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

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators (“national indicators”) that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The National

Survey for Wales collects information for 15 of the 46 National Indicators, though as they do not relate to Active Travel none of these are reported in this release.

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

This document is available at: <http://gov.wales/statistics-and-research/active-travel/?lang=en>

Next update

September 2018

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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