

Active Travel Monitoring Framework

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Purpose

The purpose of this document is to detail the methodologies that have been designed and adopted to monitor the 17 indicators that are included in this first iteration of the Active Travel Monitoring Framework.

The framework will establish a baseline to track and monitor progress in achieving Welsh Government's ambitions for active travel. The framework has been developed using a similar format and approach to that taken for the Wales Transport Strategy Monitoring Framework (WTS)¹.

We have engaged and collaborated with Welsh Government officials, the Welsh Government's Active Travel Board and Local Authority officers to ensure a robust set of measures have been developed.

Context

The Active Travel Monitoring Framework brings together a range of indicators to enable Welsh Government to assess the impact of key policy approaches to improving the levels of active travel across Wales. The framework will be part of wider monitoring activities to enhance the understanding of active travel. It will sit underneath and support the monitoring approach taken for the Wales Transport Strategy.

The key objectives of the Active Travel Monitoring Framework will support the wider objectives of active travel in Wales. They are:

- Establish an evidence base of data to enable a clearer understanding of active travel use across Wales
- Identify a range of measures that can be used to support continued investment in active travel in Wales, including wider benefits of interventions where possible
- Improve Welsh Government's and TfW's ability to evaluate the impact of investment in active travel infrastructure

Active Travel Monitoring Framework

The monitoring framework was developed, following a review of the existing policies and plans relating to active travel in Wales, in liaison with Welsh Government officials. The list of objectives and outcomes from these policies and plans was then used to determine potential objectives for the framework. The policies and plans reviewed include:

- National Transport Delivery Plan
- Active Travel Delivery Plan
- Llwybr Newydd - Wales Transport Strategy
- Active Travel Action Plan
- Active Travel Fund
- Active Travel Act Guidance
- Safer Routes in Communities Grant
- Low Carbon Delivery Plan 1
- Planning Policy Wales (11)
- Healthy Weight, Healthy Wales
- National Travel Survey
- Local Transport Fund
- Ultra-Low Emission Vehicle Transformation Fund

From the review, nine key objectives were identified across active travel in Wales. Each of these objectives has a minimum of one measure identified to determine progress towards the key objectives. The objectives have been listed below:

1. Reduce the need to travel by private motor vehicle
2. Enhance and connect communities through Active Travel
3. Increase the amount of high-quality Active Travel infrastructure
4. Improve access to public transport
5. Increase levels of people walking and cycling for shorter journeys
6. Active Travel is safer for all
7. Improve Health and Wellbeing for people in Wales through increased walking and cycling
8. Increase access to cycle use
9. Increase participation in behaviour change programmes

The framework has been developed with colleagues at both Welsh Government and TfW, with stakeholder engagement from the following groups to ensure views were sought and that the correct objectives and measures have been identified:

- Welsh Government – Transport Strategy
- Welsh Government – Knowledge and Analytical Services
- Active Travel Board

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- Active Travel Advisory Forum – representing several special interest and disability groups
- Local Authorities – via the TfW Active Travel Officer group (ATOG)
- TfW Geospatial-Strategic Transport Analysis Team (G-STAT)

Llwybr Newydd – Wales Transport Strategy, details the following three priorities and four ambitions:

- **Priority 1** – Bring services to people in order to reduce the need to travel,
- **Priority 2** – Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure,
- **Priority 3** – Encourage people to make the change to more sustainable transport
- **Ambition 1** – Good for people and communities;
- **Ambition 2** – Good for the environment;
- **Ambition 3** – Good for the economy and places in Wales; and
- **Ambition 4** – Good for culture and the Welsh language

For each measure within the monitoring framework, we have looked to indicate which of these priorities and ambitions they can influence or contribute to.

Table 1. Llwybr Newydd- Wales Transport Strategy Monitoring Framework

Ref:	Key Measures:
M1	% Journeys by walking, cycling and public transport
M2	% Vehicles that are ultra-low or zero emission
M3	Total vehicle kilometres travelled
M4	Average distance travelled per person
M5	% Workforce working remotely on a regular basis
M6	Greenhouse gas emissions from the transport sector

Ref:	Subsidiary Measures:
S1	Average travel time to education, health and leisure services
S2	% People satisfied with their ability to access services in their local area
S3	% People within walking distance of sustainable modes of transport
S4	% People who walk or cycle at least once a week as a means of transport
S5	% Journeys to a rail station by walking, cycling or bus
S6	% Trips to visitor attractions by sustainable modes of transport
S7	% Rail network that is electrified
S8	% Land-based freight moved by rail
S9	% Bus and rail services on time
S10	Number of publicly available electric vehicle charging points
S11	% People satisfied with their journey
S12	% People satisfied with their ability to access public transport independently
S13	% Rail stations that are step-free

S14	% Buses and trains with audio visual information
S15	% Welsh speakers using Welsh language services in the transport sector
S16	Average delay per kilometre travelled
S17	Average cost per kilometre travelled by public transport
S18	% People who feel they can't afford to travel by public transport
S19	People killed or injured on the transport network
S20	% People who feel safe and welcome when travelling
S21	% Transport infrastructure in good condition
S22	% Transport infrastructure at risk of flooding
S23	Level of air pollutants from the transport sector
S24	% People regularly bothered by noise from outside the home caused by transport
S25	Hectares of habitat on the transport estate maintained or improved for biodiversity benefit
S26	% Waste produced by the transport sector that is reused or recycled
S27	% Designated historic assets on the transport estate that are in a stable or improving condition

Table 2. Active Travel Monitoring Framework

Ref:	Measures
M1	Average distance travelled per person
M2	Percentage of population living within 400m & 800m of an Active Travel Route
M3	Length of Active Travel Network that meets or exceeds the Welsh Government 70% standard for route audit scores
M4	Length of Active Travel Network that meets, or exceeds, the desirable 80% route audit score
M5	Percentage change in average audit scores for Active Travel routes
M6	Number of cycle parking spaces available at railway stations
M7	Percentage journeys to a rail station by walking, cycling or bus
M8	Increase levels of use on ATF routes
M9	Percentage of journeys by walking, cycling and public transport
M10	Percentage of short distance journeys by active travel (1 mile walking and 5 miles Cycling)
M11	Percentage of journeys to school by walking, wheeling and cycling
M12	Percentage of people who feel safe and welcome when travelling
M13	Pedestrians/cyclists killed or injured on the transport network
M14	Levels of nitrogen dioxide pollution in the air
M15	Percentage of people who walk or cycle at least once a week as a means of transport
M16	Percentage of population who own or have access to a cycle
M17	Percentage of schools with Active Travel School Plans (ATSPs)

Wales National Travel Survey

Llwybr Newydd – Wales Transport Strategy, includes a commitment to develop and introduce a new Wales National Travel Survey and this is currently in development phase.

A number of the measures included within the Active Travel Monitoring Framework will use data from this new survey for their calculation - subject to sample sizes and quality assurance.

For those measures we have used temporary alternative data sources or proxy data, where possible, to provide some information until the measure can be updated with the Wales National Travel Survey data.

The WTS measures that will use data from the Wales National Travel Survey are:

- M1 - Percentage of journeys by walking, cycling and public transport
- M4 - Average distance travelled per person
- M5 - Percentage of the workforce working remotely on a regular basis
- S5 – Percentage of journeys to a rail station by walking, cycling or bus
- S11 - Percentage of people satisfied with their journey
- S12 - Percentage of people satisfied with their ability to access public transport independently
- S15 – Percentage of Welsh speakers using Welsh language services in the transport sector
- S17 – Average cost per kilometre travelled by public transport
- S18 – Percentage of people who feel they can't afford to travel by public transport
- S20 – Percentage of people who feel safe and welcome when travelling
- S24 - Percentage of people regularly bothered by noise from outside the home caused by transport

The Active Travel Monitoring Framework measures that will use data from the Wales National Travel Survey are:

- M1 – Average distance travelled per person
- M7 Percentage of journeys to a rail station by walking, cycling or bus_
- M9 – Percentage of journeys by walking, cycling and public transport_
- M10 Percentage of short distance journeys by active travel (1 mile walking and 5 miles cycling)_
- M15 - Percentage of people who walk or cycle at least once a week as a means of transport _
- M16 - Percentage of population who own or have access to a cycle

In this document, methodologies have been included for the temporary/proxy data where possible. These will be updated once data is available from the new Wales National Travel Survey.

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Wales was previously included in the Department for Transport's National Travel Survey up until 2012. In the absence of other suitable data sources at present some measures have used data from the DfT's 2012 National Travel Survey.

This first iteration of the Active Travel Monitoring Framework has been developed to make the most of existing data sources. TfW will look to build in reasonable additions and improvements where there is justification to do so.

Active Travel Monitoring Framework Methodologies

This section of the report provides a detailed methodology for each of the 17 indicators that are included in the monitoring framework.

This includes details of the data sources that have been used and how the published headline figures are calculated.

Some measures only require the analysis and interpretation of a single data source, and some measures are calculated by combining and analysing multiple data sources from different data owners.

Where possible, we have combined similar data and results to enable a single headline figure to be published for each measure. However, in some instances the way in which data is collected, monitored and analysed means that this is not possible and separate results are published for each of the component parts to be considered alongside each other to provide an indication of performance against the measure.

ATMF Objective: Reduce the need to travel by private motor vehicle

M1 Average distance travelled per person by mode (kilometres)

The average annual distance travelled per person by mode (kilometres). The data for this measure will be collected through the Wales National Travel Survey, once available. It will comprise the average annual distance travelled per person by walking, cycling, bus, rail, taxi/private hire vehicle, car passenger and car driver. Further breakdowns are likely to be available by some protected characteristics, including age, gender and some socio-economic factors.

In the interim, data from the Department for Transport's 2012 National Travel Survey has been used to provide the average distance travelled per person (kilometres).

Data Owner	Department for Transport
Data Source	National Travel Survey 2012 Tables- Department for Transport (gov.uk) (NTS9904)
Quality	National travel survey 2012 technical document- Department for Transport (gov.uk)
Frequency	None, past data 2012
Statistical Designation	Accredited Official Statistics

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DfT's National Travel Survey (2012 table) NTS9904 details the average annual distance travelled (miles) per person by the following transport mode groupings:

- Walking;
- Car/van driver;
- Car/van passenger;
- Other Private transport (Bicycle, motorcycle and private bus hire);
- Local bus;
- Other Public Transport (Non-local bus, London Underground, surface rail, taxi / minicab and other public (air, ferries, light rail); and
- All modes.

This published data (by groupings) has been used for this measure. One additional calculation was made to convert the distances from miles to kilometres – the distances given in miles were multiplied by 1.609 to convert to kilometres. We have combined the 'local bus' and 'other public transport' groupings under a single 'public transport' grouping.

Notes:

Average annual distance per person travelled by cycling cannot be published independently as it has been combined with motorcycle and private bus hire as a mode under the heading of 'Other Private transport' within the data source and cannot be separated out.

Due to the age of the data used for this measure there may be some uncertainty around its reliability and application in 2025. However, this data source provided the largest and most reliable sample size available for us to publish at present.

ATMF Objective: Enhance and connect communities through Active Travel

M2 Percentage of population living within 400m & 800m of Active Travel Route

This measure aims to capture the population of Wales living within a 5-to-10-minute walking distance from the active travel network. To achieve this, 400m and 800m distances from the active travel network have been used to indicate the approximate distance that can be walked in 5 and 10 minutes respectively.

Average walking distances have been calculated using the DfT's National Travel Survey 2019 table (NTS0303), which publishes details of walking trips made, including the average trip length in miles and average trip duration in minutes. The decision to use the 400 metres and 800 metres distances from an Active Travel route were based on this information.

TfW have calculated the data, by drawing 400m and 800m buffers around the active travel routes logged on the Active Travel Network Maps (ATNM's) within Data Map Wales. This was done by drawing straight, as the crow flies, boundary lines around the Active Travel routes at 400m and 800m distances respectively. Population within the buffers were calculated using Output Area-level Population Weighted Centroids from the Office for National Statistics (ONS), which were joined to the total

population counts. The centroids within the route buffers were totalled to determine the population.

400m and 800m distances represent slightly more than a 5 and a 10 minute walk at an average speed. By using buffer zones slightly larger than the average walking distances sudden stops to any accessibility areas, purely as a result of reaching the edge of the precise walkable distance, are avoided.

This iteration of the Active Travel Monitoring Framework will serve as a baseline for this particular measure. Going forward, data will be compared year on year.

Data

Active Travel Network Maps	Existing Routes (Home Active Travel (gov.wales))
2021 Census Population Numbers	ONS – Sex by age (RM121) (Sex by age - Office for National Statistics (ons.gov.uk))
2021 Census Population Weighted Centroids	ONS - Output Areas (December 2021) EW Population Weighted Centroids V3 (Output Areas (December 2021) EW Population Weighted Centroids V3 - data.gov.uk)

Notes:

Of the 3,630 routes downloaded from DataMapWales, 256 routes in the table did not have any geometry (no routes had been drawn), so could not be included in the analysis. Therefore, these couldn't be used in the population catchment analysis, so the total population outputs will be slightly lower than in reality.

Data Owner	Welsh Government
Data Source	DataMap.Gov.Wales ONS.Gov.UK
Quality	
Frequency	Data Map Wales: Annual ONS Census Data: Every 10 years, with annual updates
Statistical Designation	Data Map Wales: No designation ONS Census Data: Accredited Official Statistics

ATMF Objective: Increase the amount of high-quality Active Travel infrastructure

M3, M4 and M5

The following three measures all use active travel route audit data taken from the Active Travel application on Welsh Governments Data Map Wales (DMW) website.

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Therefore, some background information about the data source and method involved in undertaking route audits is given below.

Active Travel Route Audits:

All local authorities in Wales must produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNM's).

ATNM's show information on existing routes – current walking and cycling routes that already meet Welsh Government active travel standards and can be readily used for everyday journeys, and future routes - intended to show plans for the development of the network over the next fifteen years.

The Active Travel (Wales) Act stipulates a cycle of annual and three yearly reporting. As part of this, local authorities within Wales are required to carry out active travel route audits and update the ATNM's, on the Data Map Wales website, accordingly. The deadline for local authorities to update the ATNM's is the end of the year, following the grant submission deadlines for the Active Travel Fund and Safe Routes in Communities Grant. Snapshots of the Existing Route Data are then taken by the Data Map Wales team.

The Active Travel Act Guidance document provides a link to the audit tool, which aims to ensure a consistent approach to the method for assessing active travel routes across Wales. The tool considers indicators that contribute towards achieving the five key principles of an active travel route (comfort, safety, directness, coherence and attractiveness).

Route Audit Process:

Each local authority in Wales is responsible for carrying out their own Active Travel Route Audits, before inputting the data to the Data Map Wales application. Some local authorities do this themselves; others use external consultants.

Active travel routes are scored against a set of indicators (20 for walking, 25 for cycling). Each indicator is scored out of a maximum of 2 points, with a maximum of 40 points available for walking routes, and 50 available for a cycling route. These scores are then converted to percentages to establish if a route is a 'pass' or 'fail', as shown below.

Score %	Pass / Fail
80 %	Pass (desirable score)
70%	Pass (WG standard)
60 – 69%	Fail (may be eligible to pass with a statement)
60% or below	Fail
Critical fail	Fail

The standard pass score is set at 70%, whilst the desirable route score is 80%. It is still possible for routes to pass and to be considered suitable for active travel if they score between 60% and 69%, but these must be accompanied with a statement containing sufficient detail about the shortfall of the route for an assessment to be made of its impact on the route's usability.

This iteration of the Active Travel Monitoring Framework will serve as a baseline for the following three measures (M3, M4 and M5). Going forward, data will be compared year on year.

Further information on the audit process and audit tools can be found in Chapter 10 and Appendix H of the [Active Travel Act Guidance](#).

M3 Length of Active Travel Network that meets or exceeds the Welsh Government 70% standard for route audit scores

Data

Active Travel - Existing Routes (Table)	DataMapWales (https://datamap.gov.wales/active-travel/)
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The aim of this measure is to provide an indication of the length, in kilometres, of the Active Travel Network in Wales that meets, or exceeds, the 70% pass rate for route audit scores.

Method

Network Reporting Data snapshots of the Active Travel Network Maps (ATNM's) were taken from Data Map Wales for 2021, 2022, 2023 and 2024. This was combined into one continuous excel table and an overall score column created. The walking and cycling audit scores for mixed routes (routes that are not *Foot*, *Cycle*, *Foot and Wheeling*) have been averaged. This means that Cycling audit scores for *Foot Only* or *Foot and Wheeling* routes have been excluded as well as Walking audit scores for *Cycle Only* routes.

Any empty values and 0's have been excluded, along with audit scores with an undisclosed *User Type* or *N/A*.

The routes from the ATNM's were then filtered to only include those where the walking and cycling audit score was equal to, or greater than, 70%.

The route length was calculated by summing the *Length (km)* column of the table.

The M3 monitoring dashboard shows the following information:

- total route length of walking routes that have scored 70%, or more, in route audits,
- total route length of cycling routes that have scored 70%, or more, in route audits,
- percentage of walking and cycling routes that have an audit score of 70%, or more.

Information is displayed for the suitability of the route for the following modes:

- Cycles, foot and wheelchair (suitable for all modes),
- Cycles and foot (e.g. route may be missing dropped kerbs, which renders it unsuitable for wheelchair use),
- Foot and wheelchair (e.g. cycles are not permitted to use these routes),
- Foot only (e.g. cycles are not permitted, and route is unsuitable for wheelchair use due to features such as access barriers or missing dropped kerbs),
- Cycles only (e.g. cycle lane, pedestrians not permitted).

Data Owner	<u>Welsh Government</u>
Data Source	<u>Data Map Wales</u>
Quality	Active Travel Network Maps DataMapWales (gov.wales)
Frequency	<u>Annual</u>
Statistical Designation	<u>No Statistical Designation</u>

Notes:

- All pedestrians and runners, as well as users of mobility scooters, wheelchairs, pushchairs, and mobility aids are included in the definition of walking,
- All cycles, including legal e-bikes, adapted or non-standard cycles are included in the definition of cycling.

M4. Length of Active Travel Network that meets, or exceeds, the desirable 80% route audit score

Data

Active Travel - Existing Routes (Table)	DataMapWales (https://datamap.gov.wales/active-travel/)
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This measure aims to show an indication of the length, in kilometres, of the Active Travel Network in Wales that meets, or exceeds, the desirable 80% route audit score.

Method

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Network Reporting Data snapshots of the Active Travel Network Maps (ATNM's) were taken from Data Map Wales for 2021, 2022, 2023 and 2024. This was combined into one continuous excel table and an overall score column created. The walking and cycling audit scores for mixed routes (routes that are not *Foot*, *Cycle*, *Foot and Wheeling*) have been averaged. This means that Cycling audit scores for *Foot Only* or *Foot and Wheeling* routes have been excluded as well as Walking audit scores for *Cycle Only* routes.

Any empty values and 0's have been excluded, along with audit scores with an undisclosed *User Type* or *N/A*.

The routes from the ATNM's were then filtered to only include those where the walking and cycling audit score was equal to, or greater than, 80%.

The route length was calculated by summing the *Length (km)* column of the table.

The M4 monitoring dashboard shows the following information:

- total route length of walking routes that have scored 80%, or more, in route audits,
- total route length of cycling routes that have scored 80%, or more, in route audits,
- percentage of walking and cycling routes that have an audit score of 80%, or more.

Information is displayed for the suitability of the route for the following modes:

- Cycles, foot and wheelchair (suitable for all modes),
- Cycles and foot (e.g. route may be missing dropped kerbs, which renders it unsuitable for wheelchair use),
- Foot and wheelchair (e.g. cycles are not permitted to use these routes),
- Foot only (e.g. cycles are not permitted, and route is unsuitable for wheelchair use due to features such as access barriers or missing dropped kerbs),
- Cycles only (e.g. cycle lane, pedestrians not permitted).

Data Owner	<u>Welsh Government</u>
Data Source	<u>Data Map Wales</u>
Quality	<u>DMW AT User Guide</u>
Frequency	<u>Annual</u>
Statistical Designation	<u>No Statistical Designation</u>

Notes:

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- All pedestrians and runners, as well as users of mobility scooters, wheelchairs, pushchairs, and mobility aids are included in the definition of walking,
- All cycles, including legal e-bikes, adapted or non-standard cycles are included in the definition of cycling.

M5. Percentage change in average audit scores for Active Travel routes

Data

Active Travel - Existing Routes (Table)	DataMapWales (https://datamap.gov.wales/active-travel/)
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This monitoring measure aims to show the percentage change in average active travel route audit scores over the past year.

Method

The same Network Reporting Data was taken from Data Map Wales, as was used for both M3 and M4. Data snapshots were taken for the following years: 2021, 2022, 2023 and 2024. The average route audit scores – for both walking and cycling routes - were then calculated, based on the number of routes audited, for each local authority.

The M5 monitoring dashboard shows the following information:

- Average percentage audit score of walking and cycling routes by number of routes for 2021, 2022, 2023 and 2024,
- Average percentage audit score of walking routes by local authority for 2021, 2022, 2023 and 2024,
- Average percentage audit score of cycling routes by local authority for 2021, 2022, 2023 and 2024.

Notes:

There was little year-on-year percentage change in average route audit scores between 2023 and 2024, so the visuals within the monitoring dashboard show average percentage audit score, of walking and cycling routes, by the number of routes.

Data Owner	<u>Welsh Government</u>
Data Source	<u>Data Map Wales</u>
Quality	<u>DMW AT User Guide</u>
Frequency	<u>Annual</u>
Statistical Designation	<u>No Statistical Designation</u>

ATMF Objective: Improve access to public transport

M6 Number of cycle parking spaces available at railway stations

Data

Data Owner	Transport for Wales
Data Source and Quality	<u>Our train stations Buy train tickets here TfW</u>
Frequency	Ad-hoc/Ongoing
Designation	No statistical designation

Behaviour change theory uses the COM-B model (capability, opportunities, motivation) to outline the things that need to be in place to promote behavioural change. In this case, for people to feel comfortable cycling to, and leaving, their cycle at a railway station, there needs to be suitable cycle parking available. This forms the rationale for monitoring the number of cycle storage spaces available at railway stations, along with TfW's indicative target of creating 3000 cycle parking spaces, across the railway network, to support multi-modal sustainable transport.

Transport for Wales publishes information regarding the facilities available at each of their railway stations which includes the number of cycle parking spaces, their location, and additional detail such as level of access between platforms, and from street to platforms.

The number of cycle parking spaces has been calculated based on the assumption that a standard [Sheffield-type](#) cycle stand has space to park two standard sized bicycles, unless otherwise stated.

Further detail on cycle parking requirements can be found [section 14.8](#) of the Active Travel Act Guidance (ATAG).

The number of cycle parking spaces has been published directly and is available on the TfW website and National Rail Website. This iteration of the Active Travel Monitoring Framework will act as a baseline for this monitoring measure and will be updated annually to track progress.

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M7 Percentage of journeys to a rail station by walking, cycling or bus

The data for this measure will be collected through the Wales National Travel Survey, once available. It will comprise the percentage of all journeys made to a rail station by walking, cycling or bus. A breakdown is likely to be available by some protected characteristics, including age, gender and some socio-economic factors. In the interim, data from two rail passenger surveys undertaken in 2019 and 2022, which asked how the respondent travelled to the rail station has been used. Breakdowns have been published at a regional level.

Data Owner	Transport for Wales
Data Source and Quality	Transport for Wales Monitoring Data
Frequency	Collected throughout the year, with annual results published
Statistical Designation	No statistical designation

Rail passenger surveys were conducted at rail stations in North Wales, Southwest Wales and Mid Wales over a period of four weeks in October and November 2019. The same type of survey was also conducted at rail stations in Southeast Wales in autumn 2022. Rail stations included within the survey (shown in Table 2) were selected as they were deemed to be some of the busiest rail stations within their respective regions:

Table 2: Rail passenger survey rail station locations by region

South-East Wales	South-West Wales	North Wales	Mid-Wales
Cardiff Central	Carmarthen	Wrexham General	Welshpool
Cardiff Queen Street	Swansea	Shotton	Newtown
Newport	Haverfordwest	Flint	Aberystwyth
Abercynon	Milford Haven	Bangor	
Cogan	Pembroke Dock	Rhyl	
Pengam	Tenby	Colwyn Bay	
Pontyclun	Pembrey and Burry Port	Prestatyn	
Bargoed	Poet Talbot Parkway	Llandudno	
Bridgend	Britton Ferry	Llandudno Junction	
Caerphilly	Neath		
Pontypridd	Llanelli		
Radyr			
Severn Tunnel Junction			
Trefforest			
Ystrad Mynach			
Ebbw Vale Parkway			
Rhymney			

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Merthyr Tidfil			
Aberdare			
Treherbert			
Taffs Well			
Llandaf			
Cathays			
Cardiff Bay			

The surveys were conducted through face-to-face interviews on rail station platforms. Each station was visited for one 12-hour period with respondents being randomly selected as they either alighted from a train or waited to board a train. The survey included several questions relating to the respondent's rail journey, including their starting location and their final destination. The survey also asked a question relating to the mode of transport they used to travel to the rail station, with the following options being available:

- Car (Driver);_
- Car (Passenger); _
- Walk;_
- Cycle;_
- Bus;_
- Other._

To calculate the outturn for this measure the number of trips to the rail station recorded by walking, cycling or bus have been divided by the total number of survey responses.

Notes:

Since the surveys are conducted over one 12-hour period it is possible that differences in early morning and late-night travel habits may not be reflected in the data.

It is noted that there are likely to be limitations in combining 2019 and 2022 data to enable the production of this all-Wales statistic. However, it was considered a reasonable assumption that the mode of travel to a rail station would not have significantly changed between the 2019 and 2022 surveys.

ATMF Objective: Increase levels of people walking and cycling for shorter journeys

M8 Increase levels of use on ATF routes

Place holder:

The publication of this measure will be delayed until a reliable data source has been identified.

Data Owner	
Data Source	
Quality	

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Frequency	
Statistical Designation	

M9 Percentage of journeys by walking, cycling and public transport

The data for this measure will be collected through the Wales National Travel Survey, once available. It will comprise the percentage of all journeys made by pedestrians, cycling and public transport (bus and rail). A breakdown is likely to be available by some protected characteristics, including age, gender and some socio-economic factors. In the interim, data from the Department for Transport's 2012 National Travel Survey has been used to provide the percentage of journeys by walking and public transport.

Data Owner	Department for Transport
Data Source	National Travel Survey 2012 Tables- Department for Transport (gov.uk) (NTS9903)
Quality	National travel survey 2012 technical document- Department for Transport (gov.uk)
Frequency	None Past 2012
Statistical Designation	National Statistics

DfT's National Travel Survey (2012 table) NTS9903 details the average number of annual trips taken per person by the following transport mode groupings:

- Walk;_
- Car/van driver;_
- Car/Van Passenger;_
- Other private transport (cycle, motorcycle and private bus hire);_
- Local bus;_
- Other public transport (Non-local bus, London Underground, surface rail, taxi / minicab and other public (air, ferries, light rail); and_
- All modes._

To calculate this measure, the categories of 'walk', 'local bus' and 'other public transport' are combined to provide the total number of 'sustainable' journeys. The 'sustainable' journeys total is then divided by the total number of journeys by all modes to calculate the percentage of trips made by walking and public transport.

Notes:

We have combined the categories of 'local bus' and 'other public transport' under the combined heading of 'public transport' in the published dashboard.

Cycling journeys are not included within the 'sustainable' journeys total and calculation as cycling is combined with motorcycle and private bus hire under the heading of 'Other private Transport' within the data source and cannot be separated out.

Due to the age of the data used for this measure there may be some uncertainty around its reliability and application in 2022. However, this data source provided the largest and most reliable sample size available to us to undertake this calculation.

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M10 Percentage of short distance journeys by active travel (1 mile walking and 5 miles cycling)

The data for this measure will be collected through the Wales National Travel Survey, once available. The survey will collect information on respondents' journeys with a two-day travel diary, including distance travelled by main mode. Distance travelled by non-main mode will not be captured, due to placing too great a burden on the respondents. (However, the DfT's NTS results show that almost all journeys are single mode).

Example:

If a person drives from their home to a car park, then walks 5 minutes to their place of work, the following information would be captured:

Origin: Home address
 Destination: Work address
 Main mode of travel: Car
 Additional modes of travel: Walking
 Car related information: Occupancy, driver/passenger etc
 Distance travelled would then be calculated using the "most likely route" feature within the GIS API. This would be for the full origin-destination. We would not know where the car journey ended and the walk began and would not know the distance walked.

Data Owner	Transport for Wales
Data Source	Wales National Travel Survey, Travel Diary
Quality	
Frequency	Collected throughout the year, with annual results published
Statistical Designation	Currently unknown (aiming for Accredited Official Statistics)

Until data from the Wales National Travel Survey is available, the following two measures from the National Survey for Wales will be used as a proxy:

- How frequently respondents walked for more than 10 minutes as a means of transport._
- How frequently respondents used a bike as a means of transport._

Note:

The proxy data doesn't consider distance. Additionally, the 10-minute walk measure is almost the opposite of what ATMF M10 is aiming to show - it captures walking journeys of 800m upwards (with no limit) rather than 1 mile and under.

Data Owner	Welsh Government
Data Source	National Survey for Wales
Quality	NSW Technical Information
Frequency	Annual

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Statistical Designation	National Statistics
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M11 Percentage of journeys to school by walking, wheeling and cycling

Dataset 1: Percentage of journeys travelled to school by active modes - Secondary

Data Owner	Public Health Wales
Data Source and Quality	Children's Health & Wellbeing Dashboard (shinyapps.io)
Frequency	2-yearly
Designation	No statistical designation

A survey of how secondary school children travel to school is collated as part of the School Health Research Network's (SHRN) Student Health and Wellbeing Surveys in Wales.

The SHRN Student Health and Wellbeing Survey is policy-practice-research partnership between Welsh Government, Public Health Wales, and Cardiff University established in 2013. It is managed by the [DECIPHer](#) research centre at Cardiff University.

Undertaken every two years, the survey provides a regular snapshot of 11 to 16 year olds' health behaviours and includes a specific report on active travel journeys to school. The survey results are reported by Public Health Wales under the title of the School Health Research Network (SHRN) Data Dashboard. The survey results have been published directly without any further analysis or breakdown.

The response rates for the SHRN Student Health and Wellbeing Survey are generally representative at the local authority level in Wales, which is achieved through efforts to ensure broad participation across schools within each local authority. For example, the 2023 survey had 73% (n=176,265) of all 11-16 year olds in LA maintained secondary schools take part.

Dataset 2: Percentage of journeys travelled to school by active modes - Primary

Data Owner	Public Health Wales
Data Source and Quality	Travel to School Hands Up Survey - Public Health Wales (nhs.wales)
Frequency	Annual
Designation	No statistical designation

Public Health Wales publishes survey results for the percentage of primary school children that travel to school by active modes. Public Health Wales also publishes survey results for the percentage of primary school children that travel to school by active modes.

A survey of how primary school children travel to school is managed and collated by Public Health Wales. The survey is conducted during a single week with each school carrying out a survey of their pupils on a single day during that week. The survey is conducted by teachers using guidance and resources from Public Health Wales to support them in conducting the survey. The teachers then submit their classroom data into an online form for collation and analysis by Public Health Wales.

The survey results are reported by Public Health Wales under the title of the Travel to School Hands Up Survey. The survey results have been published directly without any further analysis or breakdown.

Please note, for the primary school data, that due to the low response rate in most local authorities and the variations across local authorities, caution must be taken when interpreting this data, as respondents might not constitute a representative sample.

ATMF Objective: Active Travel is safer for all

M12 Percentage of people who feel safe and welcome when travelling

There are limited data sources currently available that identify the percentage of people who feel safe when travelling across a small number of transport modes and there are no data sources that identify whether people feel welcome whilst travelling. Additional data for this measure will be collected through the Wales National Travel Survey, once available and it is likely that breakdowns will be available by some protected characteristics, including age, gender and some socio-economic factors. The latest National Survey for Wales has identified the level of respondents who feel safe using public transport after dark, who feel safe walking alone in their local area after dark and who feel safe travelling by car after dark.

Data Owner	Welsh Government
Data Source	National Survey for Wales: results viewer GOV.WALES Broad Topic: Local area and environment; Detailed Topic: community safety
Quality	National survey Wales technical information- Welsh Government (gov.wales)
Frequency	Every 2 years
Statistical Designation	National Statistics

The National Survey includes three separate questions relating to perceptions of respondent safety whilst:

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- Travelling on public transport after dark;
- Travelling by car after dark; and
- Walking in their local community at night after dark.

The answer options available to respondents are:

- Very safe
- Fairly safe
- A bit unsafe
- Very Unsafe

To calculate the outturn for each of the individual questions included as part of this measure, the percentages of responses for “Very Safe” and “Fairly safe” are combined to provide an overall total of respondents who feel ‘safe’.

Breakdowns by age, gender and urban/rural have been published for the latest survey year.

Note: The National Survey question asks for people’s perceptions about safety whilst walking and driving at night-time rather than at any time during the day and there is no differentiation between a respondent’s feeling of safety whilst using bus or rail as discrete transport modes.

M13 Pedestrians/cyclists killed or injured on the transport network

The Department for Transport (DfT) publishes information relating to personal injury collisions in Great Britain. This includes the casualty severity (slight injuries, serious injuries and fatalities). This information is taken from incidents reported to the police and recorded using the STATS19 collision reporting form. This data contains all the non-sensitive fields that can be made public.

The following breakdowns available in the data have been used:

Accident year	
Sex of casualty	Unknown (self-reported) not included.
Age band of casualty	
Casualty severity	
Casualty type	Pedestrians and cyclists were the only casualty types considered here

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Number of casualties	
Date	
Local authority ONS district	
Urban or rural area	

Where data was missing or out of range for any of the above breakdowns, the data was removed. The data will only relate to incidents reported to the police which occurred on the public road network and will not include transport users injured at railway and bus stations or onboard bus and rail services.

Dataset: Road accidents – number of people killed or injured in reported road accidents

Data Owner	Department for Transport
Data Source and Quality	Road Safety Data
Frequency	Annual
Designation	National Statistics

ATMF Objective: Improve Health and Wellbeing for people in Wales through increased walking and cycling

M14 Levels of nitrogen dioxide pollution in the air

Data for this measure will be obtained from the Welsh Government from the Well-being of Wales National Indicators.

Data Owner	Welsh Government, Defra, Office for National Statistics
Data Source and Quality	Source 1: Air Concentration, Department for Environment Food and Rural Affairs Source 2: Small area population estimates (SAPE), Office for National Statistics Wellbeing of Wales National Indicators
Frequency	Annual
Designation	No designation

Annual average levels of nitrogen dioxide pollution exposure measured in micrograms of gaseous pollutant per cubic meter of ambient air. Figures are

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calculated by modelling annual average concentrations, calibrated against national monitoring data, of nitrogen dioxide.

A value is assigned to each residential dwelling (based on its square kilometer) and these are averaged across each census output area (geographic unit comprising around 150 properties). Average nitrogen dioxide concentrations for higher geographies are calculated by taking a population weighted average over the constituent census output areas.

M15 Percentage of people who walk or cycle at least once a week as a means of transport

This measure uses the [WTS S4 measure](#), which in turn is from the National Survey for Wales. In the future, this measure will use data from the WNTS Questionnaire, once the data becomes available.

The National Survey for Wales publishes data that shows the percentage of respondents who “Walk (10mins+) or cycles at least once a week as means of transport”.

This is not a question which is directly asked as part of the National Survey, it is a derived dataset based on responses to the following two questions:

- In the last three months, how often have you used a bicycle as a means of transport?
- In the last three months, how often have you walked for more than 10 minutes as a means of transport?

The derived dataset has been used directly for this measure with no further calculations undertaken. Breakdowns are published by gender and rural/urban locations. However, as we do not have access to the raw data, cross-tabulation is not possible across these breakdowns.

Data Owner	Welsh Government
Data Source	National Survey for Wales: results viewer GOV.WALES Broad Topic: Local area and environment; Detailed Topic: Active travel-adults; Derived Data: Walks (10mins+) or cycles at least once a week as means of transport.
Quality	National survey Wales technical information- Welsh Government (gov.wales)
Frequency	Annual
Statistical Designation	National Statistics

ATMF Objective: Increase access to cycle use

M16 Percentage of population who own or have access to a cycle

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- The publication of this measure will not be included in this iteration of the Active Travel Monitoring Framework. Data will be taken from the WNTS, once available. No suitable proxy data is available.

Once available, the data for this measure will be taken from the questionnaire within the Wales National Travel Survey (WNTS). The survey contains a set of questions relating to cycling as a form of transport, which is describes as follows:

- Cycling as a means of transport is when you cycle to get to a particular destination, such as work, the shops, or to visit friends. The questions in this section do not cover cycling just for pleasure or exercise._

Within the WNTS, a cycle is defined as:

- Any pedal cycle permitted on the public road. Cycles include electric or e-bikes and trikes, where pedaling is assisted by an electric motor, and non-standard cycles such as adapted cycles (cycles or tricycles specially adapted for use by disabled people), cargo cycles and recumbents._

Respondents will be asked the following questions related to cycle ownership:

- Can you ride a pedal cycle? (Yes / No)
- Do you own a cycle or have regular use of a cycle owned by someone else? Please do not include exercise bikes.

The response options are listed as follows. This is a "select all that apply" question:

1. Pedal cycle_
2. Electric cycle (one that is assisted by an electric motor when you pedal) _
3. I do not own or have regular use of a cycle_
4. I use a bike hire scheme if I want to cycle as a means of transport_
5. Other (please describe)_

Data Owner	TfW
Data Source	Wales National Travel Survey, Questionnaire
Frequency of data collection	Collected throughout the year, with annual results published
Statistical Designation	Currently unknown (aiming for Accredited Official Statistics)

ATMF Objective: Increase participation in behaviour change programmes

M17 Percentage of schools with Active Travel School Plans (ATSP's) in place

The Welsh Government have an ambition for all schools in Wales to have an Active Travel School Plan in place. These simple plans contain a list of actions that the

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school community commits to, they aim to inspire students, parents and staff to travel actively to school while reducing dependence on private motor vehicles and they encourage a healthier, more sustainable approach to the daily school run. Welsh Government, supported by Sustrans Cymru, collect data directly from local authorities and update the Active Travel School Plan records on a quarterly basis. The Active Travel Monitoring Framework measure is updated annually. The data presented here is from October 2024.

Further information about Active Travel School Plans can be found [here](#).

Data Owner	Welsh Government
Data Source	Local Authorities
Frequency of data collection	Spreadsheet Updated Quarterly
Statistical Designation	No Statistical Designation

Ensuring Data Reliability

Transport for Wales undertakes a three-stage internal auditing process to provide a commensurate level of assurance that the data published for each of the measures set out in the Active Travel Monitoring Framework are both accurate and reliable. The auditing process reviews the data that is gathered/collected and used directly from third party sources and also where data has been calculated by TfW staff, including where multiple data sets have been analysed and interrogated to produce final figures that are being published.

This auditing process includes quality assurance on the interpretation of the data into graphical representations (using Power BI) and consistency of approach in calculating and presenting overall outputs in line with the detailed methodologies set out for each individual measure in the document.