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Monitoring the National Transport Plan, Interim Report, March 2010

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](#)

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Next Update: Autumn 2010 (provisional)



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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. Publically 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 2000/01 to 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.

Trunk 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 being the most common.

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

	Average number of trips			
	2002/03	2004/05	2006/07	2007/08
By main mode:				
Car / van:				
Driver	447	479	438	422
Passenger	252	260	251	246
Total	699	738	689	668
Walk	204	208	211	206
Other modes	92	85	86	95
All modes	996	1,031	986	969
By purpose:				
Commuting and business	187	188	179	165
Education and escort education	111	109	110	101
Shopping	200	204	195	199
Other escort	98	99	99	96
Other personal business	102	101	96	95
Visit friends	169	180	162	168
Leisure and just walking	129	152	146	144
All purposes	996	1,031	986	969
By length:				
Under 1 mile	207	194	202	187
1 to under 2 miles	179	194	174	162
2 to under 3 miles	117	130	100	115
3 to under 5 miles	144	143	139	144
5 to under 10 miles	170	175	171	168
10 to under 25 miles	127	134	142	139
25 miles and over	51	61	58	53
All lengths	996	1,031	986	969

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

	Per cent							
Autumn quarter of each year	2001	2002	2003	2004	2005	2006	2007	2008
Car, van, minibus or works van:								
Males	85	86	86	~	84	86	84	85
Females	73	76	76	~	75	77	77	80
All persons	79	81	81	~	80	82	81	83
Bicycle:								
Males	2	2	2	~	2	2	2	2
Females	1	*	*	~	*	1	1	*
All persons	1	1	1	~	1	1	1	1
Bus, coach, private bus or taxi:								
Males	4	3	3	~	3	3	3	3
Females	8	7	8	~	7	6	7	6
All persons	6	5	5	~	5	5	5	4
Railway train, underground train or light railway:								
Males	1	1	1	~	2	1	1	2
Females	1	1	1	~	1	1	2	2
All persons	1	1	1	~	2	1	2	2
Walk:								
Males	7	6	7	~	7	7	8	6
Females	16	16	14	~	16	15	13	12
All persons	12	11	10	~	11	10	10	9
Other modes:								
Males	2	2	1	~	2	1	2	2
Females	1	*	*	~	*	*	*	*
All persons	1	1	1	~	1	1	1	1
Average time taken (minutes):								
Males	21	21	20	~	20	-	21	20
Females	17	17	17	~	19	-	19	18
All persons	19	19	18	~	19	-	20	19

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)

	Per cent							
	Male	Female	Working (c) full-time	Working (d) part-time	Gross household income (e)			Total
					Less than £20,800	£20,800 to £39,999	£40,000 and over	
Car or van	82	76	82	69	65	80	87	78
On foot	8	17	9	24	23	12	7	13
Bus, minibus, coach or taxi	3	5	4	6	8	3 *	2 *	4
Bicycle	3	0 *	2	0 *	1 *	2 *	1 *	1
Train	2 *	0 *	1	0 *	0 *	1 *	2 *	1
Other (f)	3	1 *	2	1 *	2 *	1 *	1 *	2
Total	100	100	100	100	100	100	100	100

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)

	Percentage of trips				
	1995/99	2002/03	2004/05	2006/07	2007/08
Car	29	32	41	29	30
Walk	37	36	35	43	45
Bus or coach	32	30	22	24	22
Other (inc bicycle)	2	2	2	3	4
All modes	100	100	100	100	100
Average trip length (miles)	3	3	3	3	2

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

	Percentage			
	2001/02	2004	2006	2008/09
Ages 7-11	2	2	2	
Ages 11-16	1	1	1	

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

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

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

Year	percentage and kms of rights of way surveyed					
	The percentage of total length of Rights of Way which are easy to use by members of the public		The total length of Rights of Way surveyed that are easy to use by members of the public (km)		The total length of Rights of Way surveyed (km)	
	2007-08	2008-09	2007-08	2008-09	2007-08	2008-09
Isle of Anglesey	-	53	-	44	-	83
Gwynedd	54	33	153	95	285	288
Conwy	44	49	39	41	89	82
Denbighshire	62	62	40	41	65	66
Flintshire	76	56	42	30	55	53
Wrexham	33	40	14	18	43	44
Powys	40	45	195	202	491	449
Ceredigion	41	49	50	61	121	126
Pembrokeshire	62	52	94	59	152	114
Carmarthenshire	19	35	25	53	133	150
Swansea	56	59	34	36	61	61
Neath Port Talbot	70	69	30	31	43	46
Bridgend	75	71	24	22	32	31
The Vale of Glamorgan	64	51	17	30	27	59
Cardiff	73	65	19	17	26	26
Rhondda Cynon Taf	71	73	32	33	45	46
Merthyr Tydfil	86	83	7	6	8	7
Caerphilly	92	54	39	24	43	45
Blaenau Gwent	100	97	16	30	16	31
Torfaen	52	57	10	10	18	17
Monmouthshire	65	62	54	51	83	83
Newport	75	78	11	14	15	18
Wales	51	49	944	949	1,851	1,926

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

Mode & Severity	Number of people										
	1994-98 avg	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrian											
Killed	55	37	37	38	21	34	33	32	20	30	17
Serious	379	308	304	275	277	257	267	237	242	247	232
Slight	1,606	1,416	1,431	1,366	1,351	1,297	1,231	1,141	1,062	1,013	1,034
Total	2,040	1,761	1,772	1,679	1,649	1,588	1,531	1,410	1,324	1,290	1,283
Pedal cyclist											
Killed	8	6	3	8	3	6	9	2	9	3	4
Serious	100	83	60	66	60	70	57	59	68	77	61
Slight	623	571	498	509	435	433	450	370	419	370	357
Total	730	660	561	583	498	509	516	431	496	450	422
Two Wheeled Motor Vehicle users											
Killed	28	30	28	36	27	42	39	22	38	42	24
Serious	225	244	271	274	260	249	228	201	227	233	231
Slight	529	520	516	539	560	512	511	471	548	499	468
Total	782	794	815	849	847	803	778	694	813	774	723
Car, taxi and minibus users											
Killed	113	109	89	98	90	84	111	121	89	79	91
Serious	1,001	965	933	854	811	843	722	608	611	633	679
Slight	9,229	9,107	9,046	8,899	9,515	9,425	9,249	8,780	8,555	8,352	7,321
Total	10,343	10,181	10,068	9,851	10,416	10,352	10,082	9,509	9,255	9,064	8,091
Other vehicles											
Killed	10	10	11	7	6	7	9	3	6	7	6
Serious	89	79	87	69	77	63	62	41	62	48	50
Slight	862	865	825	757	843	714	709	645	736	636	610
Total	961	954	923	833	926	784	780	689	804	691	666
Total											
Killed	213	192	168	187	147	173	201	180	162	161	142
Serious	1,795	1,679	1,655	1,538	1,485	1,482	1,336	1,146	1,210	1,238	1,253
Slight	12,848	12,479	12,316	12,070	12,704	12,381	12,150	11,407	11,320	10,870	9,790
Total	14,856	14,350	14,139	13,795	14,336	14,036	13,687	12,733	12,692	12,269	11,185

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

Mode	Number of people																	
	Pedestrian			Pedal cyclist			Two Wheeled Motor Vehicle users			Car, taxi and minibus users			Other vehicles			Total		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Isle of Anglesey	4	15	19	1	3	4	7	8	15	18	104	122	0	4	4	30	134	164
Gwynedd	14	56	70	2	10	12	21	15	36	71	319	390	4	32	36	112	432	544
Conwy	12	42	54	1	16	17	16	17	33	33	308	341	2	65	67	64	448	512
Denbighshire	9	44	53	3	19	22	11	27	38	29	329	358	2	27	29	54	446	500
Flintshire	18	42	60	9	26	35	28	30	58	51	419	470	0	28	28	106	545	651
Wrexham	11	38	49	7	28	35	10	26	36	27	302	329	1	19	20	56	413	469
Powys	6	26	32	2	6	8	29	42	71	83	419	502	5	53	58	125	546	671
Ceredigion	6	14	20	0	11	11	10	17	27	21	217	238	2	16	18	39	275	314
Pembrokeshire	5	23	28	1	6	7	20	34	54	70	293	363	0	22	22	96	378	474
Carmarthenshire	16	59	75	5	12	17	12	30	42	57	557	614	7	55	62	97	713	810
Swansea	18	107	125	6	26	32	12	47	59	36	675	711	5	35	40	77	890	967
Neath Port Talbot	13	38	51	2	14	16	8	17	25	27	344	371	1	37	38	51	450	501
Bridgend	10	38	48	2	12	14	5	20	25	37	304	341	2	26	28	56	400	456
Vale of Glamorgan	5	31	36	1	17	18	9	17	26	31	225	256	1	12	13	47	302	349
Cardiff	30	191	221	9	86	95	15	41	56	21	753	774	3	77	80	78	1,148	1,226
Rhondda Cynon Taf	13	109	122	3	18	21	8	19	27	32	623	655	3	26	29	59	795	854
Merthyr Tydfil	3	22	25	0	2	2	2	7	9	11	148	159	1	6	7	17	185	202
Caerphilly	16	37	53	5	15	20	7	18	25	36	308	344	8	24	32	72	402	474
Blaenau Gwent	6	19	25	0	4	4	3	7	10	23	163	186	3	12	15	35	205	240
Torfaen	7	13	20	0	9	9	2	4	6	4	89	93	1	9	10	14	124	138
Monmouthshire	7	12	19	2	6	8	11	6	17	31	121	152	3	13	16	54	158	212
Newport	20	58	78	4	11	15	9	19	28	21	301	322	2	12	14	56	401	457
Wales	249	1,034	1,283	65	357	422	255	468	723	770	7,321	8,091	56	610	666	1,395	9,790	11,185

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

		Number of casualties									
Mode & Severity	1994-98 avg	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrian											
Killed	7	8	5	7	4	5	4	3	2	3	2
Serious	155	114	121	113	94	80	88	87	74	74	68
Slight	700	630	631	611	548	508	457	411	358	337	356
Total	862	752	757	731	646	593	549	501	434	414	426
Pedal cyclist											
Killed	2	1	1	2	0	2	1	0	1	0	1
Serious	44	40	22	23	23	38	22	18	20	33	13
Slight	296	271	218	211	191	185	180	146	131	122	99
Total	343	312	241	236	214	225	203	164	152	155	113
Two Wheeled Motor Vehicle users											
Killed	0	1	0	2	0	0	0	0	0	0	0
Serious	3	4	8	8	7	5	3	5	7	1	3
Slight	14	13	9	11	17	14	10	11	8	12	4
Total	18	18	17	21	24	19	13	16	15	13	7
Car, taxi and minibus users											
Killed	4	7	2	2	4	5	4	3	7	2	1
Serious	65	49	56	40	51	54	44	13	31	32	27
Slight	814	798	764	717	719	775	621	620	556	547	467
Total	883	854	822	759	774	834	669	636	594	581	495
Other vehicles											
Killed	0	0	0	0	1	1	0	1	0	0	0
Serious	8	20	10	8	7	2	4	5	2	3	0
Slight	153	182	163	157	185	55	107	72	100	38	63
Total	160	202	173	165	193	58	111	78	102	41	63
Total											
Killed	14	17	8	13	9	13	9	7	10	5	4
Serious	275	227	217	192	182	179	161	128	134	143	111
Slight	1,977	1,894	1,785	1,707	1,660	1,537	1,375	1,260	1,153	1,056	989
Total	2,266	2,138	2,010	1,912	1,851	1,729	1,545	1,395	1,297	1,204	1,104

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

Mode	Number of casualties																	
	Pedestrian			Pedal cyclist			Two Wheeled Motor Vehicle users			Car, taxi and minibus users			Other vehicles			Total		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Isle of Anglesey	1	5	6	0	3	3	0	0	0	1	5	6	0	0	0	2	13	15
Gwynedd	3	14	17	0	2	2	0	0	0	5	16	21	0	2	2	8	34	42
Conwy	1	19	20	1	2	3	0	1	1	1	15	16	0	33	33	3	70	73
Denbighshire	3	21	24	1	6	7	0	0	0	3	31	34	0	7	7	7	65	72
Flintshire	7	16	23	2	13	15	0	1	1	0	29	29	0	3	3	9	62	71
Wrexham	1	11	12	0	11	11	0	0	0	2	16	18	0	0	0	3	38	41
Powys	1	8	9	0	1	1	0	0	0	4	29	33	0	9	9	5	47	52
Ceredigion	1	4	5	0	0	0	0	0	0	0	19	19	0	0	0	1	23	24
Pembrokeshire	2	8	10	0	3	3	1	0	1	1	23	24	0	0	0	4	34	38
Carmarthenshire	2	22	24	2	3	5	0	0	0	2	40	42	0	4	4	6	69	75
Swansea	8	30	38	0	4	4	0	1	1	2	36	38	0	1	1	10	72	82
Neath Port Talbot	6	16	22	0	4	4	1	0	1	0	15	15	0	0	0	7	35	42
Bridgend	5	14	19	0	5	5	0	0	0	0	13	13	0	1	1	5	33	38
Vale of Glamorgan	0	16	16	1	4	5	0	1	1	1	18	19	0	1	1	2	40	42
Cardiff	5	55	60	0	8	8	0	0	0	0	35	35	0	2	2	5	100	105
Rhondda Cynon Taf	2	41	43	1	8	9	0	0	0	1	38	39	0	0	0	4	87	91
Merthyr Tydfil	1	12	13	0	1	1	1	0	1	1	9	10	0	0	0	3	22	25
Caerphilly	8	16	24	3	8	11	0	0	0	1	24	25	0	0	0	12	48	60
Blaenau Gwent	3	8	11	0	4	4	0	0	0	3	20	23	0	0	0	6	32	38
Torfaen	2	4	6	0	2	2	0	0	0	0	7	7	0	0	0	2	13	15
Monmouthshire	2	2	4	1	3	4	0	0	0	0	9	9	0	0	0	3	14	17
Newport	6	14	20	2	4	6	0	0	0	0	20	20	0	0	0	8	38	46
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 100mvkms 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

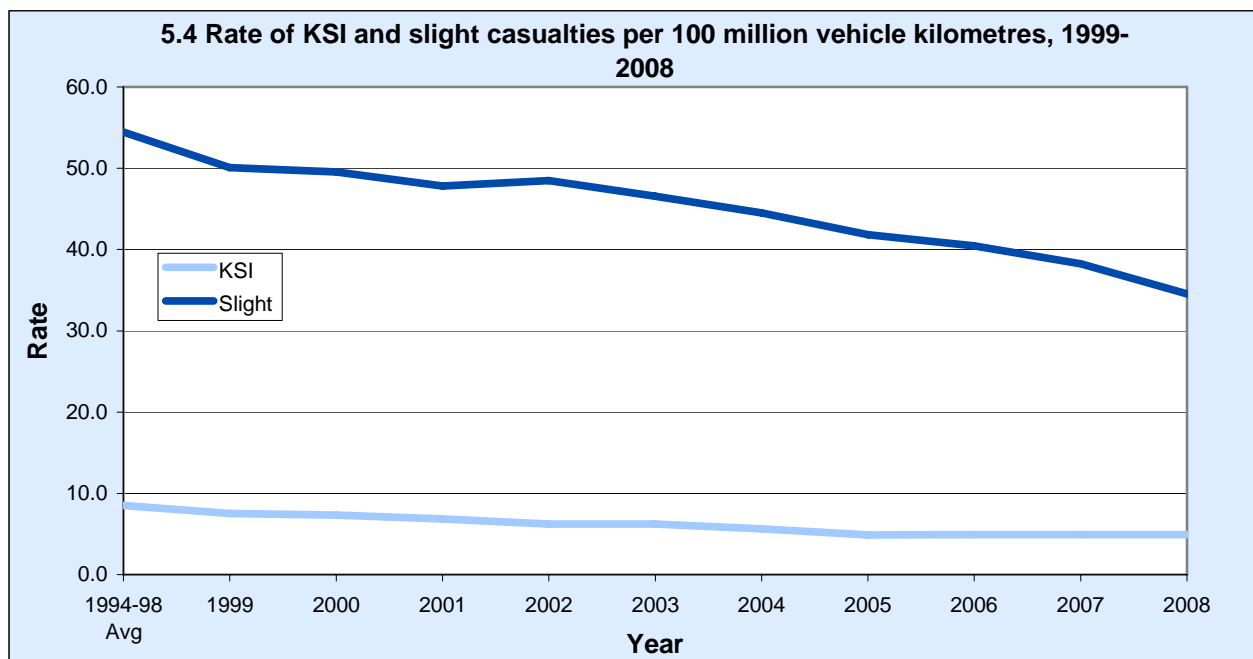
Year	Number of casualties per 100 million vehicle kilometres										
	1994-98 Avg	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Severity	KSI	KSI	KSI	KSI	KSI	KSI	KSI	KSI	KSI	KSI	KSI
Isle of Anglesey	11.7	7.5	9.3	6.2	8.0	5.7	3.7	5.0	4.7	4.8	4.8
Gwynedd	11.3	10.8	8.7	8.6	8.5	7.3	7.1	4.0	4.6	5.0	8.6
Conwy	7.6	6.5	5.3	4.1	6.3	4.6	5.4	3.4	4.7	5.7	5.6
Denbighshire	11.9	8.2	10.5	8.8	4.0	6.6	6.5	3.3	3.9	6.5	6.0
Flintshire	7.1	6.6	4.1	4.4	4.0	4.5	3.8	3.9	2.8	3.5	6.2
Wrexham	9.1	9.4	10.7	7.4	5.9	5.9	5.6	3.4	4.8	3.6	5.9
Powys	13.8	13.6	14.3	16.0	11.5	13.5	11.4	10.6	9.5	9.4	8.3
Ceredigion	12.6	16.6	9.4	12.3	10.9	14.3	11.3	8.2	9.3	7.7	5.4
Pembrokeshire	13.1	14.0	11.9	13.3	12.8	12.2	9.6	7.5	9.3	9.7	8.6
Carmarthenshire	12.1	12.7	11.9	11.5	10.1	9.4	9.5	6.2	5.7	4.8	4.9
Swansea	4.6	3.6	4.9	5.1	4.4	4.4	4.7	5.5	6.0	4.6	4.5
Neath Port Talbot	4.5	5.1	5.2	5.0	5.9	4.1	2.4	4.1	5.6	5.1	3.8
Bridgend	5.4	3.6	4.6	3.4	3.2	4.5	4.5	5.1	4.6	3.3	4.3
Vale of Glamorgan	5.9	3.6	3.8	4.9	4.9	5.9	4.9	2.4	3.9	4.1	4.3
Cardiff	4.9	4.0	4.2	3.7	3.6	3.2	3.1	3.8	3.5	3.4	2.6
Rhondda Cynon Taf	6.2	4.4	7.3	4.9	5.4	6.7	6.9	3.9	4.7	4.3	2.8
Merthyr Tydfil	7.9	5.1	8.3	3.9	3.4	7.0	2.4	5.0	3.5	5.6	4.2
Caerphilly	7.9	8.5	8.0	7.0	5.8	4.6	5.5	6.8	5.1	6.5	6.2
Blaenau Gwent	13.9	10.8	12.2	7.3	6.0	5.5	5.0	7.1	6.9	8.2	8.6
Torfaen	11.3	7.6	5.1	7.5	6.9	4.4	4.0	4.8	4.0	4.5	2.2
Monmouthshire	11.4	7.8	7.9	6.8	7.7	6.7	5.1	5.2	3.8	2.3	3.9
Newport	8.0	6.6	4.8	4.9	3.4	2.9	2.8	2.0	1.6	3.6	3.0
Wales	8.5	7.5	7.3	6.8	6.2	6.2	5.6	4.9	4.9	4.9	4.9

Source: Welsh Assembly Government Road Accident Statistics database

5.4b Slight casualty rate per 100 million vehicle kilometres, by Local Authority 1999 to 2008

Year	Number of casualties per 100 million vehicle kilometres										
	1994-98 Avg	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Severity	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight
Isle of Anglesey	67.7	65.1	58.3	43.2	45.9	38.0	33.4	28.2	34.5	27.9	21.5
Gwynedd	52.5	54.6	49.4	45.7	48.0	42.1	39.3	36.8	37.9	36.4	33.3
Conwy	57.5	56.6	65.9	51.3	51.0	43.3	41.2	35.7	41.4	34.5	38.9
Denbighshire	77.0	78.2	68.0	67.5	63.9	57.1	48.8	40.6	45.7	45.6	49.3
Flintshire	61.5	60.2	59.9	54.1	49.0	48.0	47.6	34.6	38.0	35.1	31.7
Wrexham	78.1	80.1	72.4	78.7	70.0	69.4	56.9	54.3	57.3	44.0	43.2
Powys	43.4	34.8	37.3	42.1	45.2	42.4	45.7	39.2	44.9	41.6	36.4
Ceredigion	47.2	46.3	48.6	45.8	54.8	46.7	45.5	52.9	43.2	49.9	37.8
Pembrokeshire	52.1	47.3	51.3	45.0	46.2	49.5	52.7	48.0	47.7	47.4	34.0
Carmarthenshire	45.8	38.9	40.5	43.2	39.6	42.3	43.2	43.6	41.0	38.8	36.3
Swansea	81.5	60.5	62.6	66.9	60.5	64.4	62.2	62.3	66.9	56.5	51.5
Neath Port Talbot	58.2	47.8	53.3	46.7	46.5	43.7	39.4	47.5	43.7	39.5	33.2
Bridgend	53.1	53.1	48.9	40.0	44.4	38.3	40.9	40.9	35.0	32.3	30.6
Vale of Glamorgan	46.0	39.8	38.0	38.1	52.7	46.2	41.1	43.5	31.7	31.0	27.9
Cardiff	53.5	49.5	53.4	51.0	54.5	52.2	47.9	48.2	43.4	44.4	38.8
Rhondda Cynon Taf	49.9	35.1	31.9	44.5	42.1	45.5	44.6	44.5	36.7	46.1	37.9
Merthyr Tydfil	72.9	72.8	76.3	76.3	70.8	81.2	64.1	54.9	54.7	48.5	45.5
Caerphilly	56.0	54.3	51.8	44.5	54.2	52.7	48.4	38.1	34.3	29.6	34.6
Blaenau Gwent	56.6	55.3	56.4	66.0	64.0	49.9	57.9	55.2	59.2	46.8	50.1
Torfaen	49.2	50.5	42.3	40.0	42.7	33.4	36.1	28.5	24.5	20.9	19.3
Monmouthshire	34.9	33.8	40.6	28.5	30.2	27.7	24.6	20.6	18.1	16.7	11.3
Newport	38.9	44.5	32.6	31.4	31.5	31.6	31.7	26.5	24.3	22.8	21.7
Wales	54.4	50.1	49.5	47.8	48.5	46.6	44.5	41.8	40.4	38.3	34.5

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

	Number of offences			
	2007/08		2008/09	
	Recorded	Detected	Recorded	Detected
Less serious line of route offences				
Railway trespass	699	256	627	243
Transport and works offences	0	0	1	0
Operating communication cord	0	0	0	0
Stonethrowing	148	18	106	6
Other less serious line of route offences	0	0	0	0
Total less serious line of route offences	847	274	734	249
Less serious public disorder offences				
Alcohol offences	63	62	53	51
Breach of the peace	0	0	0	0
Public order related offences	403	177	373	194
Other less serious public disorder offences	43	19	24	18
Total less serious public disorder offences	509	258	450	263
Less serious fraud offences				
Travel fraud offences	107	75	100	73
Travel related offences/greater distance	58	33	64	44
Failure to provide details/show ticket	1	1	1	1
Total less serious fraud offences	166	109	165	118
Other less serious offences				
Driving offences (R.T.A)	349	254	372	294
Vehicle related (byelaws)	8	5	12	6
Begging	8	5	16	11
Protection equipment	21	5	16	5
Other less serious offences	38	16	38	25
Total other less serious offences	424	285	454	341
Total non-notifiable offences	1,946	926	1,803	971

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

	Number of offences			
	2007/08		2008/09	
	Recorded	Detected	Recorded	Detected
Violence against the person offences				
Homicide	1	1	0	0
Attempted murder	0	0	0	0
Serious assault	94	51	73	47
Common assault	80	26	76	48
Police assault	11	11	11	11
Firearms/explosive offences	34	35	26	25
Racially aggravated harassment	13	10	9	8
Other violence	9	7	3	2
Total violence against the person	242	141	198	141
Sexual offences				
Sexual offences against males	0	0	1	1
Sexual offences against females	11	7	10	5
Exposure	2	0	8	2
Offences between males	0	0	0	0
Other sexual offences	2	0	4	3
Total sexual offences	15	7	23	11
Criminal damage/malicious mischief				
Criminal damage/malicious mischief	176	34	116	26
Arson/fire-raising	8	3	8	3
Graffiti	76	20	36	3
Vandalism rolling stock	0	0	0	0
Other criminal damage	2	1	1	0
Total criminal damage/malicious mischief	262	58	161	32
Line of route offences				
Destroy or damage/endanger safety	32	3	17	5
Obstruction	56	13	53	9
Throw missile at rail vehicle	42	2	36	1
Total line of route offences	130	18	106	15
Theft of passenger property				
Theft luggage	84	7	82	10
Theft personal property	189	6	162	6
Theft from the person	43	3	58	1
Total theft of passenger property	316	16	302	17
Motor vehicle/cycle offences				
Theft motor vehicle	2	0	13	2
Take vehicle without consent	2	0	0	0
Theft from vehicle	49	1	57	2
Damage to motor vehicle	54	3	48	8
Theft/damage pedal cycle offences	40	1	42	5
Interfere with motor vehicle	6	1	3	0
Total motor vehicle/cycle offences	153	6	163	17
Robbery offences				
Robbery	12	11	7	4
Assault with intent to rob	1	1	3	2
Total robbery offences	13	12	10	6
Theft of railway/commercial property and burglary offences				
Burglary/housebreaking booking office	1	1	2	1
Burglary/housebreaking	17	4	39	7
Theft from shop/kiosk	42	22	36	17
Goods in transit offences	3	3	0	0
Theft from vending machines	1	0	2	0
Theft undertaking stores	59	5	40	7
Mail offences	0	0	0	0
Other theft/burglary offences	123	11	140	30
Total Theft of railway/commercial property and burglary offences	246	46	259	62

Public disorder offences				
Bomb hoax offences	1	1	1	0
Other public order offences	194	157	194	161
Total public order offences	195	158	195	161
Fraud offences				
Ticket fraud	0	0	0	0
Other fraud	7	4	17	9
Forgery	1	2	0	0
Total fraud offences	8	6	17	9
Drug offences				
Trafficking in controlled drug	1	1	0	0
Possession of controlled drug	108	114	150	138
Proceeds of crime (drugs)	n/a	n/a	0	0
Other drug offences	0	0	0	0
Total drug offences	109	115	150	138
Other notifiable offences/crimes				
Other theft	21	2	6	2
Handling/reset	2	3	6	4
Other firearms offences	1	1	4	4
Proceeds of crime (excluding drugs)	n/a	n/a	1	0
Other offences	7	6	7	5
Total other notifiable offences/crimes	31	12	24	15
Total notifiable offences	1,720	595	1,608	624

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

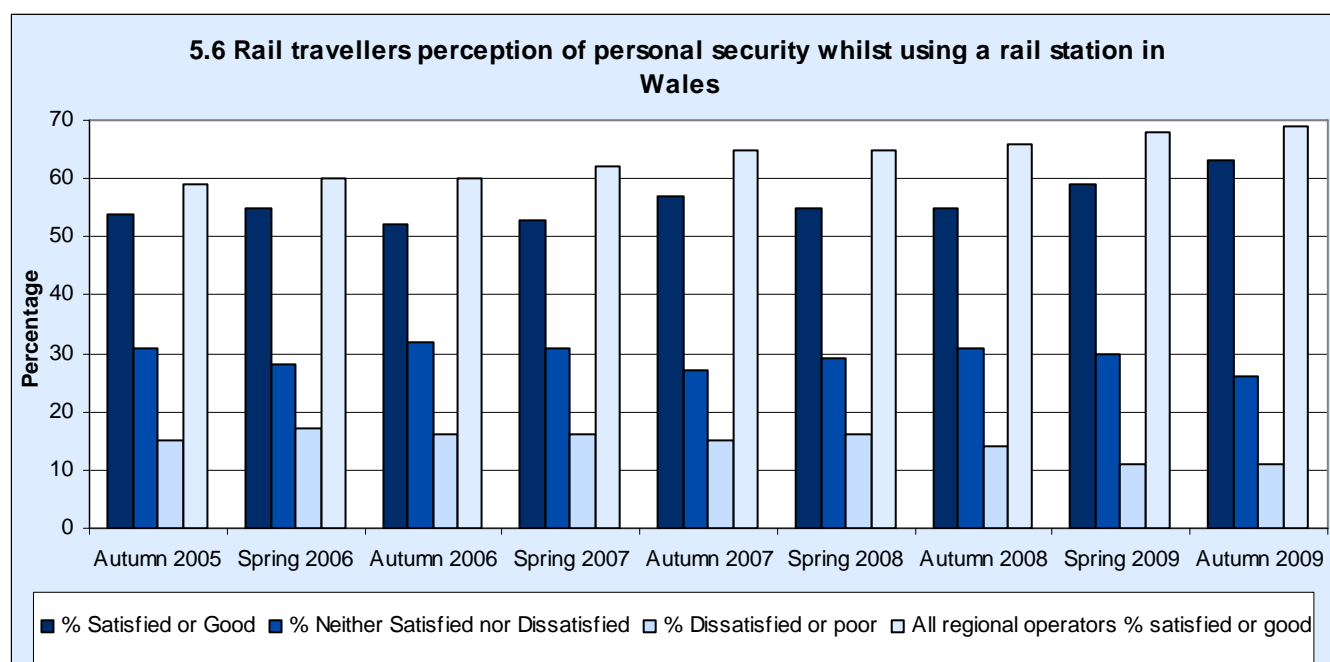
5.6 Rail travellers perception of personal security whilst using a rail station

- 3.51 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.
- 3.52 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

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

Source: Passenger Focus surveys



5.7 Rail travellers perception of personal security whilst onboard a rail service

3.53 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.

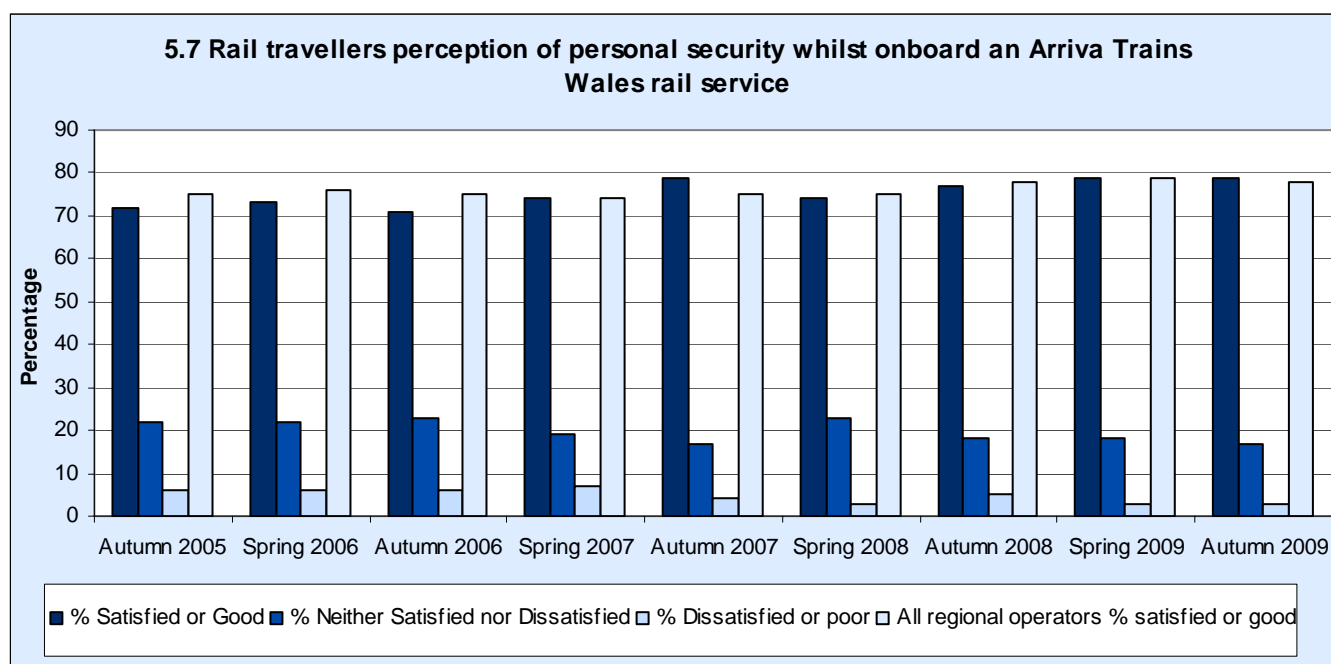
3.54 The survey results from autumn 2005 to autumn 2009 show a trend of an increasing number of rail travellers having a positive perception of their personal security whilst onboard a rail service, up from 72 to 79 per cent. This is slightly better than the average of all regional rail services which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

3.55 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)

		Percentage of respondents			
	Sample Size	% Satisfied or Good	% Neither Satisfied nor Dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Autumn 2005		72	22	6	75
Spring 2006	666	73	22	6	76
Autumn 2006	734	71	23	6	75
Spring 2007	737	74	19	7	74
Autumn 2007	725	79	17	4	75
Spring 2008	745	74	23	3	75
Autumn 2008	687	77	18	5	78
Spring 2009	735	79	18	3	79
Autumn 2009	719	79	17	3	78

Source: Passenger Focus surveys



5.8 Bus users perception of personal security whilst using a bus service

- 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

Traffic Area	Number of local bus services													
	Live local bus registrations		Applications processed: New		Applications processed: Variations		Applications accepted: New		Applications accepted: Variations		Applications Withdrawn		Existing registrations cancelled	
	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009
Wales	1,944	1,869	258	276	570	816	257	276	557	807	14	9	175	259
England	17,893	17,648	2,416	2,633	5,858	7,400	2,393	2,617	5,757	7,286	124	130	2,055	2,032
English Regions														
Eastern	2,996	2,974	318	431	983	1,230	317	428	971	1,210	13	23	312	348
North Eastern	4,245	4,108	634	561	1,208	1,511	631	556	1,183	1,472	28	44	478	403
North Western	4,241	4,268	600	738	1,166	1,662	588	736	1,148	1,643	29	21	507	563
South Eastern and Metropolitan	1,302	1,313	160	157	545	648	159	157	538	643	9	5	109	133
West Midland	2,300	2,265	288	389	756	865	284	388	738	854	22	12	277	260
Western	2,809	2,720	416	357	1,200	1,484	414	352	1,179	1,464	23	25	372	325
Scotland	3,027	2,839	441	455	1,148	1,389	440	455	1,140	1,388	9	1	389	464
TOTAL	22,864	22,356	3,115	3,364	7,576	9,605	3,090	3,348	7,454	9,481	147	140	2,619	2,755

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

Area	Millions of passenger journeys											
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	
Wales	122	118	117	119	108	115	116	118	118	122	122	
England	3,859	3,808	3,804	3,842	3,881	3,964	4,087	4,140	4,196	4,470	4,530	
London	1,281	1,266	1,294	1,347	1,422	1,527	1,692	1,802	1,881	1,993	2,090	
English metropolitan	1,292	1,256	1,213	1,203	1,196	1,182	1,162	1,128	1,111	1,141	1,121	
England: other areas	1,286	1,286	1,297	1,292	1,263	1,255	1,233	1,210	1,204	1,336	1,319	
Scotland	448	424	455	458	466	471	478	479	477	506	513	
Great Britain	4,430	4,350	4,376	4,420	4,455	4,550	4,681	4,737	4,791	5,097	5,164	
All outside London	3,149	3,084	3,082	3,073	3,033	3,023	2,989	2,935	2,910	3,104	3,074	

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

Numbers and percentage

Year	The percentage of adults aged 60+ who hold a concessionary bus pass		The total number of adults aged 60+ who hold a concessionary bus pass		The total population aged 60+	
	2007-08	2008-09	2007-08	2008-09	2007-08	2008-09
	Isle of Anglesey	65	71	12,083	13,798	18,700	19,355
Gwynedd	68	76	21,067	24,065	30,826	31,496
Conwy	72	73	24,336	24,865	33,611	34,272
Denbighshire	70	76	18,145	20,360	25,900	26,752
Flintshire	84	79	28,087	27,325	33,243	34,386
Wrexham	73	83	21,338	24,903	29,097	29,906
Powys	56	55	20,758	21,225	36,871	38,260
Ceredigion	77	68	15,671	14,137	20,232	20,909
Pembrokeshire	68	73	21,819	24,059	31,871	32,796
Carmarthenshire	77	77	36,133	37,505	47,231	48,470
Swansea	90	96	48,467	52,846	53,900	54,854
Neath Port Talbot	91	92	30,000	31,126	33,127	33,872
Bridgend	91	86	27,694	26,907	30,300	31,239
Vale of Glamorgan	86	86	24,422	25,322	28,464	29,360
Cardiff	-	96	-	55,795	-	58,021
Rhondda Cynon Taf	88	85	45,437	44,661	51,637	52,574
Merthyr Tydfil	90	91	10,994	11,403	12,200	12,505
Caerphilly	91	90	33,620	33,976	36,800	37,792
Blaenau Gwent	100	83	16,151	13,753	16,200	16,612
Torfaen	81	91	17,278	19,851	21,291	21,773
Monmouthshire	80	79	18,092	18,512	22,700	23,358
Newport	88	81	26,624	24,933	30,206	30,694
Wales	80	82	518,216	591,327	644,407	719,256

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

Train Operating Company	Millions of train kilometres					
	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
Arriva Trains Wales	18.44	19.59	21.05	22.34	22.79	23.11

Source: Office of the Rail Regulator

7.3b Rail station usage by Local Authority, 2007-08

Local Authority	Passenger numbers									
	Station Entries				Station Exits				Summary	
	Full Price	Reduced Fare	Season Ticket	Entries Total	Full Price	Reduced Fare	Season Ticket	Exits Total	Entries & Exits 2007-08	Entries & Exits 2006-07
Isle of Anglesey	31,488	95,218	12,487	139,193	29,949	78,900	12,487	121,336	260,529	259,925
Gwynedd	280,932	228,678	247,041	756,651	278,448	228,260	247,041	753,749	1,510,400	1,279,542
Conwy	191,667	245,332	48,530	485,529	190,419	245,787	48,530	484,736	970,265	910,769
Denbighshire	99,269	259,342	50,330	408,941	104,829	259,703	50,330	414,862	823,803	805,270
Flintshire	154,210	87,528	26,460	268,198	161,116	88,159	26,460	275,735	543,933	498,411
Wrexham	180,560	119,685	18,308	318,553	178,467	121,061	18,308	317,836	636,389	568,743
Powys	126,478	77,390	4,205	208,073	131,125	77,819	4,205	213,149	421,222	372,192
Ceredigion	74,438	85,605	2,244	162,287	73,710	83,564	2,244	159,518	321,805	304,390
Pembrokeshire	138,949	79,293	2,147	220,389	139,739	76,527	2,147	218,413	438,802	400,135
Carmarthenshire	287,860	107,676	77,131	472,666	289,405	106,995	77,131	473,531	946,197	864,732
Swansea	286,410	569,658	85,395	941,463	288,846	559,187	85,395	933,428	1,874,891	1,607,845
Neath Port Talbot	122,978	371,201	56,915	551,094	120,032	379,101	56,915	556,047	1,107,141	959,065
Bridgend	212,511	531,696	175,641	919,848	210,367	534,492	175,641	920,500	1,840,348	1,643,600
Vale of Glamorgan	432,714	607,091	373,928	1,413,733	449,969	607,975	373,928	1,431,872	2,845,605	2,665,085
Cardiff	1,975,362	3,810,054	1,948,707	7,734,123	1,989,490	3,813,536	1,948,707	7,751,732	15,485,855	14,004,292
Rhondda Cynon Taf	645,108	922,261	620,139	2,187,508	629,744	921,113	620,139	2,170,996	4,358,504	4,079,766
Merthyr Tydfil	73,372	102,758	30,723	206,853	67,651	102,618	30,723	200,992	407,845	405,453
Caerphilly	288,643	436,892	361,365	1,086,900	275,598	436,888	361,365	1,073,851	2,160,751	1,955,990
Blaenau Gwent	2,693	22,692	1,067	26,452	2,227	22,683	1,067	25,977	52,429	0
Torfaen	42,034	70,636	24,630	137,300	44,845	70,755	24,630	140,230	277,530	243,583
Monmouthshire	101,151	167,961	62,102	331,214	104,723	170,105	62,102	336,930	668,144	625,890
Newport	251,651	646,991	187,987	1,086,629	248,867	642,560	187,987	1,079,414	2,166,043	2,011,630
Wales	6,000,478	9,645,638	4,417,482	20,063,597	6,009,566	9,627,788	4,417,482	20,054,834	40,118,431	36,466,308

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

7.3c Rail station usage annual summary by Local Authority, 2004 to 2008

Local Authority	Passenger numbers							
	2004-05		2005-06		2006-07		2007-08	
	Station Entries	Station Exits	Station Entries	Station Exits	Station Entries	Station Exits	Station Entries	Station Exits
Isle of Anglesey	135,709	123,099	129,183	116,735	137,921	122,004	139,193	121,336
Gwynedd	650,820	648,071	640,981	638,381	641,270	638,272	756,651	753,749
Conwy	430,151	430,596	434,896	435,872	456,103	454,666	485,529	484,736
Denbighshire	362,905	368,723	358,273	364,799	399,422	405,848	408,941	414,862
Flintshire	229,033	234,929	231,902	239,097	245,334	253,077	268,198	275,735
Wrexham	255,719	258,736	260,134	262,145	284,122	284,621	318,553	317,836
Powys	173,739	178,865	174,352	178,891	183,643	188,549	208,073	213,149
Ceredigion	142,692	138,185	152,814	149,329	153,561	150,829	162,287	159,518
Pembrokeshire	177,594	176,600	180,284	179,140	200,733	199,402	220,389	218,413
Carmarthenshire	402,456	407,191	405,913	410,075	431,606	433,126	472,666	473,531
Swansea	705,098	694,244	731,978	721,848	807,630	800,215	941,463	933,428
Neath Port Talbot	414,127	416,408	407,799	408,045	478,684	480,381	551,094	556,047
Bridgend	667,035	671,509	744,154	744,941	821,973	821,627	919,848	920,500
Vale of Glamorgan	1,045,522	1,068,393	1,202,116	1,230,536	1,320,783	1,344,302	1,413,733	1,431,872
Cardiff	6,336,424	6,327,442	6,507,957	6,502,551	6,998,229	7,006,063	7,734,123	7,751,732
Rhondda Cynon Taf	1,922,176	1,919,088	1,897,933	1,897,425	2,044,023	2,035,743	2,187,508	2,170,996
Merthyr Tydfil	207,952	202,918	199,322	192,794	205,972	199,481	206,853	200,992
Caerphilly	955,779	947,629	942,643	932,891	984,118	971,872	1,086,900	1,073,851
Blaenau Gwent	-	-	-	-	-	-	26,452	25,977
Torfaen	110,515	113,616	105,352	108,984	119,856	123,727	137,300	140,230
Monmouthshire	281,367	289,118	288,894	295,984	309,855	316,035	331,214	336,930
Newport	915,780	912,409	953,898	952,110	1,008,451	1,003,179	1,086,629	1,079,414
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

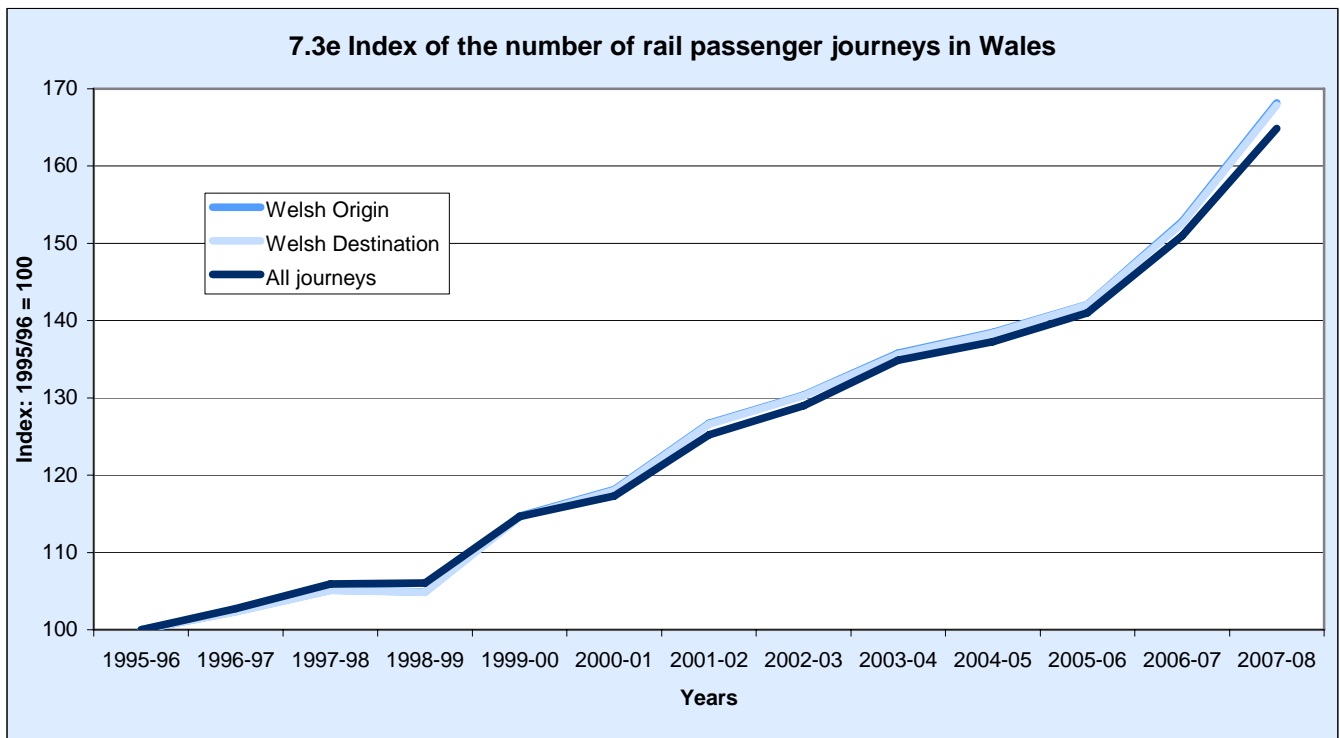
7.3d Rail station usage, 20 busiest stations in Wales, 2007-08

Station	Station Entries			Station Exits				Summary		
	Full Price	Reduced Fare	Season Ticket	Entries Total	Full Price	Reduced Fare	Season Ticket	Exits Total	Entries & Exits	Entries & Exits
									2007-08	2006-07
Cardiff Central	1,015,466	2,877,910	998,984	4,892,361	1,100,776	2,883,148	998,984	4,982,908	9,875,269	9,126,923
Cardiff Queen Street	397,995	441,699	431,863	1,271,557	342,057	440,308	431,863	1,214,227	2,485,784	2,231,784
New port (S. Wales)	250,507	643,208	187,446	1,081,161	247,899	638,777	187,446	1,074,122	2,155,283	2,011,630
Sw ansea	275,394	561,740	79,365	916,499	277,396	551,257	79,365	908,018	1,824,517	1,572,267
Bridgend	134,248	394,929	139,969	669,146	136,745	397,720	139,969	674,434	1,343,580	1,170,507
Pontypridd	123,157	171,924	105,522	400,603	104,856	171,954	105,522	382,332	782,935	778,253
Trefforest	107,867	145,348	81,057	334,272	110,872	145,143	81,057	337,072	671,344	633,767
Neath	71,345	227,832	27,182	326,359	69,792	230,043	27,182	327,016	653,375	565,532
Caerphilly	75,674	128,779	90,308	294,761	92,570	128,829	90,308	311,707	606,468	608,934
Bangor (Gw ynedd)	57,561	194,088	32,201	283,850	54,291	193,816	32,201	280,308	564,158	547,163
Barry Island	59,567	125,160	88,482	273,209	72,980	125,305	88,482	286,767	559,976	557,109
Penarth	79,610	105,265	92,619	277,494	82,302	105,300	92,619	280,221	557,715	514,910
Rhyl	61,054	173,671	33,227	267,952	65,622	173,903	33,227	272,752	540,704	528,712
Cardiff Bay	76,935	88,516	89,614	255,065	85,192	88,663	89,614	263,469	518,534	404,049
Cathays	102,633	69,667	86,894	259,194	93,865	69,090	86,894	249,849	509,043	387,697
Treherbert	76,201	117,862	70,411	264,474	48,335	117,792	70,411	236,538	501,012	490,890
Barry	81,977	106,718	68,282	256,977	67,951	106,773	68,282	243,006	499,983	475,639
Wrexham General	143,458	91,537	11,767	246,762	137,116	92,068	11,767	240,951	487,713	436,468
Pengam	67,950	91,573	94,504	254,027	45,119	91,545	94,504	231,168	485,195	426,341
Aberdare	70,430	111,405	61,274	243,109	55,787	111,416	61,274	228,477	471,586	469,086

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

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



7.4 Number of passenger movements and destinations served from Cardiff Airport

- 4.15 The data for this indicator has been collected and published by the Civil Aviation Authority.
- 4.16 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.
- 9.17 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

	Number of passengers, percentage change								
	Total Passengers		% change	Total Scheduled		% change	Total chartered		% change
	2008	2009	2008-2009	2008	2009	2008-2009	2008	2009	2008-2009
Aberdeen	-	6,937	-	-	6,937	-	-	-	-
Anglesey (Valley)	13,471	11,846	-12	13,471	11,846	-12	-	-	-
Barrow -In-Furness	-	32	-	-	-	-	-	32	-
Belfast City (George Best)	40,673	32,754	-19	40,673	32,754	-19	-	-	-
Belfast International	52,283	49,806	-5	52,142	49,767	-5	141	39	-72
Birmingham	38	-	-	-	-	-	38	-	-
Blackpool	29	53	83	-	-	-	29	53	83
Durham Tees Valley	99	-	-	-	-	-	99	-	-
Edinburgh	162,556	161,001	-1	162,290	159,376	-2	266	1,625	511
Gatwick	116	219	89	-	-	-	116	219	-
Glasgow	83,986	56,429	-33	83,986	56,309	-33	-	120	-
Humberside	54	-	-	-	-	-	54	-	-
Isle Of Man	35	-	-	-	-	-	35	-	-
Jersey	23,718	25,058	6	23,718	25,058	6	-	-	-
Luton	-	96	-	-	-	-	-	96	-
Manchester	248	-	-	248	-	-	-	-	-
New castle	31,516	30,436	-3	31,516	29,894	-5	-	542	-
New quay	1,060	-	-	1,060	-	-	-	-	-
Norwich	62	153	147	-	-	-	62	153	147
Plymouth	-	1	-	-	-	-	-	1	-
Southend	143	-	-	-	-	-	143	-	-
Wattisham	85	-	-	-	-	-	85	-	-
Total	410,172	374,821	-9	409,104	371,941	-9	1,068	2,880	170

Source: CAA UK Airport Statistics 2009

7.4b International passenger numbers to and from Cardiff Airport 2009

Country	Number of Passengers					
	2008			2009		
	Total	Scheduled	Chartered	Total	Scheduled	Chartered
Austria	4,215	-	4,215	6,684	-	6,684
Azerbaijan	134	-	134	-	-	-
Barbados	4,350	-	4,350	2,509	-	2,509
Bulgaria	12,639	-	12,639	11,474	-	11,474
Canada	7,873	7,161	712	-	-	-
Croatia	613	-	613	184	-	184
Cyprus	63,104	-	63,104	48,113	-	48,113
Denmark	116	-	116	-	-	-
Dominican Republic	221	-	221	2,183	-	2,183
Egypt	21,914	-	21,914	25,089	14,815	10,274
Finland	1,163	-	1,163	961	-	961
France	60,373	48,022	12,351	45,350	39,724	5,626
Germany	425	-	425	300	-	300
Greece	84,921	-	84,921	83,457	-	83,457
Iceland	67	-	67	-	-	-
Irish Republic	100,870	86,034	14,836	81,461	76,178	5,283
Italy	6,340	-	6,340	8,604	-	8,604
Jamaica	1,103	-	1,103	1,511	-	1,511
Luxembourg	223	-	223	-	-	-
Malta	8,503	-	8,503	7,025	-	7,025
Mexico	-	-	-	277	-	277
Netherlands	193,750	193,594	156	135,259	135,216	43
Oman	-	-	-	107	-	107
Poland	23,160	22,873	287	393	269	124
Portugal(Excluding Madeira)	75,692	62,538	13,154	61,819	39,739	22,080
Portugal(Madeira)	13,240	-	13,240	3,709	-	3,709
Russia	143	-	143	-	-	-
Spain	591,829	315,894	275,935	462,643	257,288	205,355
Spain(Canary Islands)	164,235	-	164,235	153,671	-	153,671
Switzerland	13,791	13,791	-	9,786	9,738	48
Tunisia	-	-	-	2,058	-	2,058
Turkey	87,940	-	87,940	92,257	-	92,257
USA	21,130	-	21,130	283	-	283
Total	1,564,077	749,907	814,170	1,247,167	572,967	674,200

Source: CAA UK Airport Statistics 2009

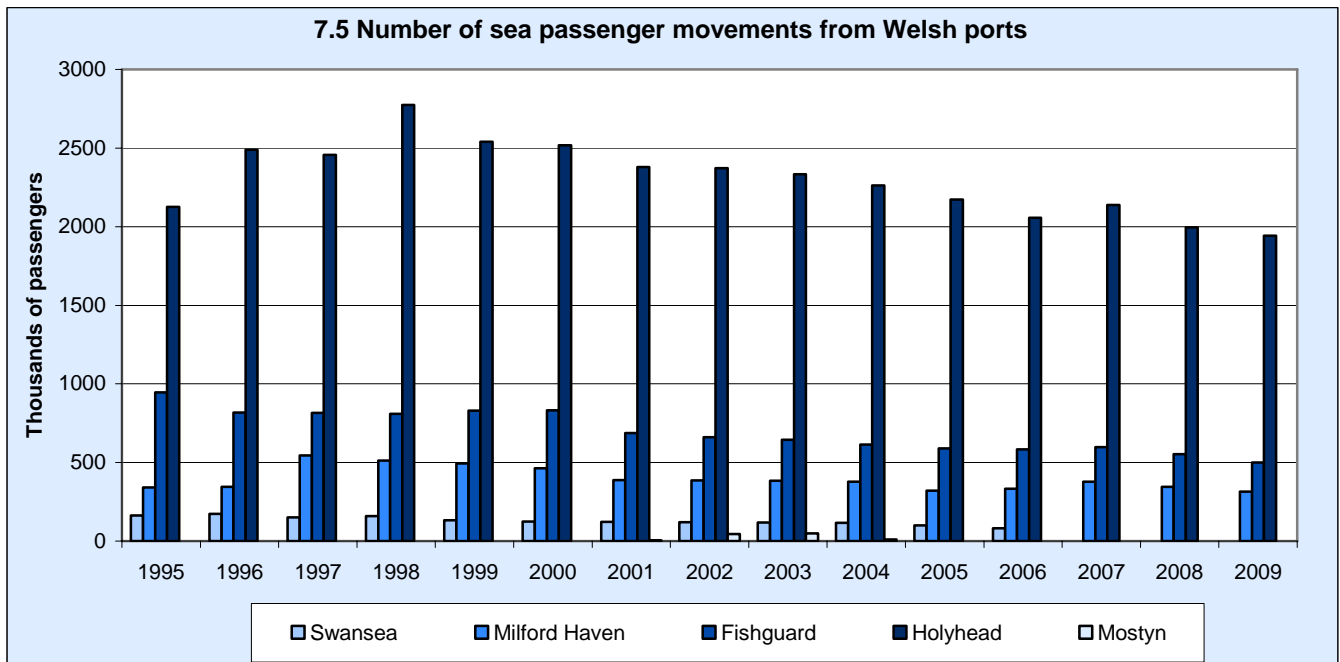
7.5 Number of sea passenger movements from Welsh ports

- 4.18 The data for this indicator is collected and published by the Department for Transport in the publication *Sea Passenger Statistics*.
- 4.19 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.
- 4.20 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.
- 4.21 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

	Thousands														
Ro-ro ferry passengers on short sea routes	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ports															
Sw ansea	163	172	150	158	133	124	122	121	118	116	100	81	-	-	-
Milford Haven	341	345	546	512	495	463	388	387	384	378	321	333	379	345	315
Fishguard	945	817	815	810	830	832	687	662	645	614	590	584	597	554	501
Holyhead	2,125	2,489	2,457	2,775	2,541	2,518	2,380	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942
Mostyn	-	-	-	-	-	-	5	44	48	10	-	-	-	-	-
Total Wales Ports	3,574	3,823	3,968	4,255	3,999	3,937	3,582	3,585	3,528	3,380	3,184	3,055	3,114	2,895	2,757
Routes															
Sw ansea - Cork	163	172	150	158	133	124	122	121	118	116	100	81	-	-	-
Milford Haven - Rosslare	334	340	546	512	495	463	388	387	384	378	321	333	379	345	315
Fishguard - Rosslare	945	817	815	810	830	832	687	662	645	614	590	584	597	554	501
Holyhead - Dublin	582	874	959	1,051	1,193	1,342	1,316	1,354	1,350	1,376	1,327	1,311	1,404	1,374	1,598
Holyhead - Dun Laoghaire	1,543	1,615	1,498	1,724	1,348	1,176	1,064	1,017	984	887	847	745	734	622	343
Mostyn - Dublin	-	-	-	-	-	-	5	44	48	10	-	-	-	-	-
Total Wales Routes	3,567	3,819	3,968	4,255	3,999	3,937	3,582	3,585	3,528	3,380	3,184	3,055	3,114	2,895	2,757

Source: Department for Transport: *Sea Passenger Statistics* 2009



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

	Thousands														
Ports	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
Swansea	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Milford Haven	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fishguard	250	259	261	270	270	252	249	306	343	314	372	393	337	359	353
Holyhead	855	868	872	893	844	798	771	806	893	743	891	1,029	1,042	447	298
Mostyn	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986
Swansea	..	178	..	..	..	201	221	58	-	-	-	-	-	1	2
Milford Haven	..	..	..	..	..	..	..	183	289	326	217	232	271	239	5
Fishguard	205	258	278	280	254	322	421	399	430	409	505	490	526	529	713
Holyhead	671	788	824	791	723	939	1,093	1,109	1,142	1,069	1,276	1,406	1,443	1,594	1,426
Mostyn	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Swansea	101	125	3	72	121	130	153	183	163	172	150	158	133	124	122
Milford Haven	7	241	249	247	278	315	315	358	341	345	546	512	495	463	388
Fishguard	669	474	647	757	830	839	775	755	945	817	815	810	830	832	687
Holyhead	1,429	1,528	1,634	1,622	1,744	1,783	2,111	2,125	2,125	2,489	2,457	2,775	2,541	2,518	2,380
Mostyn	..	..	..	..	..	..	..	..	..	..	..	-	-	-	5
	2002	2003	2004	2005	2006	2007	2008	2009							
Swansea	121	118	116	100	81	-	-	-							
Milford Haven	387	384	378	321	333	379	345	315							
Fishguard	662	645	614	590	584	597	554	501							
Holyhead	2,371	2,333	2,262	2,173	2,057	2,138	1,996	1,942							
Mostyn	44	48	10	-	-	-	-	-							

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

Local Authority	Vehicles		
	Motorway	A - Trunk	A - Principal
Isle of Anglesey	-	13,748,814	4,206,204
Gwynedd	-	7,124,356	3,528,167
Conwy	-	13,246,545	4,882,966
Denbighshire	-	11,844,476	6,464,530
Flintshire	-	40,033,158	9,185,595
Wrexham	-	29,074,791	6,588,857
Powys	-	4,628,496	2,499,440
Ceredigion	-	5,853,083	2,654,989
Pembrokeshire	-	8,753,078	4,337,754
Carmarthenshire	49,130,214	13,242,615	5,341,860
Swansea	61,321,591	-	15,982,149
Neath Port Talbot	78,802,014	23,368,320	8,155,150
Bridgend	64,520,184	-	11,218,279
Vale of Glamorgan	109,443,526	-	13,171,845
Rhondda, Cynon, Taf	80,586,243	6,613,802	11,109,252
Merthyr Tydfil	-	30,426,526	5,827,411
Caerphilly	-	144,679,566	12,956,679
Blaenau Gwent	-	8,875,615	10,768,380
Torfaen	-	16,939,855	15,648,089
Monmouthshire	41,992,370	3,954,098	5,618,651
Newport	92,919,064	173,811,611	14,244,469
Cardiff	76,581,281	43,911,891	32,296,751
Wales	71,215,668	11,513,229	7,692,872

Source: National Road Traffic Survey, DfT

7.7 Total annual motor vehicle kilometres travelled in Wales

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

Local Authority	Billion vehicle kilometres									
	2000	2001	2002	2003	2004	2005	2006	2007	2008	
Isle of Anglesey	0.50	0.56	0.56	0.58	0.60	0.60	0.61	0.62	0.62	
Gwynedd	1.13	1.14	1.18	1.22	1.23	1.26	1.31	1.29	1.30	
Conwy	0.98	0.99	1.06	1.08	1.10	1.08	1.13	1.15	1.15	
Denbighshire	0.76	0.77	0.79	0.82	0.85	0.86	0.89	0.89	0.90	
Flintshire	1.53	1.53	1.59	1.62	1.64	1.64	1.71	1.72	1.72	
Wrexham	0.87	0.88	0.91	0.92	0.94	0.94	0.96	0.96	0.96	
Powys	1.33	1.32	1.40	1.43	1.44	1.46	1.51	1.51	1.50	
Ceredigion	0.65	0.66	0.69	0.71	0.72	0.71	0.72	0.74	0.73	
Pembrokeshire	0.97	0.96	1.00	1.02	1.03	1.05	1.09	1.09	1.11	
Carmarthenshire	1.64	1.63	1.72	1.75	1.76	1.79	1.92	1.97	1.96	
Swansea	1.51	1.54	1.62	1.64	1.69	1.70	1.73	1.76	1.73	
Neath Port Talbot	1.11	1.14	1.18	1.21	1.26	1.28	1.31	1.39	1.35	
Bridgend	1.14	1.16	1.22	1.21	1.27	1.25	1.29	1.34	1.31	
Vale of Glamorgan	1.00	0.99	1.02	1.03	1.07	1.06	1.06	1.09	1.08	
Cardiff	2.74	2.83	2.90	2.95	3.05	2.92	2.96	3.00	2.96	
Rhondda Cynon Taf	1.85	1.88	1.95	1.94	2.01	2.02	2.06	2.10	2.10	
Merthyr Tydfil	0.34	0.34	0.36	0.36	0.37	0.38	0.39	0.41	0.41	
Caerphilly	1.05	1.05	1.09	1.10	1.13	1.13	1.15	1.17	1.16	
Blaenau Gwent	0.35	0.36	0.36	0.36	0.38	0.40	0.39	0.40	0.41	
Torfaen	0.55	0.56	0.58	0.60	0.60	0.60	0.63	0.63	0.64	
Monmouthshire	1.22	1.23	1.27	1.25	1.33	1.34	1.33	1.37	1.40	
Newport	1.68	1.72	1.77	1.80	1.85	1.82	1.84	1.83	1.85	
Wales - major roads	15.56	15.87	16.43	16.77	17.39	17.22	17.72	17.81	17.78	
Wales - minor roads	9.31	9.38	9.77	9.82	9.93	10.05	10.26	10.60	10.56	
Wales- All roads	24.87	25.25	26.20	26.59	27.31	27.28	27.99	28.41	28.35	

Source: Department for Transport

7.8 Average annual trunk road cross border traffic flows

- 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

		Annual Average Daily Vehicle Flow								
Road	Section	2000	2001	2002	2003	2004	2005	2006	2007	2008
M48	Severn Crossing	14,757	15,553	16,467	17,239	17,155	17,673	17,819	17,828	17,723
M4	Second Severn Crossing	49,860	52,549	54,769	56,277	56,835	58,893	60,020	60,723	61,455
A5	Chirk Bypass	20,771	21,336	22,337	23,041	23,400	24,388	23,744	25,920	-
A40	Dixton (Monmouth)	27,288	27,802	28,448	28,322	29,627	30,167	29,612	30,033	29,731
A48	Chepstow Inner Relief Road	16,444	16,037	16,243	16,603	16,718	16,825	16,863	17,168	16,826
A55	Hawarden Bypass to England	35,035	37,674	38,665	40,358	44,293	42,422	42,916	44,645	42,400
A458	Trewern	8,215	8,292	8,620	9,108	9,136	9,164	9,585	9,694	9,579
A465	Pandy	4,805	4,812	5,089	5,275	5,113	5,179	5,130	5,043	4,946
A483	Four Crosses	7,770	7,989	8,262	8,500	8,540	8,143	9,018	9,260	8,993
A483	New bridge Bypass	21,104	21,960	22,761	23,176	24,239	24,555	25,401	25,780	26,752
A483	North of Rosset	32,826	34,021	34,468	35,238	37,631	36,169	39,015	40,338	40,513
A550	North of Deeside Park	57,082	58,537	58,229	61,827	61,803	62,587	62,269	61,169	-

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

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

Source: Bus Punctuality Statistics 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

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

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

Operating area	Reliability over the past 12 months (2009)
Cambrian	99.8%
Marches	99.4%
Wales - England	99.8%
South, West & Central Wales	99.8%
Valley Lines	99.7%
North Wales Inter Urban	99.3%
North Wales Rural	99.7%

Source: Arriva Trains Wales

8.5 Passenger satisfaction levels with local bus services

- 4.37 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.
- 4.38 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.
- 4.39 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.

8.6 Passenger satisfaction with station and train facilities

- 4.40 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.
- 4.41 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.

8.6 Passenger satisfaction with Arriva Trains Wales stations and train facilities

	Percentage of respondents				
	Sample Size	% Satisfied or Good	% Neither Satisfied nor Dissatisfied	% Dissatisfied or poor	All regional operators % satisfied or good
Autumn 2005		81	11	8	82
Spring 2006	713	79	11	10	85
Autumn 2006	799	80	11	9	84
Spring 2007	781	84	10	6	82
Autumn 2007	775	85	9	6	83
Spring 2008	782	83	11	6	84
Autumn 2008	730	86	7	7	86
Spring 2009	791	87	9	3	86

Source: Passenger Focus surveys

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

- 4.42 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.

8.8 Non-road freight tonnage by mode

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

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 condition¹, Motorways and Trunk roads, Wales, 1993 to 2009

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

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

Year	Percentage of Principal (A) roads		Total length of A county roads ²	Percentage of Non-principal / classified (B/C) roads		Total length of B and C roads ²
	THS/010a	THS/010a	Km	THS/010b	THS/010b	Km
	2007-08	2008-09	2009	2007-08	2008-09	2009
Local Authority						
Isle of Anglesey	2	2	145	6	8	483
Gwynedd	3	4	325	8	9	1,063
Conwy	2	2	122	10	7	667
Denbighshire	5	5	140	12	10	655
Flintshire	1	1	151	2	3	327
Wrexham	2	2	101	6	6	517
Powys	4	4	238	9	10	2,700
Ceredigion	3	3	158	6	8	1,166
Pembrokeshire	6	6	157	6	8	1,217
Carmarthenshire	5	5	248	7	8	1,583
Swansea	2	3	102	3	4	227
Neath Port Talbot	3	4	115	3	5	114
Bridgend	8	8	104	11	12	139
Vale of Glamorgan	8	7	74	10	10	369
Cardiff	5	5	86	10	8	138
Rhondda Cynon Taf	13	11	164	10	13	191
Merthyr Tydfil	5	6	28	10	11	47
Caerphilly	3	3	107	3	6	206
Blaenau Gwent	4	6	41	8	14	68
Torfaen	15	8	26	3	5	102
Monmouthshire	4	4	59	5	9	609
Newport	1	1	51	11	8	189
Wales	4	4	2,742	7	8	12,776

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

Main mode of transport used	All tourism		Holiday Trips		Business & Work tourism		Visits to friends & relatives	
	Wales	UK	Wales	UK	Wales	UK	Wales	UK
	per cent	per cent	per cent	per cent	per cent	per cent	per cent	per cent
Public Transport	13	21	10	18	23	31	20	20
Train	8	13	6	11	12	20	15	13
Bus/Coach	2	3	2	3	3	2	3	4
Sea/air	3	4	2	4	8	8	2	3
Personal Transport	83	74	87	78	67	62	80	77
Car	81	73	85	76	67	61	80	76
Car - own/friends/company	79	71	84	75	60	57	76	75
Car - hired	2	2	1	1	7	4	4	1
Motorised camper	1	1	2	1	-	*	-	*
Motor cycle	*	*	*	*	-	*	-	*
Bicycle	*	*	*	*	-	*	-	*
Other	4	5	3	4	10	8	-	2
Coach tour	2	2	2	3	2	1	-	1
Hitch hiking	-	*	-	*	-	*	-	-
Walking	*	*	*	*	-	*	-	1
Lorry/Van	2	1	*	*	7	5	-	*
Minibus	*	1	*	1	1	1	-	1
Other	*	*	-	*	1	*	-	*

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.

12. Reduce the impact of transport on greenhouse gas emissions

5.4 The Wales Transport Strategy states that as the travel patterns in Wales include a high proportion of trips of less than 5 miles then this presents an opportunity to reduce greenhouse gas emissions by a shift 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 green house gas emissions from the transport sector. This effect will be picked up by the indicator we have chosen.

12.1 Greenhouse gas inventories for the transport sector

5.5 The data for this indicator is collected and reported on by 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 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 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

Sector	kt CO ₂ -e					
	1990	2003	2004	2005	2006	2007
Rail Transport	300	311	345	344	362	357
Road Transport	6,791	7,476	7,566	7,598	7,456	7,590
Water Transport	515	446	480	529	649	583
Military Transport (Air and Water)	270	139	143	135	128	156
Air Transport Support	4	6	6	5	6	5
Aviation take off and landing	1	7	6	5	5	6
Aviation cruise	2	15	13	12	14	16
Total Transport	7,883	8,400	8,559	8,628	8,620	8,713
Transport percentage of total Wales GHG Emissions	15	19	19	20	19	20
Total Wales GHG Emissions	51,201	45,207	44,695	43,749	44,726	42,738

Source: AEA, End user greenhouse gas inventories for England, Scotland, Wales and Northern Ireland: 1990, 2003-2007

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

Percentage and number of inspections

Local Authority	The percentage of highways and relevant land inspected of a high or acceptable standard of cleanliness		The number of inspections of highways and relevant land undertaken that had a high or acceptable level of cleanliness		The total number of inspections of highways and relevant land	
	2007-08	2008-09	2007-08	2008-09	2007-08	2008-09
Isle of Anglesey	86.21	95.00	950	1,501	1,102	1,580
Gwynedd	92.86	89.01	611	251	658	282
Conwy	93.95	96.85	481	645	512	666
Denbighshire	92.73	95.17	319	276	344	290
Flintshire	90.68	91.90	360	465	397	506
Wrexham	88.33	84.07	159	227	180	270
Powys	93.79	96.85	272	277	290	286
Ceredigion	92.25	94.62	131	176	142	186
Pembrokeshire	97.75	95.80	261	365	267	381
Carmarthenshire	98.97	98.58	3,252	3,893	3,286	3,949
Swansea	91.24	92.32	854	866	936	938
Neath Port Talbot	96.49	95.28	31,071	27,681	32,202	29,051
Bridgend	97.85	97.93	364	378	372	386
Vale of Glamorgan	95.39	92.32	828	661	868	716
Cardiff	88.14	86.93	223	346	253	398
Rhondda Cynon Taf	95.20	94.82	754	751	792	792
Merthyr Tydfil	98.99	96.95	1,669	2,127	1,686	2,194
Caerphilly	94.17	95.14	2,473	2,077	2,626	2,183
Blaenau Gwent	84.00	75.45	84	83	100	110
Torfaen	99.72	99.54	724	429	726	431
Monmouthshire	95.51	93.62	809	631	847	674
Newport	95.23	83.87	2,056	416	2,159	496
Wales	95.98	95.20	48,705	44,522	50,745	46,765

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

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.