



Walking and cycling in Wales: Active travel, 2017-18

11 Dec 2018
SB 80/2018

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 or for training.



Within this bulletin active travel refers to walking or cycling for at least 5 minutes (prior to the 2017-18 survey) and for at least 10 minutes (2017-18 survey), whether for all or part of the journey, to get to a particular destination.

Key active travel measures

- 6 % of adults **cycled** at least once a week for active travel purposes.
- 58 % of adults **walked** more than once a week for active travel purposes.
- 47 % of people living in urban areas walk at least three times a week, compared with 33 % of those from rural areas.
- 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 10 minutes to get to a destination.
- 44 percent of children actively travel to primary school, and 34 % to secondary school (latest data for 2016-17).
- 225 seriously injured pedal cyclists were admitted to hospital in 2017-18.

About this bulletin

The bulletin sets out a range of information about active travel by people in Wales during 2017-2018. This information was collected through the National Survey for Wales.

In this bulletin

Background	2
Frequency of Active Travel	3
Road safety for pedestrian and pedal cyclists	23
Key quality information	26
Active travel by:	
Local authority	7
Material deprivation	10
Highest education qualification	11
Health	12
BMI	13
Exercise	14
Travel to school	15

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 monitors 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. Among the reasons for this are that active travel improves people's health and less car travel will reduce congestion and emissions.

The information presented in this Statistical Bulletin was collected through the [National Survey for Wales](#) and covers a range of aspects of active travel and people's health.

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. 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.

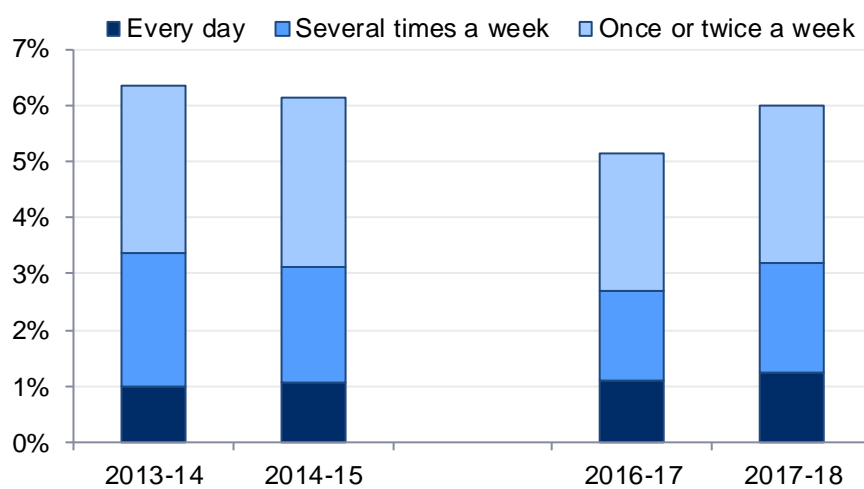
The intention is that by facilitating connections, and information about connections between key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys.

Section 1: Frequency of Active Travel

The National Survey for Wales has included questions about active travel since 2013-14¹.

Respondents are asked how frequently they had used a bicycle or walked as a means of transport in the previous three months. The charts below show how often people actively travelled by bicycle and by walking. **In the latest year the question on walking was changed so that respondents were asked about walking for a minimum of 10 minutes, compared with 5 minutes in previous years.** This was to harmonise with the wider context, in which there is often a focus on periods of exercise of at least 10 minutes.

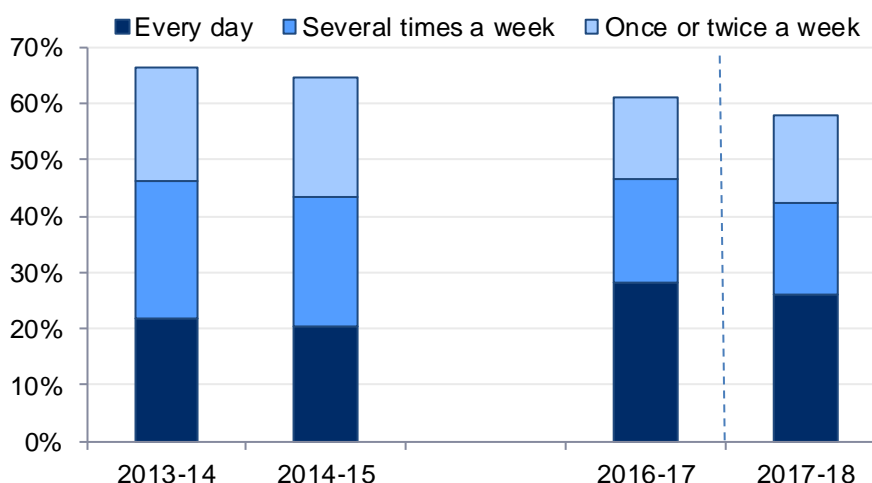
Chart 1: Frequency of active travel by cycling (a)



In 2017-18, 6% of people actively travelled by bicycle at least once a week. This has changed relatively little in recent years.

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

Chart 2: Frequency of active travel by walking (a), (b)



In 2017-18, 58% of people actively travelled at least once or twice a week by walking.

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

(b) This question changed in 2017-18 and the walking time was increased from 5 minutes to 10 minutes. This means that it is not possible to draw any comparisons with previous years.

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 at least 10 minutes was much higher than the percentage that frequently cycled as a means of transport. In 2017-18, 58% walked and 6% cycled at least once or twice a week.

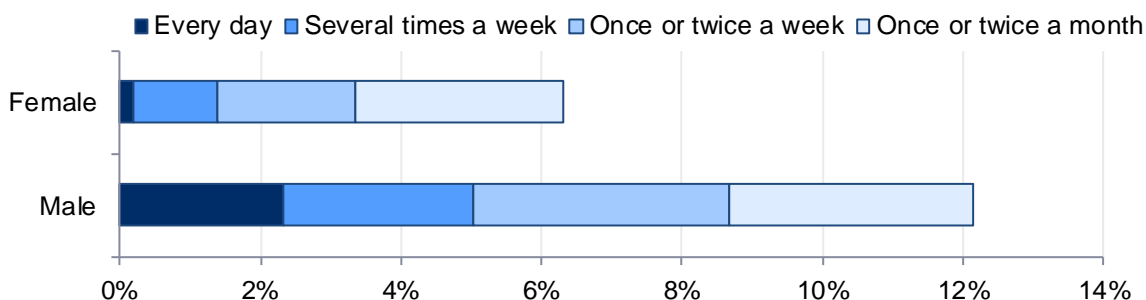
Cycling

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

- 1% cycled every day, 2% cycled several times a week and 3% cycled once or twice a week ([Chart 1](#)). 3% 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. 12% of men cycled at least once a month compared with 6% of women as shown in [Chart 3](#).

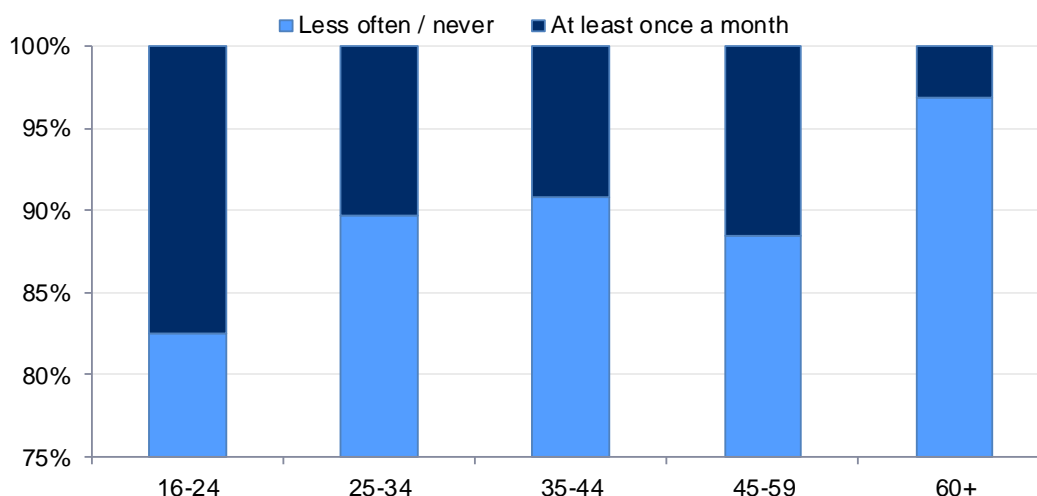


Chart 3: Frequency of active travel by cycling by gender, 2017-18



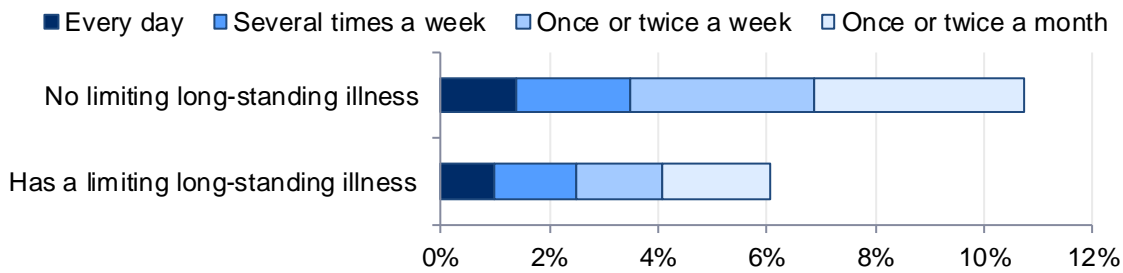
- Older people were less likely to cycle than younger people. 17% of those aged 16-24 cycled at least once a month, compared with 3% of those aged 60+ ([Chart 4](#)).

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 ([Chart 5](#)).

Chart 5: Frequency of active travel by cycling by limiting long-standing illness



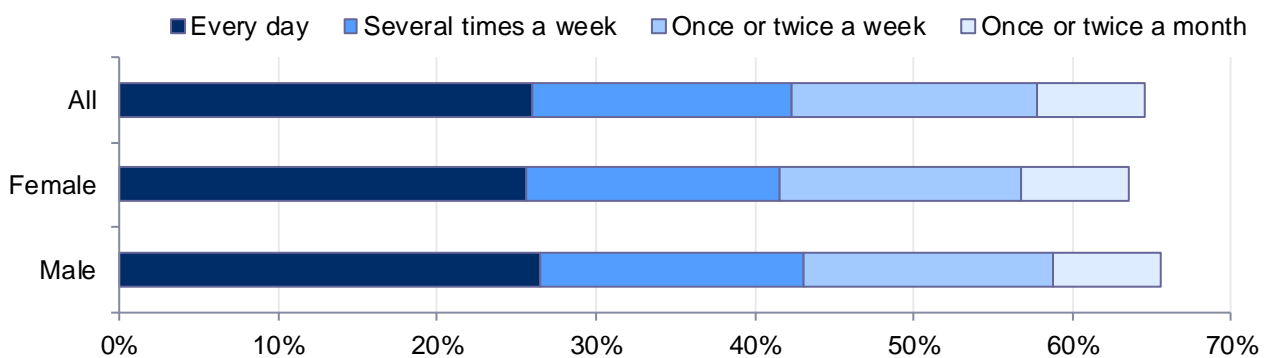
Walking

When asked how frequently they had **walked for more than 10 minutes** as a means of transport in the previous three months:



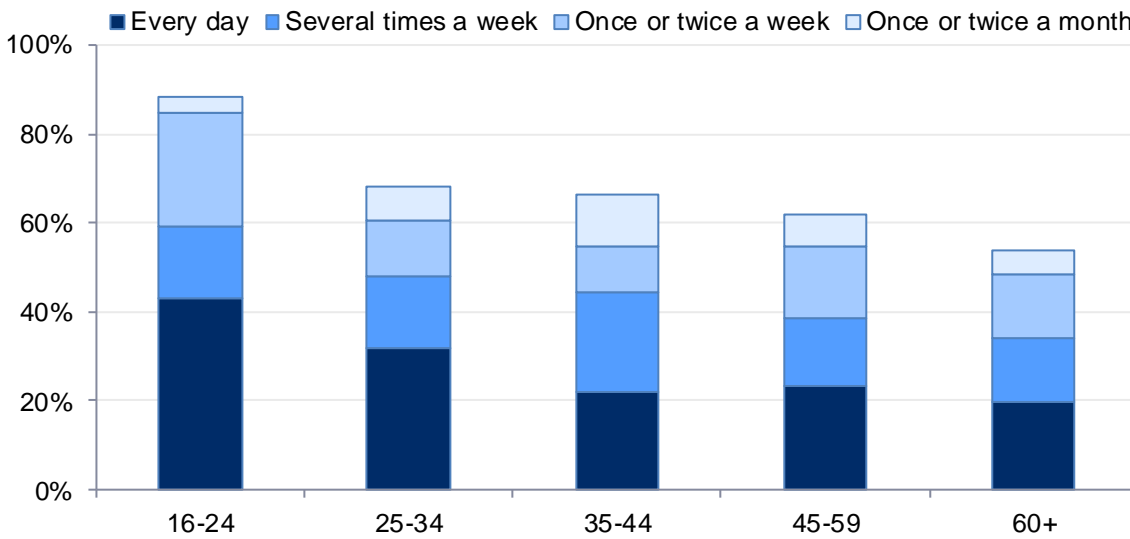
- 26% said they walked for more than 10 minutes every day, 16% several times a week and 15% once or twice a week ([Chart 6](#)). A further 7% walked once or twice a month and 35% said they walked less often than that or never.
- Unlike for cycling, there was no significant difference between the frequency of walking for men and women.

Chart 6: Frequency of active travel by walking by gender, 2017-18



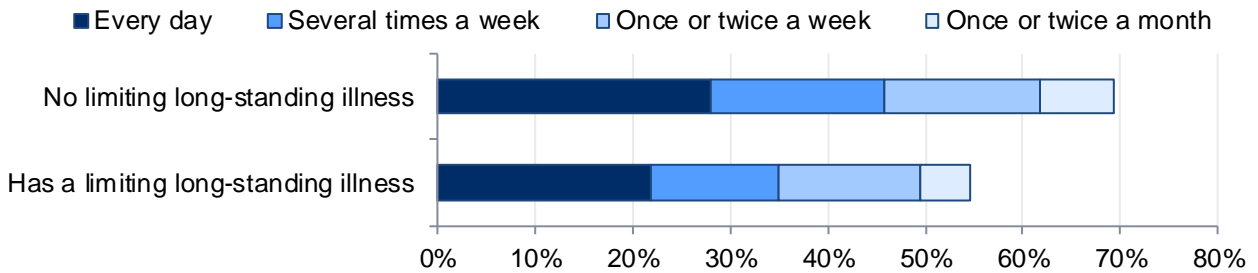
- Older people were less likely to walk for more than 10 minutes than younger people ([Chart 7](#)).

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 10 minutes than those without a limiting illness ([Chart 8](#)).

Chart 8: Frequency of active travel by walking, by limiting long-standing illness



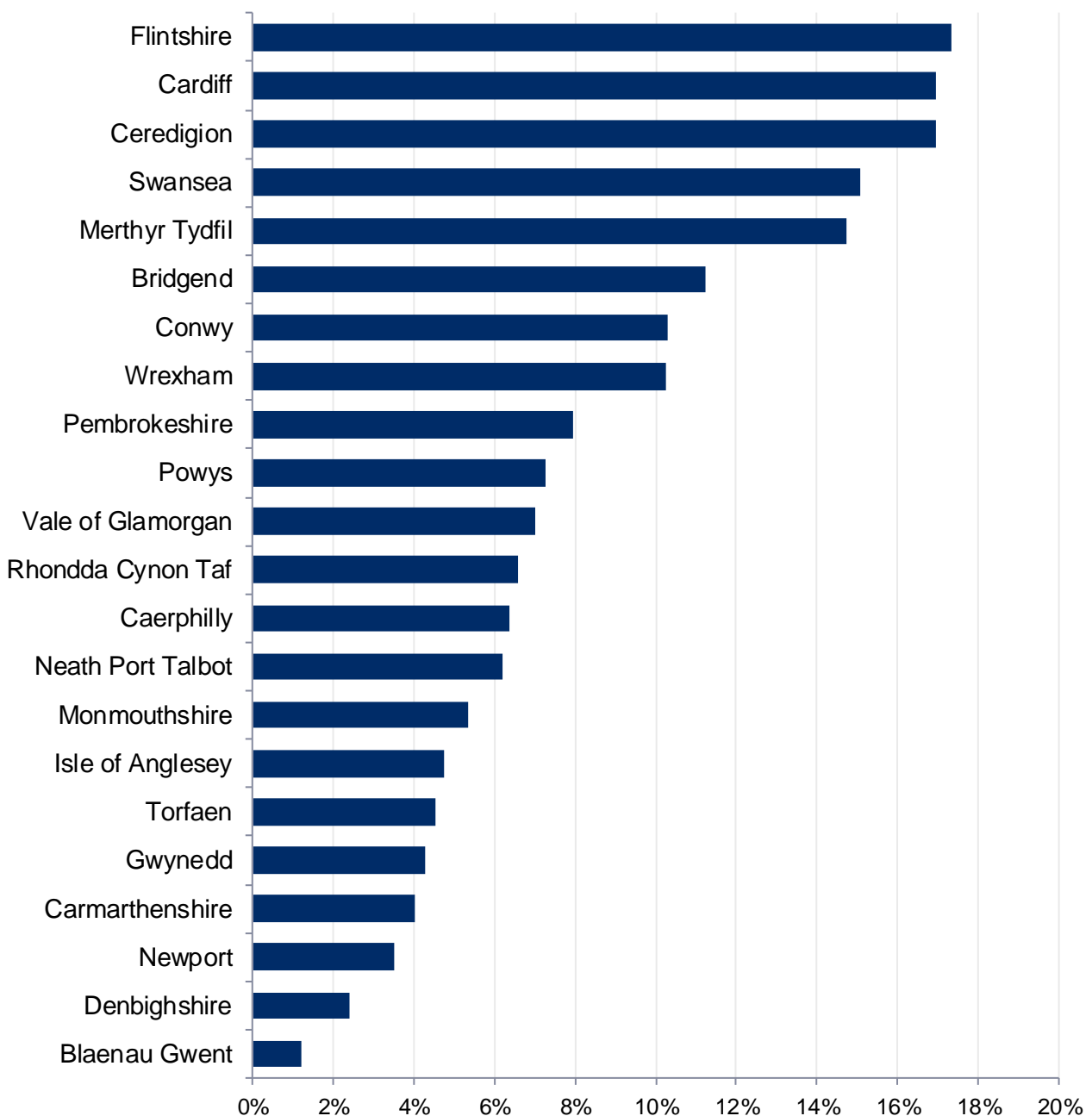
Section 2: Active Travel by local authority

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.



Due to the small numbers of people who cycle as a means of transport, it is not possible to produce reliable statistics for frequency of cycling at the local authority level. 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, though sample sizes are still low so these estimates should be interpreted with caution. The data suggest that the proportion of people who cycled more often than once a month varied from 1% in Blaenau Gwent to 17% in Flintshire ([Chart 9](#)).

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

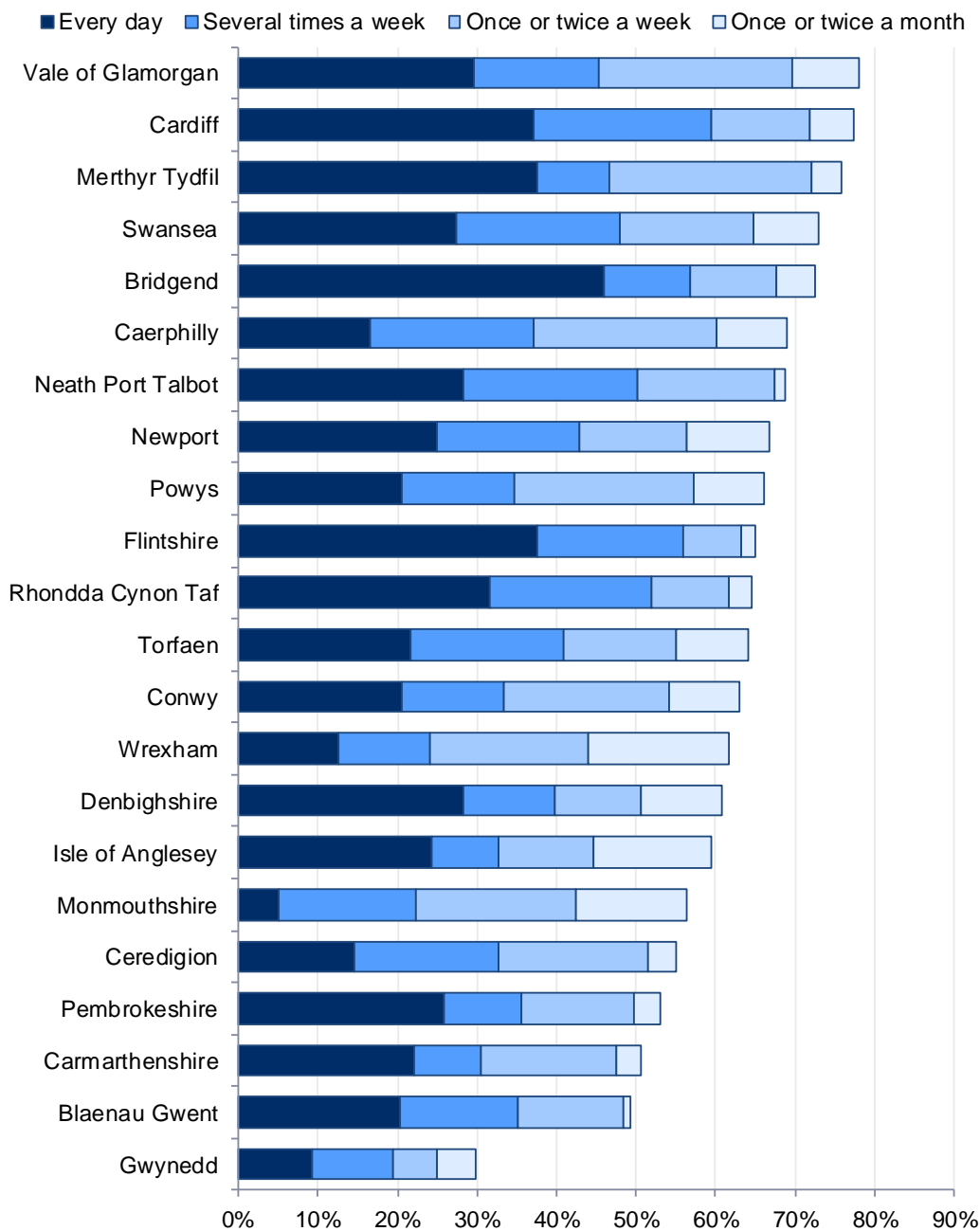


As there are greater numbers of people who walk for more than 10 minutes as a means of transport, it is possible to provide estimates for walking frequency for each local authority, though again some of the variation between areas may be due to small sample sizes:



- The proportion of people who walked for more than 10 minutes as a means of transport, at least once a month, varied from 30% in Gwynedd to 78% in Vale of Glamorgan (r^2 , [Chart 10](#)).
- Bridgend had the highest proportion of people walking every day as a means of transport and Gwynedd had the lowest (r^2).

Chart 10: Active travel by walking, by local authority (r^2)

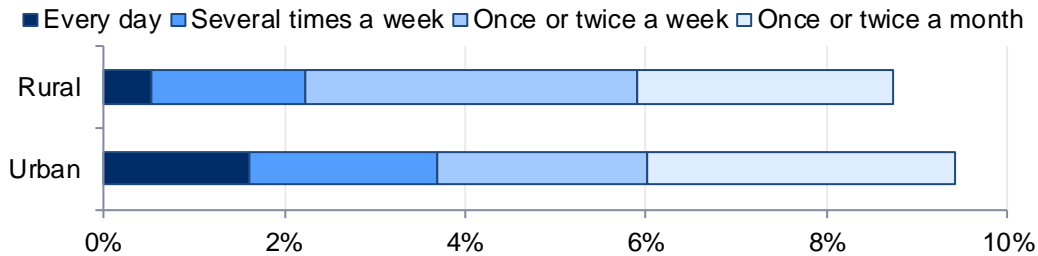


² (r) – This bulletin was originally published on 11/12/18. Data presented in Chart 10 were found to be incorrect due to a processing error and the bulletin was re-published with corrected data on 13/12/18.

Section 3: Active travel by urban and rural classification

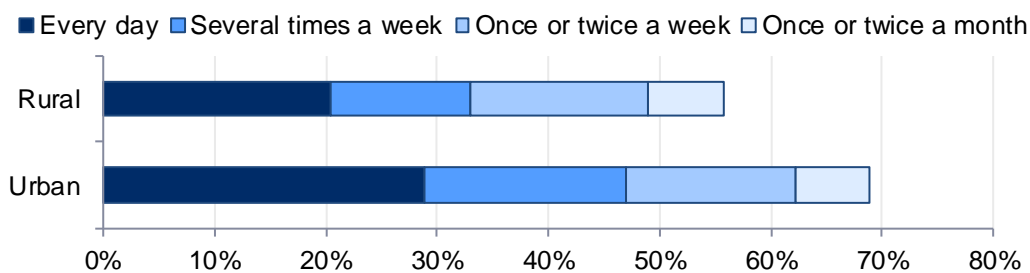
There was no significant difference between urban and rural areas, for the proportion of people who actively travelled by cycling. 9.4% of people in urban areas cycled and 8.7% in rural areas cycled ([Chart 11](#)).

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



For walking however, people living in urban areas were more likely to walk for more than 10 minutes as a means of transport, when compared with people in rural areas. 69% of people in urban areas walked for more than 10 minutes as a means of transport, more often than once a month, compared with 56% of people in rural areas. People in urban areas were also more likely to walk more frequently, with 29% of people in urban areas walking every day compared with 20% in rural areas ([Chart 12](#)).

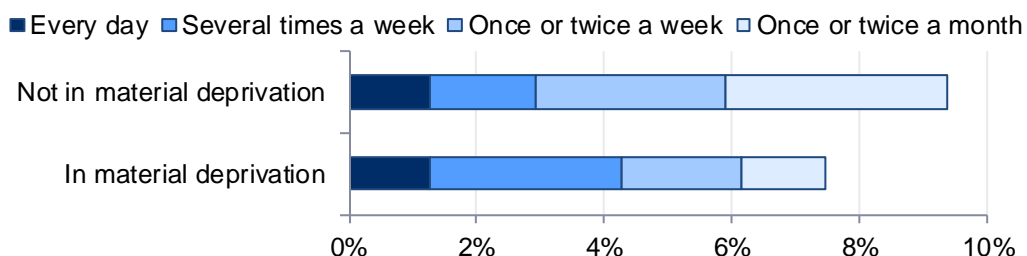
Chart 12: Active travel (walking) by urban and rural classification



Section 4: Active travel by material deprivation

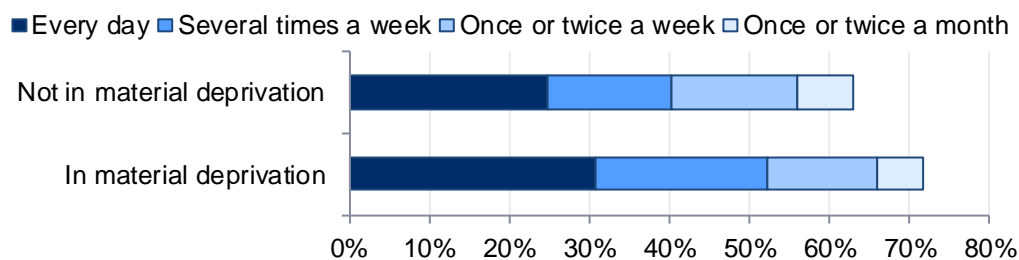
The National Survey includes questions around material deprivation³. 7% of people in material deprivation and 9% of those who weren't materially deprived cycled as a means of transport more often than once a month ([Chart 13](#)). This difference, however, was not statistically significant.

Chart 13: Active travel (cycling) by material deprivation



However, there was a significant difference between those in material deprivation and those who were not when it came to walking at least once a month (72 % and 63 % respectively, [Chart 14](#)). For the individual categories, the data indicate that those in material deprivation were more likely than those not in material deprivations to walk every day or several times a week, though these differences were *not* statistically significant.

Chart 14: Active travel (walking) by material deprivation

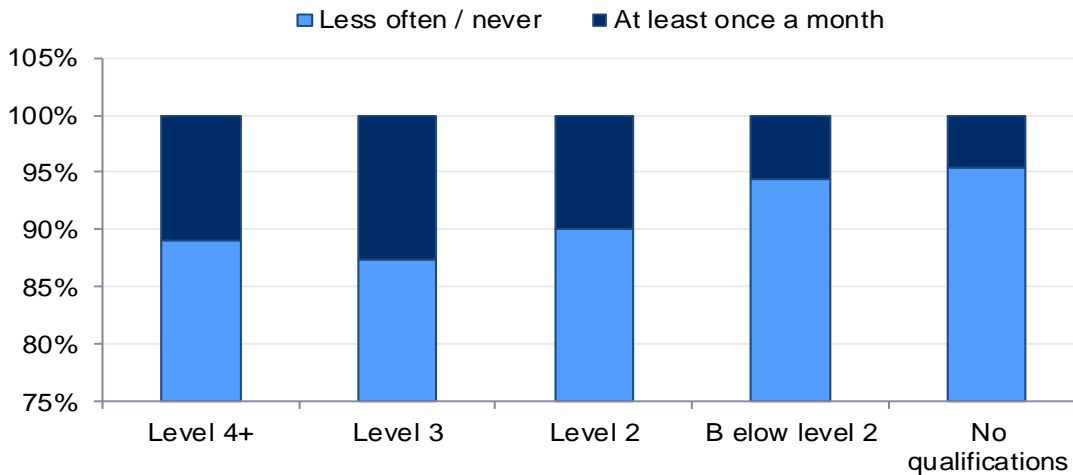


³ Material deprivation – see [Terms and definitions](#)

Section 5: Active travel and highest education qualification

The National Survey asks respondents about their highest level of qualifications. People with at least level two qualifications (GCSE grades A to C and equivalent) were more likely to cycle as a means of transport at least once a month than people with lower or no qualifications ([Chart 15](#)).

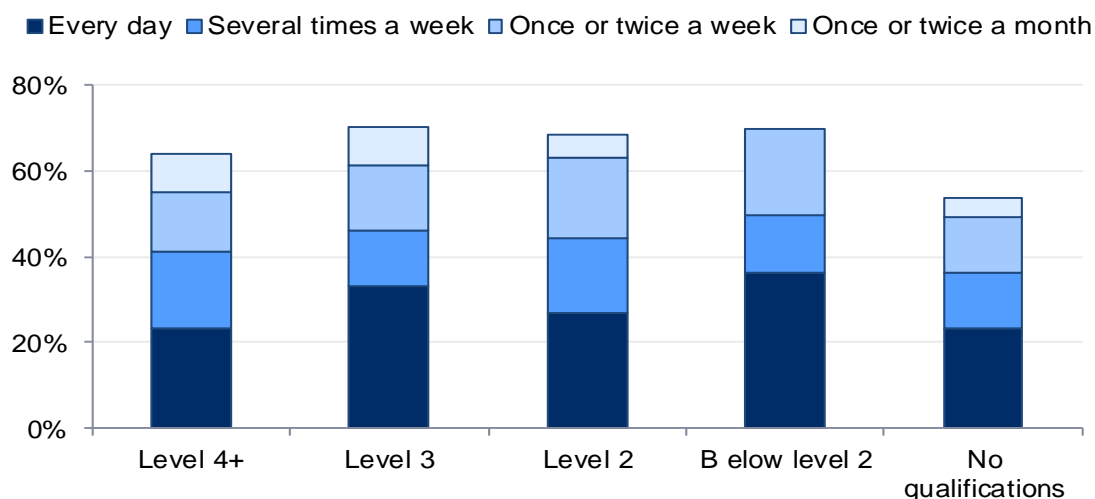
Chart 15: Active travel (cycling) by highest qualification



Level 4+: Degree level or higher
 Level 3: A level and equivalent
 Level 2: GCSE grades A to C and equivalent
 Below level 2: GCSE below grade C

54% of people with no qualifications walked for at least 10 minutes, the lowest proportion of all groups. For people with at least some qualifications there does not appear to be a meaningful relationship between the level of those qualifications and the likelihood of walking for active travel ([Chart 16](#)).

Chart 16: Active travel (walking) by highest qualification



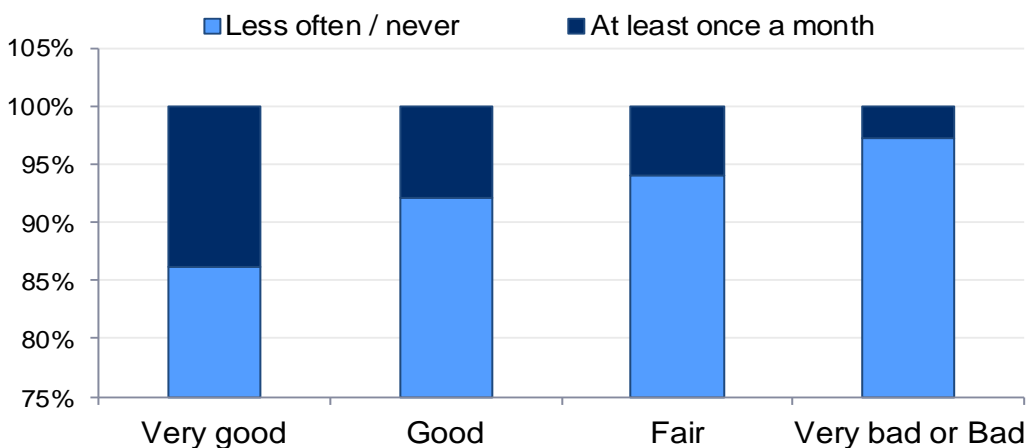
Level 4+: Degree level or higher
 Level 3: A level and equivalent
 Level 2: GCSE grades A to C and equivalent
 Below level 2: GCSE below grade C

Section 6: Active travel and general health and exercise

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 respondents' general health. People who were in 'very good' or 'good' health were more likely to walk or cycle regularly. However, it is not possible to draw conclusions from these statistics about the nature of the relationship – some people may be healthy *because* they walk or cycle and others may *chose* to travel actively because they are already healthy.

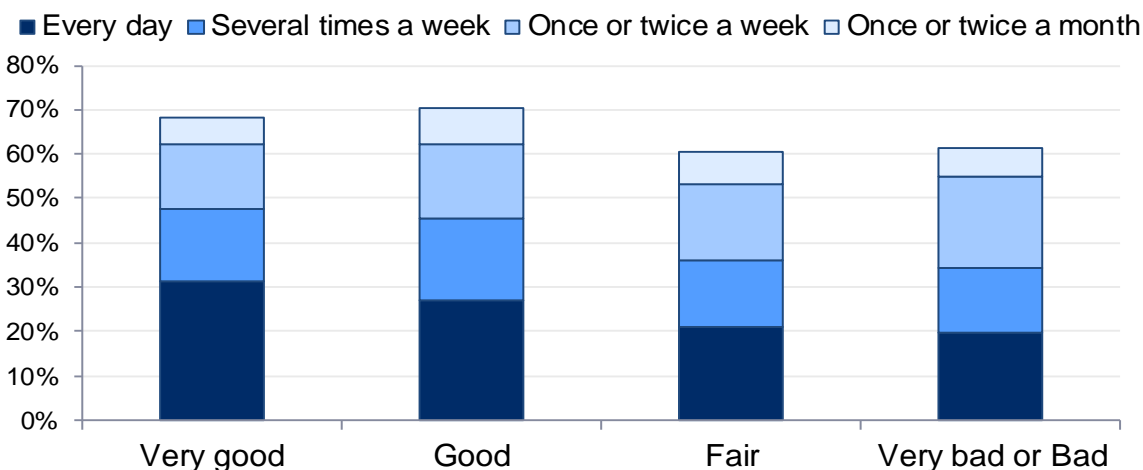
14% of people in very good health and 8% of people in good health cycled as a means of transport at least once a month compared with 6% in fair health and 3% in very bad or bad health ([Chart 17](#)).

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



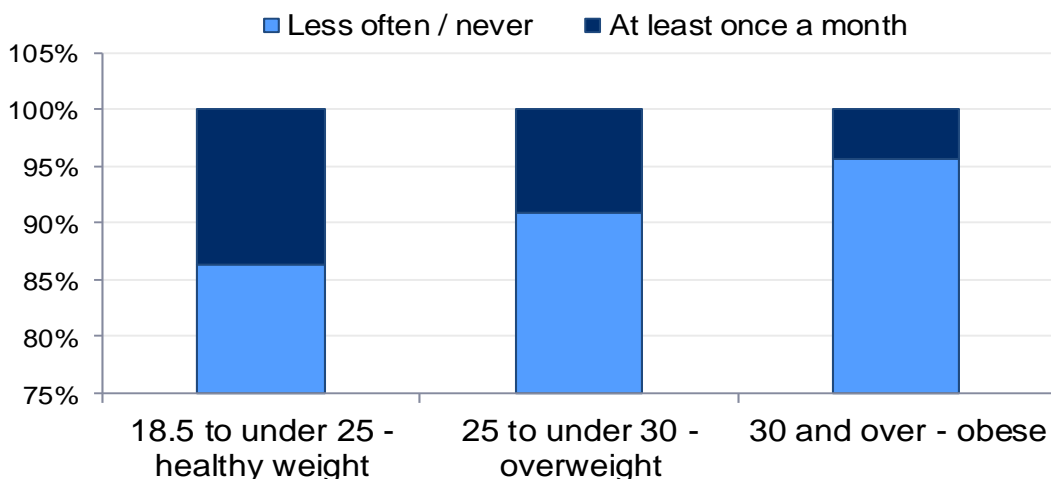
31% of people in very good health walked every day, compared with around 20% of people in either 'bad' or 'very bad' health ([Chart 18](#)).

Chart 18: Frequency of walking for more than 10 minutes as a means of transport in the last 3 months by health in general



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. 14% of people who were at a healthy weight cycled at least once a month as a means of transport, compared with 4% of people who were obese ([Chart 19](#)).

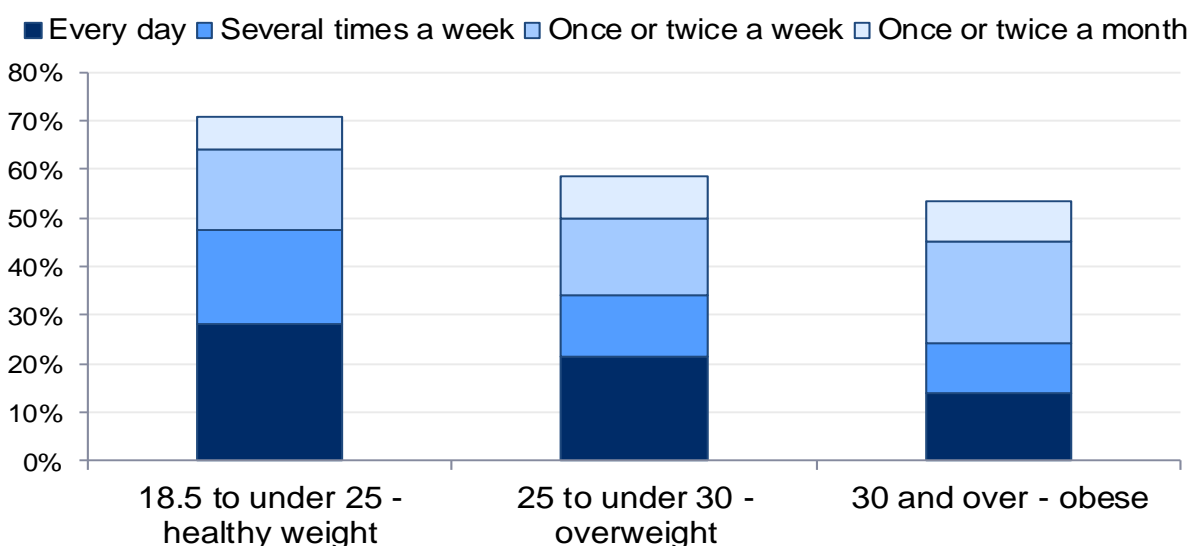
Chart 19: Frequency of using a bicycle as a means of transport in the last 3 months by BMI classification (a)



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

71% of people at a healthy weight walked for more than 10 minutes as a means of transport at least once a month, compared with 54% of those classed as obese ([Chart 20](#)).

Chart 20: Frequency of walking for more than 10 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

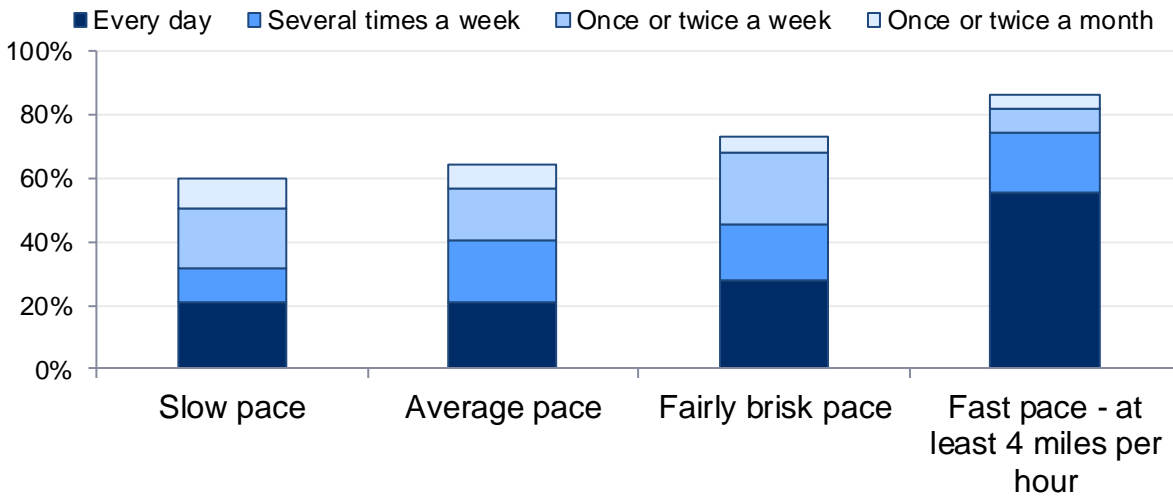


Respondents were also asked how much walking they had done over the previous week, how much time they walked for and how fast they usually walked. Those who walked at a faster pace were also most likely to walk for more than 10 minutes as a means of transport, and to do so more frequently ([Chart 21](#)).



21% of those who usually walked at a slow pace walked every day compared with 56% of people who walk usually walked at a fast pace.

Chart 21: Frequency of active travel (walking) by usual walking pace



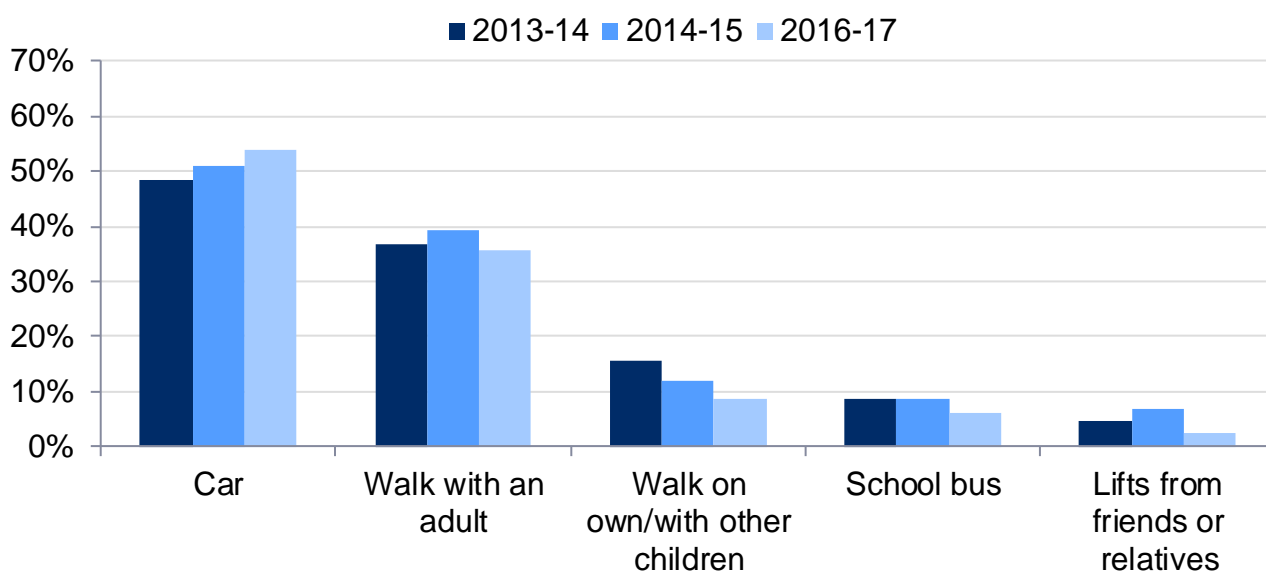
Section 7: Travel to school

Questions on travel to school were not included in the National Survey in 2017-18. This section therefore reports on the period up to 2016-17, the last time the survey covered travel to school. We intend to investigate alternative data sources on this topic with a view to adding to this section and re-issuing this bulletin in the coming months.

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. [Chart 22](#) 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 22: Mode of travel to/from primary school by year (a, b)



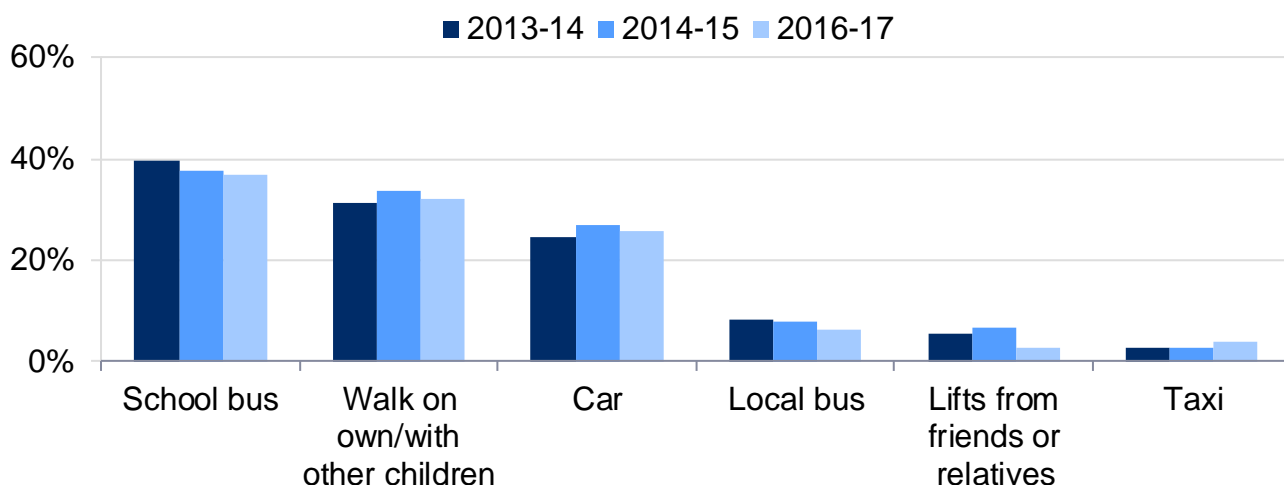
(a) Local bus, train, bike, taxi and 'other' modes have been omitted from this chart due to small numbers.

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

The car was the most common mode of transport used to get to a primary school, with 54% getting to school by car in 2016-17, followed by walking with an adult (36%). 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 own, or with other children'. This fell from 16% to 9%, a statistically significant reduction.

[Chart 23](#) shows the modes of travel used by children to get to their secondary school, by year.

Chart 23: Mode of travel to/from secondary school by year (a, b)



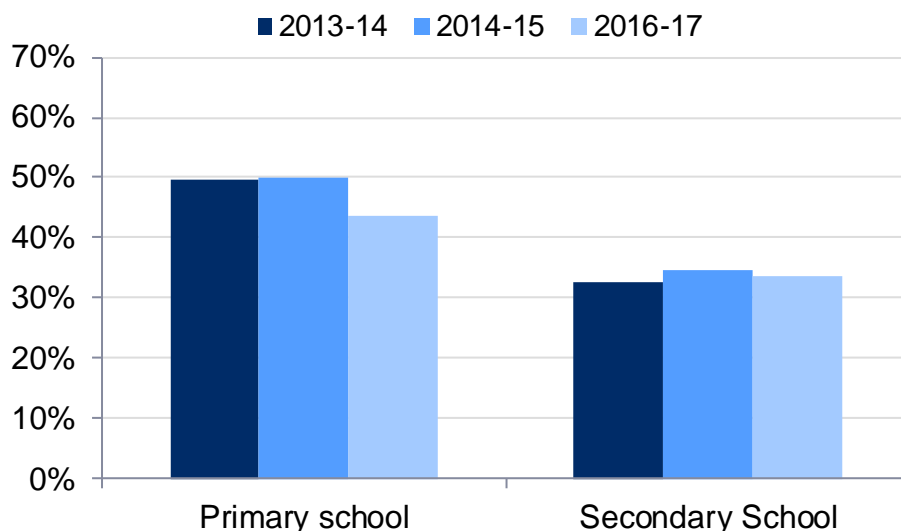
(a) Walking with an adult, train, bike and- 'other' modes have been omitted from this chart due to small numbers.

(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 secondary school, with 37% in 2016-17, followed by walking on their own or with other children (32%). 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', which fell from 6% in 2014-15 to 3% in 2016-17.

By combining those who walk with an adult, on their own or with other children with the few who cycle, we see that 44% of children actively travelled to primary school, and 34% to secondary school in 2016-17. [Chart 24](#) 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 24: Active travel to/from primary and secondary school by year (a)

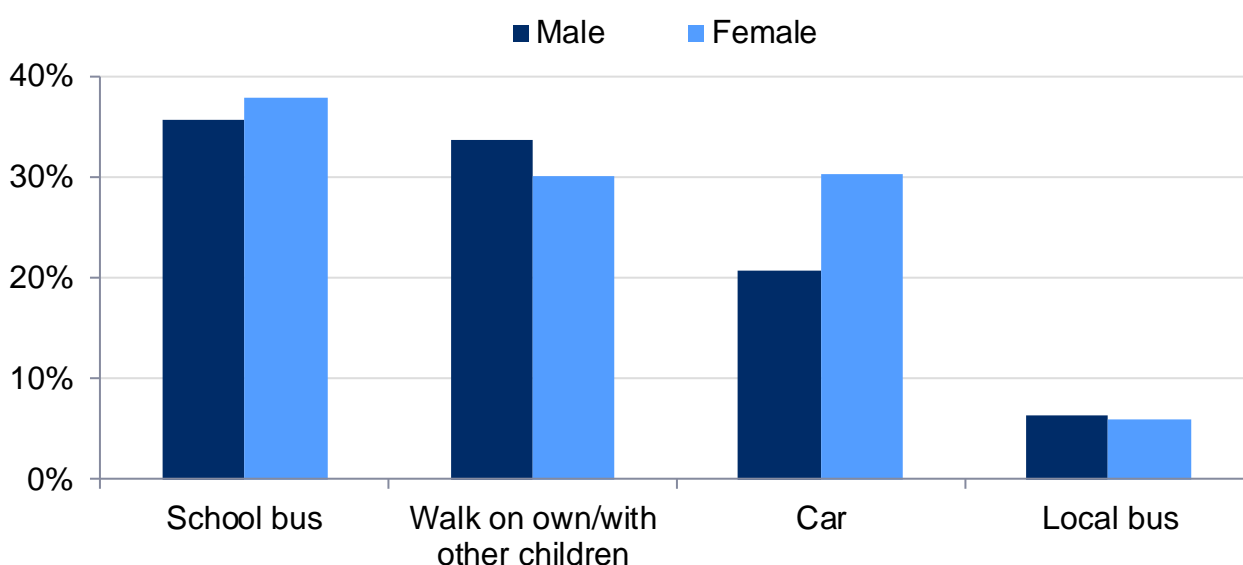


(a) Totals may not sum to 100% as multiple modes of transport can be selected.

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 ([Chart 25](#)). There were no significant differences between the sexes for all other transport modes.

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



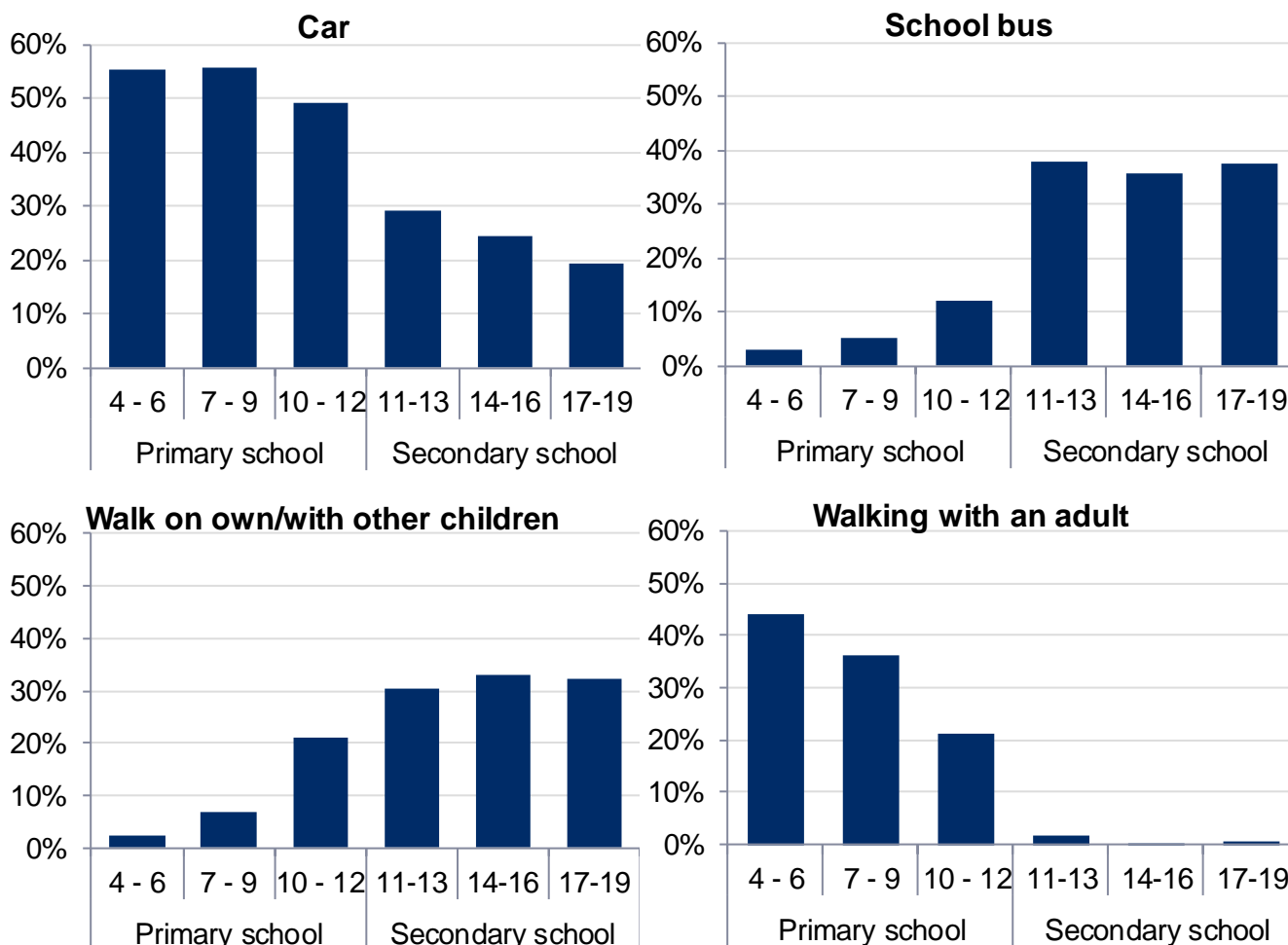
(a) Only the 4 most commonly used modes of transport are shown in this chart.

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

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 26: 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 [Chart 26](#) shows, school buses are not commonly used by primary school children, but they are the most common method for travelling to school for secondary school children.

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.

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 [Chart 27](#) and [Chart 28](#) below.

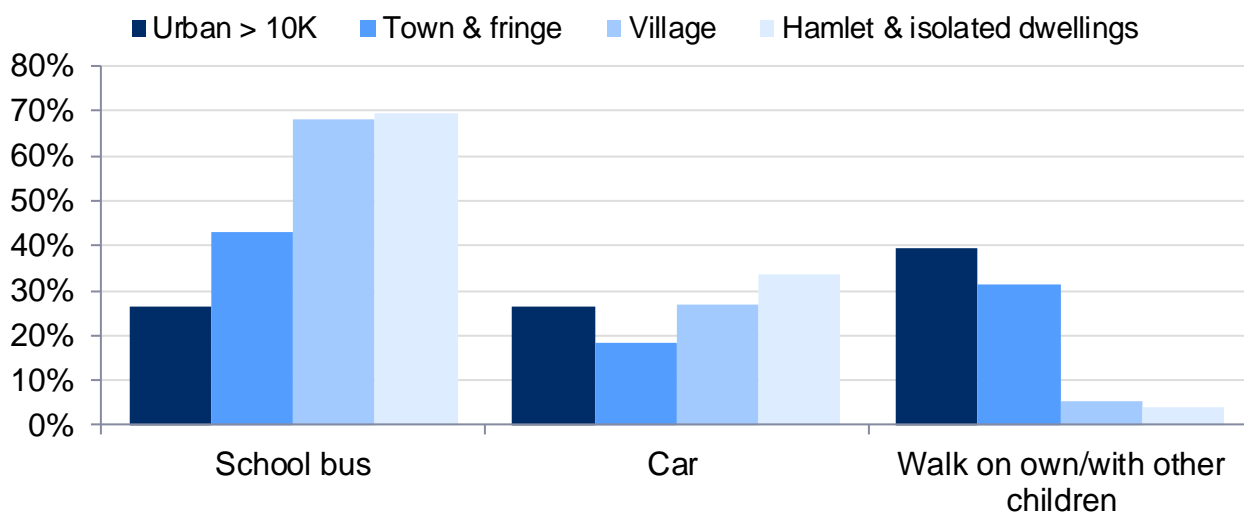
Chart 27: Mode of travel to/from primary school by urban/rural classification (a)



(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 28: 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

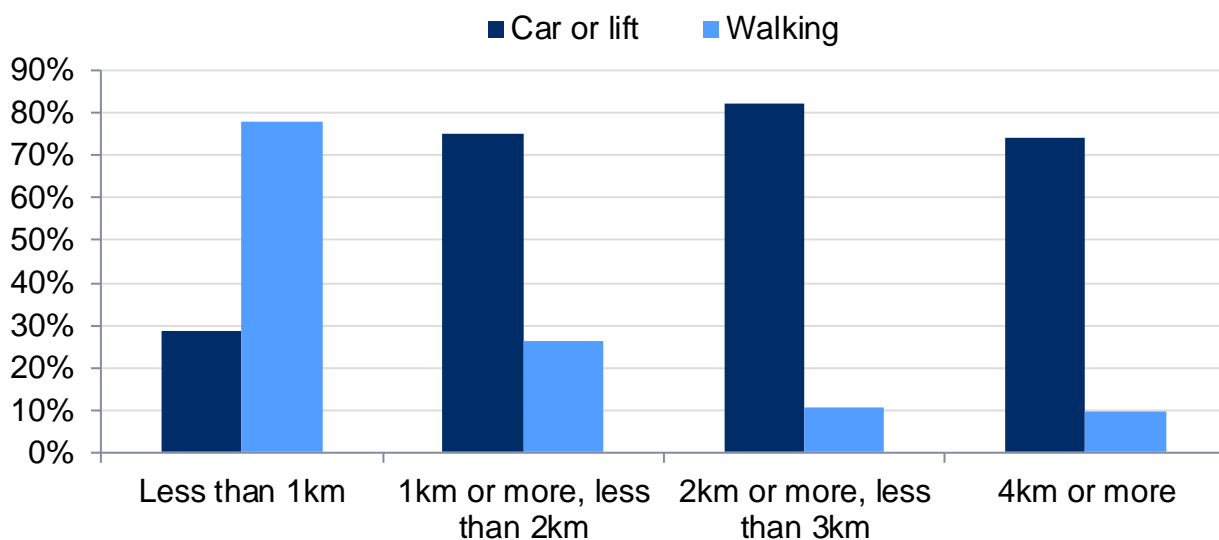
Travel to school, by distance to school

The distance between the home and the school has some impact on the mode of transport used.

Since respondents were able to select multiple modes of travel, the percentages in this section do not necessarily sum to 100.

[Chart 29](#) shows the proportion of children who walk or are driven to primary 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 29: Walking or driving to primary school by distance from their homes (a) (b)



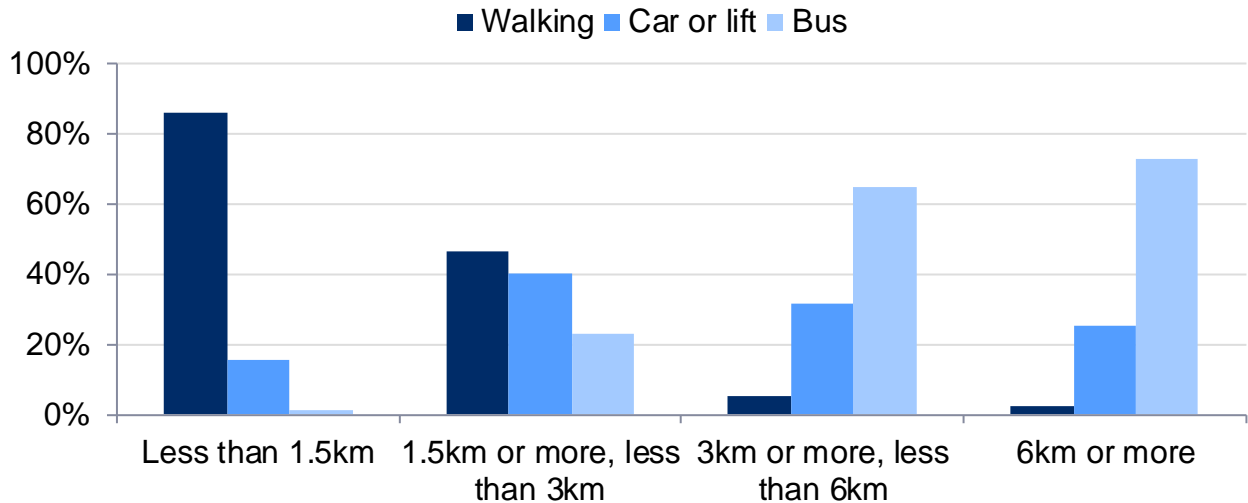
(a) Other modes have been excluded from this chart. Respondents were able to select more than one mode of travel t

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

On average, secondary schools tend to be larger and further away from pupils' homes than primary schools, therefore the distances shown in [Chart 30](#) have been grouped differently. This chart shows that those who lived furthest away from secondary schools were least likely to walk. The most common mode of transport for pupils who lived at least 3km from school was the bus.

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

Chart 30: 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.

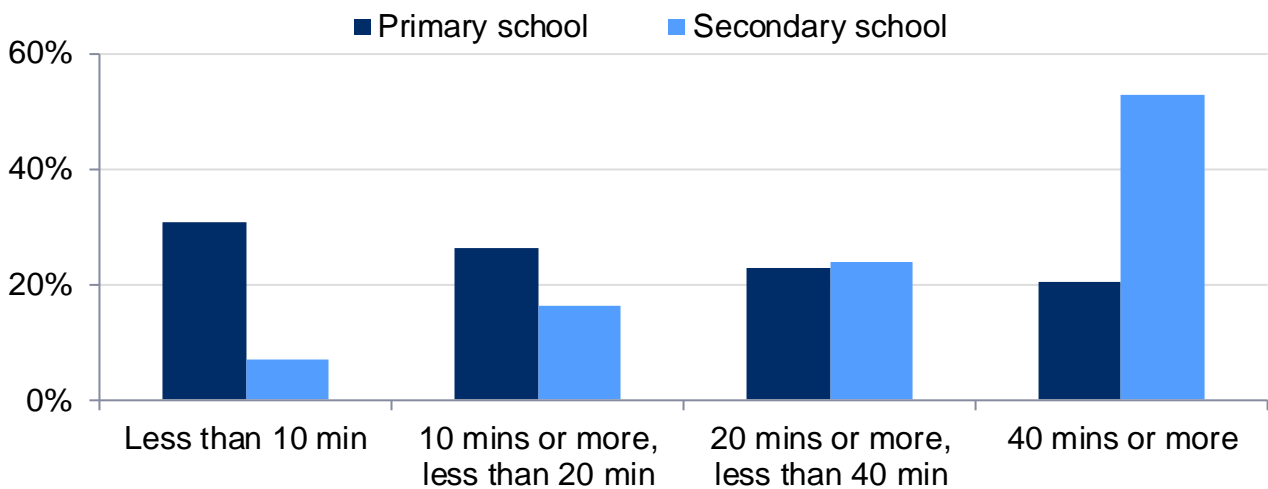
Time it would take to walk or cycle to school

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

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

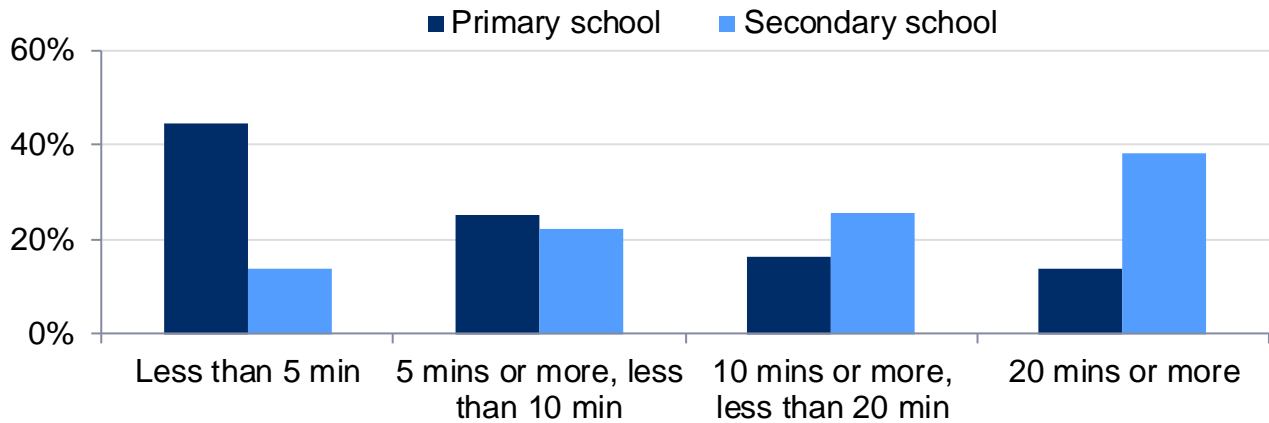


31% of children live within a 10-minute walk of their primary school, off these 84% walk. Only 7% live within a 10-minute walk of their secondary school, and of these 96% walk to school.

[Chart 32](#) shows the amount of time it would take to **cycle** to primary or secondary school. Since cycling is quicker than walking the time categories for this chart are different.



Chart 32: Time it would take to cycle to primary and secondary schools



36% of children live within a 10-minute cycle ride from their secondary school, and of these, 1% cycled to school in 2016-17.

Section 8: Road safety for pedestrians and pedal cyclists

Table 1: Seriously injured pedal cyclists - Comparison of hospital admissions and police recorded road casualties, Wales 2017

<i>Numbers and percentage</i>				
Pedal cyclists				
	Hospital Admissions	As a proportion (%) of all hospital Admissions	Police recorded casualties	As a proportion (%) of total accidents
Total	225		108	
Other vehicle(s) involved	72	32	102	94
No other vehicle involved	131	58	6	6
Not known	22	10		
Male	185	82	91	84
Female	40	18	17	16
Age 0-15	49	22	14	13
Age 16-64	151	67	84	78
Age 65+	25	11	10	9
Age not known				

Source: NHS Wales and Stats19 police recorded road casualties

[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, 2017](#)'

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’. These are regarded as items for the ‘household’ rather than for individuals, and thus form a concept of ‘household material deprivation’.

Pensioners are 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’. They are asked whether they can afford these items, but also whether there are other reasons they are not able to have them, such as poor health or no one to help them etc.

These questions are based around the individual, not the household.

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 2017-18 (30th March 2017 – 31st March 2018).

23,517 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 11,381 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 2017-18 and a First Release was published in June 2018.

Accessibility and clarity

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

Comparability and coherence

The questions in the 2017-18 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 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 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

December 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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