



Walking and cycling in Wales: Active travel, 2018-19

13 Nov 2019
SB 51/2019

What counts as active travel?

“Active travel” is walking or cycling as a means of transport; that is walking or cycling in order to get to a particular destination such as school, work, shops, visit friends and many other journeys. It does not cover walking or cycling done purely for pleasure, for health reasons or for training.



Within this bulletin, active travel refers to walking or cycling for at least 5 minutes (prior to the 2017-18 survey) and for at least 10 minutes (2018-19 survey), whether for all or part of the journey, to get to a particular destination.

Key measures 2018-19

- 6 per cent of adults **cycled** at least once a week for active travel purposes. This has changed relatively little over recent years.
- 57 per cent of adults **walked** at least once a week for active travel purposes. This is broadly unchanged from the previous year.
- 70 per cent of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 56 per cent of people in rural areas.
- Men, younger people, those without limiting illnesses and those who have qualifications were more likely than others to cycle.
- Younger people, those without limiting illnesses, those with qualifications and people from urban areas were more likely than others to walk for more than 10 minutes to get to a destination.
- 44 per cent of children actively travel to primary school, and 34 per cent to secondary school.
- 225 seriously injured pedal cyclists were admitted to hospital in 2018-19.

About this bulletin

The bulletin sets out a range of information about active travel by people in Wales during 2018-2019. This information was collected through the [National Survey for Wales](#).

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Background

Introduction

This statistical bulletin sets out how the Welsh Government monitors the impact of its active travel policies. The aim of these policies is to persuade and facilitate people to walk and/or cycle for short journeys instead of using a car. Among the reasons for this are that active travel improves people's health and less car travel will reduce congestion and emissions.

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

Policy background

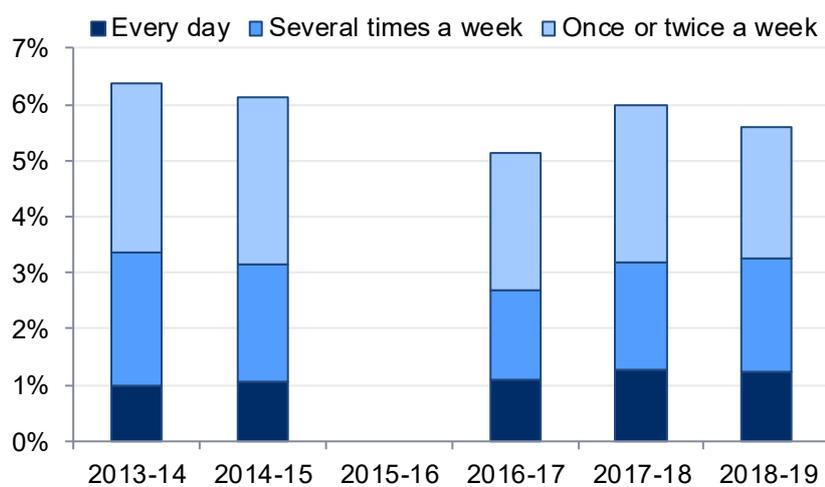
The Active Travel (Wales) Act 2013 is intended to make it easier for people to walk and cycle in Wales. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling. It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

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

Section 1: Frequency of active travel

The National Survey for Wales has included questions about active travel since 2013-14. Respondents are asked how frequently they had used a bicycle or walked as a means of transport in the previous three months. The charts below show how often people actively travelled by bicycle and by walking. From 2017-18 **the question on walking was changed so that respondents were asked about walking for a minimum of 10 minutes, compared with 5 minutes used in previous years.** This was to harmonise with the wider context, in which there is often a focus on periods of exercise of at least 10 minutes.

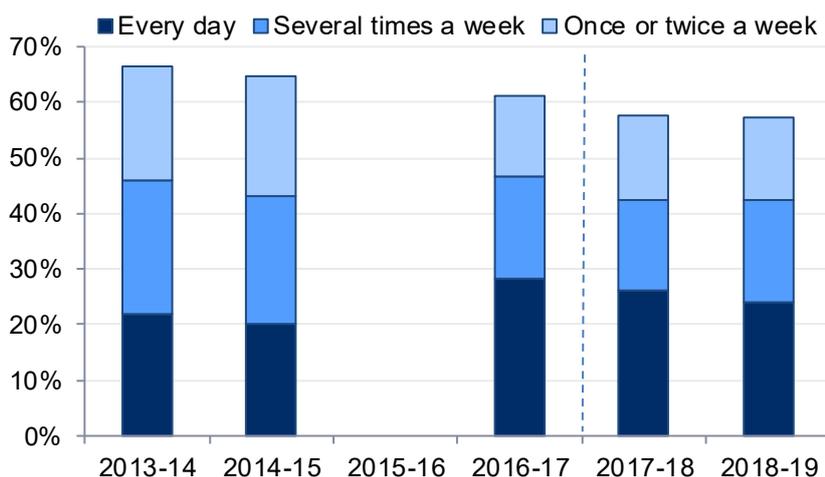
Chart 1: Frequency of active travel by cycling (a)



In 2018-19, 6% of people actively travelled by bicycle at least once a week. This has changed relatively little in recent years.

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

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



In 2018-19, 57% of people actively travelled at least once or twice a week by walking.

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

The percentage of people who frequently walked for at least 10 minutes was much higher than the percentage that frequently cycled as a means of transport. The figures for both cycling and walking were similar in 2018-19 as in the previous year.

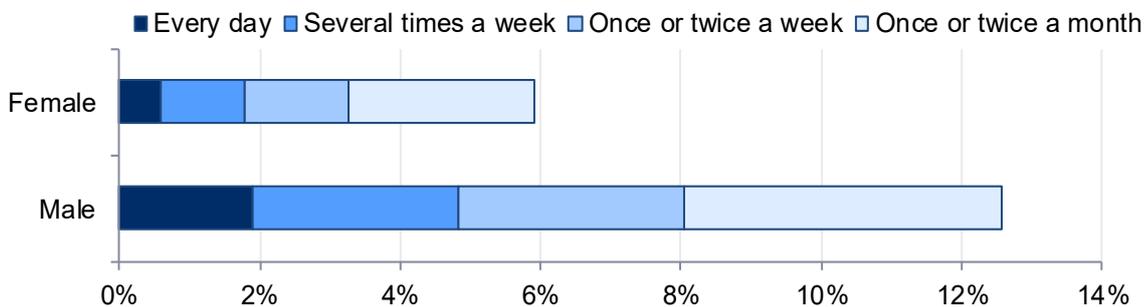
Cycling

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

- 1 per cent cycled every day, 2 per cent cycled several times a week and 2 per cent cycled once or twice a week ([Chart 1](#)). 91 per cent said they cycled less often than that or never.
- Men were significantly more likely to cycle, and to do so more frequently than women. 13 per cent of men cycled at least once a month compared with 6 per cent of women as shown in [Chart 3](#).

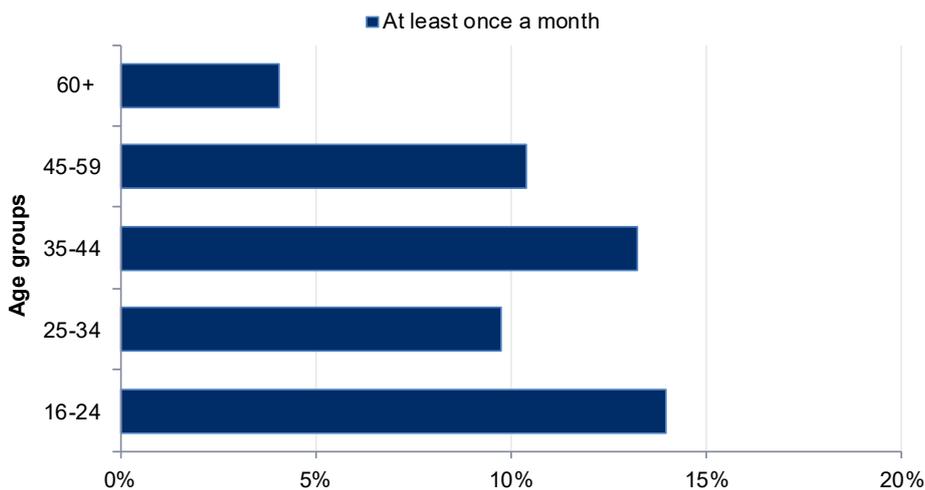


Chart 3: Frequency of active travel by cycling by gender, 2018-19



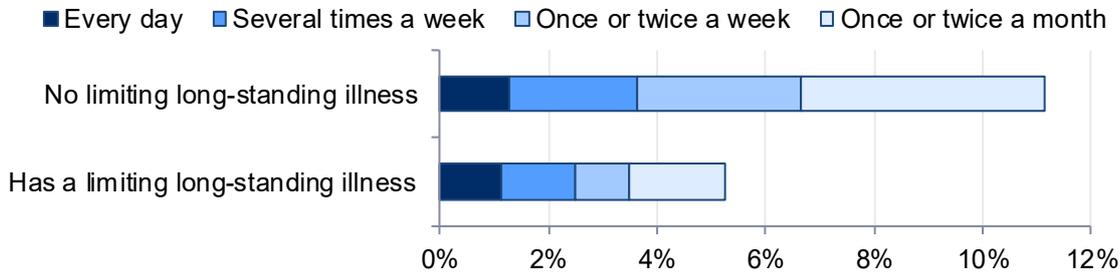
- Older people were less likely to cycle than younger people. 14% of those aged 16-24 cycled at least once a month, compared with 4% of those aged 60+ ([Chart 4](#)).

Chart 4: Frequency of active travel by cycling by age



- People with a limiting long-standing illness, disability or infirmity were less likely to have cycled than those without a limiting illness although the percentage who cycled everyday was similar for both groups. ([Chart 5](#)).

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



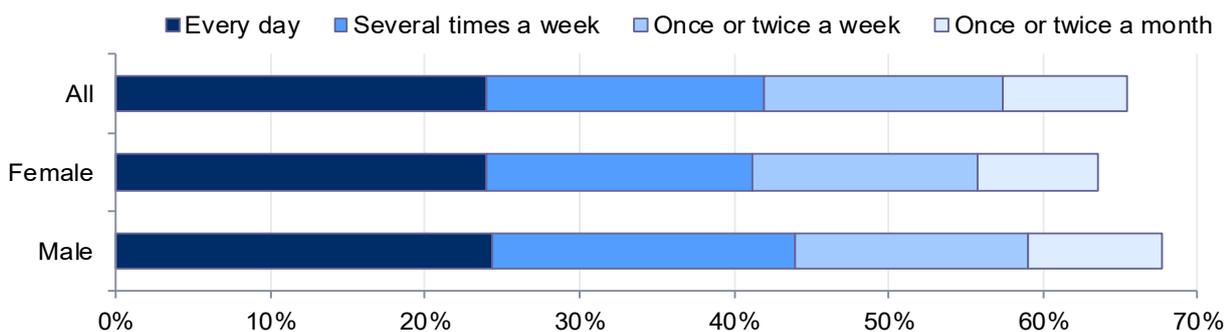
Walking

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



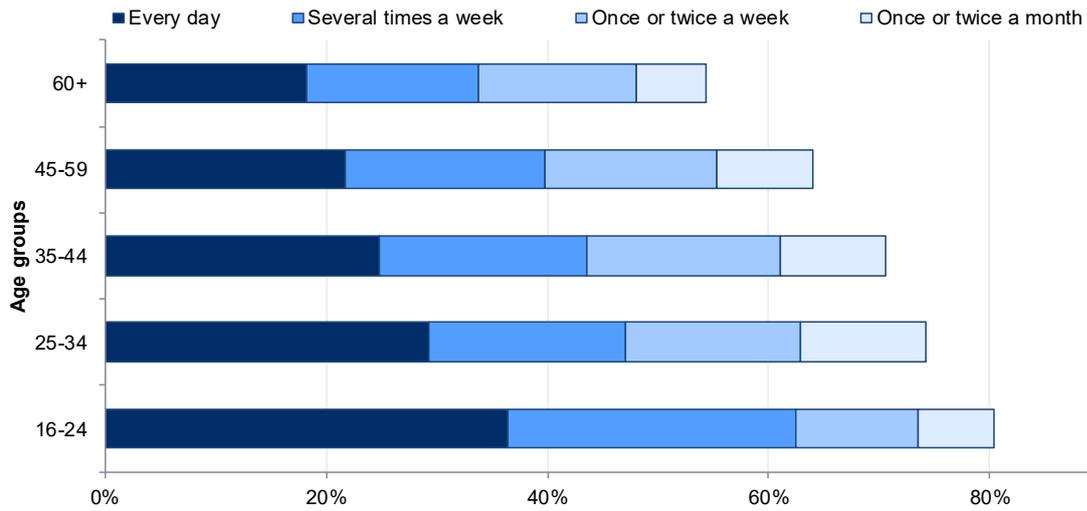
- 24 per cent said they walked for more than 10 minutes every day, 18 per cent several times a week and 15 per cent once or twice a week ([Chart 6](#)). A further 7 per cent walked once or twice a month and 35 per cent said they walked less often than that or never.
- Unlike for cycling, there was little difference between the frequency of walking for men and women.

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



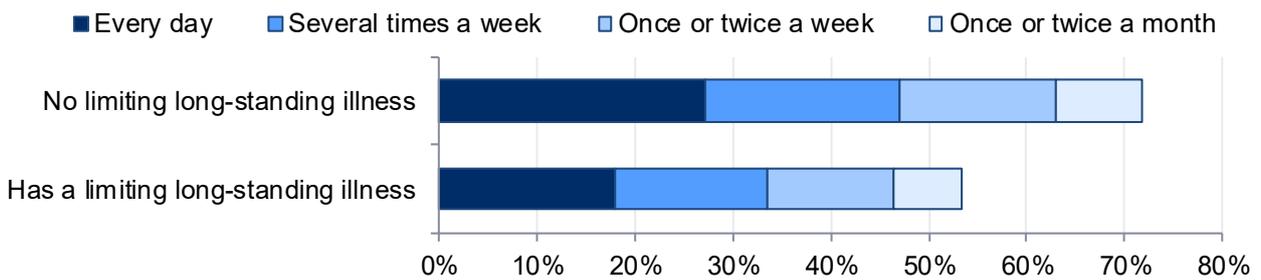
- Older people were less likely to walk for more than 10 minutes than younger people ([Chart 7](#)).

Chart 7: Frequency of active travel by walking by age



- People with a limiting long-standing illness, disability or infirmity were less likely to walk for more than 10 minutes than those without a limiting illness ([Chart 8](#)).

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



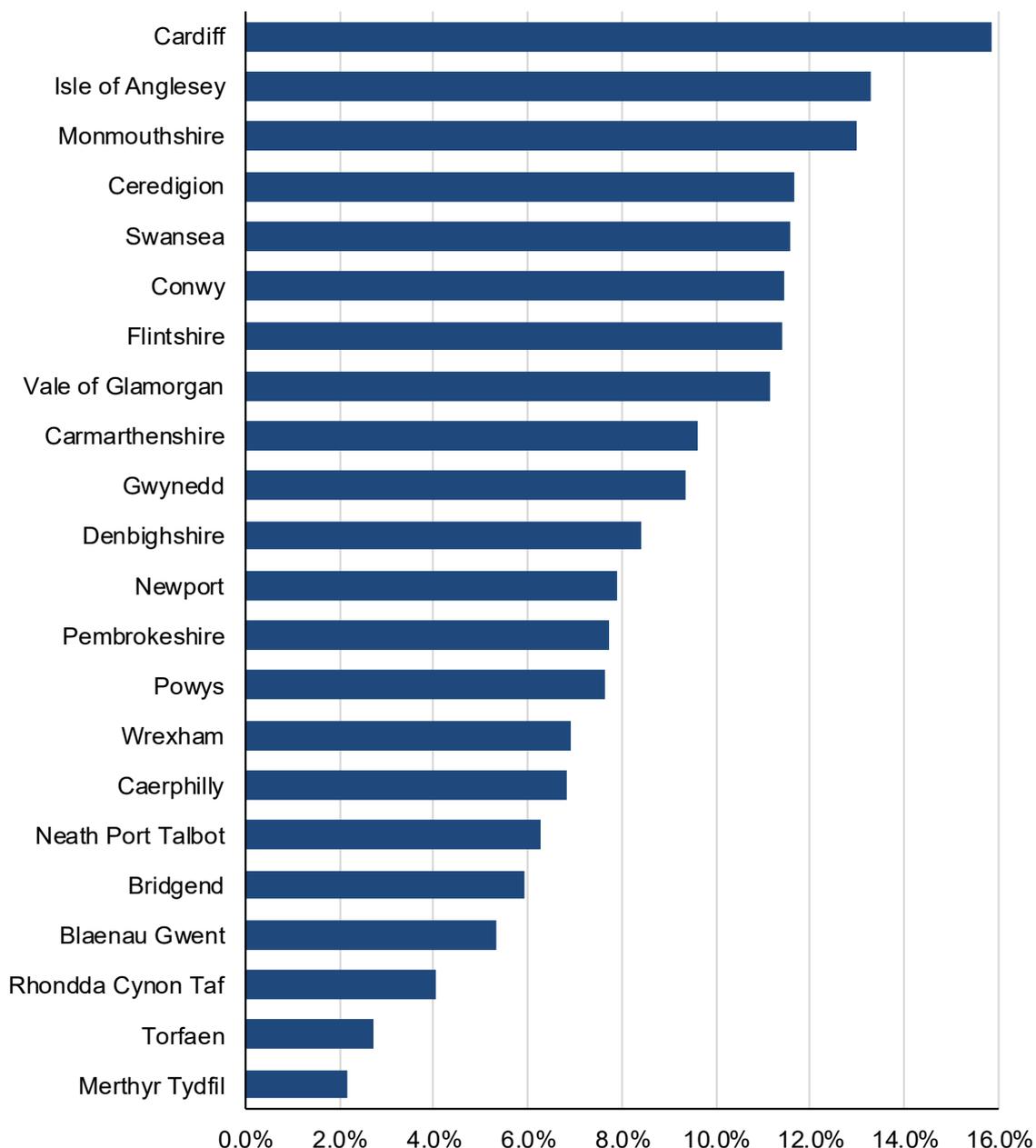
Section 2: Active travel by local authority

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



Due to the small numbers of people who cycle as a means of transport, it is not possible to produce reliable statistics for frequency of cycling at the local authority level. We can however look at those who used a bicycle as a means of transport in the previous three months more frequently than once a month, though sample sizes are still low so these estimates should be interpreted with caution. The data suggest that the proportion of people who cycled more often than once a month varied from 2 per cent in Merthyr Tydfil to 16 per cent in Cardiff. In general, the valleys authorities tend to some of the lowest rates for cycling. ([Chart 9](#)).

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

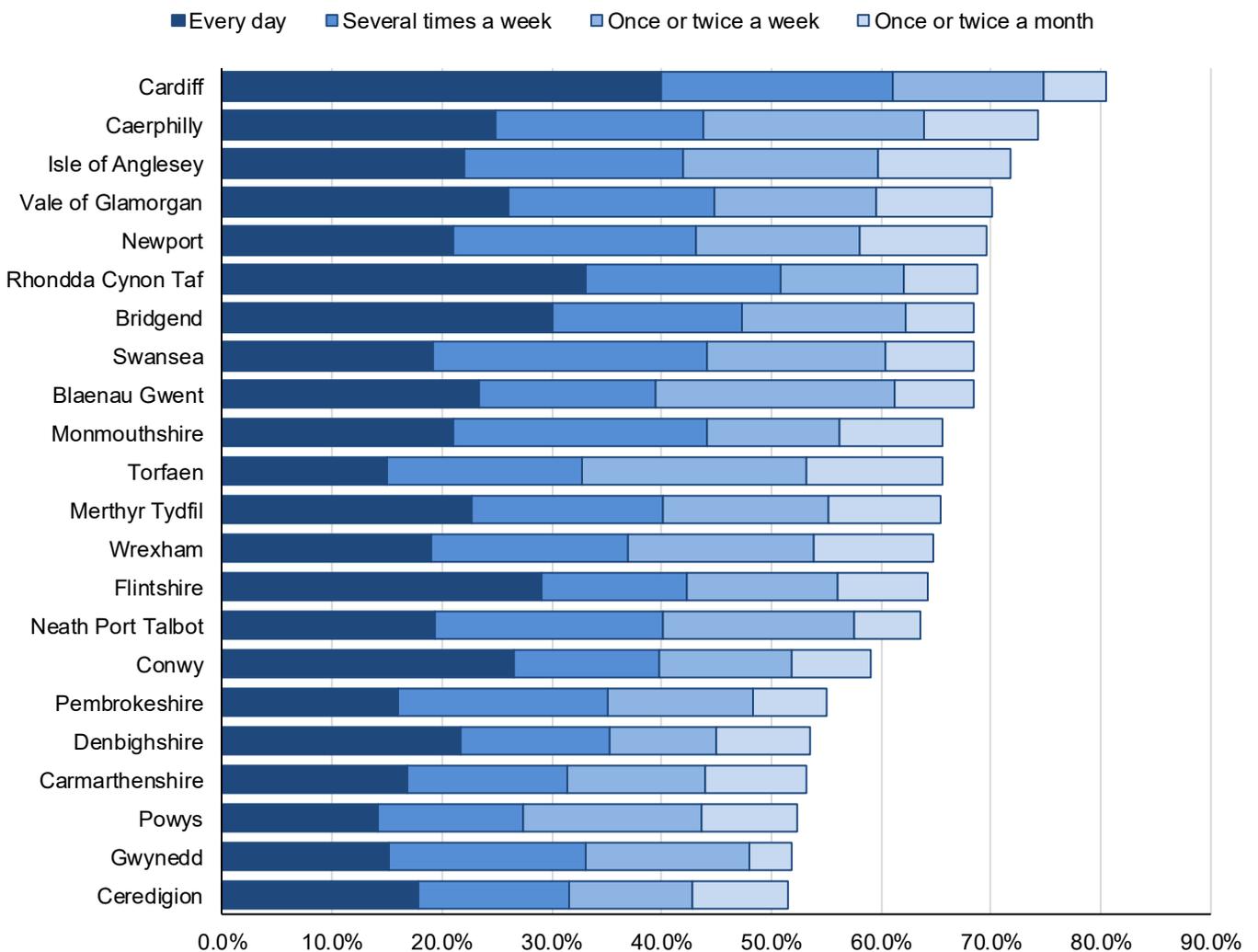


As there are greater numbers of people who walk for more than 10 minutes as a means of transport, it is possible to provide estimates for walking frequency for each local authority, though again some of the variation between areas may be due to small sample sizes:



- The proportion of people who walked for more than 10 minutes as a means of transport at least once a month varied from 51.5 per cent in Ceredigion to 80.1 per cent in Cardiff ([Chart 10](#)).
- The highest proportion of people walking every day as a means of transport was in Cardiff and the lowest was in Powys.
- Generally, the lowest levels of active travel by walking were in rural authorities.

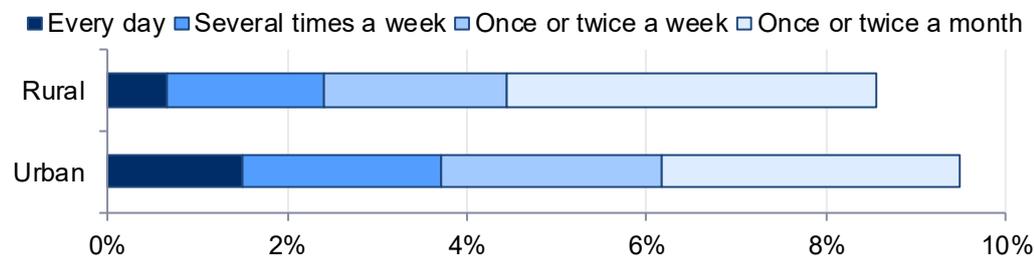
Chart 10: Active travel by walking, by local authority



Section 3: Active travel by urban and rural classification

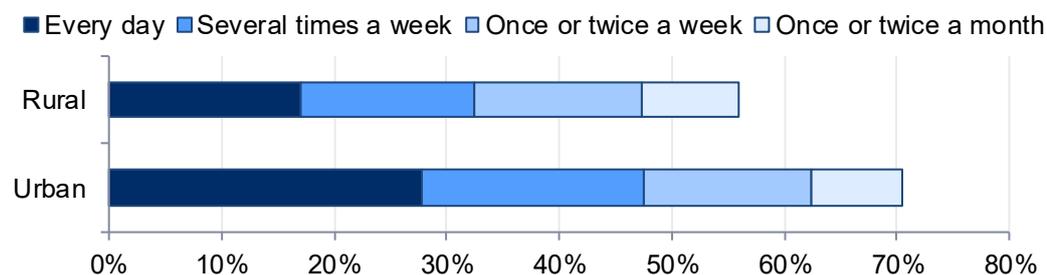
People in urban areas were more likely to cycle every day, although there are small numbers of people who do this. 9.5 per cent of people in urban areas and 8.6 per cent in rural areas cycled at least once a month ([Chart 11](#)).

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



For walking, people living in urban areas were more likely to walk for more than 10 minutes as a means of transport. 70 per cent of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 56 per cent of people in rural areas. People in urban areas were also more likely to walk more frequently, with 28 per cent walking every day compared with 17 per cent in rural areas ([Chart 12](#)).

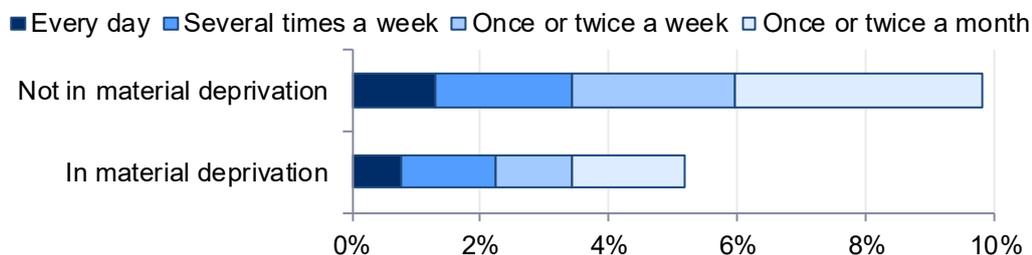
Chart 12: Active travel (walking) by urban and rural classification



Section 4: Active travel by material deprivation

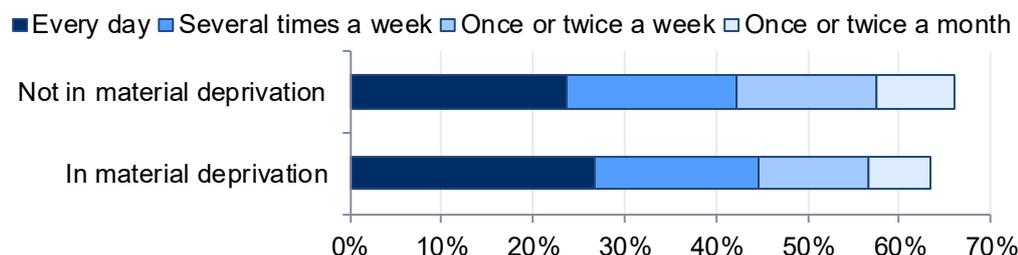
The National Survey includes questions around material deprivation¹. 5 per cent of people in material deprivation and 10 per cent of those who weren't materially deprived cycled as a means of transport more often than once a month ([Chart 13](#)).

Chart 13: Active travel (cycling) by material deprivation



For walking, the proportions walking at least once a month were very close for those in material deprivation and those who were not (64 per cent and 66 per cent respectively, [Chart 14](#)). For the individual categories, the data indicate that those in material deprivation were more likely than those not in material deprivations to walk every day or several times a week, though these differences were small.

Chart 14: Active travel (walking) by material deprivation

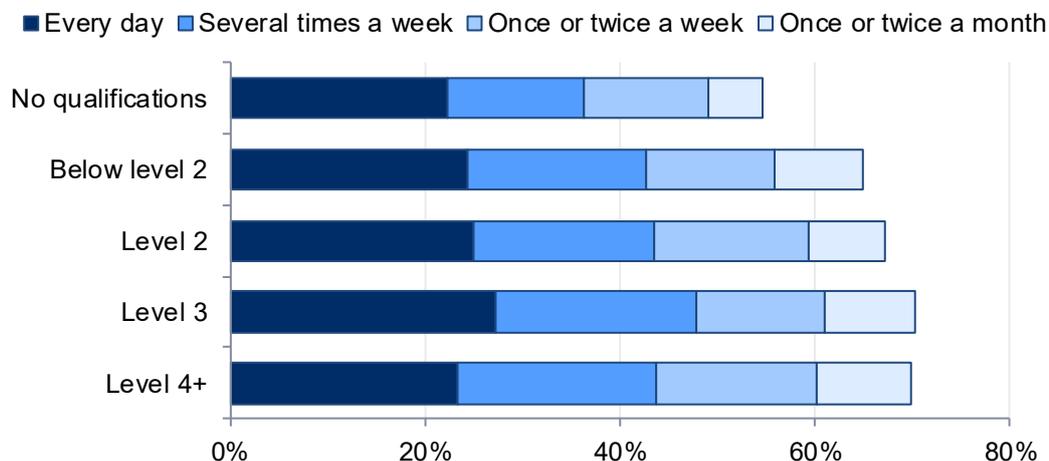


¹ Material deprivation – see [Terms and definitions](#)

Section 5: Active travel and highest qualification

The National Survey asks respondents about their highest level of qualifications. People with at least some qualifications were more likely to cycle as a means of transport at least once a month compared with people with lower or no qualifications ([Chart 15](#)).

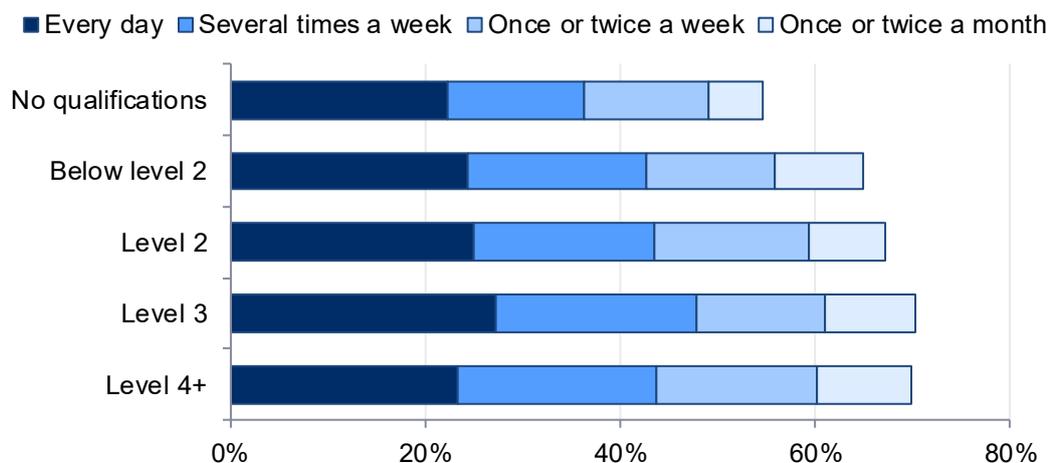
Chart 15: Active travel (cycling) by highest qualification



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

55% of people with no qualifications walked for at least 10 minutes at least once a month, the lowest proportion of all groups. For people with at least some qualifications there does not appear to be a meaningful relationship between the level of those qualifications and the likelihood of walking for active travel ([Chart 16](#)).

Chart 16: Active travel (walking) by highest qualification



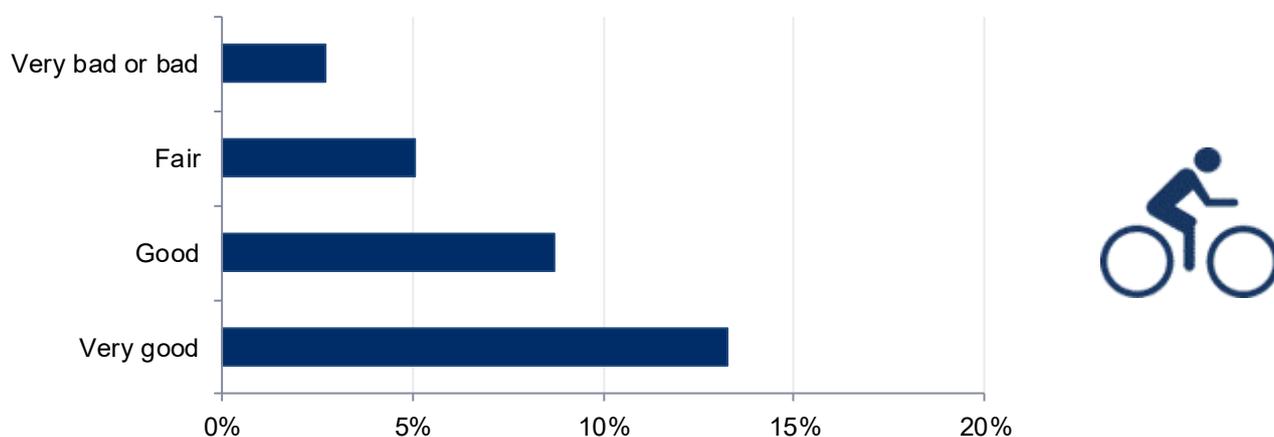
Level 4+: Degree level or higher
 Level 3: A level and equivalent
 Level 2: GCSE grades A to C and equivalent
 Below level 2: GCSE below grade C

Section 6: Active travel and general health and exercise

National Survey respondents were asked to rate their general health from 'very bad' to 'very good'. As might be expected, there was a clear relationship between both walking and cycling for active travel purposes and respondents' general health. People who were in 'very good' or 'good' health were more likely to walk or cycle regularly. However, it is not possible to draw conclusions from these statistics about the nature of the relationship – some people may be healthy *because* they walk or cycle and others may *choose* to travel actively because they are already healthy.

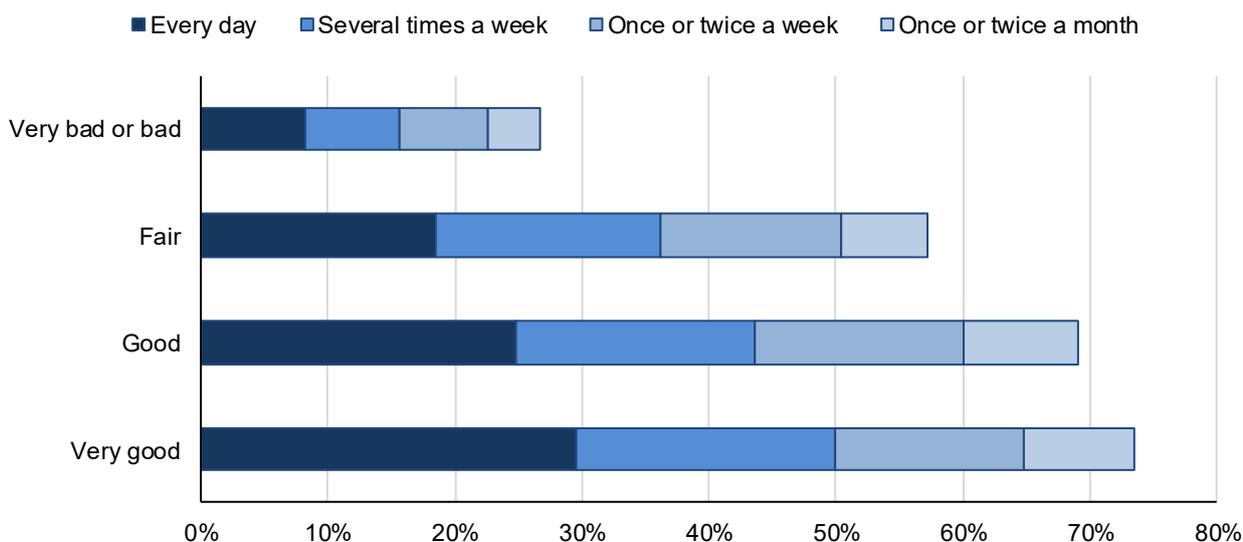
13 per cent of people in very good health and 9 per cent of people in good health cycled as a means of transport at least once a month compared with 5 per cent in fair health and 3 per cent in very bad or bad health ([Chart 17](#)).

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



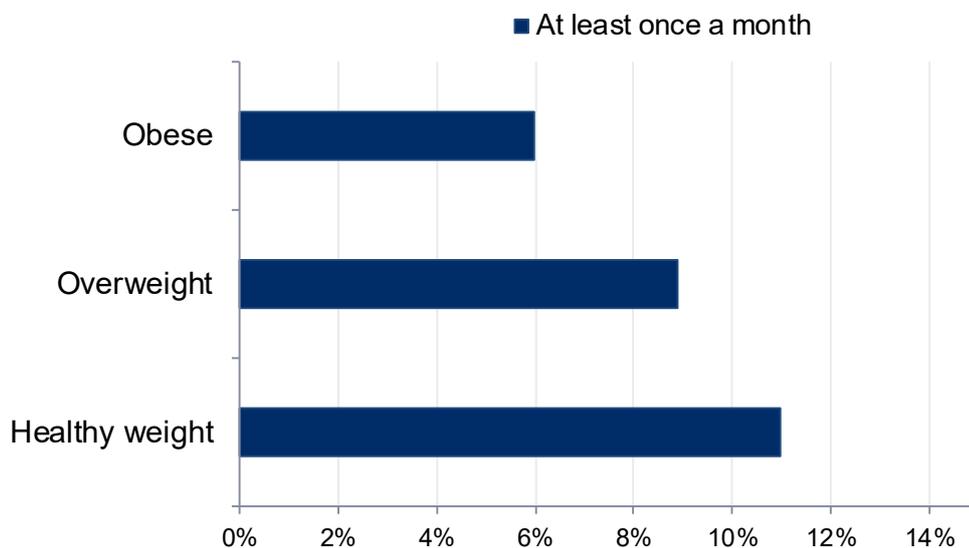
30 per cent of people in very good health walked every day, compared with around 8 per cent of people in either 'bad' or 'very bad' health ([Chart 18](#)).

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



Respondents were asked to give their heights and weights in order to be able to calculate their BMI. As with general health there was a relationship between active travel and people’s BMI, with those that are overweight or obese being least likely to be involved in regular active travel through either cycling or walking. 11 per cent of people who were at a healthy weight cycled at least once a month as a means of transport, compared with 6 per cent of people who were obese ([Chart 19](#)).

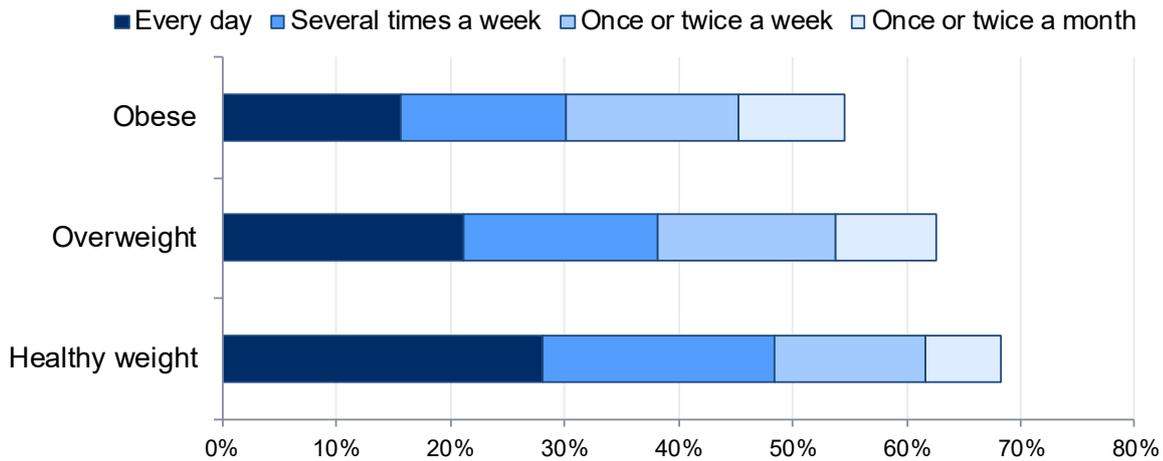
Chart 19: Frequency of using a bicycle as a means of transport in the last 3 months by BMI classification (a)



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

68 per cent of people at a healthy weight walked for more than 10 minutes as a means of transport at least once a month, compared with 55 per cent of those classed as obese ([Chart 20](#)).

Chart 20: Frequency of walking for more than 10 minutes as a means of transport in the last 3 months by BMI classification (a)

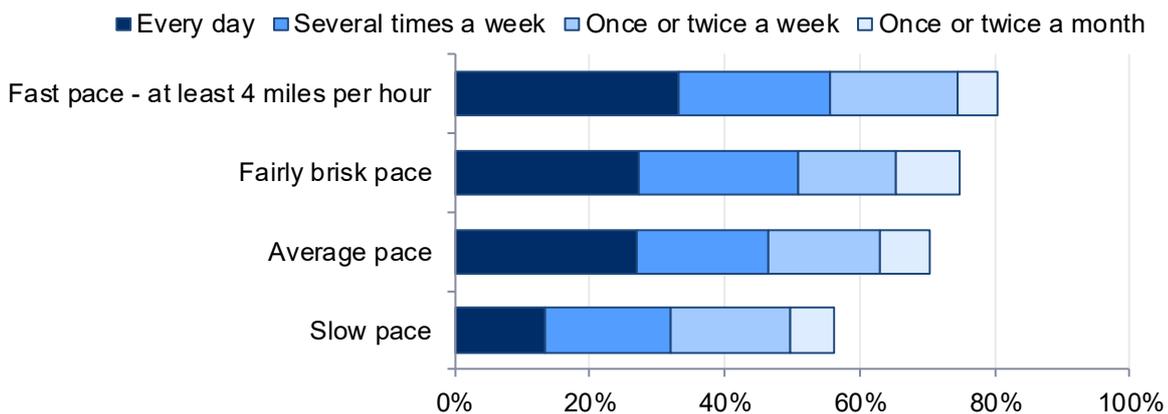


(a) Respondents who were underweight have been removed from the chart due to small numbers

Respondents were also asked how much walking they had done over the previous week, how much time they walked for and how fast they usually walked. Those who walked at a faster pace were also most likely to walk for more than 10 minutes as a means of transport, and to do so more frequently ([Chart 19](#)).

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

Chart 21: Frequency of walking by usual walking pace

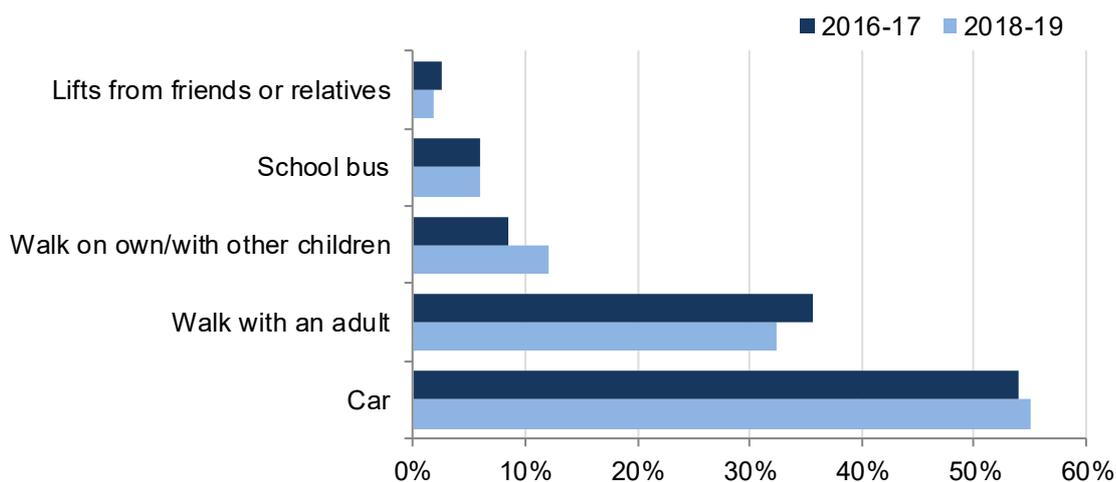


Section 7: Travel to school

National Survey respondents are adults aged 16 or over, and therefore the responses included in this section are provided by parents of school-aged children in their household.

Parents were asked how their child travelled to and from school on a typical school day. They were able to select more than one mode of transport. [Chart 22](#) shows the modes of travel used by children to get to their primary school in 2016-17 and 2018-19, the latest two years this question was included in the survey.

Chart 22: Mode of travel to and from primary school by year (a) (b)



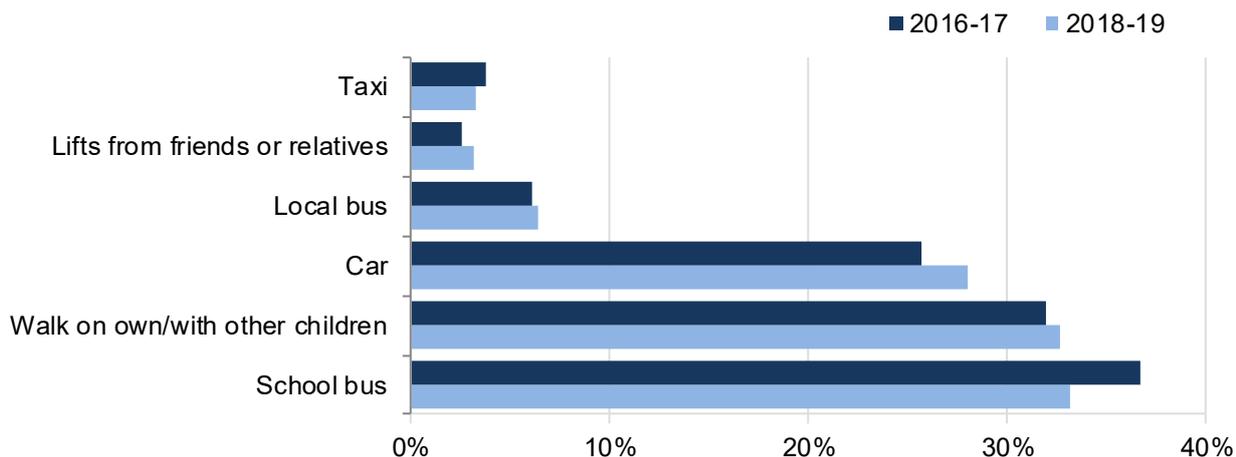
(a) Local bus, train, bike, taxi and 'other' modes have been omitted from this chart due to small number:

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

The car was the most common mode of transport used to get to a primary school, with 55 per cent getting to school by car in 2018-19, followed by walking with an adult (32 per cent).

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

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



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

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

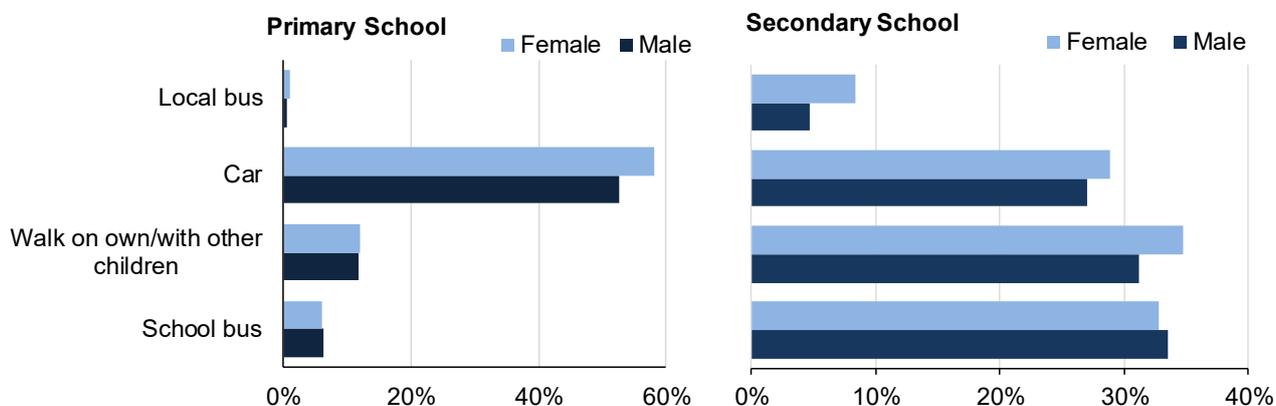
The most common ways to get to secondary school in 2018-19 were on school buses and walking.

By combining those who walk with an adult, on their own or with other children with the few who cycle, 44 per cent of children actively travelled to primary school, and 34 per cent to secondary school in 2018-19. There has been little change in these percentages since 2014-15.

Travel to school, by gender

In general, the patterns for active travel are similar for boys and girls in primary and secondary schools. When looking at individual methods for getting to school, there were some small apparent differences for secondary school age children, with girls slightly more likely to travel by local bus, car or by walking. However, these differences are changeable from year to year and may reflect small sample sizes. ([Chart 24](#)).

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



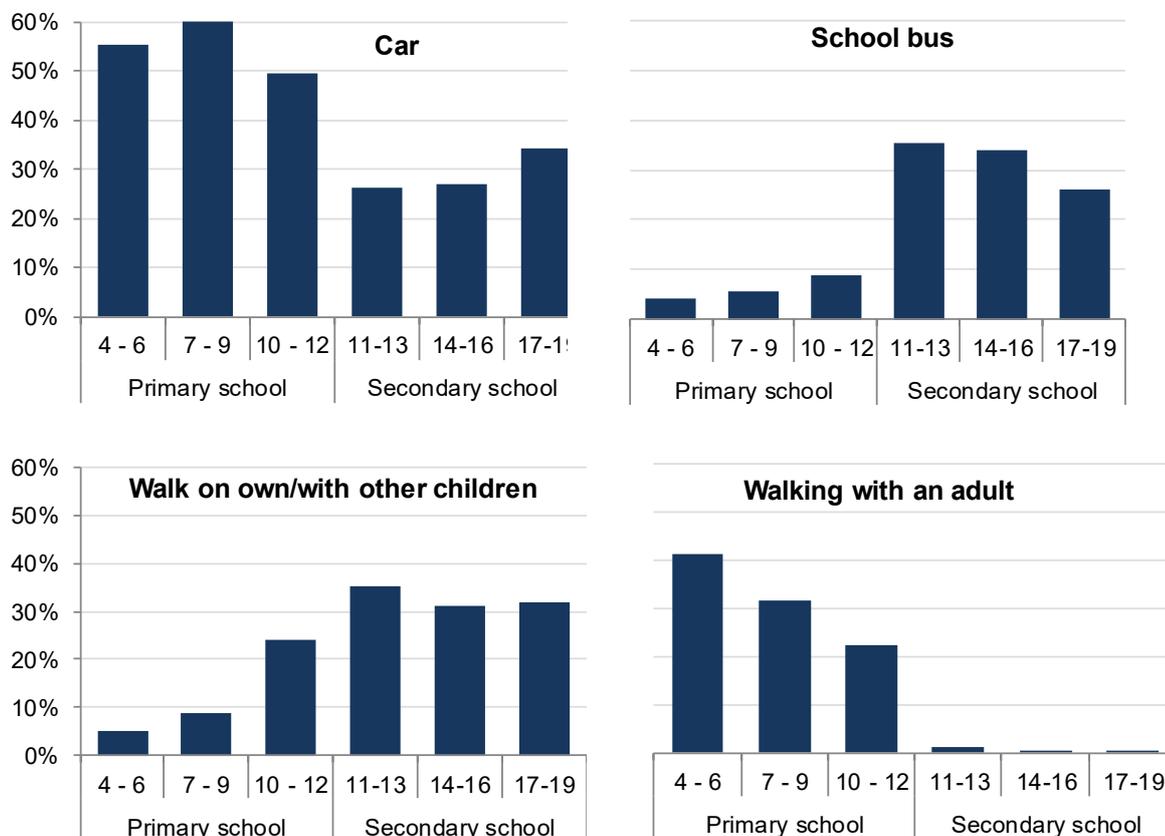
(a) Only the 4 most commonly used modes of transport are shown in this chart.

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

Travel to school, by age

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

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



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

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

As [Chart 25](#) shows, school buses are not commonly used by primary school children, but they are the most common method for travelling to school for secondary school children.

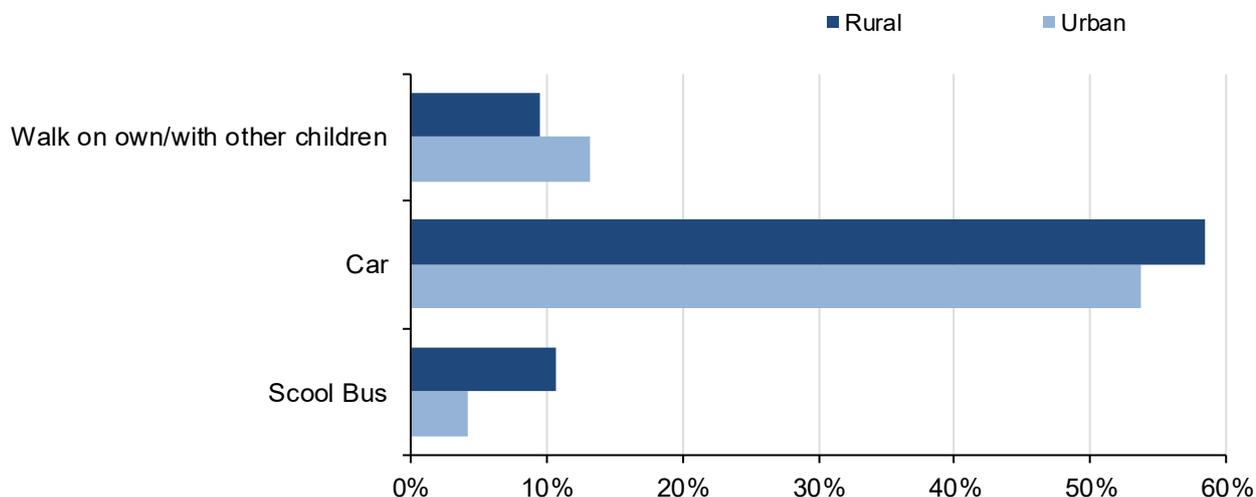
Travelling to school by car is very common for young children (over half of children under 10 years old used this method), but as children get older and go to secondary school, car use reduces.

41 per cent of children aged 4 to 6 walk to school with an adult, whilst 5 per cent walk on their own or with other children. As children get older, they are more likely to walk on their own or with other children, though with relatively little change from age 11 onwards.

Travel to school, by urban or rural classification

The type of area that children live in also has some effect on the way that they travelled to school. For primary school children, those living in more sparsely populated rural areas were more likely to use a car or school bus to get to school and less likely to walk than those who lived in urban areas, as shown in [Chart 26](#) below.

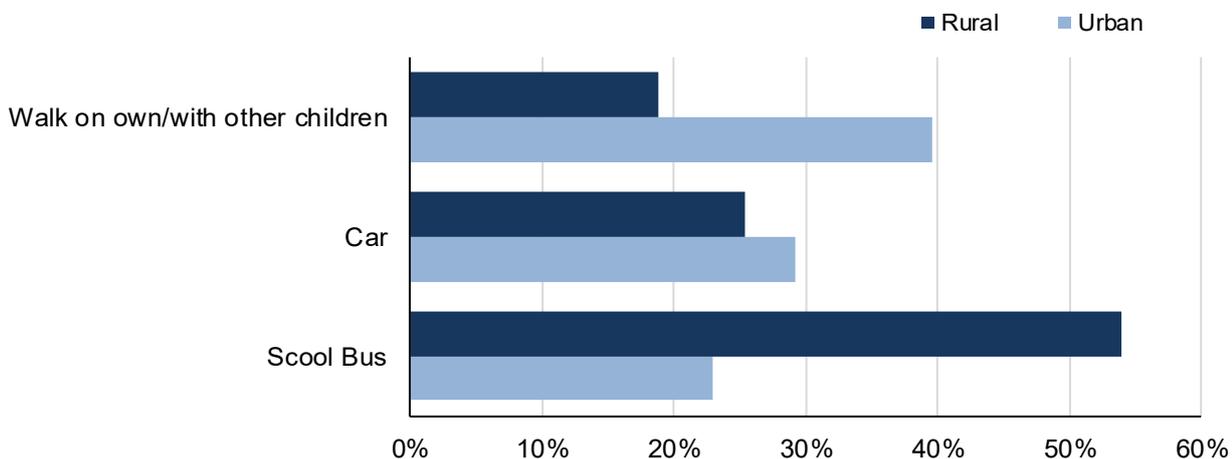
Chart 26: Mode of travel to/from primary school by urban/rural classification (a)



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

Secondary school children living in rural areas were more likely to travel by school bus than those living in urban areas. However, they were slightly less likely to travel by car, chart 27.

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



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

Section 8: Road safety for pedestrians and pedal cyclists

Table 1: Seriously injured pedal cyclists – Comparison of hospital admissions and police recorded road casualties, Wales 2018

Numbers and percentage

Pedal cyclists				
	Hospital Admissions	As a proportion (%) of all hospital Admissions	Police recorded casualties	As a proportion (%) of total casualties
Total	225		100	
Other vehicle(s) involved	74	33	92	92
No other vehicle involved	123	55	8	8
Not known	23	10		
Male	183	81	82	82
Female	37	16	17	17
Age 0-15	15	7	6	6
Age 16-69	127	56	82	82
Age 65+	21	9	11	11
Age not known			1	

Source: NHS Wales and Stats19 police recorded road casualties

[Table 1](#) compares information about seriously injured pedal cyclists admitted to hospital and those reported in the police recorded road accident data. Hospital admission data includes both road and non-road pedal casualties whilst police recorded casualties only include casualties from accidents on public roads. This is likely to be the reason for the significant difference in casualties where no other vehicles were involved.

Road accident data is set out in the statistical release '[Police recorded road accidents](#)'

Terms and definitions

Urban / rural

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

Material deprivation

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

Non-pensioner adults were asked whether they had things like ‘a holiday away from home for at least a week a year’, ‘enough money to keep their home in a decent state of decoration’, or could ‘make regular savings of £10 a month or more’. These are regarded as items for the ‘household’ rather than for individuals, and thus form a concept of ‘household material deprivation’.

Pensioners are asked slightly different questions such as whether their ‘home was kept adequately warm’, whether they had ‘access to a car or taxi, when needed’ or whether they had their hair done or cut regularly’. They are asked whether they can afford these items, but also whether there are other reasons they are not able to have them, such as poor health or no one to help them etc. These questions are based around the individual, not the household.

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

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

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

Qualifications

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

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

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

BMI classification

Respondents were asked to give their heights and weights in order to be able to calculate their BMI.

BMI range	Classification
18.5 to under 25	Healthy weight
25.0 to under 30	Overweight
30.0 and over	Obese

Key quality information

Background

The National Survey for Wales is carried out by the Office for National Statistics on behalf of the Welsh Government. The results reported in this bulletin are based on interviews completed between 1 April 2018 and 31 March 2019.

24,762 addresses were chosen randomly from the Royal Mail's Small User Postcode Address File. Interviewers visited each address and randomly selected one adult (aged 16+) in the household. They then carried out a 45-minute face-to-face interview with them, covering a range of views, behaviours, and characteristics. A total of 11,922 interviews were achieved with a response rate of 54.2%.

Interpreting the results

Figures quoted in this bulletin are based on only those respondents who provided an answer to the relevant question. Some topics in the survey were only asked of a sub-sample of respondents and other questions were not asked where the question was not applicable. Missing answers can also occur for several reasons, including a refusal or an inability to answer a particular question.

Where a relationship has been discussed between two factors, this does not mean it is a causal relationship. More detailed analysis is required to identify whether one factor causes change in another, or if other factors are actually more important.

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

Quality report

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

Relevance

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

Accuracy

These figures are based on the [National Survey for Wales](#). Further information on the accuracy of this survey can be found in the [Technical Report](#).

Hospital admission data for seriously injured pedal cyclists is obtained from the NHS.

Timeliness and punctuality

The figures were collected for 2018-19 and a first release was published in June 2019.

Accessibility and clarity

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

Comparability and coherence

The questions in the 2017-18 National Survey for Wales on Active Travel differ to previous questions and therefore data are not directly comparable with previous statistical bulletins. The table below shows questions that were included in 2018-19 on active travel. This bulletin included analysis over multiple survey years where the survey questions have been the same.

Categories of questions asked on active travel

Active travel - adults	2017-18	2018-19
• How often used bike to get somewhere		
• How often walked for 10 mins to get somewhere		
• Walks (10mins+) or cycles at least once a week as means of transport		
Active travel - children		
• How child travels to primary school		
• How child travels to secondary school		
Primary school		
• Usual mode of travel to primary school - bus		
• Usual mode of travel to primary school - car or lift		
• Usual mode of travel to primary school - walk		
Secondary school		
• Usual mode of travel to secondary school - bus		
• Usual mode of travel to secondary school - car or lift		
• Usual mode of travel to secondary school - walk		

 Not asked

 Asked

Related publications

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

[Transport Scotland produce a publication entitled 'Walking and Cycling'](#).

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

Symbols

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

National Statistics status

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

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

All official statistics should comply with all aspects of the Code of Practice for Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate. The designation of these statistics as National Statistics was confirmed in July 2013 following a [full assessment against the Code of Practice](#).

Since the latest review by the Office for Statistics Regulation, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Undertaken a substantial piece of work to improve our understanding of data quality, by using the [Quality Assurance of Administrative Data toolkit](#)
- Added to and refined information about dimensions of quality and described links to policy and Welsh Government targets
- Improved visuals by de-cluttering and standardising charts and tables

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

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators (“national indicators”) that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The National Survey for Wales collects information for 15 of the 46 National Indicators, though as they do not relate to Active Travel none of these are reported in this release.

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

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

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

Further details

This document is available at: <https://gov.wales/active-travel-walking-and-cycling-april-2018-march-2019>

Next update

November 2020 (provisional)

We want your feedback

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

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