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

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

This statistical bulletin is an interim report on the progress of monitoring of the National Transport Plan. A complete baseline monitoring report will be published in autumn 2010. The baseline monitoring report will then be followed by the publication of the indicators and the data online, where it will be regularly updated as and when data is collected and analysed.

Consultation on monitoring indicators
We are seeking to collect the views of all of the users of our statistical outputs and those individuals or organisations who are interested in the monitoring of the effective delivery of the National Transport Plan. To achieve these aims we have developed a brief public consultation document and a short questionnaire. We would appreciate your views so please complete the questionnaire which you can find on the following link with the consultation document.

The National Transport Plan
The Wales Transport Strategy established the framework for the creation of an integrated transport system to deliver One Wales. The National Transport Plan is intended to take forward this process of delivering integration. This plan can be found at the following link: National Transport Plan
Contents

1a. Introduction .........................................................................................................................................................3

1b. Public Consultation on our approach to monitoring the National Transport Plan ........3

2. Executive Summary ..................................................................................................................................................4

3. Wales Transport Strategy Social Outcomes & Monitoring Indicators .........................10
   1. Improve access to healthcare ..........................................................................................................................10
   2. Improve access to education, training and lifelong learning .................................................................10
   3. Improve access to shopping and leisure facilities ..................................................................................11
   4. Encourage healthy lifestyles .......................................................................................................................11
   5. Improve the actual and perceived safety of travel ..................................................................................18
   6. Improve access to employment opportunities ..........................................................................................33

4. Wales Transport Strategy Economic Outcomes & Monitoring Indicators .................35
   7. Improve connectivity within Wales and internationally ........................................................................35
   8. Improve the efficient, reliable and sustainable movement of people .................................................49
   9. Improve the efficient, reliable and sustainable movement of freight ...............................................49
   10. Improve sustainable access to key visitor attractions ........................................................................55

5. Wales Transport Strategy Environmental Outcomes & Monitoring Indicators ........58
   11. Increase the use of more sustainable materials in our country’s transport assets and infrastructure ......58
   12. Reduce the impact of transport on greenhouse gas emissions ...............................................................59
   13. Adapt to the impacts of climate change ..................................................................................................60
   14. Reduce the contribution of transport to air pollution and other harmful pollutant emissions ..........61
   15. Improve the positive impact of transport on the local environment ..................................................62
   16. Improve the impact of transport on our heritage ..................................................................................64
   17. Improve the impact of transport on biodiversity ....................................................................................65

Annexes ....................................................................................................................................................................67
References, further reading, web-sites ..................................................................................................................67
1a. Introduction

1.1 The Wales Transport Strategy is the key transport policy document of the Welsh Assembly Government. To deliver the aims and outcomes of the Wales Transport Strategy at the national level, the National Transport Plan has been developed and published in March of this year. The National Transport Plan states that its delivery will be monitored using the long term output indicators that were outlined in the Wales Transport Strategy.

1.2 The Transport Statistics Branch of the Statistical Directorate in the Welsh Assembly Government has been commissioned to monitor the delivery of the National Transport Plan. As part of this commission we are constrained to:

1. Use the 17 long term output indicators from the Wales Transport Strategy as the framework for monitoring the delivery of the National Transport Plan. Full details of the 17 outcomes, the monitoring indicators developed for each outcome and the data collected so far are set out in sections 3, 4 & 5 of this bulletin.
2. Publicly consult on our approach to monitoring the delivery of the National Transport Plan. Details of the consultation are set out in section 2 of this bulletin.
3. Issue a statistical bulletin detailing our progress on monitoring the National Transport Plan shortly after the publication of the Plan.

1.3 This statistical bulletin is an interim report on the progress of monitoring of the National Transport Plan. A complete baseline monitoring report will be published in Autumn 2010. The full baseline monitoring report will also include any changes to our monitoring methodology, indicator set or data sources that result from the public consultation, detailed in section 2 of this bulletin. The baseline monitoring report will then be followed by the publication of the indicators and the data online, where it will be regularly updated as and when data is collected and analysed. The detail of this process is also subject to the results of the public consultation.

1b. Public Consultation on our approach to monitoring the National Transport Plan

1.4 We are seeking to collect the views of all of the users of our statistical outputs and those individuals or organisations who are interested in the monitoring of the effective delivery of the National Transport Plan. To achieve these aims we have developed a brief public consultation document and a short questionnaire. We would appreciate your views so please complete the questionnaire which you can find on the following link with the consultation document.

The public consultation began on 29 March 2010 and closes on 18 June 2010.

1.5 The purpose of the consultation is to meet two key objectives:

- To ensure that all of our statistical outputs meet the needs of users, and
- To consult on the approach and indicator set we propose to use to monitor the National Transport Plan.

1.6 The responses we receive to consultation will help to shape our work programme and outputs for the next year and beyond. The responses will be used to ensure that we adopt a robust approach and indicator set to monitor the effective delivery of the National Transport Plan throughout its lifespan.
2. Executive Summary

2.1 This Summary covers the subset of the outcome indicators where statistics have been compiled for this interim Report. The final base-line report, due in autumn 2010, will have a more complete coverage of these indicators.

2.2 This summary covers, therefore, social outcomes 4 and 5, economic outcomes 7 to 9, and environmental outcomes 12 and 15. It does not cover outcomes concerned with access to services (outcomes 1 to 3, 6 and 10) or many of the environmental outcomes, where we are still developing statistical indicators (outcomes 11, 13 and 14, and 16 and 17).

2.3 In broad summary, the indicators show:

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

The National Travel Survey shows the number of travel trips made by people living in Wales, and their reasons for making them, have both been broadly unchanged since 2002. But within this overall stability, there are some modal shifts.

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

(Source National Travel Survey)

Some of these modal shifts are unwelcome...

There is an increasing proportion of people using a car (or van or minibus) to get to work; a major factor in this increase is due to increasing car usage by women.

For travel to work, the data for Wales over the last eight years shows that the number of male respondents using a car, van or minibus to access work has remained constant at around a total of 85 per cent of respondents. However, the number of female respondents using a car, van or minibus to access work has increased by some 7 per cent between 2001 and 2008, reaching 80 per cent of respondents in 2008. Overall, in 2008, around 83 per cent of respondents used this mode of transport for work.

(Source: Labour Force Survey)

...and some of these modal shifts are welcome:

There is an increase in the proportion of children walking to school...

The proportion of children aged 5 to 16 whose main mode of travel to school is walking has risen from the 37 per cent average for 1995/99 to 45 per cent in 2007/08; 1 per cent higher than the UK average. Over the same period car trips have risen, then fallen back down to the same level as 1995/99 at some 30 per cent. Bus or coach trips have fallen 10 per cent to comprise just 22 per cent of trips in 2007/08.

(Source National Travel Survey)

....and adults walking for leisure

Slightly out-of-date figures show that the proportion of adults walking over 2 miles in the past 4 weeks has shown an increase from 33 per cent of respondents in 2000/01to 40 per cent in 2004/05.

(Source: Sports Council Wales’ adult sports participation survey)

Relatively few children cycle to school, and relatively few adults cycle at all.
In 2005, 2 per cent of children aged 7 to 11 cycled to school and 1 per cent of children aged 11 to 16. (Source: Sports Council Wales’ sports participation survey)

Slightly out-of-date figures show that the proportion of adults doing any cycling in past 4 weeks has fallen from 6 per cent of respondents in 2000/01 to 5 per cent in 2004/05. (Source: Sports Council Wales’ adult sports participation survey)

**The Wales Transport Strategy aims to improve the actual and perceived safety of travel (outcome 5).**

**We are on track to meet the Welsh Assembly Government’s 2010 casualty reduction targets...**
The Welsh Assembly Government has three casualty reduction targets to be achieved by 2010 based on reductions from the average for the years 1994 to 1998. Progress towards these targets during the most recent 12 month period, that is October 2008 to September 2009, was:

- **Target 1** → A 40 per cent reduction in the number of killed or seriously injured (KSI) casualties. Outturn over this period was 38 per cent lower than the 1994-98 average.
- **Target 2** → A 50 per cent reduction in the number of children killed or seriously injured. Outturn 51 per cent lower than the 1994-98 average.
- **Target 3** → A 10 per cent reduction in the number of people slightly injured per 100 million vehicle kilometres. Outturn for 2008 was 37 per cent reduction.

*...with the latest available figures for road traffic casualties continuing to fall.*
Looking at Road Traffic casualties in Wales, and comparing the most recent 12 month period, that is October 2008 to September 2009, with the previous 12 month period, October 2007 to September 2008 shows:

- All road casualties were down by 8 per cent; and within this total
- The numbers killed were 9 per cent lower
- Seriously injured were 12 per cent lower
- Slightly injured were 7 per cent lower

(Source: Welsh Assembly Government)

**Safety on the railway concerns crime as well as accidents**

**Recorded railway crime is dropping...**
Incidents of notifiable and non-notifiable offences on the rail network: The total recorded notifiable offences dropped from 1,720 in 2007/08 to 1,608 in 2008/09. There was a significant fall in the number of recorded violence against the person offences between 2007/08 and 2008/09 from 242 to 198 offences. Recorded criminal damage/malicious mischief offences fell from 262 to 161 in 2008/09.

(Source: British Transport Police)

*...and the perception of crime is improving as well, with rail users’ perceptions of their personal security at rail stations improving, though from a low base in Wales compared with the rest of Great Britain.*
Rail travellers’ perception of personal security whilst using a rail station has improved in Wales between autumn 2005 and spring 2009 with rail travellers having a positive perception up from 54 to 59 per cent. This is, however, low compared to the average of regional rail services across Great Britain which has seen an increase from 59 to 68 per cent in the same period.

(Source: Passenger Focus)

**While their perception of their personal security onboard a train service is also increasing and has reached the same level for comparable services elsewhere in Great Britain.**
There is a better position with rail travellers’ perception of personal security whilst onboard a rail service in Wales, which is up from 72 to 79 per cent over the same period as above. For all regional rail services
across Great Britain, there was a comparable increase from 75 to 79 per cent in the same period. Just 3 per cent of rail travellers in Wales were dissatisfied with their personal security in spring 2009. (Source: Passenger Focus)

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

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

Bus travel has increased since 2002/03, with the introduction of concessionary travel passes for the elderly and disabled driving the increase.

Bus passenger journey numbers in Wales were at the same level in 2007/08 (122 million passenger journeys) as in 1997/98. These passenger numbers declined in the late 1990’s and only began to slowly increase again from 2002/03 probably due to the introduction of concessionary travel passes for the over-60’s in the middle of the decade. On average across Great Britain, outside of London, the picture is one of a decline in bus passenger numbers from 1997/98. (Source: Department of Transport)

The concessionary passes scheme has been taken up by the majority of older people in Wales.

The number of concessionary fares bus passes issued in Wales meant that in 2007/08, 80 per cent of adults aged 60 and over in Wales held a pass. This figure increased to 82 per cent in 2008-09. (Source: Local authority core set indicators)

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

The principal train operating company running services in Wales, Arriva Trains Wales, has increased the number of timetabled kilometres its services operate from 18.44 million to 23.11 million between 2003/04 and 2008/09. This represents an increase of nearly 5 million timetabled train kilometres or a 25 per cent increase between 2003/04 and 2008/09. (Source: Office of the Rail Regulator)

...and in terms of passenger numbers.

Rail station passenger usage numbers increased in every local authority area in Wales between 2003/04 to 2007/08, other than Merthyr Tydfil. Unsurprisingly Cardiff Central was by far the busiest station in Wales with almost 10 million station entries and exits in 2007/08, representing almost 25 per cent of all station entries and exits in Wales. Cardiff Queen Street was the second busiest station, ahead of Newport (Source: Office of the Rail Regulator, and Delta Rail)

Air passengers using Cardiff Airport are currently declining.

The total number of domestic passenger movements at Cardiff Airport decreased by some 2,000 passengers, a less than 1 per cent decrease, between 2007 and 2008. For both years the majority of domestic passengers travelled to Scotland and Northern Ireland; other domestic destinations with notable passenger numbers are Jersey, Newcastle and Anglesey. The total number of international passengers using Cardiff Airport fell from some 1.6 million to some 1.5 million between 2007 and 2008, a fall of just over 5 per cent. The fall was caused by a decline in the number of chartered passenger movements of some 17 per cent. Total scheduled passenger movements increased in the same period by some 8 per cent. For both 2007 and 2008 the majority of international passenger movements were from and to destinations in Spain. There are also over 100,000 annual passenger movements between Cardiff Airport and the Netherlands, Canary Islands and the Irish Republic. (Source: Civil Aviation Authority)
There is a more pronounced long-term decline for sea passengers through Welsh ports. There was a decline of some 23 per cent in the number of sea passenger movements from Welsh ports between 1995 and 2009. A part of the decline in the total number of passenger movements is due to the removal of the Swansea – Cork service in 2006, recently re-launched in 2010. However, the other three ports running ferry passenger services have seen a decline of passenger movements over the period some 8 per cent at Milford Haven, 9 per cent at Holyhead and 45 per cent at Fishguard. (Source: Department for Transport)

The motor vehicle is the most used mode of transport and traffic has grown over recent years. Growth pauses only with significant increases in fuel prices (e.g. 2005) or recession (e.g. 2008). Overall motor vehicle traffic has grown across Wales between 2000 and 2008 (up 14 per cent to 28 billion vehicle kilometres per year). The effect of the recession can be seen in 2008 with traffic in some local authority areas experiencing traffic levels either falling slightly or remaining at same level, with the all Wales figure slightly down on 2007. (Source: DfT, Great Britain road traffic estimates).

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

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

For buses, punctuality is comparable to that across the rest of Great Britain. Bus punctuality (i.e. arriving between 1 minute early and 5 minutes late) in Wales at all bus stops in 2007 was 76 per cent, the same level as 2005 and 1 per cent better than the GB average. (Source: Department for Transport, Bus Punctuality Statistics report)

Train punctuality is improving...
The percentage of Arriva Trains Wales trains operating within 10 minutes of scheduled time improved by 0.4 per cent to 95.7 per cent of trains in 2008/09 compared to 2007/08. There was also a 0.7 per cent improvement in the percentage of trains operating within 5 minutes of scheduled time to 93.1 per cent and a 0.2 per cent improvement to 97.2 per cent of the percentage of trains operating within 20 minutes of scheduled time. (Source: ORR)

...while the number of train services running is increasing. (note that we are still developing public transport reliability information) There was a 4.7 per cent increase in the number of planned Arriva Trains Wales train services between 2007/08 and 2008/09. (Source: ORR)

It also covers issues relevant to road transport such as the quality of roads:
The structural quality of trunk roads appears to have increased in recent years. Truck road conditions: 5.8 per cent of all purpose trunk roads in Wales required close monitoring of structural condition in 2009. This is a decrease of 0.4 per cent from 2008 and some 2.2 per cent from 2007. The percentage of motorways needing close monitoring was 4.3 per cent, a decrease of 0.3 per cent from 2008 and an increase of 1 per cent point from 2007. (Welsh Assembly Government: Deflectograph measurements of road strength)
These changes in the transport system (and safety from outcome 5) should be reflected in passenger satisfaction with travel in Wales:

Satisfaction with local bus services seems to be at a high level and seems to be increasing. Local bus services: The 2006 Living in Wales survey found:

- That 80 per cent of respondents were satisfied with local bus services and that 94 per cent were satisfied with the time it took to get from or to a bus stop.

The 2008 Living in Wales survey found respondents:

- Slightly happier with local bus services, with 81 per cent reporting that they were satisfied. There was also a 1 per cent increase to 95 per cent of respondents satisfied with the time it took to get from or to a bus stop.

(Source 2006 and 2008 Living in Wales survey)

Overall satisfaction with train services is also increasing

Passengers overall satisfaction with both train stations and rolling stock facilities: The data shows that passenger satisfaction with Arriva Trains Wales has increased by 6 per cent from 81 per cent in Spring 2005 to 87 per cent in Spring 2009. This compares favourably with the average of 86 per cent for all other regional operators.

(Source; Passenger Focus)

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

Between 1990 and 2007 total greenhouse gas emissions in Wales have decreased, though emissions from transport have increased.

Between 1990 and 2007 greenhouse gas emissions from transport have increased by some 11 per cent. Within the transport sector greenhouse gas emissions from rail transport have increase by 19 per cent, water transport by 13 per cent and road transport by 12 per cent. Emissions have also increased within the aviation sector, and the total greenhouse gas emissions from aviation represent less than 1 per cent of the total emissions from transport.

Road transport produces the vast majority of greenhouse gas emissions from the transport sector. In 1990 86 per cent of greenhouse gas emissions from the transport sector were from road transport, by 2007 this had marginally increased to 87 per cent.

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

The percentage of high or acceptably clean highway and relevant land fell by just under one per cent between 2007-08 and 2008-09 on an all Wales basis.
Social outcomes monitoring
3. Wales Transport Strategy Social Outcomes & Monitoring Indicators

1. Improve access to healthcare

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

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

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

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

3.2 These indicators will be monitored using Accession™ GIS software. Work is on going to compile the calculations for these indicators and the outputs will be available as maps and tables in the baseline monitoring report in Autumn 2010.

2. Improve access to education, training and lifelong learning

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

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

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

2.3 The proportion of people aged over 16 within 15, 30, 45 and 60 minute travel time threshold(s) of ‘learning providers’ (that is providers of post-16 education and training in Wales as recognised within WAG National Planning Framework) between 7am and 9am on a Tuesday (i) by public transport, (ii) by car, (iii) by cycling and (iv) by walking

3.4 These indicators will be monitored using Accession™ GIS software. Work is on going to compile the calculations for these indicators and the outputs will be available as maps and tables in the baseline monitoring report in Autumn 2010.
3. Improve access to shopping and leisure facilities

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

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

3.2 Proportion of households within 30, 60 and 90 minute travel time thresholds of a ‘Key Centre’ (as defined by the Regional Transport Consortia) between 8am and 12pm on a Saturday (i) by public transport and (ii) by car (iii) by cycling and (iv) by walking

3.6 These indicators will be monitored using Accession™ GIS software. Work is on going to compile the calculations for these indicators and the outputs will be available as maps and tables in the baseline monitoring report in Autumn 2010.

4. Encourage healthy lifestyles

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

4.1 Walking and cycling as percentage of local trips for all purposes of under 5 miles

3.8 The data for this indicator has not yet been collected or analysed. The data will be available in the baseline monitoring report in Autumn 2010.

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

3.9 This indicator is monitored using the data collected for people living in Wales, as part of the Department for Transport’s National Travel Survey covering Great Britain. The data presents a consistent picture over the last five to six years with trips made using a car some three times greater than those made by walking. The total number of trips has remained fairly constant at around or just below a thousand trips per person, per year with walking representing roughly two hundred of those trips. The distance and purpose of travel has also remained consistent over time with shopping trips and trips of under one mile being the most common.
### 4.2 Modal share of total trips undertaken by people living in Wales (a)

<table>
<thead>
<tr>
<th></th>
<th>2002/03</th>
<th>2004/05</th>
<th>2006/07</th>
<th>2007/08</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>By main mode:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Car / van:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver</td>
<td>447</td>
<td>479</td>
<td>438</td>
<td>422</td>
</tr>
<tr>
<td>Passenger</td>
<td>252</td>
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</tr>
<tr>
<td>Total</td>
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<tr>
<td>Walk</td>
<td>204</td>
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<td>Other modes</td>
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<td><strong>By purpose:</strong></td>
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<td>Commuting and business</td>
<td>187</td>
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<td>165</td>
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<td>Education and escort education</td>
<td>111</td>
<td>109</td>
<td>110</td>
<td>101</td>
</tr>
<tr>
<td>Shopping</td>
<td>200</td>
<td>204</td>
<td>195</td>
<td>199</td>
</tr>
<tr>
<td>Other escort</td>
<td>98</td>
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<td>Other personal business</td>
<td>102</td>
<td>101</td>
<td>96</td>
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<tr>
<td>Visit friends</td>
<td>169</td>
<td>180</td>
<td>162</td>
<td>168</td>
</tr>
<tr>
<td>Leisure and just walking</td>
<td>129</td>
<td>152</td>
<td>146</td>
<td>144</td>
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<td><strong>By length:</strong></td>
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</tr>
<tr>
<td>Under 1 mile</td>
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<td>194</td>
<td>202</td>
<td>187</td>
</tr>
<tr>
<td>1 to under 2 miles</td>
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<td>194</td>
<td>174</td>
<td>162</td>
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<td>2 to under 3 miles</td>
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<td>115</td>
</tr>
<tr>
<td>3 to under 5 miles</td>
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<td>143</td>
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<td>144</td>
</tr>
<tr>
<td>5 to under 10 miles</td>
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<td>168</td>
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<td>10 to under 25 miles</td>
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<td>25 miles and over</td>
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<tr>
<td>All lengths</td>
<td>996</td>
<td>1,031</td>
<td>986</td>
<td>969</td>
</tr>
</tbody>
</table>

Source: National Travel Survey

(a) Data shown by average over two year time period to ensure sufficient sample sizes

| 4.3 Percentage of adults whose main mode of travel to work is walking |
| 4.4 Percentage of adults whose main mode of travel to work is cycling |

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

3.11 The data for Wales over the last eight years shows that the number of male respondents using a car, van or minibus to access work has remained constant at around a total of 85 per cent of respondents. However, the number of female respondents using a car, van or minibus to access work has increased by some 4 per cent from 2001 to 2008.
### 4.3a & 4.4a Main mode of travel to work and average time taken, by sex

<table>
<thead>
<tr>
<th>Autumn quarter of each year</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, van, minibus or works van:</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
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<td>2</td>
<td>2</td>
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<td>1</td>
<td>-</td>
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<tr>
<td>Average time taken (minutes):</td>
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<td>-</td>
<td>19</td>
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<td>18</td>
<td>-</td>
<td>19</td>
<td>-</td>
<td>20</td>
<td>19</td>
</tr>
</tbody>
</table>

Source: Labour Force Survey

Notes: ~ figure unavailable, * sample size too small

### 3.12 A person’s income and socio economic status has an influence on the mode of transport used to travel to work. Tables 4.3b & 4.4b below, taken from the 2008 Living in Wales survey, compare travel to work for those working full or part time, their gross household income and the type of profession they are employed in. Unsurprisingly the tables show that the greater the household income the more travel to work is via a car or a van with a corresponding fall in the numbers travelling to work on foot. There a clear divide between those households with a gross household income of less than £20,800 and those with an income in excess of that. Some 65 per cent of respondents with a gross household income of less than £20,800 use a car or van to travel to work compared to 80 per cent with a gross household income of £20,800 to £39,999 and 87 per cent with a gross household income in excess of £40,000. 23 per cent of respondents walk to work in households with a gross household income of under £20,800, 12 per cent with a gross household income of £20,800 to £39,999 and just 7 per cent with a Gross household income in excess of £40,000. Cycling, train usage and other forms of travel remain low across the income bands, 2 per cent at most. Bus, minibus, coach or taxi usage is also low with the only notable usage being 8 per cent for those respondents with a gross household income less than £20,800.
3.13 The other contrast is between those working full time and those working part time. Some 82 per cent of full time workers use a car or van to travel to work compared to 69 per cent of part time workers. There is a corresponding increase in the numbers of part time workers walking to work, 24 per cent, compared to full time workers at 9 per cent. There is a low uptake of other modes of travel to work with the most notable being 6 per cent of part time workers and 4 per cent of full time workers using a bus, minibus, coach or taxi to travel to work.

3.14 A respondent’s socio-economic status follows a similar pattern to that of household income. Broadly speaking those in higher paid, professional jobs are more likely to use a car or van to travel to work, 85 per cent of those in higher managerial or professional occupations, than those in lower paid, lower skilled jobs, 69 per cent of respondents in routine occupations. Those respondents working in semi routine or routine occupations are also the most likely to walk to work, at 24 & 22 per cent, compared to other occupations ranging from 6 to 12 per cent. Respondents in semi and fully routine occupations were the only ones to use the bus as a mode of travel to work above a level of 5 per cent. All other modes of transport have very low levels of usage across the occupations bands.

4.3b & 4.4b Main mode of travel to work, by sex and employment status of respondent and by household income: 2008 (a) (b)

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Male</th>
<th>Female</th>
<th>Working (c) part-time</th>
<th>Working (d) full-time</th>
<th>Less than £20,800</th>
<th>£20,800 to £39,999</th>
<th>£40,000 and over</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car or van</td>
<td>82</td>
<td>76</td>
<td>82</td>
<td>69</td>
<td>65</td>
<td>80</td>
<td>87</td>
<td>78</td>
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<tr>
<td>On foot</td>
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<td>17</td>
<td>9</td>
<td>24</td>
<td>23</td>
<td>12</td>
<td>7</td>
<td>13</td>
</tr>
<tr>
<td>Bus, minibus, coach or taxi</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Bicycle</td>
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<td>2</td>
<td>0</td>
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<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Train</td>
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<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Other (f)</td>
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<td>2</td>
<td>1</td>
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<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Living in Wales Survey 2008
(a) For respondents in employment; excluding those working at or from home
(b) If weighted totals are less than 5,000, figures may be statistically unreliable, and have been marked with an asterisk
(c) 30 hours a week or more
(d) Less than 30 hours a week
(e) Not every respondent answered this question.
(f) Including motorcycles and mopeds

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

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

3.16 The data shows a positive trend in the increase in the number of respondents stating that they walk to school, up from the 37 per cent average for 1995/99 to 45 per cent in 2007/08. This is at the same level as the GB average. Over the same period car trips have risen then fallen back down to the same level as 1995/99 at some 30 per cent. Bus or coach trips have fallen 10 per cent to comprise just 22 per cent of trips in 2007/08.
### 4.5 Mode of travel to school and average trip length for 5-16 year olds (a) (b) (c)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>29</td>
<td>32</td>
<td>41</td>
<td>29</td>
<td>30</td>
</tr>
<tr>
<td>Walk</td>
<td>37</td>
<td>36</td>
<td>35</td>
<td>43</td>
<td>45</td>
</tr>
<tr>
<td>Bus or coach</td>
<td>32</td>
<td>30</td>
<td>22</td>
<td>24</td>
<td>22</td>
</tr>
<tr>
<td>Other (inc bicycle)</td>
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<td>2</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>All modes</td>
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<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Average trip length (miles)</td>
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<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

Source: National Travel Survey

(a) Table adapted to show data in 5-year bands for 1995 to 1999 and in 2-year bands from 2002/2003 to ensure sufficient sample sizes.

(b) Figures are subject to fluctuation because of small sample sizes.

(c) Trips of under 50 miles only.

### 4.6 Percentage of children who cycle to school

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

3.18 The results show a low level of respondents cycling to school. A higher proportion of children aged 7-11 respond that they cycle to school than those in the 11-16 age group. This could in part be due to the greater distances travelled, on average, to access secondary education compared to primary education.

3.19 Data for 2008/09 will be available in the baseline monitoring report in Autumn 2010.

### 4.6 Children and young people cycling to school

<table>
<thead>
<tr>
<th></th>
<th>2001/02</th>
<th>2004</th>
<th>2006</th>
<th>2008/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ages 7-11</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Ages 11-16</td>
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<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Source: Sports Council Wales

### 4.7 Percentage of adults walking over 2 miles in the past 4 weeks

### 4.8 Percentage of adults undertaking any cycling in the past 4 weeks

3.20 These indicators are monitored using the data collected as part of the Sports Council Wales’ adult sports participation surveys. These indicators are two of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

3.21 The results show a marked increase from 33 per cent in 2000/01 of the number of respondents reporting that they have walked over 2 miles in the past 4 weeks to 40 per cent in 2004/05. The results also show that the amount of cycling reported by respondents has remained at a low level, even decreasing from 6 per cent in 2000/01 to 5 per cent in 2004/05.

3.22 Data for 2008/09 will be available in the baseline monitoring report in Autumn 2010.
### 4.7 & 4.8 Sports Council Wales adult sports participation

<table>
<thead>
<tr>
<th>Percentage of all adults</th>
<th>2000/01</th>
<th>2002/03</th>
<th>2004/05</th>
<th>2008/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any walking (over 2 miles) in the past 4 weeks</td>
<td>33</td>
<td>31</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Any cycling in the past 4 weeks</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

Source: Sports Council Wales

#### 4.9 Percentage of total length of footpaths and other rights of way which are easy to use by the public

3.23 This indicator is monitored using data collected by the Local Authorities about their footpaths and rights of way that they report on as one of the Local Authority Key Performance Indicators.

3.24 In 2007-08 Carmarthenshire had the lowest percentage of Rights of Way that were easy to use by members of the public at 19 per cent. In 2008-09 the percentage had increased to 35 per cent in Carmarthenshire.

3.25 In 2007-08 Blaenau Gwent had the highest percentage of Rights of Way that were easy to use by members of the public at an impressive 100 per cent. In 2008-09 the percentage had decreased to a still very respectable 97 per cent in Blaenau Gwent.

3.26 In 2008-09 Gwynedd had the lowest percentage of Rights of Way that were easy to use by members of the public at 33 per cent, while Blaenau Gwent had the highest percentage at 97 per cent. The overall Wales percentage of Rights of Way that were easy to use by members of the public was 51 per cent in 2007-08 decreasing to 49 per cent in 2008-09.
### 4.9 Percentage of total length of footpaths and other rights of way which were easy to use by the public

<table>
<thead>
<tr>
<th>Year</th>
<th>The percentage of total length of Rights of Way which are easy to use by members of the public</th>
<th>The total length of Rights of Way surveyed that are easy to use by members of the public (km)</th>
<th>The total length of Rights of Way surveyed (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isle of Anglesey</td>
<td>-</td>
<td>53</td>
<td>-</td>
</tr>
<tr>
<td>Gwynedd</td>
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<td>33</td>
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</tr>
<tr>
<td>Conwy</td>
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</tr>
<tr>
<td>Denbighshire</td>
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<td>62</td>
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</tr>
<tr>
<td>Flintshire</td>
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</tr>
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<td>Wrexham</td>
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<tr>
<td>Powys</td>
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</tr>
<tr>
<td>Pembrokeshire</td>
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<td>52</td>
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<tr>
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<tr>
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<tr>
<td>Bridgend</td>
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<td>71</td>
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<tr>
<td>The Vale of Glamorgan</td>
<td>64</td>
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</tr>
<tr>
<td>Cardiff</td>
<td>73</td>
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<td>19</td>
</tr>
<tr>
<td>Rhondda Cynon Taf</td>
<td>71</td>
<td>73</td>
<td>32</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
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</tr>
<tr>
<td>Caerphilly</td>
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<tr>
<td>Blaenau Gwent</td>
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<td>16</td>
</tr>
<tr>
<td>Torfaen</td>
<td>52</td>
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</tr>
<tr>
<td>Monmouthshire</td>
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</tr>
<tr>
<td>Newport</td>
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</tr>
<tr>
<td>Wales</td>
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<td>49</td>
<td>944</td>
</tr>
</tbody>
</table>

Source: Local Authority Performance Indicators, Core Set Indicator

### 4.10 Percentage of people that can access the countryside or open space easily

3.27 This indicator will be monitoring using data collected in the Countryside Council for Wales and Forestry Commission Wales report on their Welsh Outdoor Recreation Survey. This report is due to be published later in 2010 and the data will be included in the baseline monitoring report in Autumn 2010.
5. Improve the actual and perceived safety of travel

3.28 The Wales Transport Strategy aims to reduce injury accident rates, particularly among vulnerable road users, and to improve the perceived safety of travel in Wales. The National Transport Plan maintains these aims and will aim to further reduce the number of road casualties. The 8 indicators we have chosen will demonstrate how successful the NTP has been at reducing the numbers of road casualties and at improving the public perception of safety in using public transport.

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

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

3.30 The data in Table 5.1a shows that there were 142 people killed and 1,253 people seriously injured on roads in Wales in 2008. This is a fall of some 33 per cent in the number of people killed and a fall of some 30 per cent in the number of people seriously injured compared to the 1994-98 averages. In 2000 a target was set to achieve a 40 per cent reduction in the number of killed or seriously injured casualties; in 2008 the reduction was 31 per cent.

3.31 Numbers of casualties have reduced for most of the modes of transport from the 1994-98 average, but the reduction has been at a different rate for each of these modes. The number of pedestrians killed or seriously injured in 2008 was 249, a reduction of 43 per cent on the 1994-98 average of 434. The number of pedal cyclists killed or seriously injured in 2008 was 65, a reduction of 39 per cent on the 1994-98 average of 107. The number of car, taxi and minibus users killed or seriously injured in 2008 was 770, a reduction of 31 per cent on the 1994-98 average of 1,115.

3.32 The numbers of casualties for two wheeled motor vehicles has actually slightly increased from the 1994-98 average, up some 1 per cent to 255 people killed or seriously injured in 2008 compared to the 1994-98 average of 253.

3.33 The data in Table 5.1b shows the road accident data for 2008 for each Local Authority. In 2008 Powys had the highest number of killed or seriously injured casualties at 125. Torfaen had the lowest level of killed or seriously injured casualties at 14.

3.34 In 2008 Cardiff had the highest number of slight casualties at 1,148. Torfaen had the lowest level of slight casualties at 124.
5.1a Total number of casualties killed or seriously injured (KSI) and slight casualties, by mode, Wales 1999 to 2008

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
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<tr>
<td>Killed</td>
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<td>38</td>
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<td>34</td>
<td>33</td>
<td>32</td>
<td>20</td>
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<td>17</td>
</tr>
<tr>
<td>Serious</td>
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<td>304</td>
<td>275</td>
<td>277</td>
<td>257</td>
<td>267</td>
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Source: Welsh Assembly Government Road Accident Statistics database
5.1b Total number of casualties killed or seriously injured (KSI) and slight casualties, by mode and Local Authority in 2008

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Source: Welsh Assembly Government Road Accident Statistics database
5.2 Total number of child KSI casualties

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

3.36 The data in Table 5.2a shows that there were 4 children (0-15) killed and 111 seriously injured on roads in Wales in 2008. This is a fall of 71 per cent in the number of children killed and a fall of 60 per cent in the number seriously injured compared to the 1994-98 averages. In 2000 a target was set to achieve a 50 per cent reduction in the number of children killed or seriously injured on roads in Wales; in 2008 the reduction was 60 per cent.

3.37 Numbers of child casualties have reduced for most of the modes of transport from the 1994-98 average, but the reduction has been at a different rate for each of these modes. The number of child pedestrians killed or seriously injured in 2008 was 70, a reduction of 57 per cent on the 1994-98 average of 162. The number of child pedal cyclists killed or seriously injured in 2008 was 14, a reduction of 70 per cent on the 1994-98 average of 107. The number of child car, taxi and minibus users killed or seriously injured in 2008 was 28, a reduction of 59 per cent on the 1994-98 average of 69.

3.38 The number of child two wheeled motor vehicle users killed or seriously injured in 2008 was just 3 casualties, the same level as the 1994-98 average.

3.39 The data in Table 5.2b shows the child road accident data for 2008 for each Local Authority. In 2008 Caerphilly had the highest number of child killed or seriously injured casualties at 12. Ceredigion had the lowest level of child killed or seriously injured casualties at 1.

3.40 In 2008 Cardiff had the highest number of child slight casualties at 100 Torfaen and Anglesey had the lowest level of child slight casualties at 13.
5.2a Total number of casualties aged 0-15 killed or seriously injured (KSI) and slight casualties, by mode, Wales 1999 to 2008

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Source: Welsh Assembly Government Road Accident Statistics database
### 5.2b Total number of casualties aged 0-15 killed or seriously injured (KSI) and slight casualties, by mode and Local Authority in 2008

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| Wales | 70 | 356 | 426 | 14 | 99 | 113 | 3 | 4 | 7 | 28 | 467 | 495 | 0 | 63 | 63 | 115 | 989 | 1,104 |

Source: Welsh Assembly Government Road Accident Statistics database

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

### 3.41 The data for this indicator will be taken from the road accident statistics database for Wales, held within the Welsh Assembly Government’s Statistical Directorate. The database is populated with data from road accidents reported to the police and involving personal injury. The road accident statistics database contains many details about each road accident including its location, the age of the casualty or casualties and the mode or modes of transport involved. Those child pedestrian casualties that have occurred in deprived areas, as defined by WIMD, can then be counted and mapped. The data for this indicator will be included in the baseline monitoring report in Autumn 2010.
5.4 Rate of KSI and slight casualties per 100 million vehicle kilometres

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

3.43 Table 5.4a shows the rate of killed or seriously injured casualties (KSI) per 100 million vehicle kilometres (100mvkms) for each Local Authority and for Wales as a whole. The KSI casualty rate per 100mvkm for Wales in 2008 was 4.9, a reduction of 3.6 on the 1994-98 average of 8.5 casualties per 100mvkms.

3.44 Table 5.4a shows that Gwynedd, Pembrokeshire and Blaenau Gwent had the highest KSI casualty rate per 100mvkms in 2008 at a rate of 8.6 casualties. The lowest KSI casualty rate per 100mvkms in 2008 was a rate of 2.2 in Torfaen.

3.45 Table 5.4b shows the rate of slight casualties per 100mvkms for each Local Authority and for Wales as a whole. In 2000 a target was set to achieve a 10 per cent reduction in the slight casualty rate per 100mvkms compared to the 1994-98 average. In 2008 the slight casualty rate per 100mvkm for Wales in 2008 was 34.5, a reduction of 34 per cent on the 1994-98 average.

3.46 Table 5.4b shows that Swansea had the highest slight casualty rate per 100mvkms in 2008 at a rate of 51.5 casualties. The lowest slight casualty rate per 100mvkms in 2008 was a rate of 11.3 in Monmouthshire.

3.47 Chart 5.4 shows the steady fall in the number of KSI and casualties per 100mvkms from the 1994-98 average to 2008. The chart also shows the sharp decrease in the number of slight casualties from the 1994-98 average to 2008.
### 5.4a KSI casualty rate per 100 million vehicle kilometres, by Local Authority 1999 to 2008

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Source: Welsh Assembly Government Road Accident Statistics database
### 5.4b Slight casualty rate per 100 million vehicle kilometres, by Local Authority 1999 to 2008

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Source: Welsh Assembly Government Road Accident Statistics database
5.5 Incidents of notifiable and non-notifiable offences on the rail network

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

3.49 The data in Table 5.5a (overleaf) shows that the total number of recorded notifiable offences dropped from 1,720 in 2007/08 to 1,608 in 2008/09. There was a significant fall in the number of recorded violence against the person offences between 2007/08 and 2008/09 from 242 to 198 offences. There was an even greater fall in the number of recorded criminal damage/malicious mischief offences from 262 to 161 in 2008/09.

3.50 The data in Table 5.5b (below) shows that the total number of recorded non-notifiable offences dropped from 1,946 in 2007/08 to 1,803 in 2008/09. The most significant change between 2007/08 and 2008/09 was the fall in the number of less serious line of route offences, from 847 to 734 offences.

5.5b Non-Notifiable Offences on the Rail Network in Wales

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<th>Number of offences</th>
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<tr>
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<td>Detected</td>
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**Less serious line of route offences**
- Railway trespass
  - 2007/08: 699
  - 2008/09: 627
- Transport and works offences
  - 2007/08: 0
  - 2008/09: 0
- Operating communication cord
  - 2007/08: 148
  - 2008/09: 106
- Stonethrowing
  - 2007/08: 0
  - 2008/09: 0
- Other less serious line of route offences
  - 2007/08: 0
  - 2008/09: 0
- Total less serious line of route offences
  - 2007/08: 847
  - 2008/09: 734

**Less serious public disorder offences**
- Alcohol offences
  - 2007/08: 63
  - 2008/09: 53
- Breach of the peace
  - 2007/08: 0
  - 2008/09: 0
- Public order related offences
  - 2007/08: 403
  - 2008/09: 373
- Other less serious public disorder offences
  - 2007/08: 43
  - 2008/09: 24
- Total less serious public disorder offences
  - 2007/08: 509
  - 2008/09: 450

**Less serious fraud offences**
- Travel fraud offences
  - 2007/08: 107
  - 2008/09: 100
- Travel related offences/greater distance
  - 2007/08: 58
  - 2008/09: 64
- Failure to provide details/show ticket
  - 2007/08: 1
  - 2008/09: 1
- Total less serious fraud offences
  - 2007/08: 166
  - 2008/09: 165

**Other less serious offences**
- Driving offences (R.T.A)
  - 2007/08: 349
  - 2008/09: 372
- Vehicle related (byelaws)
  - 2007/08: 8
  - 2008/09: 12
- Begging
  - 2007/08: 8
  - 2008/09: 16
- Protection equipment
  - 2007/08: 21
  - 2008/09: 16
- Other less serious offences
  - 2007/08: 38
  - 2008/09: 38
- Total other less serious offences
  - 2007/08: 424
  - 2008/09: 454

**Total non-notifiable offences**
- 2007/08: 1,946
- 2008/09: 1,803

Source: British Transport Police: Statistical Bulletin 2008/09
For notes please see table 5.5a
## 5.5a Notifiable Offences on the Rail Network in Wales

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<th>Offence Type</th>
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<th>2008/09 Recorded</th>
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<td>Total theft of passenger property</td>
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<td>16</td>
<td>302</td>
<td>17</td>
</tr>
<tr>
<td><strong>Motor vehicle/cycle offences</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theft motor vehicle</td>
<td>2</td>
<td>0</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Take vehicle w/oht consent</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Theft from vehicle</td>
<td>49</td>
<td>1</td>
<td>57</td>
<td>2</td>
</tr>
<tr>
<td>Damage to motor vehicle</td>
<td>54</td>
<td>3</td>
<td>48</td>
<td>8</td>
</tr>
<tr>
<td>Theft/damage pedal cycle offences</td>
<td>40</td>
<td>1</td>
<td>42</td>
<td>5</td>
</tr>
<tr>
<td>Interfere w/motor vehicle</td>
<td>6</td>
<td>1</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Total motor vehicle/cycle offences</td>
<td>153</td>
<td>6</td>
<td>163</td>
<td>17</td>
</tr>
<tr>
<td><strong>Robbery offences</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robbery</td>
<td>12</td>
<td>11</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Assault w/ intent to rob</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Total robbery offences</td>
<td>13</td>
<td>12</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td><strong>Theft of railway/commercial property and burglary offences</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burglary/housebreaking booking office</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Burglary/housebreaking</td>
<td>17</td>
<td>4</td>
<td>39</td>
<td>7</td>
</tr>
<tr>
<td>Theft from shop/kiosk</td>
<td>42</td>
<td>22</td>
<td>36</td>
<td>17</td>
</tr>
<tr>
<td>Goods in transit offences</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Theft from vending machines</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Theft undertaking stores</td>
<td>59</td>
<td>5</td>
<td>40</td>
<td>7</td>
</tr>
<tr>
<td>Mail offences</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other theft/burglary offences</td>
<td>123</td>
<td>11</td>
<td>140</td>
<td>30</td>
</tr>
<tr>
<td>Total Theft of railway/commercial property and burglary offences</td>
<td>246</td>
<td>46</td>
<td>259</td>
<td>62</td>
</tr>
</tbody>
</table>
### Public disorder offences

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bomb hoax offences</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Other public order offences</td>
<td>194</td>
<td>157</td>
<td>194</td>
<td>161</td>
</tr>
<tr>
<td>Total public order offences</td>
<td>195</td>
<td>158</td>
<td>195</td>
<td>161</td>
</tr>
</tbody>
</table>

### Fraud offences

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket fraud</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other fraud</td>
<td>7</td>
<td>4</td>
<td>17</td>
<td>9</td>
</tr>
<tr>
<td>Forged</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total fraud offences</td>
<td>8</td>
<td>6</td>
<td>17</td>
<td>9</td>
</tr>
</tbody>
</table>

### Drug offences

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trafficking in controlled drug</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Possession of controlled drug</td>
<td>108</td>
<td>114</td>
<td>150</td>
<td>138</td>
</tr>
<tr>
<td>Proceeds of crime (drugs)</td>
<td>n/a</td>
<td>n/a</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other drug offences</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total drug offences</td>
<td>109</td>
<td>115</td>
<td>150</td>
<td>138</td>
</tr>
</tbody>
</table>

### Other notifiable offences/crimes

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other theft</td>
<td>21</td>
<td>2</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Handling/reset</td>
<td>2</td>
<td>3</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Other firearms offences</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Proceeds of crime (excluding drugs)</td>
<td>n/a</td>
<td>n/a</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Other offences</td>
<td>7</td>
<td>6</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Total other notifiable offences/crimes</td>
<td>31</td>
<td>12</td>
<td>24</td>
<td>15</td>
</tr>
</tbody>
</table>

### Total notifiable offences

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total notifiable offences</td>
<td>1,720</td>
<td>595</td>
<td>1,608</td>
<td>624</td>
</tr>
</tbody>
</table>

Source: British Transport Police: Statistical Bulletin 2008/09

Notes: Notifiable - Serious offences reported to the Home Office
Non-notifiable - Offences not reported to the Home Office
Recorded - Number of offences recorded by the British Transport Police during the year to 31 March
Detected - Number of offences cleared during year to 31 March, person charged or summoned, offender cautioned, offence taken into consideration by the Court, sufficient evidence to charge an offender, but no further action taken
5.6 Rail travellers perception of personal security whilst using a rail station

This indicator uses the results from Passenger Focus surveys of rail users. The survey asks the same set of questions about passengers’ experience of using railway facilities and rolling stock in spring and the autumn of each year. All stations in Wales are run by Arriva Trains Wales.

The survey results from autumn 2005 to autumn 2009 show a trend of an increasing number of rail travellers having a positive perception of their personal security whilst using a rail station, up from 54 to 63 per cent. This is still lower than the average of all regional rail services which has seen an increase from 59 to 69 per cent over the same period.

### 5.6 Rail travellers perception of personal security whilst using a rail station in Wales

<table>
<thead>
<tr>
<th></th>
<th>Sample Size</th>
<th>% Satisfied or Good</th>
<th>% Neither Satisfied nor Dissatisfied</th>
<th>% Dissatisfied or poor</th>
<th>All regional operators % satisfied or good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn 2005</td>
<td>540</td>
<td>54</td>
<td>31</td>
<td>15</td>
<td>59</td>
</tr>
<tr>
<td>Spring 2006</td>
<td>567</td>
<td>55</td>
<td>28</td>
<td>17</td>
<td>60</td>
</tr>
<tr>
<td>Autumn 2006</td>
<td>649</td>
<td>52</td>
<td>32</td>
<td>16</td>
<td>60</td>
</tr>
<tr>
<td>Spring 2007</td>
<td>655</td>
<td>53</td>
<td>31</td>
<td>16</td>
<td>62</td>
</tr>
<tr>
<td>Autumn 2007</td>
<td>701</td>
<td>57</td>
<td>27</td>
<td>15</td>
<td>65</td>
</tr>
<tr>
<td>Spring 2008</td>
<td>688</td>
<td>55</td>
<td>29</td>
<td>16</td>
<td>65</td>
</tr>
<tr>
<td>Autumn 2008</td>
<td>640</td>
<td>55</td>
<td>31</td>
<td>14</td>
<td>66</td>
</tr>
<tr>
<td>Spring 2009</td>
<td>678</td>
<td>59</td>
<td>30</td>
<td>11</td>
<td>68</td>
</tr>
<tr>
<td>Autumn 2009</td>
<td>669</td>
<td>63</td>
<td>26</td>
<td>11</td>
<td>69</td>
</tr>
</tbody>
</table>

Source: Passenger Focus surveys
5.7 Rail travellers perception of personal security whilst onboard a rail service

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

The survey results from autumn 2005 to autumn 2009 show a trend of an increasing number of rail travellers having a positive perception of their personal security whilst onboard a rail service, up from 72 to 79 per cent. This is slightly better than the average of all regional rail services which has seen an increase from 75 to 78 per cent in the same period.

The number of rail travellers dissatisfied with their personal security was just 3 per cent in spring and autumn 2009.

### 5.7 Rail travellers perception of personal security whilst onboard a rail service (Arriva Trains Wales only)

<table>
<thead>
<tr>
<th>Sample Size</th>
<th>% Satisfied or Good</th>
<th>% Neither Satisfied nor Dissatisfied</th>
<th>% Dissatisfied or poor</th>
<th>All regional operators % satisfied or good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn 2005</td>
<td>72</td>
<td>22</td>
<td>6</td>
<td>75</td>
</tr>
<tr>
<td>Spring 2006</td>
<td>666</td>
<td>73</td>
<td>22</td>
<td>6</td>
</tr>
<tr>
<td>Autumn 2006</td>
<td>734</td>
<td>71</td>
<td>23</td>
<td>6</td>
</tr>
<tr>
<td>Spring 2007</td>
<td>737</td>
<td>74</td>
<td>19</td>
<td>7</td>
</tr>
<tr>
<td>Autumn 2007</td>
<td>725</td>
<td>79</td>
<td>17</td>
<td>4</td>
</tr>
<tr>
<td>Spring 2008</td>
<td>745</td>
<td>74</td>
<td>23</td>
<td>3</td>
</tr>
<tr>
<td>Autumn 2008</td>
<td>687</td>
<td>77</td>
<td>18</td>
<td>5</td>
</tr>
<tr>
<td>Spring 2009</td>
<td>735</td>
<td>79</td>
<td>18</td>
<td>3</td>
</tr>
<tr>
<td>Autumn 2009</td>
<td>719</td>
<td>79</td>
<td>17</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: Passenger Focus surveys
3.56 A suitable data source for this indicator is being sought. The Living in Wales survey asked respondents questions about their satisfaction about using bus services but did not ask respondents about their perceptions of personal security whilst using the service. It is hoped that the replacement national survey will contain a series of questions on transport services and will include questions on perceptions of personal security. We will also be exploring alternative sources with colleagues in our Transport and Strategic Regeneration department.
6. Improve access to employment opportunities

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

6.1 The proportion of people aged over 16 within 15, 30, 60 and 90 minute travel time thresholds of a ‘Key Centre’ (as defined by the Regional Transport Consortia) between 7am and 9am on a Tuesday (i) by public transport (ii) by car, (iii) by cycling and (iv) by walking

3.58 This indicator will be monitored using Accession™ GIS software. Work is on going to compile the calculations for this indicator and the outputs will be available as maps and tables in the baseline monitoring report in Autumn 2010.
Economic outcomes monitoring
4. Wales Transport Strategy Economic Outcomes & Monitoring Indicators

7. Improve connectivity within Wales and internationally

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

7.1  Number of local bus services & passenger journeys within Wales

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

4.3 The Traffic Commissioners report in Table 7.1a shows that the number of live local bus registrations in Wales has fallen from 1,944 in 2008 to 1,869 in 2009. This follows a similar trend across the rest of Great Britain with a drop in the number of live local bus registrations in England and Scotland.

4.4 Table 7.1b details the total number of bus passenger journeys in Great Britain, by area. The data shows that bus passenger journey numbers in Wales were at the same level in 2007/08 as in 1997/98. Passenger numbers declined in the late 1990’s and slowly increased again from 2002/03. It is, however, likely that the introduction of concessionary travel passes for the over-60s in the middle of the decade has had the greatest impact in bringing passenger numbers back up to the level of 1997/98.

4.5 Across Great Britain as a whole, outside of London, there has been a gradual decline in bus passenger numbers from 1997/98. The introduction of concessionary travel passes in Wales, the devolved nations and England has arrested this decline to some extent since 2006/07.
### 7.1a Local bus service registrations – live, new, variations and cancelled local bus services as at 31 March 2009

<table>
<thead>
<tr>
<th>Traffic Area</th>
<th>Live local bus registrations</th>
<th>Applications processed: New</th>
<th>Applications processed: Variations</th>
<th>Applications accepted: New</th>
<th>Applications accepted: Variations</th>
<th>Applications Withdrawn</th>
<th>Existing registrations cancelled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wales</td>
<td>1,944</td>
<td>1,869</td>
<td>258</td>
<td>276</td>
<td>570</td>
<td>816</td>
<td>257</td>
</tr>
<tr>
<td>England</td>
<td>17,893</td>
<td>17,648</td>
<td>2,416</td>
<td>2,633</td>
<td>5,858</td>
<td>7,400</td>
<td>2,393</td>
</tr>
<tr>
<td>English Regions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern</td>
<td>2,996</td>
<td>2,974</td>
<td>318</td>
<td>431</td>
<td>983</td>
<td>1,230</td>
<td>317</td>
</tr>
<tr>
<td>North Eastern</td>
<td>4,245</td>
<td>4,108</td>
<td>634</td>
<td>561</td>
<td>1,208</td>
<td>1,511</td>
<td>631</td>
</tr>
<tr>
<td>North Western</td>
<td>4,241</td>
<td>4,268</td>
<td>600</td>
<td>738</td>
<td>1,166</td>
<td>1,662</td>
<td>588</td>
</tr>
<tr>
<td>South Eastern and Metropolitan</td>
<td>1,302</td>
<td>1,313</td>
<td>160</td>
<td>157</td>
<td>545</td>
<td>648</td>
<td>159</td>
</tr>
<tr>
<td>West Midland</td>
<td>2,300</td>
<td>2,265</td>
<td>288</td>
<td>389</td>
<td>756</td>
<td>865</td>
<td>284</td>
</tr>
<tr>
<td>Western</td>
<td>2,809</td>
<td>2,720</td>
<td>416</td>
<td>357</td>
<td>1,200</td>
<td>1,484</td>
<td>414</td>
</tr>
<tr>
<td>Scotland</td>
<td>3,027</td>
<td>2,839</td>
<td>441</td>
<td>455</td>
<td>1,148</td>
<td>1,389</td>
<td>440</td>
</tr>
<tr>
<td>TOTAL</td>
<td>22,864</td>
<td>22,356</td>
<td>3,115</td>
<td>3,364</td>
<td>7,576</td>
<td>9,605</td>
<td>3,090</td>
</tr>
</tbody>
</table>

Source: Traffic Commissioners Reports
Note: There were no applications refused in 2008 or 2009

### 7.1b Local bus services: passenger journeys by area: 1997/98-2007/08

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wales</td>
<td>122</td>
<td>118</td>
<td>117</td>
<td>119</td>
<td>108</td>
<td>115</td>
<td>116</td>
<td>116</td>
<td>118</td>
<td>122</td>
<td>122</td>
</tr>
<tr>
<td>England</td>
<td>3,859</td>
<td>3,808</td>
<td>3,804</td>
<td>3,842</td>
<td>3,881</td>
<td>3,964</td>
<td>4,087</td>
<td>4,140</td>
<td>4,196</td>
<td>4,470</td>
<td>4,530</td>
</tr>
<tr>
<td>London</td>
<td>1,281</td>
<td>1,266</td>
<td>1,294</td>
<td>1,347</td>
<td>1,422</td>
<td>1,527</td>
<td>1,692</td>
<td>1,802</td>
<td>1,881</td>
<td>1,993</td>
<td>2,090</td>
</tr>
<tr>
<td>English metropolitan</td>
<td>1,292</td>
<td>1,256</td>
<td>1,213</td>
<td>1,203</td>
<td>1,196</td>
<td>1,182</td>
<td>1,162</td>
<td>1,128</td>
<td>1,111</td>
<td>1,141</td>
<td>1,121</td>
</tr>
<tr>
<td>England: other areas</td>
<td>1,286</td>
<td>1,286</td>
<td>1,297</td>
<td>1,292</td>
<td>1,263</td>
<td>1,255</td>
<td>1,233</td>
<td>1,210</td>
<td>1,204</td>
<td>1,336</td>
<td>1,319</td>
</tr>
<tr>
<td>Scotland</td>
<td>448</td>
<td>424</td>
<td>455</td>
<td>458</td>
<td>466</td>
<td>471</td>
<td>478</td>
<td>479</td>
<td>477</td>
<td>506</td>
<td>513</td>
</tr>
<tr>
<td>Great Britain</td>
<td>4,430</td>
<td>4,350</td>
<td>4,376</td>
<td>4,420</td>
<td>4,455</td>
<td>4,550</td>
<td>4,681</td>
<td>4,737</td>
<td>4,791</td>
<td>5,097</td>
<td>5,164</td>
</tr>
<tr>
<td>All outside London</td>
<td>3,149</td>
<td>3,084</td>
<td>3,082</td>
<td>3,073</td>
<td>3,033</td>
<td>3,023</td>
<td>2,989</td>
<td>2,935</td>
<td>2,910</td>
<td>3,104</td>
<td>3,074</td>
</tr>
</tbody>
</table>

Source: Transport Statistics Great Britain 2008, Department for Transport
7.2 Number of concessionary fares bus passes issued

4.6 This indicator is monitored using data collected by the Local Authorities about the uptake of the concessionary fares bus pass that they report on as one of the Local Authority Key Performance Indicators.

4.7 The data in table 7.2 shows that in 2007/08 80 per cent of adults aged 60 and over in Wales held a concessionary bus pass. This figure increased to 82 per cent in 2008-09.

4.8 The take up of the pass varies across Wales. In 2007-08 Blaenau Gwent reported a 100 per cent take up of the pass amongst its 60 and over population, this figure falling to 83 per cent in 2008-09. The lowest take up in 2007/08 was in Powys at 56 per cent. In 2008-09 Swansea and Cardiff had the highest percentage take up at 96 per cent of adults aged 60 and over having a pass. Powys again had the lowest take up at just 55 per cent.

7.2 Takeup of 60+ Concessionary Bus Pass by Local Authority

<table>
<thead>
<tr>
<th>Year</th>
<th>The percentage of adults aged 60+ who hold a concessionary bus pass</th>
<th>The total number of adults aged 60+ who hold a concessionary bus pass</th>
<th>The total population aged 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isle of Anglesey</td>
<td>65</td>
<td>71</td>
<td>12,083</td>
</tr>
<tr>
<td>Gwynedd</td>
<td>68</td>
<td>76</td>
<td>21,067</td>
</tr>
<tr>
<td>Conwy</td>
<td>72</td>
<td>73</td>
<td>24,336</td>
</tr>
<tr>
<td>Denbighshire</td>
<td>70</td>
<td>76</td>
<td>18,145</td>
</tr>
<tr>
<td>Flintshire</td>
<td>84</td>
<td>79</td>
<td>28,087</td>
</tr>
<tr>
<td>Wrexham</td>
<td>73</td>
<td>83</td>
<td>21,338</td>
</tr>
<tr>
<td>Powys</td>
<td>56</td>
<td>55</td>
<td>20,758</td>
</tr>
<tr>
<td>Ceredigion</td>
<td>77</td>
<td>68</td>
<td>15,671</td>
</tr>
<tr>
<td>Pembrokeshire</td>
<td>68</td>
<td>73</td>
<td>21,819</td>
</tr>
<tr>
<td>Carmarthenshire</td>
<td>77</td>
<td>77</td>
<td>36,133</td>
</tr>
<tr>
<td>Swansea</td>
<td>90</td>
<td>96</td>
<td>48,467</td>
</tr>
<tr>
<td>Neath Port Talbot</td>
<td>91</td>
<td>92</td>
<td>30,000</td>
</tr>
<tr>
<td>Bridgend</td>
<td>91</td>
<td>86</td>
<td>27,694</td>
</tr>
<tr>
<td>Vale of Glamorgan</td>
<td>86</td>
<td>86</td>
<td>24,422</td>
</tr>
<tr>
<td>Cardiff</td>
<td>-</td>
<td>96</td>
<td>-</td>
</tr>
<tr>
<td>Rhondda Cynon Taf</td>
<td>88</td>
<td>85</td>
<td>45,437</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>90</td>
<td>91</td>
<td>10,994</td>
</tr>
<tr>
<td>Caerphilly</td>
<td>91</td>
<td>90</td>
<td>33,620</td>
</tr>
<tr>
<td>Blaenau Gwent</td>
<td>100</td>
<td>83</td>
<td>16,151</td>
</tr>
<tr>
<td>Torfaen</td>
<td>81</td>
<td>91</td>
<td>17,278</td>
</tr>
<tr>
<td>Monmouthshire</td>
<td>80</td>
<td>79</td>
<td>18,092</td>
</tr>
<tr>
<td>Newport</td>
<td>88</td>
<td>81</td>
<td>26,624</td>
</tr>
<tr>
<td>Wales</td>
<td>80</td>
<td>82</td>
<td>518,216</td>
</tr>
</tbody>
</table>

Source: Local Authority Performance Indicators, Core Set Indicator
7.3 Number of scheduled train kilometres, station usage and rail passenger journeys in & within Wales

4.9 The data for this indicator has been collected by the Office of the Rail Regulator and by Delta Rail for the Office of the Rail Regulator.

4.10 Table 7.3a shows that the principal train operating company running services in Wales, Arriva Trains Wales, has increased the number of timetabled kilometres its services operate from 18.44 million to 23.11 million between 2003/04 and 2008/09. This represents an increase of nearly 5 million timetabled train kilometres or a 25 per cent increase between 2003/04 and 2008/09.

4.11 Table 7.3b details rail station usage by Local Authority and ticket type in 2007/08. It shows that, unsurprisingly, Cardiff has the highest level of station usage with 7.7 million station entries and 7.7 million station exits. The lowest level of station usage was in Blaenau Gwent, until the reopening of the Ebbw Valley Line in February 2008 there were no stations in Blaenau Gwent. Table 7.3b also shows that less than a third of station entries and exits were made using full price tickets, with almost half being discounted tickets and the remainder season tickets. There were almost 4 million more station entries and exits in 2007/08 compared to 2006/07.

4.12 Table 7.3c details station exit and entries by Local Authority from 2003/04 to 2007/08. The table shows a clear trend of increasing passenger numbers over the period for all the Local Authorities other than Merthyr Tydfil.

4.13 Table 7.3d looks at the 20 busiest stations in 2007/08. Unsurprisingly Cardiff Central was by far the busiest station in Wales with almost 10 million station entries and exits in 2007/08, representing almost 25 per cent of all station entries and exits in Wales. Cardiff Queen Street was the second busiest station, ahead of Newport, demonstrating the high number of passengers using Valley Lines.

4.14 Chart 7.3e graphically represents the increase in rail passenger numbers since the mid 1990s in Wales.

---

### 7.3a Timetabled Train Kilometres

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Arriva Trains Wales</td>
<td>18.44</td>
<td>19.59</td>
<td>21.05</td>
<td>22.34</td>
<td>22.79</td>
<td>23.11</td>
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</table>

Source: Office of the Rail Regulator
### 7.3b Rail station usage by Local Authority, 2007-08

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Full Price Entries &amp; Exits</th>
<th>Reduced Fare Entries &amp; Exits</th>
<th>Season Ticket Entries &amp; Exits</th>
<th>Full Price Summmary</th>
<th>Reduced Fare Summmary</th>
<th>Season Ticket Summmary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isle of Anglesey</td>
<td>31,488</td>
<td>95,218</td>
<td>12,487</td>
<td>139,193</td>
<td>29,949</td>
<td>78,900</td>
</tr>
<tr>
<td>Gwynedd</td>
<td>280,932</td>
<td>228,678</td>
<td>247,041</td>
<td>756,651</td>
<td>278,448</td>
<td>228,260</td>
</tr>
<tr>
<td>Conwy</td>
<td>191,667</td>
<td>245,332</td>
<td>48,530</td>
<td>485,529</td>
<td>190,419</td>
<td>245,787</td>
</tr>
<tr>
<td>Denbighshire</td>
<td>99,269</td>
<td>259,342</td>
<td>50,330</td>
<td>408,941</td>
<td>104,829</td>
<td>259,703</td>
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<tr>
<td>Flintshire</td>
<td>154,210</td>
<td>87,528</td>
<td>26,460</td>
<td>268,198</td>
<td>161,116</td>
<td>88,159</td>
</tr>
<tr>
<td>Wrexham</td>
<td>180,560</td>
<td>119,685</td>
<td>18,308</td>
<td>318,553</td>
<td>121,061</td>
<td>18,308</td>
</tr>
<tr>
<td>Powys</td>
<td>126,478</td>
<td>77,390</td>
<td>4,205</td>
<td>208,073</td>
<td>131,125</td>
<td>77,819</td>
</tr>
<tr>
<td>Ceredigion</td>
<td>74,438</td>
<td>85,605</td>
<td>2,244</td>
<td>162,287</td>
<td>83,564</td>
<td>2,244</td>
</tr>
<tr>
<td>Pembrokeshire</td>
<td>138,949</td>
<td>79,293</td>
<td>2,147</td>
<td>220,389</td>
<td>139,739</td>
<td>2,147</td>
</tr>
<tr>
<td>Carmarthenshire</td>
<td>287,860</td>
<td>107,676</td>
<td>77,131</td>
<td>472,666</td>
<td>106,995</td>
<td>77,131</td>
</tr>
<tr>
<td>Swansea</td>
<td>286,410</td>
<td>569,658</td>
<td>85,395</td>
<td>941,463</td>
<td>288,846</td>
<td>85,395</td>
</tr>
<tr>
<td>Neath Port Talbot</td>
<td>122,978</td>
<td>371,201</td>
<td>56,915</td>
<td>551,094</td>
<td>120,032</td>
<td>56,915</td>
</tr>
<tr>
<td>Bridgend</td>
<td>212,511</td>
<td>531,696</td>
<td>175,641</td>
<td>919,848</td>
<td>210,367</td>
<td>175,641</td>
</tr>
<tr>
<td>Vale of Glamorgan</td>
<td>432,714</td>
<td>607,091</td>
<td>373,928</td>
<td>1,413,733</td>
<td>449,969</td>
<td>373,928</td>
</tr>
<tr>
<td>Cardiff</td>
<td>1,975,362</td>
<td>3,810,054</td>
<td>1,948,707</td>
<td>7,734,123</td>
<td>1,989,490</td>
<td>1,948,707</td>
</tr>
<tr>
<td>Rhondda Cynon Taf</td>
<td>645,108</td>
<td>922,261</td>
<td>620,139</td>
<td>2,187,508</td>
<td>629,744</td>
<td>620,139</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>73,372</td>
<td>102,758</td>
<td>30,723</td>
<td>206,853</td>
<td>67,651</td>
<td>30,723</td>
</tr>
<tr>
<td>Caerphilly</td>
<td>288,643</td>
<td>436,892</td>
<td>361,365</td>
<td>1,086,900</td>
<td>275,598</td>
<td>361,365</td>
</tr>
<tr>
<td>Blaenau Gwent</td>
<td>2,693</td>
<td>22,692</td>
<td>1,067</td>
<td>26,452</td>
<td>2,227</td>
<td>22,683</td>
</tr>
<tr>
<td>Torfaen</td>
<td>42,034</td>
<td>70,636</td>
<td>24,630</td>
<td>137,300</td>
<td>44,845</td>
<td>24,630</td>
</tr>
<tr>
<td>Monmouthshire</td>
<td>101,151</td>
<td>167,961</td>
<td>62,102</td>
<td>233,214</td>
<td>104,723</td>
<td>62,102</td>
</tr>
<tr>
<td>Newport</td>
<td>251,651</td>
<td>646,991</td>
<td>187,987</td>
<td>1,086,629</td>
<td>248,867</td>
<td>187,987</td>
</tr>
<tr>
<td><strong>Wales</strong></td>
<td><strong>6,000,478</strong></td>
<td><strong>9,645,638</strong></td>
<td><strong>4,417,482</strong></td>
<td><strong>20,063,597</strong></td>
<td><strong>6,009,566</strong></td>
<td><strong>9,627,788</strong></td>
</tr>
</tbody>
</table>

Source: Delta Rail, Station Usage 2007-08, report for the Office of Rail Regulation

Note: The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodology used to derive the figures is available from: [http://www.rail-reg.gov.uk/upload/pdf/stn_usage_report_0708.pdf](http://www.rail-reg.gov.uk/upload/pdf/stn_usage_report_0708.pdf)
### 7.3c Rail station usage annual summary by Local Authority, 2004 to 2008

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>2004-05</th>
<th>2005-06</th>
<th>2006-07</th>
<th>2007-08</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Station Entries</td>
<td>Station Exits</td>
<td>Station Entries</td>
<td>Station Exits</td>
</tr>
<tr>
<td>Isle of Anglesey</td>
<td>135,709</td>
<td>123,099</td>
<td>129,183</td>
<td>116,735</td>
</tr>
<tr>
<td>Gwynedd</td>
<td>650,820</td>
<td>648,071</td>
<td>640,981</td>
<td>638,381</td>
</tr>
<tr>
<td>Conwy</td>
<td>430,151</td>
<td>430,596</td>
<td>434,896</td>
<td>435,872</td>
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<tr>
<td>Denbighshire</td>
<td>362,905</td>
<td>368,723</td>
<td>358,273</td>
<td>364,799</td>
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<tr>
<td>Flintshire</td>
<td>229,033</td>
<td>234,929</td>
<td>231,902</td>
<td>239,097</td>
</tr>
<tr>
<td>Wrexham</td>
<td>255,719</td>
<td>258,736</td>
<td>260,134</td>
<td>262,145</td>
</tr>
<tr>
<td>Powys</td>
<td>173,739</td>
<td>178,865</td>
<td>174,352</td>
<td>178,891</td>
</tr>
<tr>
<td>Ceredigion</td>
<td>142,692</td>
<td>138,185</td>
<td>152,814</td>
<td>149,329</td>
</tr>
<tr>
<td>Pembrokeshire</td>
<td>229,033</td>
<td>234,929</td>
<td>231,902</td>
<td>239,097</td>
</tr>
<tr>
<td>Carmarthenshire</td>
<td>402,456</td>
<td>407,191</td>
<td>405,913</td>
<td>410,075</td>
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<tr>
<td>Swansea</td>
<td>705,098</td>
<td>694,244</td>
<td>731,978</td>
<td>721,848</td>
</tr>
<tr>
<td>Neath Port Talbot</td>
<td>414,127</td>
<td>416,408</td>
<td>407,799</td>
<td>408,045</td>
</tr>
<tr>
<td>Bridgend</td>
<td>667,035</td>
<td>671,509</td>
<td>744,154</td>
<td>744,941</td>
</tr>
<tr>
<td>Vale of Glamorgan</td>
<td>1,045,522</td>
<td>1,068,393</td>
<td>1,202,116</td>
<td>1,230,536</td>
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<tr>
<td>Cardiff</td>
<td>6,336,424</td>
<td>6,327,442</td>
<td>6,507,957</td>
<td>6,502,551</td>
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<td>Rhondda Cynon Taf</td>
<td>1,922,176</td>
<td>1,919,088</td>
<td>1,897,933</td>
<td>1,897,425</td>
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<tr>
<td>Merthyr Tydfil</td>
<td>207,952</td>
<td>202,918</td>
<td>199,322</td>
<td>192,794</td>
</tr>
<tr>
<td>Caerphilly</td>
<td>955,779</td>
<td>947,629</td>
<td>942,643</td>
<td>932,891</td>
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<tr>
<td>Blaenau Gwent</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Torfaen</td>
<td>110,515</td>
<td>113,616</td>
<td>105,352</td>
<td>108,984</td>
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<tr>
<td>Monmouthshire</td>
<td>281,367</td>
<td>289,118</td>
<td>288,894</td>
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<tr>
<td>Newport</td>
<td>915,780</td>
<td>912,409</td>
<td>953,898</td>
<td>952,110</td>
</tr>
</tbody>
</table>

Wales: 16,522,593 16,527,769 16,950,775 16,962,570 18,233,289 18,233,019 20,063,597 20,054,834

Source: Delta Rail, Station Usage 2007-08, report for the Office of Rail Regulation

Note: The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodology used to derive the figures is available from: http://www.rail-reg.gov.uk/server/show/nav.1529

Note: the methodology for calculating station usage data has improved since these data were first calculated.
7.3d Rail station usage, 20 busiest stations in Wales, 2007-08

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries &amp; Exits</th>
<th>2007-08</th>
<th>2006-07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cardiff Central</td>
<td>2,055,466</td>
<td>998,984</td>
<td>4,992,361</td>
</tr>
<tr>
<td>Cardiff Queen Street</td>
<td>397,995</td>
<td>431,863</td>
<td>1,271,557</td>
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<tr>
<td>Newport (S. Wales)</td>
<td>250,507</td>
<td>1,081,161</td>
<td>247,899</td>
</tr>
<tr>
<td>Swansea</td>
<td>275,394</td>
<td>916,499</td>
<td>277,396</td>
</tr>
<tr>
<td>Bridgend</td>
<td>134,248</td>
<td>136,745</td>
<td>397,720</td>
</tr>
<tr>
<td>Pontyprridd</td>
<td>123,157</td>
<td>110,522</td>
<td>171,954</td>
</tr>
<tr>
<td>Trefforest</td>
<td>107,867</td>
<td>110,872</td>
<td>145,143</td>
</tr>
<tr>
<td>Neath</td>
<td>71,345</td>
<td>69,792</td>
<td>230,043</td>
</tr>
<tr>
<td>Caerphilly</td>
<td>75,674</td>
<td>92,570</td>
<td>128,829</td>
</tr>
<tr>
<td>Bangor (Gwynedd)</td>
<td>57,561</td>
<td>52,291</td>
<td>193,816</td>
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<tr>
<td>Barry Island</td>
<td>59,567</td>
<td>72,980</td>
<td>125,305</td>
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<tr>
<td>Penarth</td>
<td>79,610</td>
<td>82,302</td>
<td>105,300</td>
</tr>
<tr>
<td>Rhyll</td>
<td>61,054</td>
<td>65,622</td>
<td>173,903</td>
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<td>76,935</td>
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<td>102,633</td>
<td>93,865</td>
<td>169,090</td>
</tr>
<tr>
<td>Treherbert</td>
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<td>48,335</td>
<td>117,792</td>
</tr>
<tr>
<td>Barry</td>
<td>81,977</td>
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</tr>
<tr>
<td>Wrexham General</td>
<td>143,458</td>
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<tr>
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<tr>
<td>Aberdare</td>
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<td>111,416</td>
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</table>

Source: Delta Rail, Station Usage 2007-08, report for the Office of Rail Regulation

Note: The station usage figures are derived from the LENNON rail ticketing database. Full details of the methodology used to derive the figures is available from: [http://www.rail-reg.gov.uk/upload/pdf/stn_usage_report_0708.pdf](http://www.rail-reg.gov.uk/upload/pdf/stn_usage_report_0708.pdf)

Note: Cardiff Central was the 30th most busy station in the UK in 2007-08

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**7.3e Index of the number of rail passenger journeys in Wales**

- **Welsh Origin**
- **Welsh Destination**
- **All journeys**

<table>
<thead>
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<th>Years</th>
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</thead>
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</tr>
<tr>
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<td>2006-07</td>
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<td>2007-08</td>
<td>180</td>
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</table>
Number of passenger movements and destinations served from Cardiff Airport

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

Table 7.4a details the domestic passenger movements to and from Cardiff Airport in 2008 and 2009. The total number of domestic passenger movements at Cardiff Airport decreased by some 35,000 passengers, a decrease of some 9 per cent, between 2008 and 2009. For both years the majority of domestic passengers travelled to Scotland and Northern Ireland, with 161,001 flying to Edinburgh, 56,429 flying to Glasgow and 82,560 flying to the two Belfast airports from Cardiff Airport in 2009. Other domestic destinations with notable passenger numbers are Jersey, Newcastle and Anglesey. The Intra Wales Air Service, supported by funding from the Welsh Assembly Government began operations in May 2007 to improve connections and journey times between North and South Wales.

Table 7.4b details the international passenger movements to and from Cardiff Airport in 2008 and 2009. There has been a fall in the total number of international passengers using Cardiff Airport, from some 1.5 million to some 1.2 million between 2008 and 2009, a fall of just over 20 per cent. The number of chartered passenger movements fell by some 17 per cent whilst the number of scheduled passenger movements fell by almost a quarter at 24 per cent. For both 2008 and 2009 the majority of international passenger movements were from and to destinations in Spain. There are also over 100,000 annual passenger movements between Cardiff Airport and the Netherlands, Canary Islands and in 2008, the Irish Republic.

### 7.4a Domestic passenger numbers to and from Cardiff Airport 2009

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<tr>
<th>Destination</th>
<th>2008 Passengers</th>
<th>2009 Passengers</th>
<th>% Change</th>
<th>Total Scheduled 2008</th>
<th>% Change</th>
<th>Total Scheduled 2009</th>
<th>% Change</th>
<th>Total chartered 2008</th>
<th>% Change</th>
<th>Total chartered 2009</th>
<th>% Change</th>
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Source: CAA UK Airport Statistics 2009
### 7.4b International passenger numbers to and from Cardiff Airport 2009

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Source: CAA UK Airport Statistics 2009
The data for this indicator is collected and published by the Department for Transport in the publication Sea Passenger Statistics.

The data in table 7.5a shows a decline of some 23 per cent in the number of sea passenger movements from Welsh ports between 1995 and 2009. A part of the decline in the total number of passenger movements is due to the removal of the Swansea – Cork service. However, the three ports still running ferry passenger services have seen a decline of passenger movements over the period some 8 per cent at Milford Haven, 9 per cent at Holyhead and 45 per cent at Fishguard.

Holyhead has seen a dramatic change in route usage from 1995-2009. In 1995 Holyhead, and Wales’, busiest route was the Holyhead to Dun Laoghaire service with over 1.5 million passenger movements. In 2009 this had fallen to just over 0.3 million passengers a fall of some 78 per cent. However, over the same period the Holyhead to Dublin route has seen a corresponding increase in passenger numbers from just under 0.6 million in 1995 to some 1.6 million in 2009, an increase of some 175 per cent.

Chart 7.5 clearly shows the declining number of sea passenger movements. Table 7.5b provides some historical context to the levels of sea passenger movements from Welsh ports.

### 7.5a Number of sea passenger movements from Welsh ports, by port and route: 1995-2009

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<td>463</td>
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<td>379</td>
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</table>

Source: Department for Transport: Sea Passenger Statistics 2009
7.5 Number of sea passenger movements from Welsh ports

![Chart showing passenger movements from Welsh ports]

**7.5b Historic levels of sea passenger movements from Welsh ports 1957-2009**

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</table>

Source: Department for Transport: Sea Passenger Statistics 2009
7.6 Annual average flow per 1,000 km of motorway, trunk and principal roads

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

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

7.6 Average daily flow of vehicles per 1,000kms of Motorway, Trunk and Principal Roads

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Motorway</th>
<th>A - Trunk</th>
<th>A - Principal</th>
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<tr>
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<td>-</td>
<td>7,124,356</td>
<td>3,528,167</td>
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<tr>
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<td>-</td>
<td>13,246,545</td>
<td>4,882,966</td>
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<td>Denbighshire</td>
<td>-</td>
<td>11,844,476</td>
<td>6,464,530</td>
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<td>Flintshire</td>
<td>-</td>
<td>40,033,158</td>
<td>9,185,595</td>
</tr>
<tr>
<td>Wrexham</td>
<td>-</td>
<td>29,074,791</td>
<td>6,588,857</td>
</tr>
<tr>
<td>Powys</td>
<td>-</td>
<td>4,628,496</td>
<td>2,499,440</td>
</tr>
<tr>
<td>Ceredigion</td>
<td>-</td>
<td>5,853,083</td>
<td>2,654,989</td>
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<tr>
<td>Pembrokeshire</td>
<td>-</td>
<td>8,753,078</td>
<td>4,337,754</td>
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<td>13,242,615</td>
<td>5,341,860</td>
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<td>Swansea</td>
<td>61,321,591</td>
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<td>Neath Port Talbot</td>
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<td>Bridgend</td>
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<td>80,586,243</td>
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<td>11,109,252</td>
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<tr>
<td>Merthyr Tydfil</td>
<td>-</td>
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<td>5,827,411</td>
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<tr>
<td>Caerphilly</td>
<td>-</td>
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<td>12,956,679</td>
</tr>
<tr>
<td>Blaenau Gwent</td>
<td>-</td>
<td>8,875,615</td>
<td>10,768,380</td>
</tr>
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<td>Torfaen</td>
<td>-</td>
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<td>173,811,611</td>
<td>14,244,469</td>
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<tr>
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<td>Wales</td>
<td>71,215,668</td>
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Source: National Road Traffic Survey, DfT
4.24 The data for this indicator is collected and published by the Department for Transport as part of the Great Britain road traffic estimates.

4.25 The data shows that overall motor vehicle traffic has grown across Wales between 2000 and 2008. The effect of the recession can be seen in 2008 with some Local Authorities experiencing traffic levels either falling slightly or remaining at same level, with the all Wales figure slightly down compared with 2007.

### 7.7 Total annual motor vehicle kilometres travelled in Wales, by local authority: 2000-2008

<table>
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<tr>
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<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
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<th>2008</th>
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<tr>
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<td>17.81</td>
<td>17.78</td>
</tr>
<tr>
<td>Wales - minor roads</td>
<td>9.31</td>
<td>9.38</td>
<td>9.77</td>
<td>9.82</td>
<td>9.93</td>
<td>10.05</td>
<td>10.26</td>
<td>10.60</td>
<td>10.56</td>
</tr>
<tr>
<td>Wales - All roads</td>
<td>24.87</td>
<td>25.25</td>
<td>26.20</td>
<td>26.59</td>
<td>27.31</td>
<td>27.28</td>
<td>27.99</td>
<td>28.41</td>
<td>28.35</td>
</tr>
</tbody>
</table>

Source: Department for Transport
4.26 The data for this indicator is collected by the Welsh Assembly Government using a network of automatic traffic counters.

4.27 The data in table 7.8 shows that traffic levels at trunk road border crossing points have generally risen in line with traffic growth across the road network in Wales. Trunk border crossing points in Mid-Wales have significantly lower flows than those in South and North Wales, but appear to have had traffic flows affected less by the economic downturn in late 2008.

7.8 Cross border trunk road traffic flows

<table>
<thead>
<tr>
<th>Road</th>
<th>Section</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>M48 Severn Crossing</td>
<td>14,757</td>
<td>15,553</td>
<td>16,467</td>
<td>17,239</td>
<td>17,155</td>
<td>17,673</td>
<td>17,819</td>
<td>17,828</td>
<td>17,723</td>
<td></td>
</tr>
<tr>
<td>M4 Second Severn Crossing</td>
<td>49,860</td>
<td>52,549</td>
<td>54,769</td>
<td>56,277</td>
<td>56,835</td>
<td>58,893</td>
<td>60,020</td>
<td>60,723</td>
<td>61,455</td>
<td></td>
</tr>
<tr>
<td>A5 Chirk Bypass</td>
<td>20,771</td>
<td>21,336</td>
<td>22,337</td>
<td>23,041</td>
<td>23,400</td>
<td>24,388</td>
<td>23,744</td>
<td>25,920</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>A40 Dixon (Monmouth)</td>
<td>27,288</td>
<td>27,802</td>
<td>28,448</td>
<td>28,322</td>
<td>29,627</td>
<td>30,167</td>
<td>29,612</td>
<td>30,033</td>
<td>29,731</td>
<td></td>
</tr>
<tr>
<td>A48 Chepstow Inner Relief Road</td>
<td>16,444</td>
<td>16,037</td>
<td>16,243</td>
<td>16,603</td>
<td>16,718</td>
<td>16,825</td>
<td>16,863</td>
<td>17,168</td>
<td>16,826</td>
<td></td>
</tr>
<tr>
<td>A55 Hawarden Bypass to England</td>
<td>35,035</td>
<td>37,674</td>
<td>38,665</td>
<td>40,358</td>
<td>44,293</td>
<td>42,422</td>
<td>42,916</td>
<td>44,645</td>
<td>42,400</td>
<td></td>
</tr>
<tr>
<td>A458 Trewern</td>
<td>8,215</td>
<td>8,292</td>
<td>8,620</td>
<td>9,108</td>
<td>9,136</td>
<td>9,164</td>
<td>9,585</td>
<td>9,694</td>
<td>9,579</td>
<td></td>
</tr>
<tr>
<td>A465 Pandy</td>
<td>4,805</td>
<td>4,812</td>
<td>5,089</td>
<td>5,275</td>
<td>5,113</td>
<td>5,179</td>
<td>5,130</td>
<td>5,043</td>
<td>4,946</td>
<td></td>
</tr>
<tr>
<td>A483 Four Crosses</td>
<td>7,770</td>
<td>7,989</td>
<td>8,262</td>
<td>8,500</td>
<td>8,540</td>
<td>8,143</td>
<td>9,018</td>
<td>9,260</td>
<td>8,993</td>
<td></td>
</tr>
<tr>
<td>A483 Newbridge Bypass</td>
<td>21,104</td>
<td>21,960</td>
<td>22,761</td>
<td>23,176</td>
<td>24,239</td>
<td>24,555</td>
<td>25,401</td>
<td>25,780</td>
<td>26,752</td>
<td></td>
</tr>
<tr>
<td>A483 North of Rosset</td>
<td>32,826</td>
<td>34,021</td>
<td>34,468</td>
<td>35,238</td>
<td>37,631</td>
<td>36,169</td>
<td>39,015</td>
<td>40,338</td>
<td>40,513</td>
<td></td>
</tr>
<tr>
<td>A450 North of Deeside Park</td>
<td>57,082</td>
<td>58,537</td>
<td>58,229</td>
<td>61,827</td>
<td>61,803</td>
<td>62,587</td>
<td>62,269</td>
<td>61,169</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

Source: Welsh Assembly Government Automatic Traffic Counter Network
8. Improve the efficient, reliable and sustainable movement of people
9. Improve the efficient, reliable and sustainable movement of freight

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

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

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

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

8.1 Percentage of non-frequent buses on time by type of stop and region 2007

<table>
<thead>
<tr>
<th></th>
<th>Start Timing Points</th>
<th>Intermediate Timing Points</th>
<th>Other</th>
<th>All Bus Stops</th>
<th>All Bus Stops (2005)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wales</td>
<td>85</td>
<td>75</td>
<td>69</td>
<td>76</td>
<td>76</td>
</tr>
<tr>
<td>England exc. London</td>
<td>84</td>
<td>74</td>
<td>69</td>
<td>75</td>
<td>74</td>
</tr>
<tr>
<td>Northern/Midland Regions</td>
<td>82</td>
<td>71</td>
<td>69</td>
<td>74</td>
<td>67</td>
</tr>
<tr>
<td>Southern Regions</td>
<td>87</td>
<td>76</td>
<td>69</td>
<td>77</td>
<td>79</td>
</tr>
<tr>
<td>Scotland</td>
<td>82</td>
<td>71</td>
<td>66</td>
<td>73</td>
<td>66</td>
</tr>
<tr>
<td>GB exc. London</td>
<td>84</td>
<td>73</td>
<td>68</td>
<td>75</td>
<td>72</td>
</tr>
</tbody>
</table>

Source: Bus Punctuality Statistics GB: 2007, DfT

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

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

4.31 The data for this indicator was collected by Network Rail and published by the Office of Rail Regulation in their National Rail Trends publication.

4.32 The data in Table 8.2 shows that the percentage of Arriva Trains Wales trains operating within 10 minutes of scheduled time improved by 0.4 per cent to 95.7 per cent of trains in 2008/09 compared to 2007/08. There was also a 0.7 per cent improvement in the percentage of trains operating within 5 minutes of scheduled time to 93.1 per cent and a 0.2 per cent improvement to 97.2 per cent of the percentage of trains operating within 20 minutes of scheduled time. There was a 4.7 per cent increase in the number of planned train services between 2007/08 and 2008/09.
4.33 Data for the other rail operators running train services in Wales will be included in the Autumn baseline monitoring report.

8.2 Percentage of Arriva Trains Wales services that operate within 5, 10 and 20 minutes of scheduled time, 2008-09

<table>
<thead>
<tr>
<th>Percentage of trains within</th>
<th>5 mins</th>
<th>10 mins</th>
<th>20 mins</th>
<th>Cancelled</th>
<th>Total no. of trains planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007-08</td>
<td>92.4%</td>
<td>95.3%</td>
<td>97.0%</td>
<td>0.5%</td>
<td>297,538</td>
</tr>
<tr>
<td>2008-09</td>
<td>93.1%</td>
<td>95.7%</td>
<td>97.2%</td>
<td>0.4%</td>
<td>311,516</td>
</tr>
<tr>
<td>Q1</td>
<td>93.1%</td>
<td>95.7%</td>
<td>97.3%</td>
<td>0.4%</td>
<td>77,627</td>
</tr>
<tr>
<td>Q2</td>
<td>91.7%</td>
<td>94.6%</td>
<td>96.4%</td>
<td>0.6%</td>
<td>79,482</td>
</tr>
<tr>
<td>Q3</td>
<td>92.3%</td>
<td>95.3%</td>
<td>97.1%</td>
<td>0.2%</td>
<td>76,517</td>
</tr>
<tr>
<td>Q4</td>
<td>95.2%</td>
<td>97.1%</td>
<td>98.0%</td>
<td>0.2%</td>
<td>77,890</td>
</tr>
<tr>
<td>Annual % change</td>
<td>0.7%</td>
<td>0.4%</td>
<td>0.2%</td>
<td>-0.1%</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

Source: Office of Rail Regulation, National Rail Trends (data supplied by Network Rail)

8.4 Percentage of Arriva Trains Wales services that operate reliably

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

4.35 Table 8.4 shows the percentage of services that operated reliably across Wales in 2009. The data shows that over 99 per cent of services in Wales operated reliably, across all the operating areas.

4.36 It is hoped that we will have more detailed information about the reliable operation of each line over a time series for the baseline monitoring report in Autumn 2010.

8.4 Percentage of Arriva Trains Wales services that operate reliably

<table>
<thead>
<tr>
<th>Operating area</th>
<th>Reliability over the past 12 months (2009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambrian</td>
<td>99.8%</td>
</tr>
<tr>
<td>Marches</td>
<td>99.4%</td>
</tr>
<tr>
<td>Wales - England</td>
<td>99.8%</td>
</tr>
<tr>
<td>South, West &amp; Central Wales</td>
<td>99.8%</td>
</tr>
<tr>
<td>Valley Lines</td>
<td>99.7%</td>
</tr>
<tr>
<td>North Wales Inter Urban</td>
<td>99.3%</td>
</tr>
<tr>
<td>North Wales Rural</td>
<td>99.7%</td>
</tr>
</tbody>
</table>

Source: Arriva Trains Wales
Passenger satisfaction levels with local bus services

There is currently only limited data available for this indicator available via the Living in Wales survey. It is hoped that the new national survey will provide more data on passenger satisfaction with local bus services.

The 2006 Living in Wales survey found that 80 per cent of respondents were satisfied with local bus services and that 94 per cent were satisfied with the time it took to get from or to a bus stop.

The 2008 Living in Wales survey found that respondents were slightly happier with local bus services, with 81 per cent reporting that they were satisfied. There was also a 1 per cent increase to 95 per cent of respondents satisfied with the time it took to get from or to a bus stop.

Passenger satisfaction with station and train facilities

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

The data in table 8.6 reports on passengers overall satisfaction with both train stations and rolling stock facilities. The data shows that passenger satisfaction has increased by 6 per cent from 81 per cent in Spring 2005 to 87 per cent in Spring 2009. This compares favourably with the average of 86 per cent for all other regional operators. Passenger dissatisfaction in Wales was just 3 per cent in Spring 2009.

<table>
<thead>
<tr>
<th>% Satisfied or Good</th>
<th>% Neither Satisfied nor Dissatisfied</th>
<th>% Dissatisfied or poor</th>
<th>All regional operators % satisfied or good</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn 2005</td>
<td>81</td>
<td>11</td>
<td>8</td>
</tr>
<tr>
<td>Spring 2006</td>
<td>79</td>
<td>11</td>
<td>10</td>
</tr>
<tr>
<td>Autumn 2006</td>
<td>80</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>Spring 2007</td>
<td>84</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>Autumn 2007</td>
<td>85</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>Spring 2008</td>
<td>83</td>
<td>11</td>
<td>6</td>
</tr>
<tr>
<td>Autumn 2008</td>
<td>86</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Spring 2009</td>
<td>87</td>
<td>9</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: Passenger Focus surveys

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

This indicator will be monitored using GPS based road traffic journey time data. We are currently investigated the different available sources for this data and will look to publish the results in the Autumn 2010 baseline report.
8.8 Non-road freight tonnage by mode

4.43 The data for this indicator is supplied by the DfT’s Port Statistics and the Civil Aviation Authority’s Airport Statistics publications. We are in contact with the Office of Rail Regulation and Network Rail in attempts to secure rail freight data and hope to be able to publish this in the Autumn 2010 baseline report.

4.44 Table 8.8 below details the tonnages of freight carried by sea and by air in Wales. The table demonstrates that air freight is relatively nominal at just over 1,300 tonnes carried in 2008. The data also shows that the level of freight carried by sea has remained at a very consistent level between 1998-2008 at around 56 million tonnes.

### Table 8.8: Non-road freight tonnage by mode

<table>
<thead>
<tr>
<th>Year</th>
<th>Total air freight</th>
<th>Total sea freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>0.184 thousand</td>
<td>56,150 thousand</td>
</tr>
<tr>
<td>1999</td>
<td>0.355 thousand</td>
<td>56,578 thousand</td>
</tr>
<tr>
<td>2000</td>
<td>0.900 thousand</td>
<td>57,892 thousand</td>
</tr>
<tr>
<td>2001</td>
<td>1.153 thousand</td>
<td>54,734 thousand</td>
</tr>
<tr>
<td>2002</td>
<td>1.287 thousand</td>
<td>52,020 thousand</td>
</tr>
<tr>
<td>2003</td>
<td>2.186 thousand</td>
<td>52,613 thousand</td>
</tr>
<tr>
<td>2004</td>
<td>2.622 thousand</td>
<td>60,051 thousand</td>
</tr>
<tr>
<td>2005</td>
<td>2.564 thousand</td>
<td>59,310 thousand</td>
</tr>
<tr>
<td>2006</td>
<td>2.212 thousand</td>
<td>56,673 thousand</td>
</tr>
<tr>
<td>2007</td>
<td>2.391 thousand</td>
<td>56,598 thousand</td>
</tr>
<tr>
<td>2008</td>
<td>1.334 thousand</td>
<td>55,790 thousand</td>
</tr>
</tbody>
</table>

Source: DfT port statistics & CAA Airport Statistics 2009

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

4.45 The data for this indicator was collected and for and published in Road Conditions 2008 by the Welsh Assembly Government Statistical Directorate.

4.46 Table 8.9a shows the proportion of the Welsh motorways and all purpose trunk roads network needing immediate close monitoring of its structural condition. The data in the table shows detail about the estimated number of years before close monitoring of the road is required, in terms of the percentage of the network.

4.47 5.8 per cent of all purpose trunk roads in Wales required close monitoring in 2009. This is a decrease of 0.4 per cent from 2008 and some 2.2 per cent from 2007. The percentage of motorways needing close monitoring was 4.3 per cent, a decrease of 0.3 per cent from 2008 and an increase of 1 per cent point from 2007.

4.48 Table 8.9b suggests there was a lower proportion of the principal, A roads requiring further investigation than non-principal classified, B/C roads. The results also show limited variation between local authorities. The proportion of roads varied between 1 per cent of roads in Flintshire and Newport, with only two authorities, Torfaen and Rhondda Cynon Taff exceeding 10 per cent of road surveyed.

4.49 On other classified roads in Wales, there was again a limited level of variation between local authority areas with the proportion of non-principal roads requiring further investigation varying between 3 per cent and 12 per cent of the road surveyed.
### 8.9a Percentage of network requiring close monitoring of structural condition\(^1\): Motorways and Trunk roads, Wales, 1993 to 2009

<table>
<thead>
<tr>
<th>Road Class</th>
<th>Percentage of network requiring close monitoring(^2)</th>
<th>Whole Network</th>
<th>Percentage of network surveyed(^3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Now in 0 to 4 years</td>
<td>in 5 to 19 years</td>
<td>in 20 or more years</td>
</tr>
<tr>
<td><strong>Motorway</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993</td>
<td>3.2</td>
<td>1.0</td>
<td>8.7</td>
</tr>
<tr>
<td>1994</td>
<td>3.3</td>
<td>1.1</td>
<td>9.7</td>
</tr>
<tr>
<td>1995</td>
<td>3.4</td>
<td>1.1</td>
<td>11.4</td>
</tr>
<tr>
<td>1996</td>
<td>3.5</td>
<td>1.6</td>
<td>12.8</td>
</tr>
<tr>
<td>1997</td>
<td>3.7</td>
<td>1.7</td>
<td>14.5</td>
</tr>
<tr>
<td>1998</td>
<td>4.5</td>
<td>1.7</td>
<td>16.5</td>
</tr>
<tr>
<td>1999</td>
<td>5.3</td>
<td>1.8</td>
<td>17.9</td>
</tr>
<tr>
<td>2000</td>
<td>6.6</td>
<td>2.8</td>
<td>17.4</td>
</tr>
<tr>
<td>2001</td>
<td>5.6</td>
<td>4.6</td>
<td>19.5</td>
</tr>
<tr>
<td>2002</td>
<td>7.6</td>
<td>5.9</td>
<td>18.8</td>
</tr>
<tr>
<td>2003</td>
<td>8.6</td>
<td>5.9</td>
<td>21.5</td>
</tr>
<tr>
<td>2004</td>
<td>7.3</td>
<td>7.3</td>
<td>23.1</td>
</tr>
<tr>
<td>2005</td>
<td>6.3</td>
<td>5.0</td>
<td>20.1</td>
</tr>
<tr>
<td>2006</td>
<td>7.9</td>
<td>4.3</td>
<td>15.8</td>
</tr>
<tr>
<td>2007</td>
<td>3.3</td>
<td>3.3</td>
<td>12.2</td>
</tr>
<tr>
<td>2008</td>
<td>4.6</td>
<td>4.6</td>
<td>23.4</td>
</tr>
<tr>
<td>2009</td>
<td>4.3</td>
<td>3.6</td>
<td>18.2</td>
</tr>
</tbody>
</table>

| **Trunk** | | | | | | |
| 1993       | 2.6 | 3.4 | 16.6 | 77.4 | 100 | 2,313 | 61 |
| 1994       | 3.7 | 3.9 | 16.8 | 75.6 | 100 | 2,292 | 71 |
| 1995       | 5.0 | 4.7 | 16.8 | 73.5 | 100 | 2,304 | 79 |
| 1996       | 6.2 | 4.7 | 17.6 | 71.5 | 100 | 2,233 | 74 |
| 1997       | 7.2 | 5.0 | 18.1 | 69.7 | 100 | 2,313 | 80 |
| 1998       | 8.5 | 4.9 | 18.6 | 68.0 | 100 | 2,301 | 81 |
| 1999       | 10.8 | 4.4 | 19.1 | 65.7 | 100 | 2,301 | 81 |
| 2000       | 12.7 | 4.8 | 19.0 | 63.5 | 100 | 2,295 | 81 |
| 2001       | 13.1 | 5.0 | 18.6 | 63.3 | 100 | 2,295 | 81 |
| 2002       | 14.1 | 5.9 | 18.0 | 62.0 | 100 | 2,295 | 81 |
| 2003       | 11.2 | 4.7 | 20.2 | 63.9 | 100 | 2,295 | 86 |
| 2004       | 11.5 | 4.4 | 19.2 | 64.9 | 100 | 2,295 | 83 |
| 2005       | 10.6 | 3.9 | 20.7 | 64.7 | 100 | 2,295 | 86 |
| 2006       | 11.1 | 4.0 | 20.9 | 64.0 | 100 | 2,295 | 88 |
| 2007       | 8.0 | 3.4 | 19.4 | 57.4 | 100 | 2,295 | 88 |
| 2008       | 6.2 | 3.7 | 21.7 | 68.4 | 100 | 2,295 | 89 |
| 2009       | 5.8 | 3.6 | 20.9 | 69.7 | 100 | 2,295 | 92 |

Source: Road Conditions 2008 Bulletin, Welsh Assembly Government

1 The structural condition of a section of road is in need of close monitoring when it has a negative residual life.
2 Percentage of whole flexible network including long life pavements.
3 Concrete pavements and elevated carriageways are not surveyed but are included in "Whole Network".
8.9b Percentage of network requiring close monitoring of structural condition¹, Local Authority roads 2007-08 & 2008-09

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>THS/010a (2007-08)</th>
<th>THS/010a (2008-09)</th>
<th>Total length of A county roads ²</th>
<th>Percentage of Non-principal / classified (B/C) roads</th>
<th>THS/010b (2007-08)</th>
<th>THS/010b (2008-09)</th>
<th>Total length of B and C roads ²</th>
</tr>
</thead>
<tbody>
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<td>Isle of Anglesey</td>
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<td>2</td>
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<tr>
<td>Gwynedd</td>
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<td>4</td>
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<tr>
<td>Flintshire</td>
<td>1</td>
<td>1</td>
<td>151</td>
<td>2</td>
<td>3</td>
<td>327</td>
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<tr>
<td>Wrexham</td>
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<td>101</td>
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<td>Powys</td>
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<td>Pembrokeshire</td>
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<td>4</td>
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<tr>
<td>Neath Port Talbot</td>
<td>3</td>
<td>4</td>
<td>115</td>
<td>3</td>
<td>5</td>
<td>114</td>
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<tr>
<td>Bridgend</td>
<td>8</td>
<td>8</td>
<td>104</td>
<td>11</td>
<td>12</td>
<td>139</td>
<td></td>
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<tr>
<td>Vale of Glamorgan</td>
<td>8</td>
<td>7</td>
<td>74</td>
<td>10</td>
<td>10</td>
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<td>Cardiff</td>
<td>5</td>
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<td>86</td>
<td>10</td>
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<td>28</td>
<td>10</td>
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<tr>
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<td>3</td>
<td>107</td>
<td>3</td>
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<td>206</td>
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<tr>
<td>Blaenau Gwent</td>
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<td>41</td>
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<td>8</td>
<td>26</td>
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<td>5</td>
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<td>Monmouthshire</td>
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<td>4</td>
<td>59</td>
<td>5</td>
<td>9</td>
<td>609</td>
<td></td>
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<td>51</td>
<td>11</td>
<td>8</td>
<td>189</td>
<td></td>
</tr>
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<td>Wales</td>
<td>4</td>
<td>4</td>
<td>2,742</td>
<td>7</td>
<td>8</td>
<td>12,776</td>
<td></td>
</tr>
</tbody>
</table>

Source: Road Conditions 2008 Bulletin, Welsh Assembly Government

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

² The total length of road is as reported by each local authority and shown in Table 1.2 of "Welsh Transport Statistics 2009".
10. Improve sustainable access to key visitor attractions

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

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

4.51 This indicator will be monitored using Accession™ GIS software. Work is on going to compile the calculations for this indicator and the outputs will be available as maps and tables in the baseline monitoring report in Autumn 2010.

10.2 The proportion of tourist trips made using public transport

4.52 This indicator is monitored using tourism data collected and published by Visit Britain, Visit Wales, Visit Scotland and the Northern Ireland Tourist Board in their joint publication The UK Tourist 2008.

4.53 The data in table 10.2 shows that just 13 per cent of tourist trips in Wales are made using public transport. This is 8 per cent lower than the UK average of 21 per cent. Business and work tourism had the highest usage of public transport for tourist trips in Wales at 23 per cent of trips, though this was 7 per cent lower than the UK average. Where public transport was used for tourist trips in Wales the main mode used was the train at 8 per cent with just 2 per cent using buses or coaches and 3 per cent using sea or air transport.
### 10.2 Proportion of tourist trips made using public transport

<table>
<thead>
<tr>
<th>Main mode of transport used</th>
<th>All tourism</th>
<th>Holiday Trips</th>
<th>Business &amp; Work tourism</th>
<th>Visits to friends &amp; relatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Wales per cent</td>
<td>UK per cent</td>
<td>Wales per cent</td>
<td>UK per cent</td>
</tr>
<tr>
<td><strong>Public Transport</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Train</td>
<td>8</td>
<td>13</td>
<td>6</td>
<td>11</td>
</tr>
<tr>
<td>Bus/Coach</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Sea/air</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>Personal Transport</strong></td>
<td>83</td>
<td>74</td>
<td>87</td>
<td>78</td>
</tr>
<tr>
<td>Car</td>
<td>81</td>
<td>73</td>
<td>85</td>
<td>76</td>
</tr>
<tr>
<td>Car - own/friends/company</td>
<td>79</td>
<td>71</td>
<td>84</td>
<td>75</td>
</tr>
<tr>
<td>Car - hired</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Motorised camper</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Motor cycle</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Bicycle</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coach tour</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Hitch hiking</td>
<td>-</td>
<td>*</td>
<td>-</td>
<td>*</td>
</tr>
<tr>
<td>Walking</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Lorry/Van</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Minibus</td>
<td>*</td>
<td>1</td>
<td>*</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

Source: Visit Britain - The UK Tourist 2008
Environmental outcomes monitoring
5. Wales Transport Strategy Environmental Outcomes & Monitoring Indicators

5.1 We have developed a series of indicators to monitor the Wales Transport Strategy environmental outcomes in line with the monitoring requirements of the Strategic Environmental Assessment (SEA) of the National Transport Plan. The indicators in this sector, along with a number of the indicators in the social & economic outcomes section, will deliver part of the monitoring commitment in SEA of the National Transport Plan. For this interim monitoring report only limited data has been collected and analysed for the environmental outcomes section. This is due, in part, to the work to ensure that the indicators are fit for purpose for the SEA monitoring. Data for these indicators will be developed for inclusion in the baseline report in Autumn 2010. We will also hope to have developed further indicators for this section, via the public consultation and further discussions with colleagues in our Transport and Strategic Regeneration Department.

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

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

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

5.3 The data for this indicator will be collected from road schemes and projects as part of the contractual reporting processes. At present we only have limited data on the usage of sustainable resources, but systems are being developed to ensure this information is routinely collected and reported on. We hope to have sufficient data to be able to include it in the baseline report in Autumn 2010.
5.4 The Wales Transport Strategy states that as the travel patterns in Wales include a high proportion of trips of less than 5 miles then this presents an opportunity to reduce greenhouse gas emissions by a shift from car trips to more sustainable modes such as walking and cycling. The National Transport Plan aims for the provision of realistic alternative modes of transport that enable people to choose sustainable modes of travel via a shift in the balance of expenditure towards sustainable transport. Many of the indicators we have chosen to monitor the social and economic outcomes deal with monitoring modal shift. If the modal shift aimed for in the National Transport Plan does occur there should be an effect on the levels of greenhouse gas emissions from the transport sector. This effect will be picked up by the indicator we have chosen.

12. Reduce the impact of transport on greenhouse gas emissions

12.1 Greenhouse gas inventories for the transport sector

5.5 The data for this indicator is collected and reported on by the Atomic Energy Agency for the National Air Quality Emissions Inventory.

5.6 The data in Table 12.1 shows that total greenhouse gas emissions in Wales have fallen by some 17 per cent between 1990 and 2007. However, during the same period greenhouse gas emissions from transport have increased by some 11 per cent. Within the transport sector greenhouse gas emissions from rail transport have increased by 19 per cent, water transport by 13 per cent and road transport by 12 per cent. Emissions have also increased within the aviation sector but the total greenhouse gas emissions from aviation represent less than 1 per cent of the total emissions from transport.

5.7 Road transport produces the vast majority of greenhouse gas emissions from the transport sector. In 1990, 86 per cent of greenhouse gas emissions from the transport sector were from road transport, by 2007 this had marginally increased to 87 per cent.

12.1 Greenhouse gas inventories for the transport sector

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Transport</td>
<td>300</td>
<td>311</td>
<td>345</td>
<td>344</td>
<td>362</td>
<td>357</td>
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<td>Road Transport</td>
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<td>7,476</td>
<td>7,566</td>
<td>7,598</td>
<td>7,456</td>
<td>7,590</td>
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<td>Water Transport</td>
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<td>446</td>
<td>480</td>
<td>529</td>
<td>649</td>
<td>583</td>
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<tr>
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<td>270</td>
<td>139</td>
<td>143</td>
<td>135</td>
<td>128</td>
<td>156</td>
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<td>Air Transport Support</td>
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<td>6</td>
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<tr>
<td>Aviation take off and landing</td>
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<td>7</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Aviation cruise</td>
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<td>13</td>
<td>12</td>
<td>14</td>
<td>16</td>
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<td>Total Transport</td>
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<td>8,400</td>
<td>8,559</td>
<td>8,628</td>
<td>8,620</td>
<td>8,713</td>
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<tr>
<td>Transport percentage of total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wales GHG Emissions</td>
<td>15</td>
<td>19</td>
<td>19</td>
<td>20</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>Total Wales GHG Emissions</td>
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<td>45,207</td>
<td>44,695</td>
<td>43,749</td>
<td>44,726</td>
<td>42,738</td>
</tr>
</tbody>
</table>

13. Adapt to the impacts of climate change

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

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

5.9 The data for these indicators has not yet been collected and analysed. We intend to use flood maps from the Environment Agency to calculate, where and how much of the transport assets in Wales are at risk from flooding and or a rise in sea levels. We will also collect information on transport interventions, projects, schemes and maintenance works that improve the resilience of the trunk and motorway network. Full data will be available for these indicators in our baseline monitoring report in Autumn 2010.
14. Reduce the contribution of transport to air pollution and other harmful pollutant emissions

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

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

14.2 Number of Air Quality Management Areas (AQMAs) where transport is the primary cause

14.3 Number of households within each Air Quality Management Area

5.11 The data for these indicators has not yet been collected and analysed. We intend to utilise data collected and reported on the Air Quality Archive website by AEA to monitor indicator 14.1 and 14.2. We will use GIS mapping techniques to calculate the numbers of households within each of the Air Quality Management Areas reported on for indicator 14.2. Full data will be available for these indicators in our baseline monitoring report in Autumn 2010.
15. Improve the positive impact of transport on the local environment

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

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

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

5.14 Table 15.1 shows the percentage of highways and relevant land inspected that was of a high or acceptable standard of cleanliness for all Wales and for each Local Authority. Table 15.1 shows that the percentage of high or acceptably clean highway and relevant land fell by just under one per cent between 2007-08 and 2008-09 on an all Wales basis.

5.15 In 2007-08 Torfaen reported the highest percentage of highways and relevant land inspected that was of a high or acceptable standard of cleanliness at 99.7 per cent. In the same period Blaenau Gwent had the lowest percentage at 84 per cent.

5.16 In 2008-09 Torfaen again reported the highest percentage of highways and relevant land inspected that was of a high or acceptable standard of cleanliness at 99.5 per cent. In the same period Blaenau Gwent again had the lowest percentage at 75.5 per cent.

15.2 Number of targeted noise action plans that are related to transport
15.3 The number of households affected by noise action plans
15.4 Levels of tranquillity affected by transport
15.5 Levels of light pollution resulting from transport

5.17 The data for these indicators has not yet been collected and analysed. We intend to utilise the noise action plan data collected by our colleagues in the Environment and Countryside division to monitor indicator 15.2 and 15.3. We will use the light and tranquillity mapping work developed by the Countryside Council for Wales for indicator 15.4 and 15.5. Full data will be available for these indicators in our baseline monitoring report in Autumn 2010.
### 15.1 Percentage of highways and relevant land inspected of a high or acceptable standard of cleanliness

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>2007-08</th>
<th>2008-09</th>
<th>2007-08</th>
<th>2008-09</th>
<th>2007-08</th>
<th>2008-09</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Percentage of highways and relevant land inspected of a high or acceptable standard of cleanliness</td>
<td>Number of inspections of highways and relevant land undertaken that had a high or acceptable level of cleanliness</td>
<td>The total number of inspections of highways and relevant land</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isle of Anglesey</td>
<td>86.21</td>
<td>95.00</td>
<td>950</td>
<td>1,501</td>
<td>1,102</td>
<td>1,580</td>
</tr>
<tr>
<td>Gwynedd</td>
<td>92.86</td>
<td>89.01</td>
<td>611</td>
<td>251</td>
<td>658</td>
<td>282</td>
</tr>
<tr>
<td>Conwy</td>
<td>93.95</td>
<td>96.85</td>
<td>481</td>
<td>645</td>
<td>512</td>
<td>666</td>
</tr>
<tr>
<td>Denbighshire</td>
<td>92.73</td>
<td>95.17</td>
<td>319</td>
<td>276</td>
<td>344</td>
<td>290</td>
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<tr>
<td>Flintshire</td>
<td>90.68</td>
<td>91.90</td>
<td>360</td>
<td>465</td>
<td>379</td>
<td>506</td>
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<tr>
<td>Wrexham</td>
<td>88.33</td>
<td>84.07</td>
<td>159</td>
<td>227</td>
<td>180</td>
<td>270</td>
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<tr>
<td>Powys</td>
<td>93.79</td>
<td>96.85</td>
<td>272</td>
<td>277</td>
<td>290</td>
<td>286</td>
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<tr>
<td>Ceredigion</td>
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<td>94.62</td>
<td>131</td>
<td>176</td>
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<td>Pembrokeshire</td>
<td>97.75</td>
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<td>261</td>
<td>365</td>
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<tr>
<td>Carmarthenshire</td>
<td>98.97</td>
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<td>3,252</td>
<td>3,893</td>
<td>3,286</td>
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<td>Swansea</td>
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<td>Neath Port Talbot</td>
<td>96.49</td>
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<td>31,071</td>
<td>27,681</td>
<td>32,202</td>
<td>29,051</td>
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<td>386</td>
</tr>
<tr>
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<td>95.39</td>
<td>92.32</td>
<td>828</td>
<td>661</td>
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<td>Cardiff</td>
<td>88.14</td>
<td>86.93</td>
<td>223</td>
<td>346</td>
<td>253</td>
<td>398</td>
</tr>
<tr>
<td>Rhondda Cynon Taf</td>
<td>95.20</td>
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<td>792</td>
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<tr>
<td>Merthyr Tydfil</td>
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<td>2,077</td>
<td>2,626</td>
<td>2,183</td>
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<tr>
<td>Blaenau Gwent</td>
<td>84.00</td>
<td>75.45</td>
<td>84</td>
<td>83</td>
<td>100</td>
<td>110</td>
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<tr>
<td>Torfaen</td>
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<td>99.54</td>
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<td>83.87</td>
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<td>Wales</td>
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<td>95.20</td>
<td>48,705</td>
<td>44,522</td>
<td>50,745</td>
<td>46,765</td>
</tr>
</tbody>
</table>

Source: Local Authority Performance Indicators, Core Set Indicator
16. Improve the impact of transport on our heritage

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

5.19 Indicators to monitor this outcome are to be developed in conjunction with the results from the public consultation exercise. We hope to include these indicators and data set in the baseline report in Autumn 2010.
17. Improve the impact of transport on biodiversity

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

17.1 Proportion of Trunk Road Estate Biodiversity Action Plan targets met

5.21 The data for this indicator has not yet been collected and analysed. We intend to use data and reports generated by colleagues in Transport & Strategic Regeneration to monitor this indicator.

5.22 We will develop further indicators in line with the responses we receive to our public consultation and in consultation with colleagues in Transport & Strategic Regeneration.
Annexes

References, further reading, web-sites

The information shown in this Bulletin is derived from a variety of sources. This Annex provides some detail on the sources used to monitor the indicators we have reported on in this bulletin and provides links to these sources to enable further reading and analysis.

Wales Transport Strategy outcome indicator 4 - Encourage healthy lifestyles

- **National Travel Survey** - Published by the Department for Transport, used in *Wales Transport Statistics* chapter 6.
- **Labour Force Survey** - Published by the Office for National Statistics, used in *Wales Transport Statistics* chapter 6.
- **Living in Wales Survey** - Published by the Welsh Assembly Government and used in a variety of statistical bulletins as well as the main publication linked to.
- **Sports Council for Wales adult & child sports participation surveys** - Published by the Sports Council for Wales.
- **Local Authority Performance Indicators** - Published by the Local Government Data Unit. Note that data from the Local Authority Performance Indicators is also used to monitor indicators for Wales Transport Strategy outcome 7 & 15.

Wales Transport Strategy outcome indicator 5 - Improve the actual and perceived safety of travel

- Road Accident Statistics database – Managed by the Welsh Assembly Government and used to produce outputs such as *Road Casualties Wales* and other related statistical bulletins
- **British Transport Police Statistical Report** – Published by the British Transport Police and also used in *Wales Transport Statistics* chapter 9.
- **National Passenger Survey** – Published by Passenger Focus. Note that data from the National Passenger Survey is also used to monitor an indicator for Wales Transport Strategy outcomes 8&9.

Wales Transport Strategy outcome indicator 7 – Improve connectivity within Wales and internationally

- **Traffic Commissioners' Annual Reports** – Published by the Department for Transport
- **Transport Statistics Great Britain** - Published by the Department for Transport
- **National Rail Trends** – Published by the Office of Rail Regulator. Note that data from the Local Authority Performance Indicators is also used to monitor indicators for Wales Transport Strategy outcomes 7&8
- **Station usage data** – Published by the Office of Rail Regulator
- **UK Airport Statistics** – Published by the Civil Aviation Authority
- **Sea Passenger Statistics** – Published by the Department for Transport and also used in *Wales Transport Statistics* chapter 10.
- **National Road Traffic Survey** – Published by the Department for Transport, with *National Road Traffic Estimates* derived from this data and also used in *Wales Transport Statistics* chapter 7.
- Data from the Welsh Assembly Government automatic traffic counter network. This system and the data collected are managed by **Traffic Wales**.

Wales Transport Strategy outcome indicators 8&9 – Improve the efficient, reliable and sustainable movement of people & freight

- **Bus Punctuality Statistics** - Published by the Department for Transport
- Rail reliability data – Published by Arriva Trains Wales
- Road Conditions 2008 – Published by the Welsh Assembly Government

Wales Transport Strategy outcome indicator 10 – Improve sustainable access to key visitor attractions

- The United Kingdom Tourism Survey – Jointly published by VisitBritain, VisitScotland, Visit Wales and the Northern Ireland Tourist Board.

Wales Transport Strategy outcome indicator 12 – Reduce the impact of transport on greenhouse gas emissions

- Greenhouse Gas Inventories – Published by the National Atmospheric Emissions Inventory.