

SB 106/2015

28 October 2015

## Walking and cycling in Wales: Active travel in Wales, 2014-15

This Statistical Bulletin sets out a range of information about Active Travel by people in Wales during 2014-15. This information was collected through the National Survey for Wales.

Welsh Government policy is to encourage more walking and cycling in Wales. Intended benefits of this are improved health & well-being and a reduction in motor vehicle traffic (leading to reduced vehicle emissions).

As part of this policy the Welsh Government is promoting **Active Travel** – people walking or cycling as a means to get to a particular destination.

### What counts as Active Travel?

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

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

### Key Active Travel Measures

During 2014-15:

- 6 per cent of adults cycled at least once or twice a week for active travel purposes.
- 43 per cent of adults walked more than twice a week for active travel purposes.
- When asked about the last seven days, 34 per cent of adults reported doing no active travel.
- Half of all primary school children (*regardless of distance from home to school*) walked to school.
- Just over a third of all secondary school pupils (*regardless of distance from home to school*) walked to school.
- Only 2 per cent of primary school children cycled to school (*regardless of distance from home to school*).
- Less than 1 per cent of all secondary school pupils cycled to school (*regardless of distance from home to school*).
- There were 269 seriously injured pedal cyclists admitted to hospital.

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**Next update:** September 2017 (provisional)

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## Background: What is Active Travel?

### Introduction

Welsh Government policy is to encourage more walking and cycling in Wales. As part of this policy the Welsh Government is promoting Active Travel, for example through the Active Travel (Wales) Act 2013. A more complete description can be found at:

<http://gov.wales/topics/transport/walking-cycling/activetravelact/?lang=en>

This Statistical Bulletin sets out how the Welsh Government is monitoring the impact of their Active Travel policies. The aim of these policies is to persuade, and facilitate, people to walk and/ or cycle for short journeys instead of using a car. The reasons for doing this are that: more active travel should improve people's health; and less car travel will reduce congestion and reduce CO<sub>2</sub> and other emissions. The aim of monitoring is, therefore, to find out the extent of Active Travel in Wales during the baseline year, 2013, and then find out how it is changing in future years.

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

### Policy background

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

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

### Approach to Monitoring Active Travel

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

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

## Summary figures on Active Travel in Wales

### Key results:

During 2014, for people in Wales aged 16 and over, reporting on their travel over the previous 3 months:

- 6 per cent travelled by bicycle for Active Travel trips at least once a week.
- 43 per cent typically walked (for Active Travel, that is as a means of transport to get to a destination) several times a week.
- 21 per cent walked once or twice a week.
- 35 per cent that either walked (as a means of transport) infrequently, or not at all.

*(Page 6)*

These figures are confirmed by asking separately about Active Travel trips over the previous 7 days.

Here respondents again said that:

- 5 per cent reported using a bicycle for an Active Travel transport trip.
- 65 per cent reported walking for more than 5 minutes at some point as part of a Active Travel trip.
- 34 per cent did not carry out any Active travel trips in the previous 7 days.

*(Page 7)*

Asking about the most recent of these trips shows that the main reason for walking:

- Is to go to local shops for small errands; this accounts for 43 per cent of walking trips.

And for cycling, there are three main purposes:

- Going to local shops for small errands (22 per cent of trips).
- Going to work or business (30 per cent of trips).
- Going to visit friends and relatives (15 per cent of cycling trips).

*(Page 10)*

A further dimension of information about Active Travel, and walking and cycling, is shown by the mode of transport that people in Wales 'typically' get to a variety of local destinations. This shows, that for people in Wales aged 16 and over, and during 2013:

- For local shops, just over half of people will walk to them, with 3 per cent stating they would cycle.
- In contrast, in order to get to work, only 16 per cent walk; with 4 per cent reporting they cycle.

*(Page 12)*

One of the most important aspect of Active Travel for children, that is aged up to and including 15 years of age, is the mode of transport used to get to school. This can vary from day to day, so the survey recorded all the modes of transport that would 'typically' be used (so the totals add up to more than 100 per cent).

For primary schools:

- Just under a half of children (49 per cent) will walk to school, at least for part of the week. Most will be accompanied by an adult.
- Cycling accounts for 2 per cent of trips.
- The mode of transport for primary schools varies with distance travelled to school. Walking to school is the most important mode for distances under a mile; but is sharply lower for distances over a mile. Even for journeys of less than half a mile, 30 per cent of children will be regularly taken by car.

For secondary schools

- A third of children (35 per cent) will walk to school, at least for part of the week. Almost all will walk on their own or with other children.
- Cycling is accounts for less than 1 per cent of trips.
- The school bus account for 38 per cent of trips, again for at least part of the week.
- Again, walking to school is the dominant mode of transport for distances under a mile. It drops off for distances over a mile.

*(Pages 5 and 16)*

## Summary Table: Key Indicators of Active Travel

	<i>Per cent</i>	
	<u>2013-14</u>	<u>2014-15</u>
Proportion of adults that frequently walk for active travel purposes (a)(b)	46	43
Proportion of adults that frequently cycle for active travel (a)(c)	6	6
Proportion of Primary School children who typically walk to school	49	49
Of children within 1/2 a mile of their school	87	83
Proportion of Secondary School children who typically walk to school	32	35
Of children within 1/2 a mile of their school	90	94
Proportion of Primary School children who typically cycle to school (d)	3	2
Number of seriously injured pedal cyclists admitted to hospital	211	269

(a) Aged 16 and over

(b) Frequently walk means walks at least several times a week

(c) Frequently cycle means cycles at least once or twice a week

(d) Of children within 1/2 a mile of their school

## Section 1: Frequency of Active Travel

From questions Q217 to Q220 in the National Survey for Wales 2014-15 Questionnaire (See Annex\_for details)

**Chart 1: Frequency of Active Travel by walking and cycling**

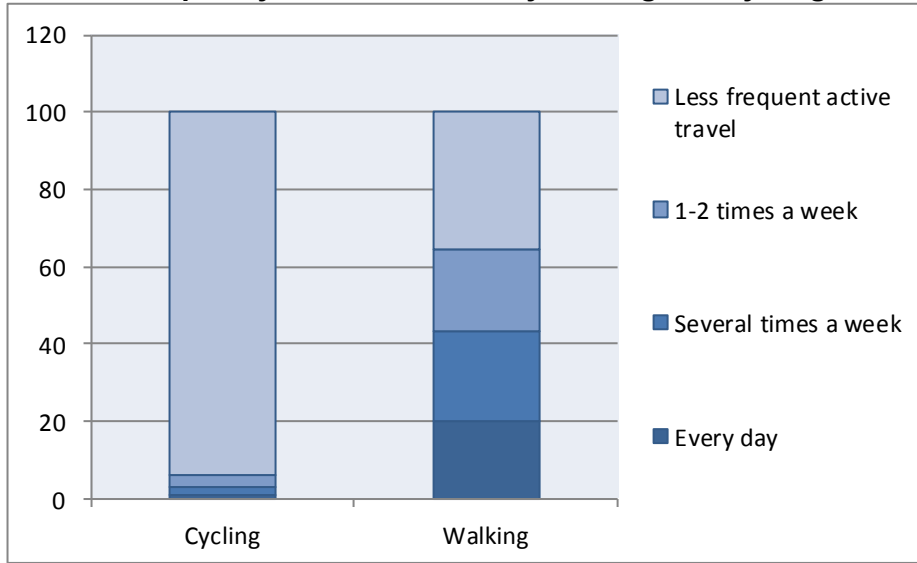
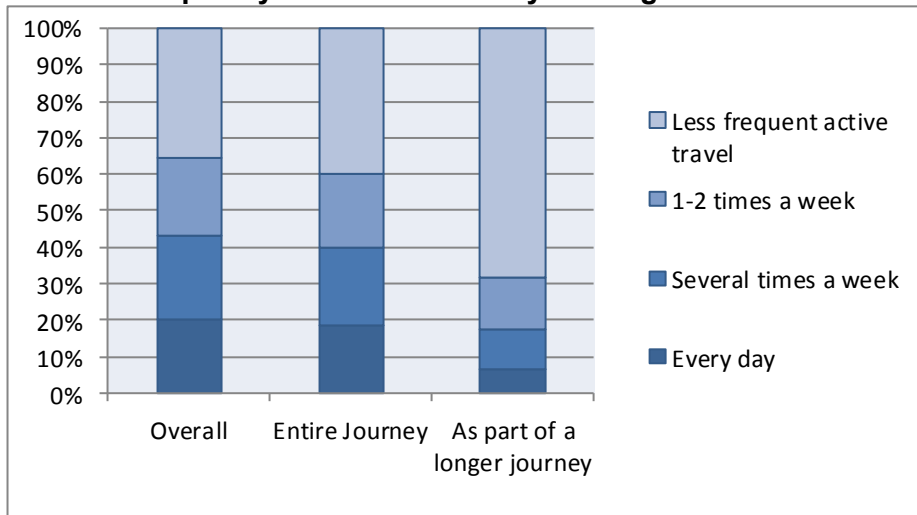


Chart 1 summarises the baseline Active Travel figures for Wales in 2014-15.

For people aged 16 and over, and reporting on their travel over the 3 months before their interview:

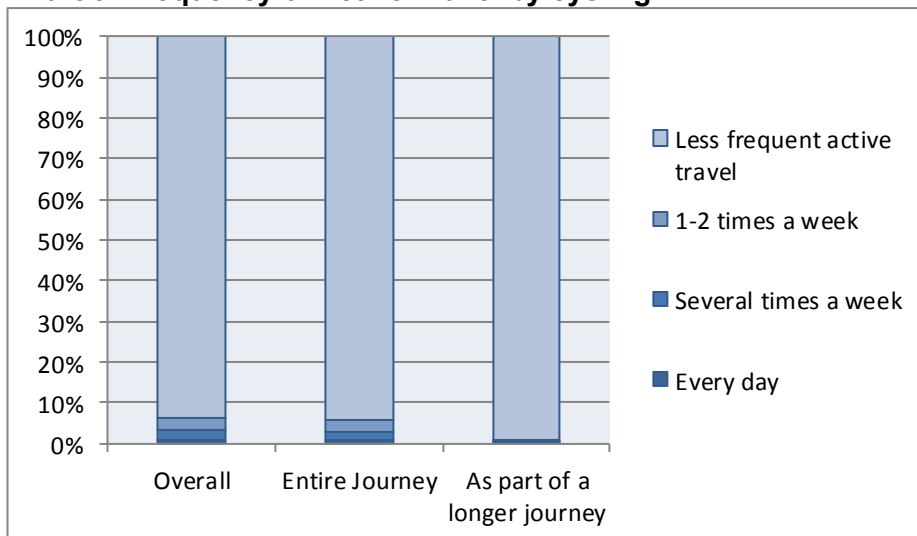
- 6 per cent travelled by bicycle for Active Travel trips at least once a week.
- 43 per cent typically walked (for Active Travel, that is as a means of transport to get to a destination) several times a week.
- 21 per cent walked once or twice a week.
- 35 per cent who either walked (as a means of transport) infrequently, or not at all.

**Chart 2: Frequency of Active Travel by walking**



Charts 2 and 3 show how these overall baseline figures are made up from walking and cycling trips that either cover the entire journey to a destination; or are part of a longer journey involving other modes of transport (for example walking to a bus stop to catch a bus).

**Chart 3: Frequency of Active Travel by cycling**



Tables 1 to 3 provide more detail relating to each of these charts. They show how these rates of active Travel differ between men and women, between board age bands, and finally between people self-reporting that they were ill or disabled. For example the younger age groups are more active walkers than older age groups.

**Table 1: Frequency of Active Travel by walking and cycling: By gender, age and disability**  
*Percentage of respondents*

	Gender		Age group					Ill or disabled <sup>1</sup>		
	All	Male	Female	16-24	25-44	45-64	65-74	75 and	Yes	No
								over		
<b>Cycling</b>										
Every day	1	2	1	2	2	1	1	0	0	1
Several times a week	2	3	1	2	3	2	1	0	1	2
1-2 times a week	3	4	2	5	4	2	1	1	1	4
No active travel by bicycle	94	91	97	91	91	95	97	98	97	93
<b>Walking</b>										
Every day	20	22	19	37	22	17	15	9	13	23
Several times a week	23	24	22	28	26	22	21	16	17	25
1-2 times a week	21	22	21	18	23	23	21	19	17	23
No active travel by walking	35	33	38	17	29	39	44	56	53	30

**Table 2: Frequency of Active Travel by walking: By gender, age and disability**  
*Percentage of respondents*

	Gender		Age group					Ill or disabled <sup>1</sup>		
	All	Male	Female	16-24	25-44	45-64	65-74	75 and	Yes	No
								over		
<b>Entire journey</b>										
Every day	18	19	17	33	20	15	14	9	12	20
Several times a week	21	22	20	26	24	19	18	13	15	23
1-2 times a week	20	20	19	17	22	21	19	17	16	21
1-2 times a month	9	9	9	9	10	10	8	6	7	10
No active travel by walking	30	28	33	14	23	33	39	53	49	24
<b>As part of a longer journey</b>										
Every day	6	7	6	12	7	5	4	2	4	7
Several times a week	11	12	10	20	11	9	9	7	7	12
1-2 times a week	14	15	14	19	14	13	14	12	11	15
1-2 times a month	13	12	13	13	15	13	9	7	10	13
No active travel by walking	55	53	56	35	51	58	62	70	67	51

**Table 3: Frequency of Active Travel by cycling: By gender, age and disability**  
*Percentage of respondents*

	Gender		Age group					Ill or disabled <sup>1</sup>		
	All	Male	Female	16-24	25-44	45-64	65-74	75 and	Yes	No
								over		
<b>Entire journey</b>										
Every day	1	2	0	2	1	1	1	0	0	1
Several times a week	2	3	1	2	3	2	1	0	1	2
Once or twice a week	3	4	2	5	4	2	1	1	1	4
Once or twice a month	3	5	2	6	5	3	1	0	1	4
Less often/never	89	85	93	84	86	90	93	96	94	87
<b>As part of a longer journey</b>										
Every day	0	0	0	0	0	0	0	0	0	0
Several times a week	0	1	0	1	0	0	0	0	0	0
Once or twice a week	0	1	0	0	1	0	0	0	0	1
Once or twice a month	1	2	1	3	2	1	0	0	1	2
Less often/never	96	95	96	95	95	96	97	97	97	95

(1) That is with a 'limiting long-standing illness, disability or infirmity'

## Section 2: Active Travel in the last 7 days

From questions Q215 and Q216 in the National Survey for Wales 2014-15 Questionnaire (See Annex for details)

**Chart 4: Active travel carried out over the last 7 days, by gender**



The National Survey for Wales asked about active travel in two ways. Chart 4 shows whether or not people carried out any Active Travel during the 7 days before their interview.

These figures broadly agree with the picture provided in Chart 1. For people aged 16 and over, and reporting on their travel over the previous 7 days:

- 5 per cent reported using a bicycle for an Active Travel transport trip.
- 65 per cent reported walking for more than 5 minutes at some point as part of a Active Travel trip.
- 34 per cent did not carry out any Active travel trips in the previous 7 days.

Chart 4 also shows that the men are slightly more likely to undertake Active Travel than women, particularly bicycling.

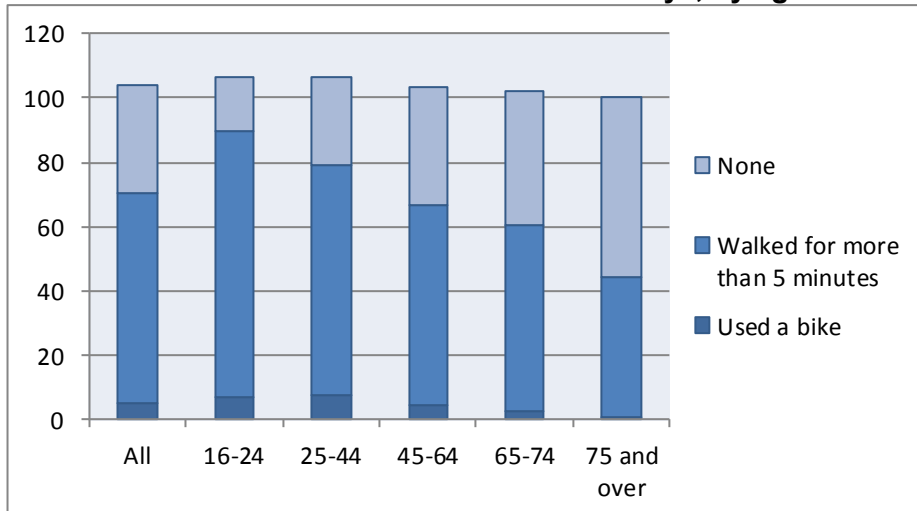
Charts 5 and 6 shows further detail on how Active travel varies by age group, by people self-reporting that they were ill or disabled, and by whether or not the respondent lived in an urban or rural area.

Table 4 provides the data that underlie these charts.

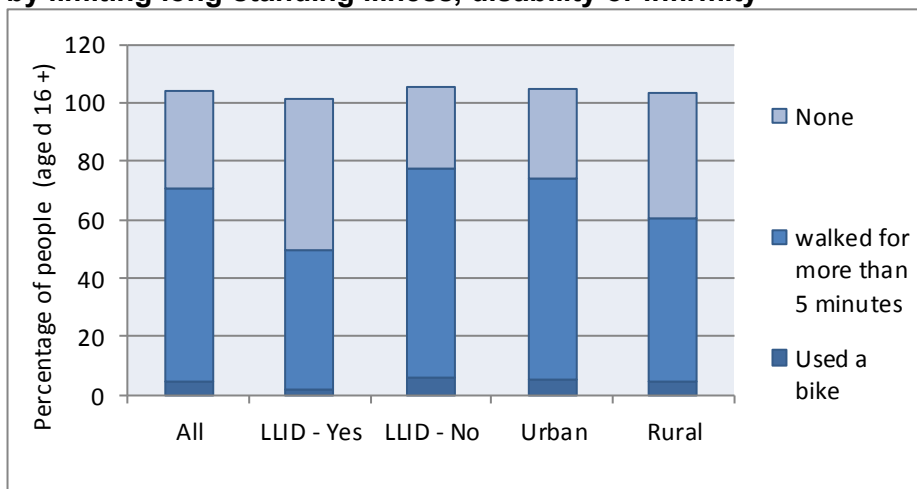
**Notes:**

1. People can both have walked and have cycled in the last 7 days, so the totals shown in these charts (and tables opposite) add up to more than 100 per cent
2. 'LLID' stands for people with a 'limiting long-standing illness, disability or infirmity'.

**Chart 5: Active Travel carried out over last 7 days, by age**



**Chart 6: Active Travel carried out over the 7 days by urban/rural, by limiting long-standing illness, disability or infirmity**





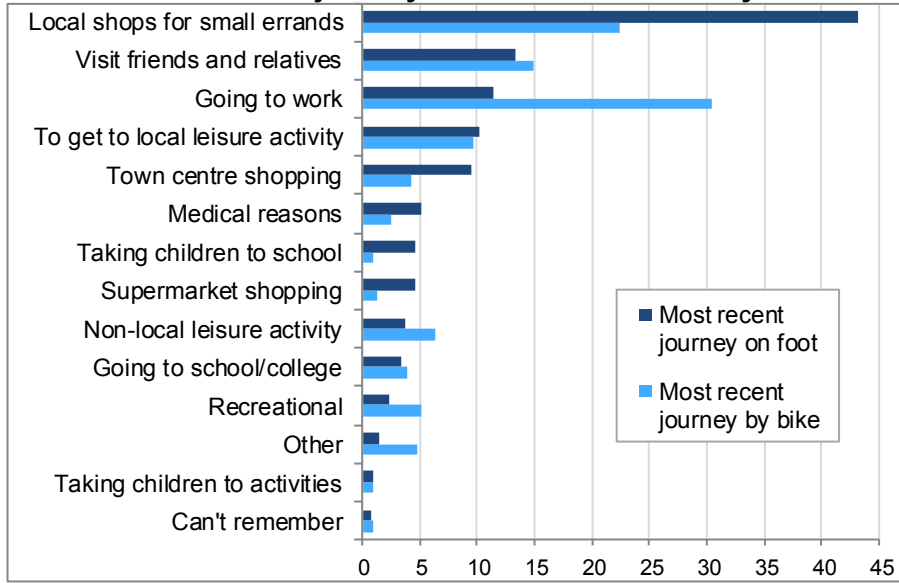
**Table 4: Active Travel carried out in the last 7 days: By gender, age and disability**

	<i>Percentage of respondents</i>											
	Gender			Age group					Ill or disabled <sup>1</sup>		Urban/Rural	
	All	Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No	Urban	Rural
Used a bike	5	8	2	7	7	4	2	0	2	6	5	5
Walked for more than 5 minutes	65	67	63	83	72	62	58	43	48	71	69	56
None	34	31	36	16	27	37	42	56	52	28	31	43

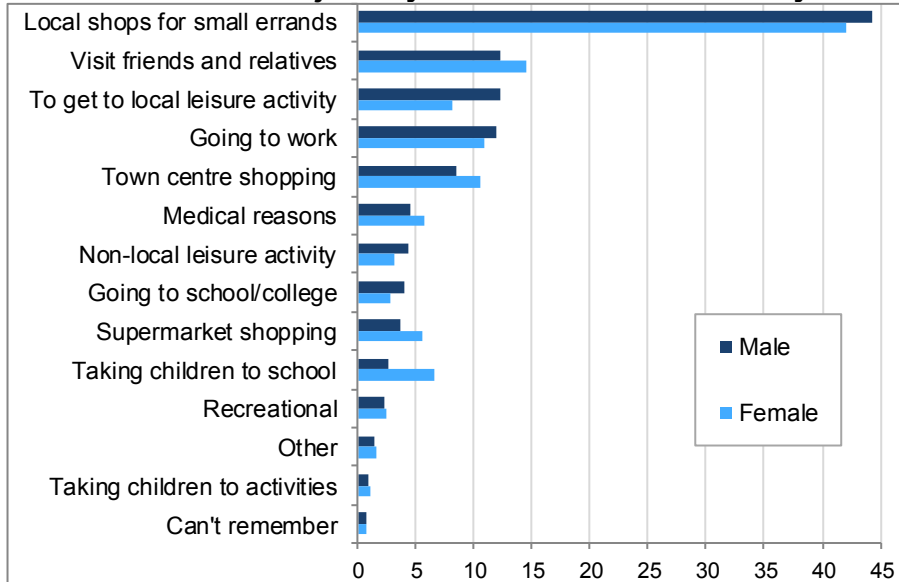
(1) That is with a 'limiting long-standing illness, disability or infirmity'

### Section 3: Purpose of the most recent Active Travel journey

**Chart 7: Active Travel journey carried out in last 7 days**



**Chart 8: Active Travel journey carried out in the last 7 days - walking**



**Chart 9: Active Travel journey carried out in the last 7 days - cycling**

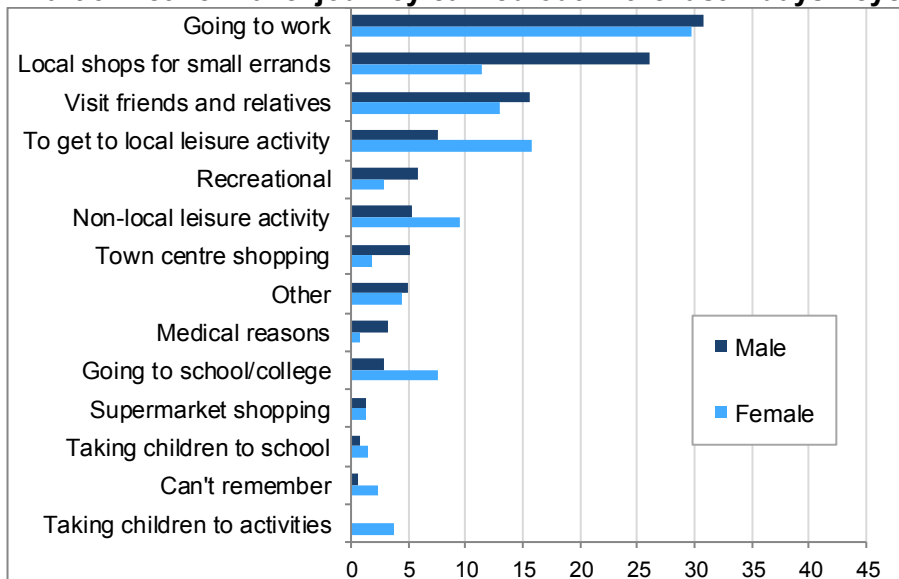


Chart 7 shows the result of asking people about the purpose of their most recent Active Travel journey. This is taken to be representative of the overall pattern of Active Travel trips carried out by people in Wales.

Charts 8 and 9, together with tables 5 and 6, set out more detail about the purpose of the most recent trips.

It shows that for walking:

- The main reason is to go to local shops for small errands; this accounts for 43 per cent of walking trips.

For cycling, there are three main purposes:

- Going to local shops for small errands (22 per cent of trips);
- Going to work or business (30 per cent of trips); and
- Going to visit friends and relatives (15 per cent of cycling trips).

There can be more than one purpose for the 'most recent journey' so the totals are more than 100 per cent

**Table 5: Purpose of most recent Active Travel walking journey carried out in past 7 days:  
By gender, age and disability<sup>1</sup>**

*Percentage of journeys by respondents carrying about an Active Travel walking journey in past 7 days*

	Gender		Age group					Ill or disabled <sup>2</sup>		
	All	Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No
<b>Walking</b>										
Going to work	11	12	11	12	15	14	3	1	8	12
Going to school/college	3	4	3	16	1	0	0	0	2	4
Taking children to school	5	3	7	2	10	3	1	1	4	5
Taking children to activities	1	1	1	0	2	1	1	0	1	1
To get to local leisure activity	10	12	8	10	10	12	9	8	6	11
Non-local leisure activity	4	4	3	4	4	4	3	3	3	4
Local shops for small	43	44	42	34	42	45	52	52	46	43
Supermarket shopping	5	4	6	6	5	4	5	4	5	5
Town centre shopping	10	8	11	9	9	9	11	14	10	10
Visit friends and relatives	13	12	14	18	11	14	13	13	12	14
Medical reasons	5	4	6	4	4	5	7	8	8	4
Can't remember	1	1	1	0	0	1	2	0	1	1
Recreational	2	2	3	1	2	3	4	3	2	2
Other	1	1	2	1	1	2	2	3	2	1
Total purposes for journeys	115	114	116	117	115	115	112	111	109	116

**Table 6: Purpose of most recent Active Travel bicycling journey carried out in past 7 days:  
By gender, age and disability<sup>1</sup>**

*Percentage of journeys by respondents carrying about an Active Travel bicycle journey in past 7 days*

	Gender		Age group					Ill or disabled <sup>2</sup>		
	All	Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No
<b>Cycling</b>										
Going to work	30	31	30	17	41	30	11	0	5	33
Going to school/college	4	3	8	16	1	0	0	0	2	4
Taking children to school	1	1	1	0	2	0	0	0	0	1
Taking children to activities	1	0	4	0	1	1	0	0	1	1
To get to local leisure activity	10	8	16	3	10	15	8	0	7	10
Non-local leisure activity	6	5	9	6	7	6	4	9	15	5
Local shops for small errands	22	26	11	30	16	20	43	61	32	21
Supermarket shopping	1	1	1	0	1	2	4	4	2	1
Town centre shopping	4	5	2	4	3	6	9	5	6	4
Visit friends and relatives	15	16	13	28	11	12	6	31	18	15
Medical reasons	3	3	1	2	1	4	5	5	2	3
Can't remember	1	1	2	0	0	3	0	0	1	1
Recreational	5	6	3	1	7	7	3	0	4	5
Other	5	5	4	1	5	6	11	0	10	4
Total purposes for journeys	109	110	106	109	107	113	104	116	107	109

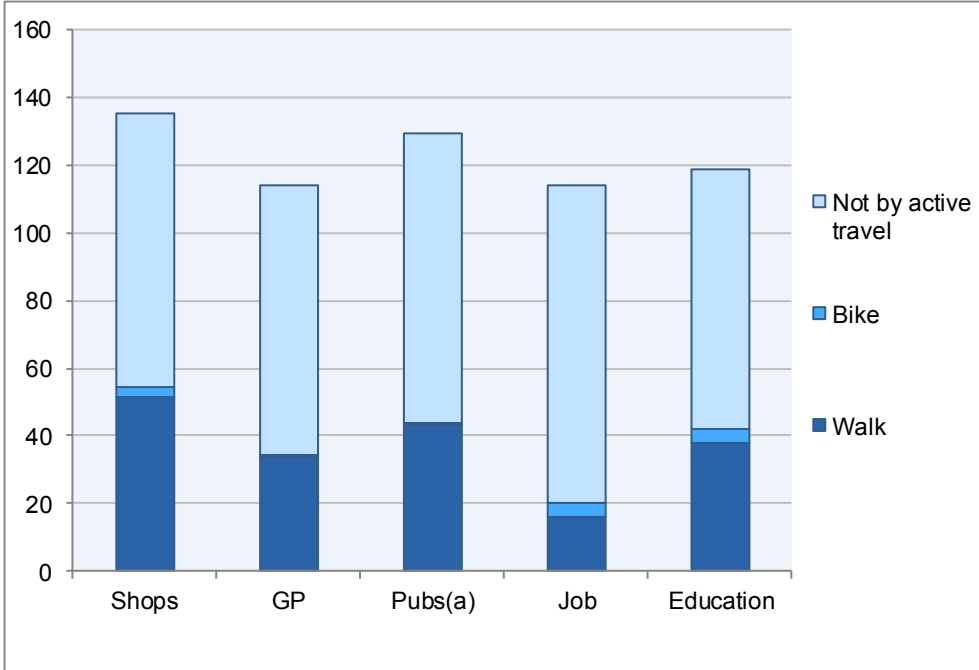
(1) There can be more than one purpose for the 'most recent journey' so the totals are more than 100 per cent

(2) That is with a 'limiting long-standing illness, disability or infirmity'

## Section 4: How adults in Wales typically get to local destinations

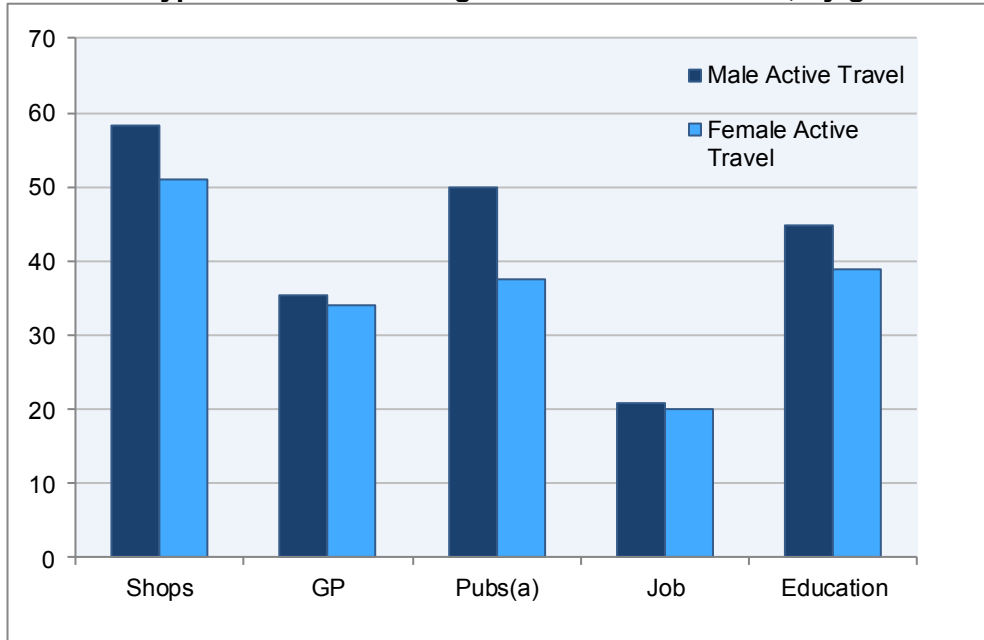
This sections sets out information about how people ‘typically’ get to a variety of local destinations. Information for this section was obtained from Question 214 in the National Survey for Wales 2014-15 Questionnaire.

**Chart 10: Type of travel used to get to local destinations**



(a) Local pubs, cafes, restaurants etc.

**Chart 11: Type of travel used to get to local destinations, by gender**



(a) Local pubs, cafes, restaurants etc.

Charts 10 to 12 and tables 7 to 13 set out in more detail about the purpose of journey; how people in Wales get to the particular local destinations for local pubs, cafes etc. for jobs and for travel to school or college (for people aged 16 and over only)

Chart 10 shows, that for people in Wales aged 16 and over, and during 2014-15:

- The destination with the highest level of Active Travel was the local shops, accounting for 52 per cent of walking trips and 3 per cent of cycling trips.
- In contrast, only 16 per cent walked to work; with 4 per cent reporting they typically use a bicycle.

Chart 11 provides more detail about how travel to local destinations varies with gender. Active Travel levels were similar for trips to the GP and work, whilst men were more Active Travellers for trips to the shops, school/college and pubs.

**Chart 12: Active Travel to destinations, by age**

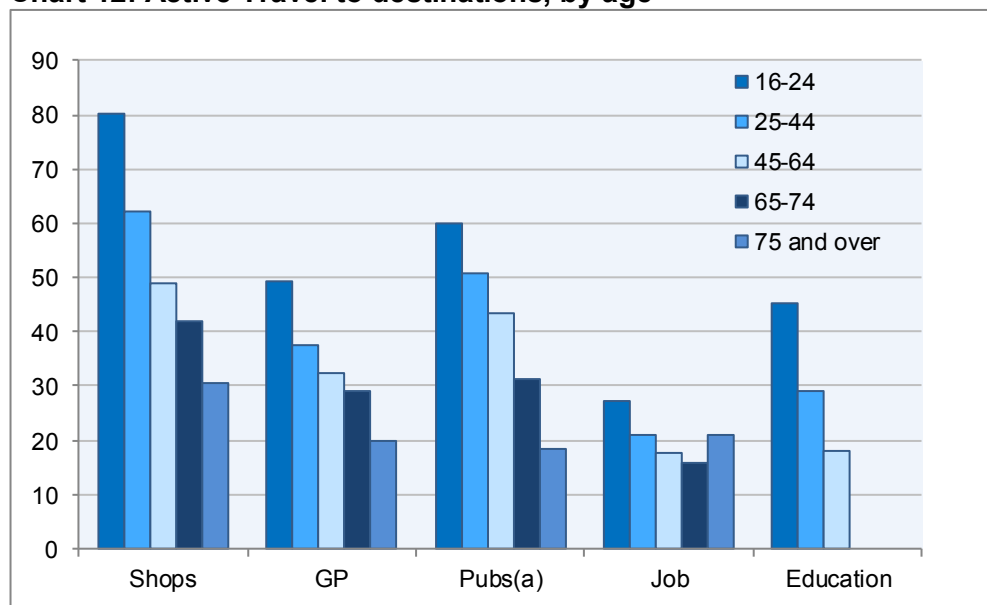


Chart 12 shows that Active Travel is more predominant in the 16 to 24 year old age group and generally declines for the higher age groups.

(a) Local pubs, cafes, restaurants etc.

**Table 7: Mode of transport<sup>1</sup> typically used to get to local shops: By gender, age and disability**

	Percentage of respondents									
	All	Gender		Age group					Ill or disabled <sup>2</sup>	
		Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No
Car	61	63	59	34	66	69	68	52	55	63
<b>Walk</b>	<b>52</b>	<b>54</b>	<b>50</b>	<b>74</b>	<b>59</b>	<b>46</b>	<b>41</b>	<b>30</b>	<b>38</b>	<b>56</b>
Bus	9	7	10	11	5	7	13	17	12	8
Lifts from friends/ relatives	6	4	8	13	3	4	5	15	11	5
<b>Bike</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>
Taxi	2	1	3	2	1	1	2	5	4	1
Don't go	1	1	2	0	0	1	1	7	5	0
Train	1	1	1	2	1	1	1	0	1	1
Community transport	0	0	0	0	0	0	0	1	1	0
Other	0	0	0	0	0	0	0	1	1	0

(1) That is with a 'limiting long-standing illness, disability or infirmity'

**Table 8: Mode of transport<sup>1</sup> typically used to get to GP/ Family Doctor: By gender, age and disability**

	Percentage of respondents									
	All	Gender		Age group					Ill or disabled <sup>2</sup>	
		Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No
Car	61	63	60	38	65	69	67	52	55	63
<b>Walk</b>	<b>34</b>	<b>34</b>	<b>33</b>	<b>48</b>	<b>37</b>	<b>31</b>	<b>29</b>	<b>20</b>	<b>26</b>	<b>36</b>
Lifts from friends/ relatives	7	5	9	15	3	4	5	19	12	5
Bus	7	5	8	9	3	5	9	12	10	5
Taxi	2	1	3	1	1	2	3	7	6	1
Don't go	1	2	1	2	2	1	1	3	2	1
<b>Bike</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Other	0	0	0	0	0	0	0	1	1	0
Community transport	0	0	0	0	0	0	0	1	1	0
Train	0	0	0	1	0	0	0	0	0	0

(1) There can be more than one mode of transport 'typically used' so the totals are more than 100 per cent

(2) That is with a 'limiting long-standing illness, disability or infirmity'

**Table 9: Mode of transport<sup>1</sup> typically used to get to local pubs, cafes etc: By gender, age and disability**

*Percentage of respondents*

	Gender		Age group				75 and over		Ill or disabled <sup>2</sup>	
	All	Male	Female	16-24	25-44	45-64	65-74	Yes	No	
	Car	48	47	48	29	52	53	53	41	43
<b>Walk</b>	<b>43</b>	<b>49</b>	<b>37</b>	<b>59</b>	<b>50</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>26</b>	<b>48</b>
Don't go	11	9	13	5	7	12	15	26	23	8
Taxi	9	9	9	11	11	9	6	5	7	10
Lifts from friends/ relatives	9	6	11	16	6	6	7	16	11	7
Bus	8	7	8	11	6	6	10	9	9	7
Train	1	2	1	2	2	1	1	1	1	2
<b>Bike</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Community transport	0	0	0	0	0	0	0	1	0	0
Other	0	0	0	0	0	0	0	0	0	0

(1) There can be more than one mode of transport 'typically used' so the totals are more than 100 per cent

(2) That is with a 'limiting long-standing illness, disability or infirmity'

**Table 10: Mode of transport<sup>1</sup> typically used to get to job: By gender, age and disability**

*Percentage of respondents*

	Gender		Age group				75 and over		Ill or disabled <sup>2</sup>	
	All	Male	Female	16-24	25-44	45-64	65-74	Yes	No	
	Car	76	76	76	54	78	82	70	35	73
<b>Walk</b>	<b>16</b>	<b>14</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>21</b>	<b>13</b>	<b>17</b>
Bus	6	5	7	13	5	4	7	0	8	6
Lifts from friends/ relatives	5	6	5	15	4	3	4	0	6	5
<b>Bike</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>
Train	4	4	3	4	4	3	1	0	2	4
Don't go	1	1	1	1	1	1	8	44	5	1
Other	1	1	1	0	1	1	3	5	1	1
Taxi	1	1	1	1	1	0	0	0	1	1
Community transport	0	0	0	0	0	0	0	0	0	0

(1) There can be more than one mode of transport 'typically used' so the totals are more than 100 per cent

(2) That is with a 'limiting long-standing illness, disability or infirmity'

**Table 11: Mode of transport<sup>1</sup> typically used to get to school or college: By gender, age and disability**

	<i>Percentage of respondents</i>									
	All	Gender		Age group				Ill or disabled <sup>2</sup>		
		Male	Female	16-24	25-44	45-64	65-74	75 and over	Yes	No
<b>Walk</b>	<b>38</b>	<b>42</b>	<b>34</b>	<b>42</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>39</b>
Bus	28	26	30	32	11	9	0	0	28	28
Car	26	25	27	20	53	52	59	0	25	26
Lifts from friends/ relatives	10	9	11	12	4	1	0	0	2	11
Train	5	4	7	5	9	0	0	0	6	5
<b>Bike</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>
Taxi	2	3	1	3	0	0	0	0	10	1
Don't go	2	2	2	1	3	22	41	0	6	2
Community transport	2	1	3	2	1	0	0	0	1	2
Other	1	1	1	1	4	5	0	0	2	1

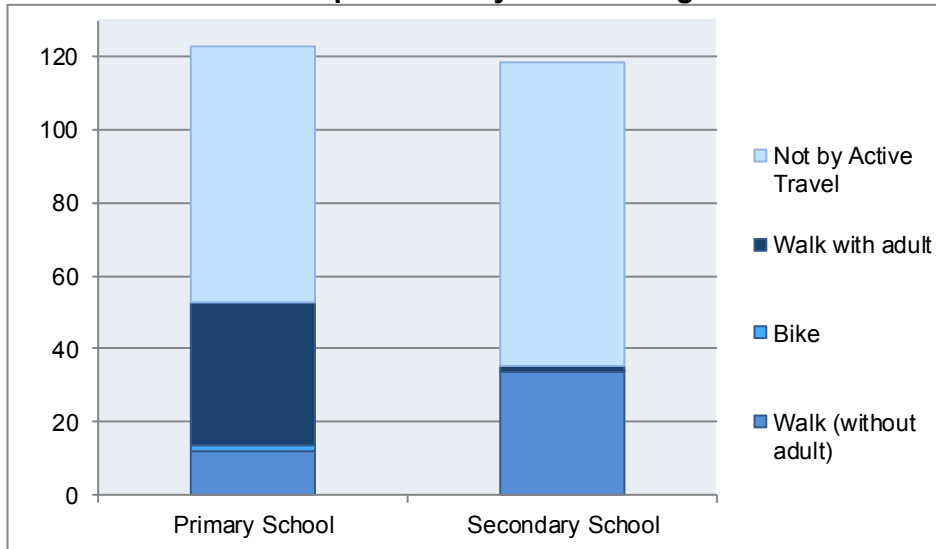
(1) There can be more than one mode of transport 'typically used' so the totals are more than 100 per cent

(2) That is with a 'limiting long-standing illness, disability or infirmity'

## Section 5: Travel to school (for children under 16 years old)

From questions Q44 and Q45 in the National Survey for Wales 2014-15 Questionnaire (See Annex A for details)

**Chart 16: Mode of transport used by children to get to school**

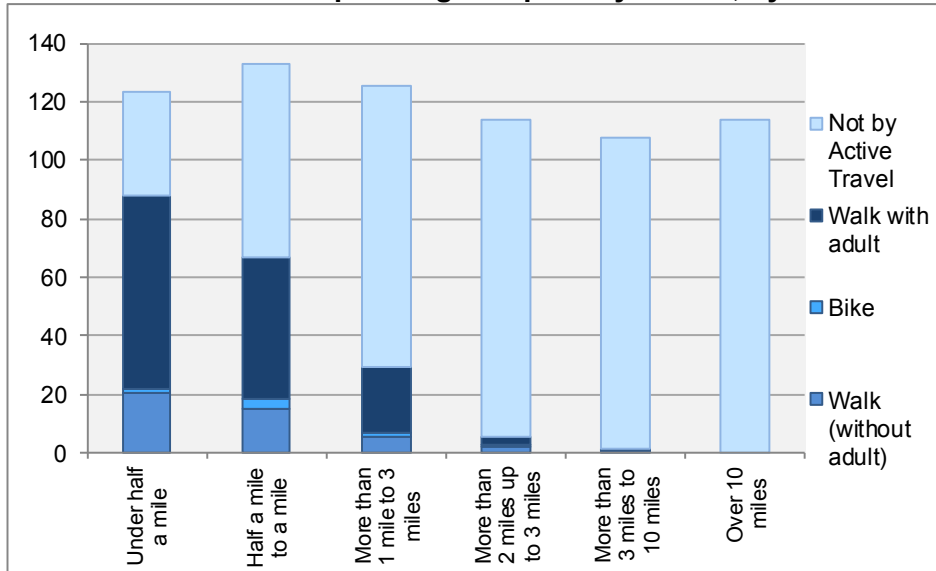


The 2013-14 National Survey for Wales was the first time that there was a large-scale, reliable survey of how children travel to school in Wales.

This section presents the results from the second year of the survey; 2014-15

Charts 16 to 18 and tables 12 and 13 show how children, aged up to and including 15 years, get to primary and secondary schools in Wales.

**Chart 17: Mode of transport to get to primary school, by distance**



For both primary schools and secondary schools cycling to schools is relatively unimportant accounting for 2 per cent of trips to primary school and under 1 per cent of trips to and from secondary school.

Levels of walking to school is higher than cycling for both primary and secondary schools, with primary school children more commonly walking with an adult than without one.

**Chart 18: Mode of transport to get to secondary school, by distance**

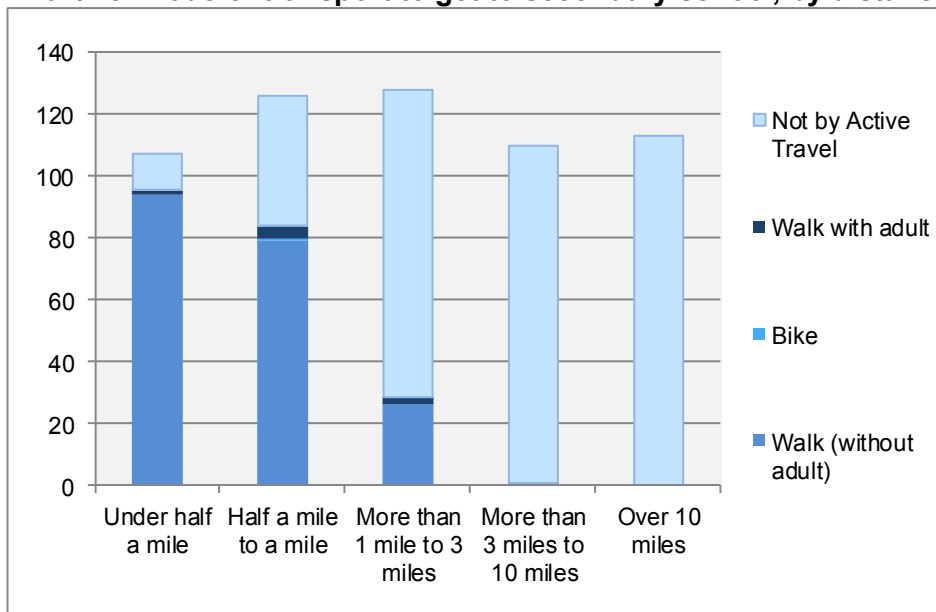


Chart 17 shows how the mode of transport for primary schools varies with 'the usual distance travelled'. Walking to school is the most important mode for distances under a mile; but is sharply lower for distances over a mile. Even for journeys of less than half a mile, 30 per cent of children will be regularly taken by car.

Chart 18 shows a similar pattern for travel to secondary schools. For journeys greater than a mile, either the car or school bus is the main mode of transport.



**Table 12: Mode of transport<sup>1</sup> typically used by primary school children to get to school:  
By type of area and distance to school**

	<i>Percentage of children</i>								
	Type of area			Usual distance travelled to primary school					
	All	Urban	Rural	Under half a mile	Half a mile to a mile	More than 1 mile to 2 miles	More than 2 mile to 3 miles	More than 3 miles to 10 miles	Over 10 miles
<b>Primary School</b>									
Car (that have regular use of)	51	48	62	30	56	69	71	62	51
Lifts from friends or relatives	7	7	7	5	7	11	9	4	6
School bus	9	7	14	1	2	9	22	31	40
Local bus	1	1	1	0	1	4	1	0	0
Train	0	0	0	0	0	0	0	0	1
Taxi	2	2	4	0	0	3	5	9	16
<b>Walk on own/with other children</b>	12	13	10	20	15	6	2	0	0
<b>Walk with an adult</b>	39	44	25	66	48	22	2	0	0
<b>Bike</b>	2	2	2	2	3	1	1	0	0
<b>Other</b>	0	0	0	0	0	0	1	1	0

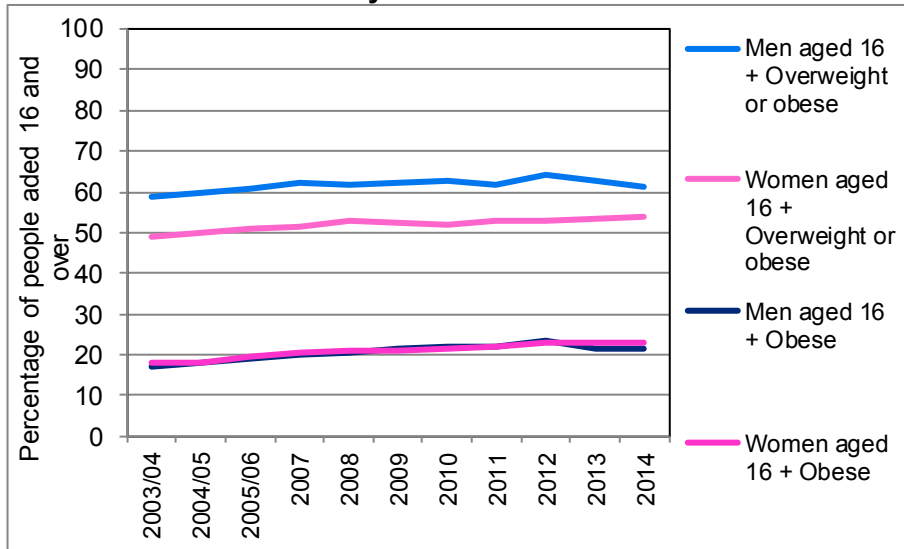
**Table 13: Mode of transport<sup>1</sup> typically used by secondary school children to get to school:  
By type of area and distance to school**

	<i>Percentage of children</i>								
	Type of area			Usual distance travelled to secondary school					
	All	Urban	Rural	Under half a mile	Half a mile to a mile	More than 1 mile to 3 miles	More than 3 miles to 10 miles	Over 10 miles	
<b>Secondary School</b>									
Car (that have regular use of)	27	27	27	6	27	41	21	20	
Lifts from friends or relatives	6	7	4	3	7	11	4	0	
School bus	38	29	60	1	4	32	71	65	
Local bus	8	9	4	2	3	12	7	14	
Train	1	1	1	0	0	1	1	9	
Taxi	2	2	3	0	1	2	4	5	
<b>Walk on own/with other children</b>	34	41	14	94	79	26	1	0	
<b>Walk with an adult</b>	2	2	1	2	4	2	0	0	
<b>Bike</b>	0	0	0	0	1	0	0	0	
<b>Other</b>	1	0	1	1	1	0	1	0	

(1) There can be more than one mode of transport 'typically used' so the totals add to more than 100 per cent

## Section 6: Active Travel and Health

**Chart 19: Trends in obesity: Wales**

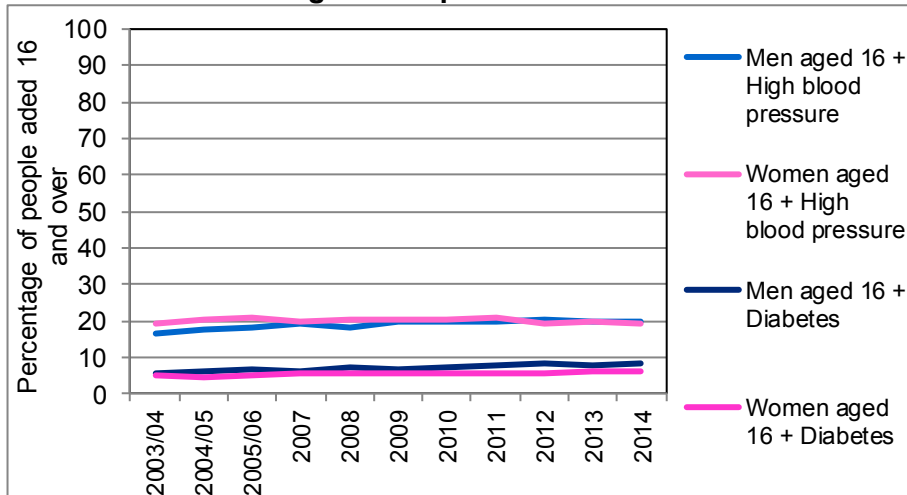


Charts 19 and 20 present some information taken from the **Welsh Health Survey**. They show some of the public health issues behind the Active Travel policies.

Chart 19 shows that since 2003/04 when the survey started, the number of people reporting being overweight or obese has steadily increased, but not for recent years. (obesity= a BMI of 30 or over; overweight= a BMI of 25 between and 29).

Chart 20 shows trends in two medical conditions that are linked to obesity. It shows a slow upwards trend (more for men than women) in people reporting that they are being treated for High Blood Pressure and for Diabetes, however there has been little change in reported levels in the last few years for High Blood Pressure.

**Chart 20: Trends in high blood pressure and diabetes: Wales**



## Section 7: Road safety for pedestrians and pedal cyclists

**Table 14: Seriously injured pedal cyclists - Comparison of hospital admissions and police recorded road casualties, Wales 2014**

<i>Numbers and percentage</i>				
<b>Pedal cyclists</b>				
	Hospital Admissions	As a proportion (%) of all "known"	Police recorded casualties	As a proportion (%) of all "known"
<b>Total</b>	269		133	
Other vehicle(s) involved	88	36	124	93
No other vehicle involved	157	64	9	7
Not known	24			
<b>Male</b>	213	79	113	85
<b>Female</b>	56	21	20	15
<b>Age 0-15</b>	44	16	14	11
<b>Age 16-64</b>	211	78	112	84
<b>Age 65+</b>	14	5	5	4
<b>Age not known</b>	0	0	2	2

Source: NHS Wales and Stats19 police recorded road casualties

Table 14 compares information about hospital admissions and seriously injured pedal cyclists reported in the official road casualties data. This shows the under-recording of casualties resulting from cycle accidents that do not involve motorised vehicles (the 'no other vehicles involved' row).

The official road casualty data for pedal cyclists is set out in the Statistical Bulletin 'Pedal Cyclist Casualties, 2014':

<http://gov.wales/statistics-and-research/pedal-cyclist-casualties/?lang=en>

And the position for pedestrians set out in 'Pedestrian Road Casualties, 2014':

<http://gov.wales/statistics-and-research/pedestrian-road-casualties/?lang=en>

An overview of road safety in Wales is set out in 'Road Safety, 2014':

<http://gov.wales/statistics-and-research/road-safety/?lang=en>

## **Annex A: The National Survey for Wales**

The National Survey for Wales is an annual study of adults across the whole of Wales. It is based on a sample of 14,500 individuals per year (660 per LA). The sample is randomly selected from the Postal Address File (PAF). Survey is a face-to-face interview with a 25 minute questionnaire as standard. The 2014-15 survey contained a substantial section of questions covering a number of ways of looking at Active Travel. As there is not previous information on this topic, the survey looks at this topic in a number of ways so that the consistency (or otherwise) of the answers to the questions provide an internal validity check on the quality of the results. The questions broadly cover the following topics (and the numbers refer to actual questions in the survey):

The information contained in the Bulletin was obtained from the latest Survey. Detailed below are the questions as they relate to each section. A link to the questionnaire is provided here:

<http://gov.wales/docs/caecd/research/2014/140430-national-survey-questionnaire-2014-15-en.pdf>

### **Section 1 - The frequency of Active Travel by people living in Wales**

**Q217** In the last three months, how frequently have you used a bicycle as a means of transport? In this case only include journeys where you ride all the way to somewhere.

**Q218** In the last three months, how frequently have you used a bicycle as part of a longer journey? For example riding to a train station.

**Q219** In the last three months, how frequently have you walked for more than 5 minutes as a means of transport? In this case only include journeys where you walk all the way to somewhere, rather than walking to a bus stop or train station to start another part of your journey.

**Q220** And in the last three months, how frequently have you walked for more than 5 minutes as part of a longer journey? For example walking to/from a bus stop, to/from a train station or as part of a journey that includes car travel?

### **Section 2 - Whether or not any Active Travel was carried out during the last 7 days**

**Q215** Which of the following forms of 'active travel' have you done in the last seven days? Remember 'active travel' is walking or cycling as a means of transport; to get to a particular destination.

**Q216** What was the purpose of your most recent 'active travel' journey [by bicycle / on foot]?

### **Section 3 - How adults (aged 16 and over) in Wales typically get to local destinations**

**Q214** What mode of transport do you typically use to get to...? Then a list of options are provided, for example the pub.

### **Section 4 - Travel to school (for children under 16 years old)**

**Q44** On an average (a typical) school day, how does [name] travel to and from school?

**Q45** On an average (a typical) school day, how far does [name] travel to school?

The categories of the responses are provided in the tables within the bulletin.

## Annex 2: Key Quality Information

This section provides a summary of information on this output against five dimensions of quality: Relevance, Accuracy, Timeliness and Punctuality, Accessibility and Clarity, and Comparability.

### Relevance

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

### Accuracy

These figures are based on the National Survey for Wales. Full details of the survey are available at the following link:

<http://wales.gov.uk/statistics-and-research/nationals-survey/?lang=en>

### Timeliness and Punctuality

The figures were collected for 2014-15 and a First Release was published on 14 October 2015..

### Accessibility and Clarity

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

### Comparability

This is the first time this information has been collected.

### Symbols

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

The following symbols have been used throughout the bulletin:

- **nil or less than half the final digit shown**



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