

## Travel behaviours: headline results March to August 2025 (provisional)

This report outlines a selection of results from the first six months of data collection for the Wales National Travel Survey 2025/26 (WNTS). These results are based on over 3,000 responses and 9,000 journeys recorded from across Wales. These data are official statistics in development.

This report focusses on travel behaviours. By this, we mean the actual travel patterns and choices that respondents made. This was recorded in a two-day retrospective travel diary, where we asked respondents how, why, when and where they travelled.

The WNTS is a new survey, and the first national travel survey for Wales since 2012. Care should be taken when considering the results alongside other data sources. Differences could be due to different definitions used, differing survey methodologies, or genuine differences in travel behaviour.

This publication is based on data collected from sample batches from March to August 2025. As such, they may be affected by seasonal patterns in travel behaviour. Further quality information can be found in our [Quality Report](#).

Several transport-specific terms have been used in this report. We have produced a [definitions document](#) to aid understanding.

### Main findings

- 73.6% of journeys were made by car, either as the driver (59.8%) or passenger (13.8%).
- 17.7% of journeys were by walking and wheeling and 2.0% were by cycle (19.6% by active travel modes).
- 3.7% of journeys were by bus and 1.9% by rail (5.6% by public transport).
- 10.8% of all journeys were multimodal, where two or more modes of travel were used.
- Journeys combining bus or rail, in any order, were used in only 2.3% of multimodal journeys.
- Returning home (28.7%), commutes to or from work (21.1%) and shopping (14.1%) were the most common reasons for travelling.
- On average, individuals travelled 10,433.6km per year, or 16.6km per journey.

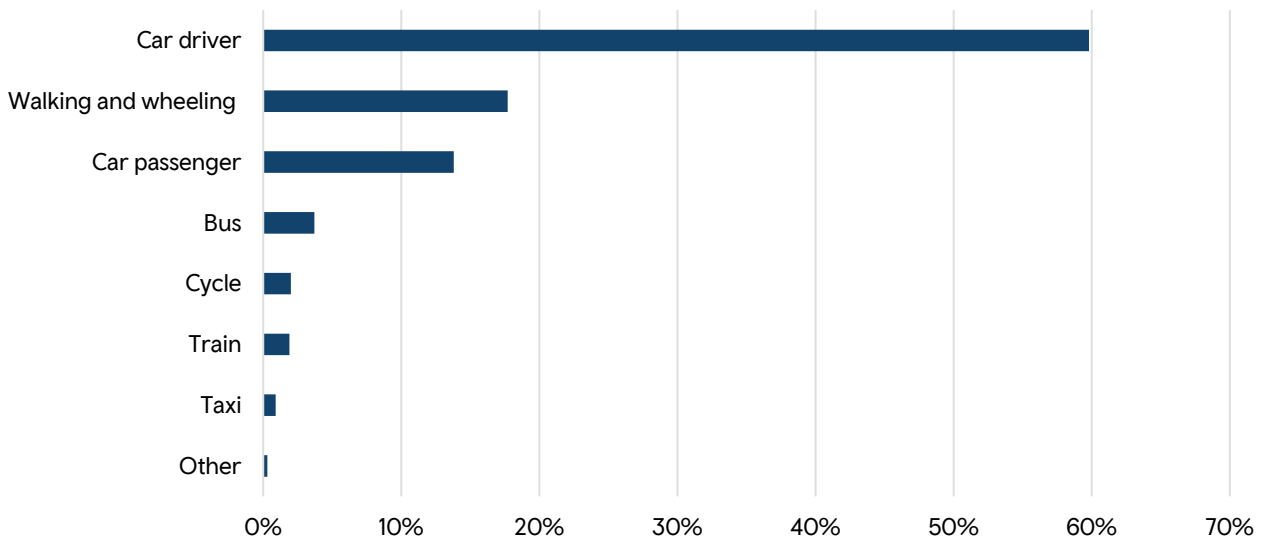
# Main mode share

The main mode of travel refers to the mode that was used for the longest distance in a journey. Mode share is the percentage of journeys per person per year completed by a given main mode.

- Car was the most common main mode of travel, used in 73.6% of all journeys. 59.8% of all journeys were as the car driver, with a further 13.8% as a passenger.
- In 17.7% of journeys the main mode of travel was walking and wheeling, the second-most used mode of travel.
- 2.0% of journeys were made by cycle, meaning 19.6% of journeys were made by an active travel mode (walking, wheeling or cycling).
- 5.6% of journeys used public transport as the main mode of travel. Bus journeys (3.7%) were more common than journeys by rail (1.9%).
- Sustainable modes of travel, defined as journeys using either public transport or active travel modes, were the main mode of travel in 25.2% of all journeys.
- Taxis (0.9%) and other modes (0.3%) were used less frequently.

## Main mode share, nationally

Figure 1: Share of journeys per person per year by main mode of travel, Wales, 2025



Description of Figure 1: 59.8% of journeys per person per year were made as the car driver. 17.7% of journeys were made by walking and wheeling, with other modes used less often.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Main mode share](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

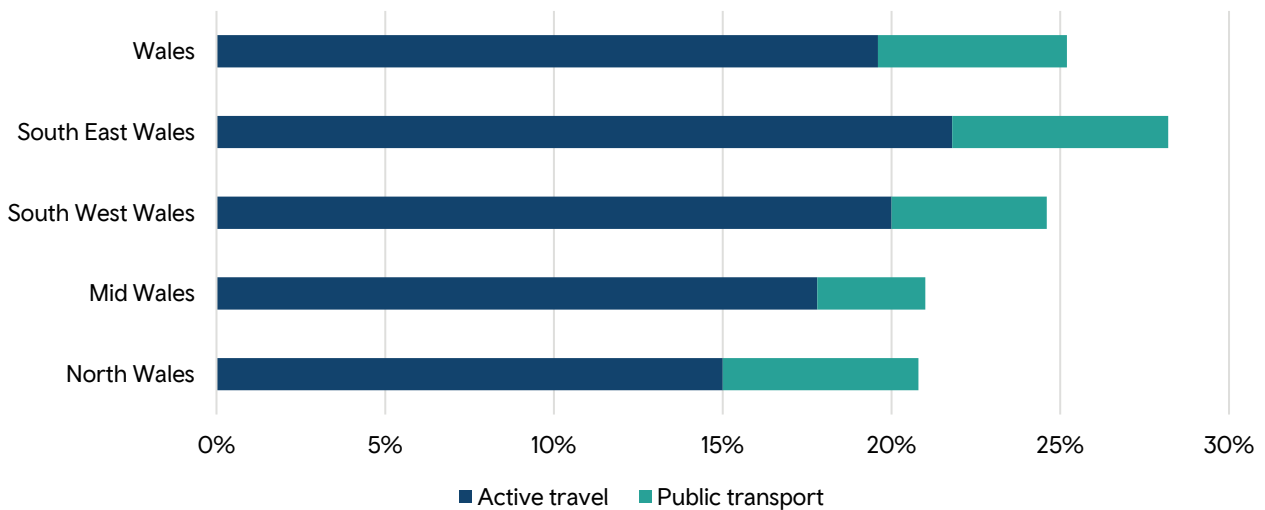
# Main mode share by Welsh regions

Regional data are based on the region where the individual lives, rather than where the journey took place.

- Residents of Mid Wales had the highest share of journeys by car (78.7%) across the four regions.
- People living in North Wales made the fewest journeys by walking and wheeling (14.1%) but recorded the highest share of journeys by bus (4.1%).
- South East Wales residents had the highest share of journeys by both active travel (21.8%) and public transport (6.4%), meaning that the share of journeys made by sustainable modes of travel was 28.2%, higher than the national average of 25.2%.
- Residents in South West Wales had the lowest rail mode share among the four regions, with only 0.8% of journeys completed by rail.

## National and regional main mode share: active travel and public transport

Figure 2: Share of journeys per person per year by active travel and public transport: nationally and regionally, Wales, 2025



Description of Figure 2: South East Wales had the highest share of journeys by active travel and public transport while North Wales had the lowest share. Active travel is more commonly used than public transport across all regions.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Main mode share](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

## Multimodal journeys

A multimodal journey is where two or more modes of travel are used for a single journey. The main mode is the mode of travel used for the longest distance of the journey. Other modes used as part of the journey are defined as additional modes. More details on multimodal journeys can be found in our [definitions](#).

- 10.8% of all journeys were multimodal (67.9 journeys per person per year).
- The most common main mode used in multimodal journeys was a car, either as the driver or passenger. This was used as the main mode of travel in 38.3% of multimodal journeys. Bus was used as the main mode in 33.0% of multimodal journeys, and rail was used as the main mode in 17.6% of multimodal journeys.
- The most used additional mode of travel was walking and wheeling, used in 71.8% of all multimodal journeys. Bus was the additional mode of travel in 12.1% of journeys, and car was used in 11.5% of journeys as an additional mode of travel.
- The most common combination of modes was bus and walking or wheeling. This combination was used in 35.1% of multimodal journeys, with either as the main or additional mode. A combination of walking or wheeling, and car journeys feature in 28.6% of multimodal journeys, with train and car being used in 10.1% of multimodal journeys.
- Journeys that combine bus and rail were used in only 2.3% of multimodal journeys, or 1.6 journeys per person per year.
- By distance, 28.7% of multimodal journeys were between 1km and 5km. A further 20.3% were between 5km and 10km, 17.0% between 10km and 20km, and 18.7% between 20km and 50km.
- The average journey distance when two or more modes of travel were used was 28.0km.

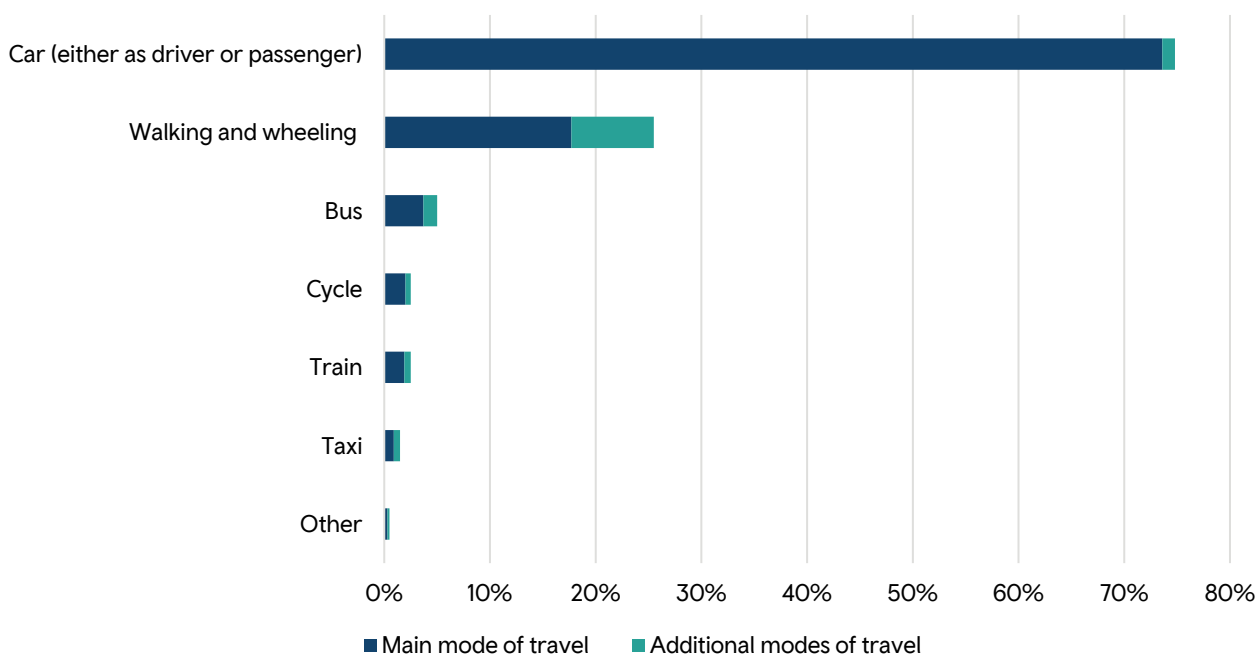
## Share of journeys all modes of travel used

The share of journeys by all modes of travel used combines the share of journeys as the main mode and as an additional mode of travel. It includes both single-mode and multimodal journeys. As such, the shares will sum to more than 100%.

- A car (either as the driver or a passenger) was used in 74.9% of all journeys, either as the main (73.6%) or as an additional mode of travel (1.2%). This was the most used mode of travel.
- Walking and wheeling were used as a mode of travel in 25.4% of all journeys, 17.7% as the main mode and 7.8% as an additional mode of travel.
- Bus featured in 5.0% of journeys (3.7% as the main mode, 1.3% as an additional mode), and rail was used in 2.5% of journeys (1.9% as the main mode, 0.6% as an additional mode).

## Share of journeys by main and additional modes of travel used

Figure 3: Share of journeys per person per year by main and additional modes of travel used, Wales, 2025



Description of Figure 3: Journeys by walking and wheeling were the most commonly used additional mode, but car (either as the driver or passenger) journeys remained the dominant mode of travel.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Multimodal journeys](#)

Note 1: Respondents may use multiple modes of travel in a single journey, therefore totals may exceed 100%.

Note 2: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

## Journey distances

For non-rail travel modes, the journey distance is the length of the most direct, possible route between the origin and destination. Journey distance is not “as the crow flies”.

For journeys by rail, the shortest distance between two railway stations is used. The total distance also includes the most direct possible route from the origin to the origin railway station, and from the destination railway station to the final journey destination. More information can be found in our [definitions](#).

- On average, people in Wales travelled 10,433.6km per person per year. This corresponds to an average journey length of 16.6km.

## Total distance travelled by mode of travel

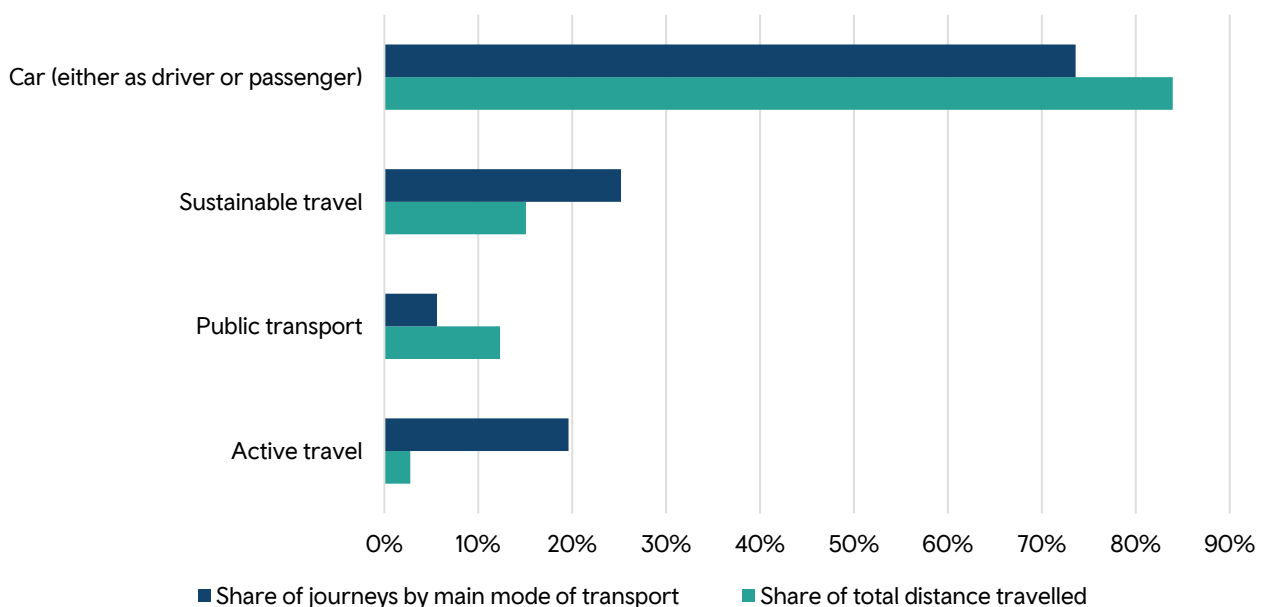
- Most of the distance travelled was by car, totalling 8,758.2km per person per year. Individuals drove 6,814.1km per year, with a further 1,942.6km as a passenger. Note that these do not sum to the total due to respondents selecting “Don’t know” or “Prefer not to say” to the driver or passenger question.
- Rail journeys totalled 890.5km per person per year. People travelled 394.1km per person per year by bus, meaning the total distance travelled per person per year by public transport was 1,284.6km.
- In contrast, journeys by active travel covered on average 288.4km per person per year (187.3km by walking and wheeling, 101.2km by cycle). Despite having a higher share of journeys, active travel modes are used to cover far less distance than public transport due to their use in typically shorter journeys.

## Average journey distance by mode of travel

- Journeys made by walking and wheeling covered the shortest average distance, with an average journey length of 1.7km.
- Cycling journeys were on average 8.2km long.
- The average journey length by car was 18.9km. Journeys as a passenger were typically longer (22.3km) than as the driver (18.1km).
- The average length of a bus journey was 16.9km. Rail journeys had the longest average distance covered, with an average length of 74.1km.

## Share of journeys and total distance travelled by mode of travel

Figure 4: Comparing the share of journeys per person per year and total distance travelled by main mode, Wales, 2025



Description of Figure 4: A car was used as the main mode of travel in 73.6% of journeys, and accounts for 83.9% of the total distance travelled. In contrast, active travel modes are used for 19.6% of journeys and 2.8% of the distance travelled.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey distances](#)

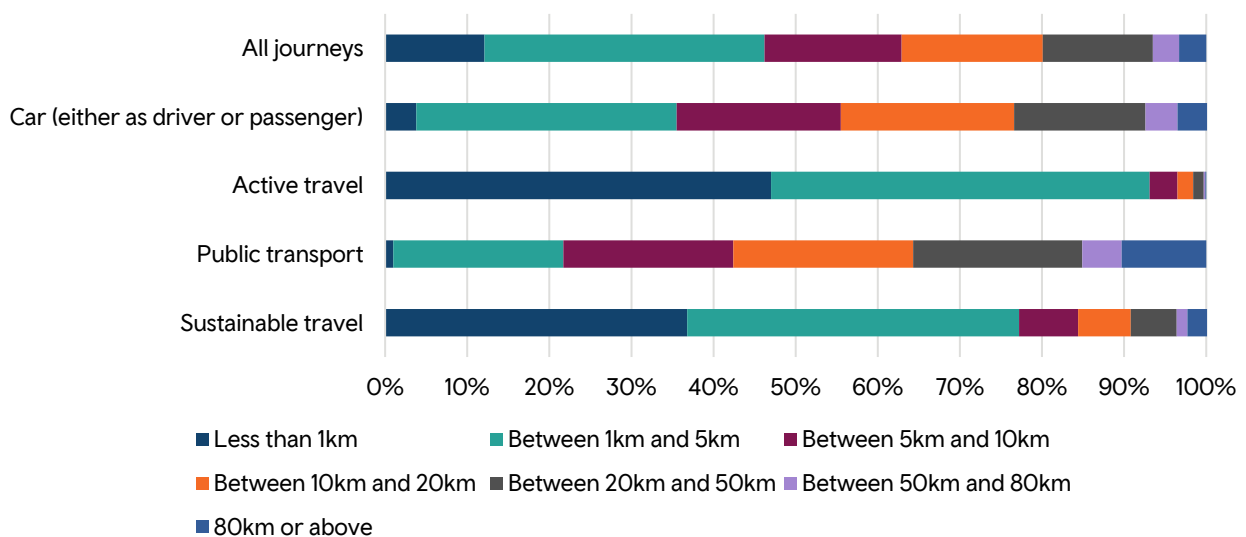
Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

## Mode share by distance travelled

- Almost half of all journeys made (46.2%) were under 5km. 12.1% of journeys recorded were less than 1km long, with 34.1% of journeys between 1km and 5km.
- 74.2% of journeys under 1km used walking and wheeling as the main mode of travel, the most common mode among very short journeys.
- For all distance groups above 1km, car (either as the driver or passenger) was the most used mode of travel.

## Share of journeys by distance travelled, by mode of travel

Figure 5: Share of journeys per person per year by main mode of travel and distance travelled, Wales, 2025



Description of Figure 5: 93.1% of journeys by active travel are under 5km long. In comparison, journeys by car (either as the driver or passenger) or by public transport are spread more evenly between distances from 1km to 50km.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey distances](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

## Journey purposes

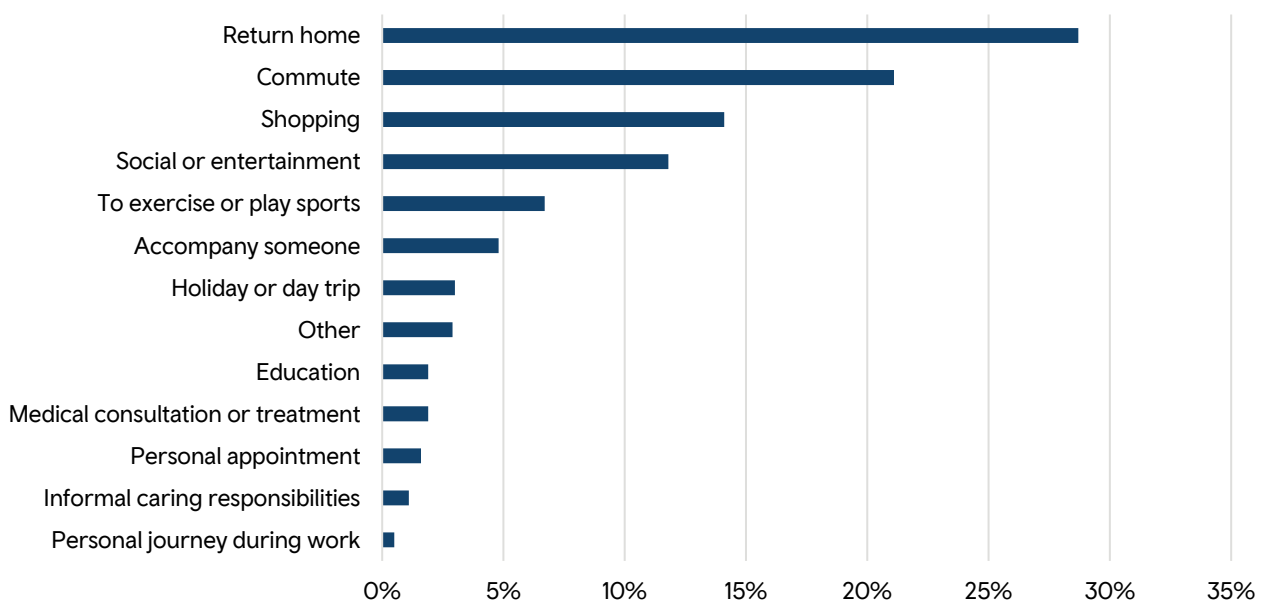
The purpose of the journey is the main reason why a respondent was travelling. Often, this is based on the activity undertaken at the origin or destination of the journey. Journeys purely for leisure, where the act of travelling is the leisure or pleasure activity (for instance, going for a run or playing sport) are excluded. This is aligned with the [Active Travel Act Guidance’s](#) definition of utility journeys.

The travel to a destination where a leisure or pleasure activity is undertaken (for example, travelling to the gym, or to a park to play sport) are included. More information about what journeys were included can be found in our [definitions](#).

- The most common journey purpose was returning home from a location (28.7%). This was followed by commutes either to or from work (21.1%), shopping (14.1%) and social or entertainment (11.8%).
- A holiday or day trip was the purpose with the longest average distance (49.2km). These journeys were less common, accounting for only 3.0% of all journeys.

## Share of journeys by purpose

Figure 6: Share of journeys per person per year by main journey purpose, Wales, 2025



Description of Figure 6: More than three quarters of journeys were for one of four purposes: Returning home, commuting, shopping or social or entertainment. Other purposes were less common.

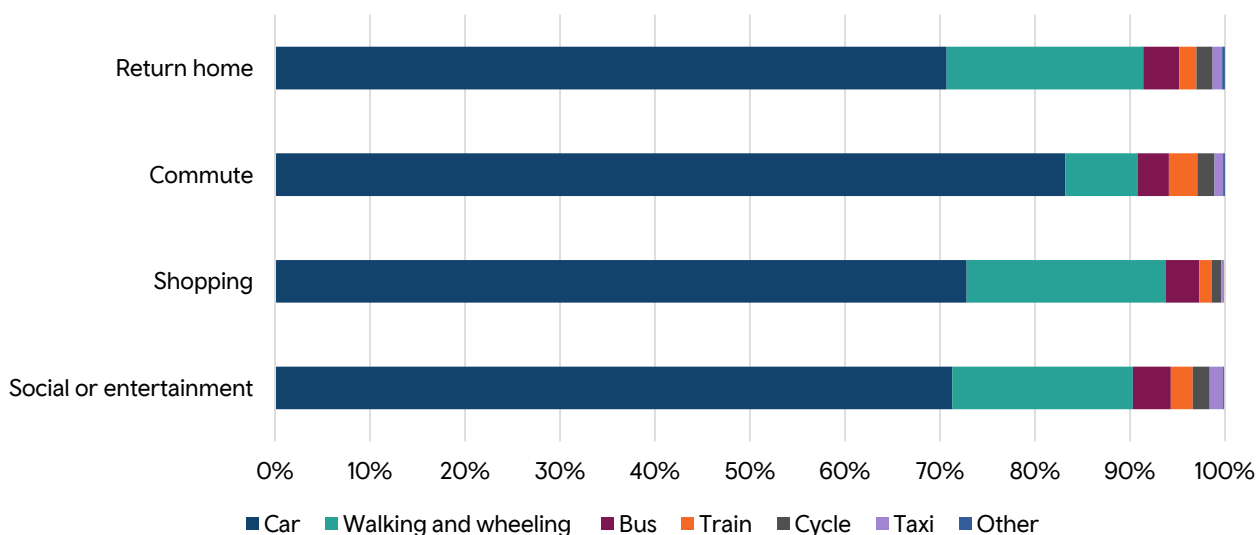
Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey purposes](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what the purpose of their journey was.

## Share of most popular journey purposes by main mode of travel

Figure 7: Share of journeys per person per year by purpose and main mode of travel, Wales, 2025



Description of Figure 7: Car journeys are the most common mode of travel to all purposes, followed by walking and wheeling. Walking and wheeling was less common for commutes (7.6%) than other purposes.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey purposes](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what the purpose of their journey or mode of travel they used.

## Car journeys

- 73.6% of journeys used a car as the main mode of travel, equivalent to 463.2 journeys per person per year. This corresponded to 8,758.2km per person, per year.
- 77.0% of respondents had a full driving licence.

## Driver and passenger

Respondents travelling by car were asked whether they were the driver or the passenger. A small percentage of respondents selected “Don’t know” or “Prefer not to say” which have been excluded. This means that the driver and passenger totals may not sum to the car (either as the driver or passenger) totals.

- 81.2% of respondents' car journeys were as the driver. The total distance travelled per person per year reflects this, with the total distance as a driver (6,814.1km) far greater than as a passenger (1,942.6km).
- Passenger journeys were typically slightly longer, with the average passenger journey 22.3km long compared to 18.1km as a driver.

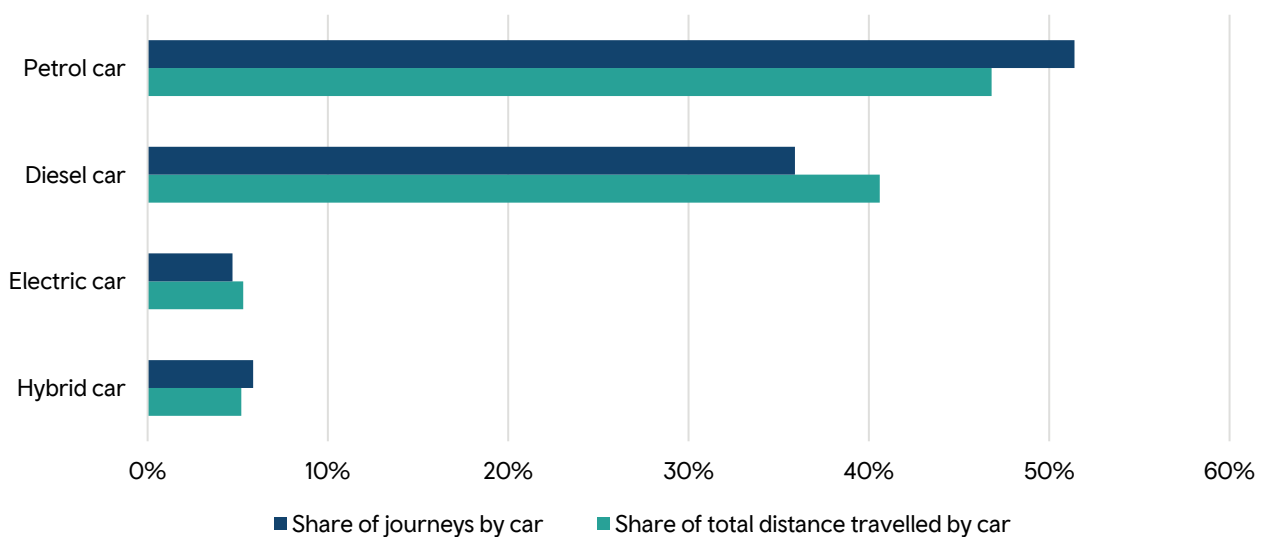
## Car fuel type

Respondents travelling by car were asked how the car was fuelled. A small percentage of respondents selected "Don't know" or "Prefer not to say" which have been excluded. This means that the sum of the fuel types may not sum to the Car (either as the driver or passenger) totals.

- The most common fuel type was petrol, used in 51.4% of car journeys. Diesel was used in 35.9% of car journeys. 5.9% of journeys were by hybrid car, and 4.7% of journeys were by electric vehicle.

## Share of car journeys and distance travelled by car fuel type

Figure 8: Share of car journeys per person per year and distance travelled per person per year by car fuel type, Wales, 2025



Description of Figure 8: Petrol and diesel are the most commonly used fuel type in both share of total journeys and the share of distance travelled.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Main mode share](#) and [Journey distances](#)

Note: This does not include the percentage of respondents who selected "Other", "Don't know" or "Prefer not to say" for their car fuel type. Therefore, totals may not sum to 100%.

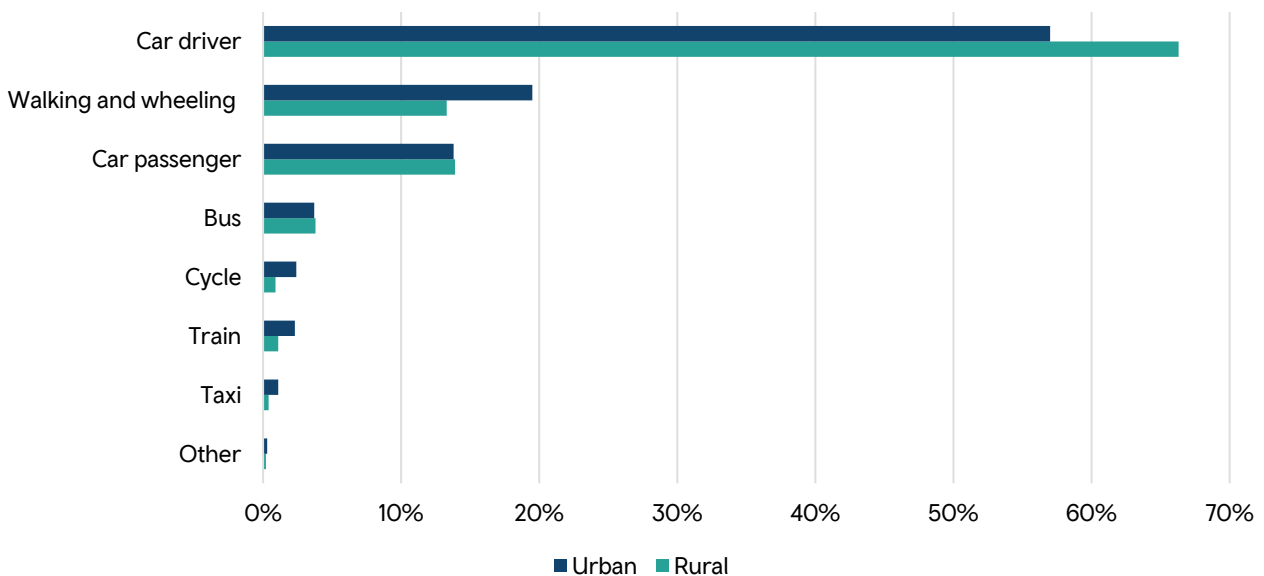
# Rural and urban travel patterns

Locations are classed as rural or urban based on the [Census 2021 Rural Urban Classification](#). Urban areas are settlements with populations of 10,000 or more. Rural areas are everywhere else. Rural-urban classification is based on where the respondent lives, rather than where the journey took place.

- People living in urban areas travel slightly more, making 635.2 journeys per person per year, compared to 615.0 journeys per person per year in rural areas.
- Journeys by residents of rural areas are also typically longer. The average journey length was 20.5km, compared to 14.9km in urban areas.
- People living in rural areas make more journeys by car (80.2%) and fewer journeys by active travel (14.2%) and public transport (4.9%) than their urban counterparts.
- However, the reasons why people living in urban and rural areas travel are similar. Return home was the most popular purpose in both urban (28.9%) and rural residents (28.3%), followed by commuting (20.6% urban, 22.4% rural) and shopping (14.7% urban, 12.4% rural).

## Main mode share by rural-urban status

Figure 9: Share of journeys per person per year by main mode share and rural-urban status, Wales, 2025



Description for Figure 9: Rural residents make more journeys as a car driver than residents of urban areas, with a corresponding lower share of journeys by walking and wheeling.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Main mode share](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

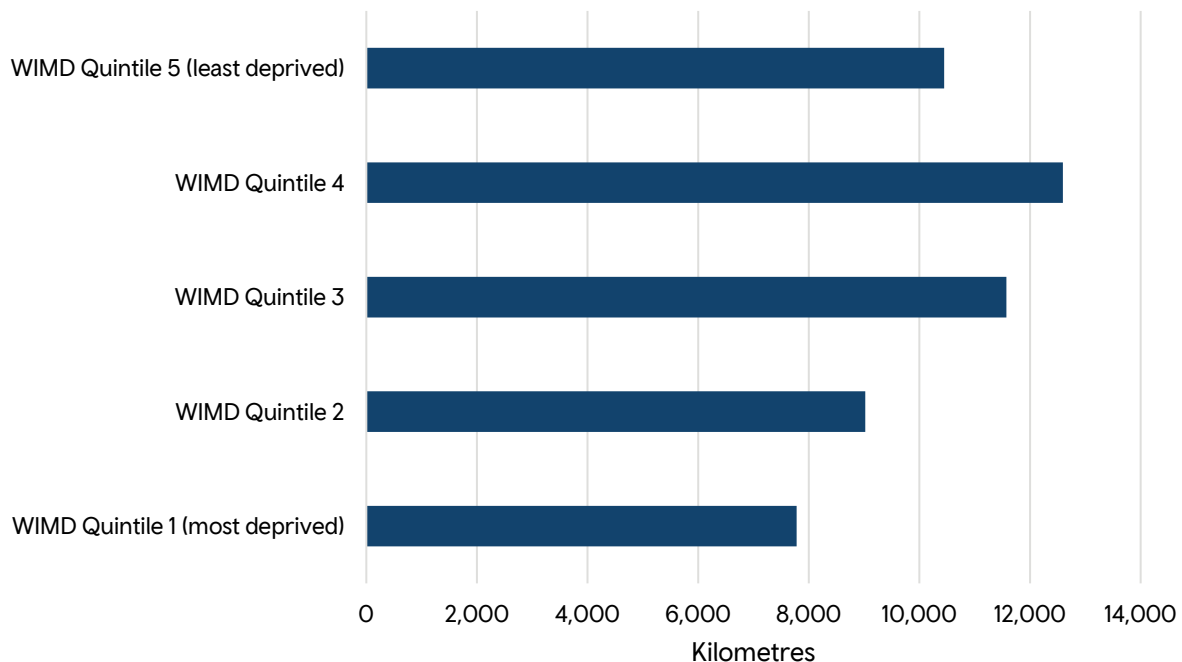
## Relative deprivation

The Wales Index of Multiple Deprivation (WIMD) 2025 ranks the relative deprivation of small areas in Wales. For this analysis, the WIMD ranks have been grouped into quintiles (five groups of equal size). Quintile 1 (Q1) has the top 20% most deprived areas of Wales. Quintile 5 (Q5) has the 20% least deprived areas of Wales. Information of how WIMD defined deprivation can be found on the [Welsh Government website](#).

- People living in the most deprived areas of Wales make on average 519.3 journeys per person per year. This is below the overall Welsh average of 629.1. People living in the least deprived areas make 709.7 journeys per person per year.
- There was little difference in average journey length by relative deprivation. The average distance travelled per journey among the most deprived group was 15.0km, whereas the least deprived group have an average journey length of 14.7km. For residents in Q4, the average distance travelled was 18.3km.
- Individuals in Q1 use public transport for 8.0% of their journeys compared to 4.9% of journeys in Q5.
- Active travel modes were more common among people living in the least deprived areas (20.3% of journeys) compared to those in the most deprived areas (17.8% of journeys).
- Walking and wheeling rates were broadly similar between individuals living in the most and least deprived areas (16.8% in Q1, 16.7% in Q5). However, residents of the least deprived areas completed more journeys by cycle (3.5%) than residents of the most deprived areas (1.1%).
- Car journeys, either as the driver or passenger, were the most common travel mode for residents of both the most deprived (71.2%) and least deprived (73.8%) areas.

## Total distance travelled per person per year by WIMD quintile (km)

Figure 10: Total distance travelled per person per year by WIMD 2025 quintiles, Wales, 2025 (km)



Description of Figure 10: Residents of the 20% most deprived areas travel the least distance per person per year (7,779.8km). In comparison, residents in Q4 travel 12,594.5km per person per year on average.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey distances](#)

## Remote and non-remote workers

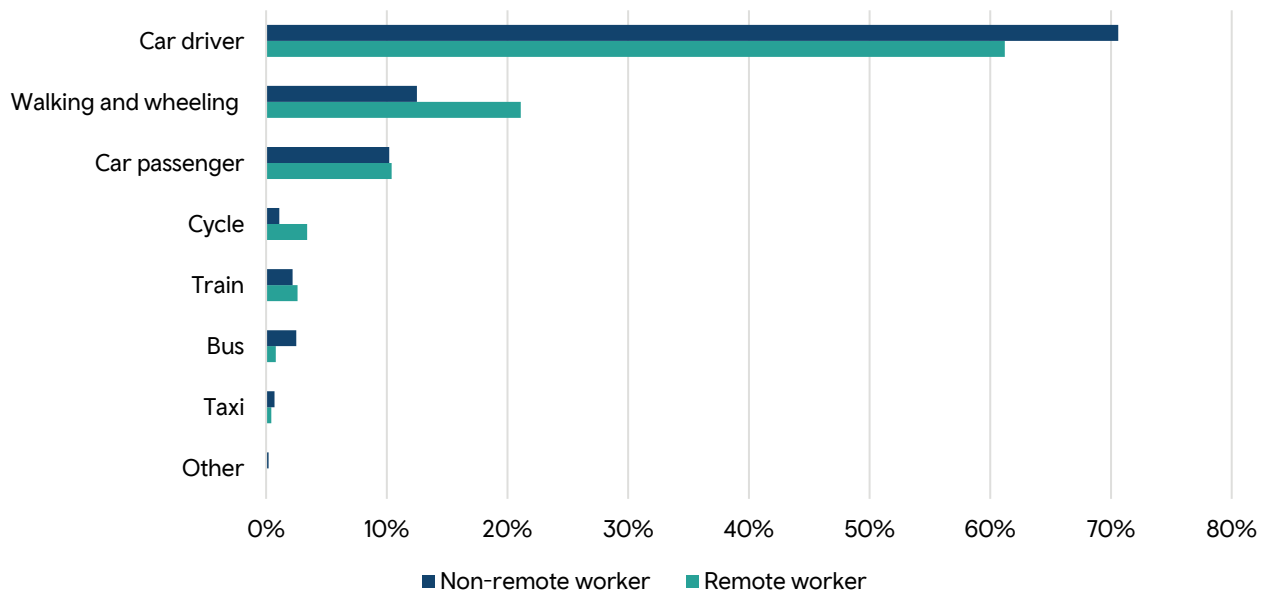
A respondent was considered a remote worker if they were in employment or on maternity, paternity, adoption or shared parental leave and usually worked remotely. 20.7% of respondents who were employed indicated that they usually worked remotely.

- There were small differences in the number of journeys completed by remote and non-remote workers. Remote workers made 690.1 journeys per person per year, compared to 704.2 journeys for non-remote workers.
- Remote workers travelled on average 11,540.1km per year, compared to 13,158.3km for non-remote workers. This corresponded to an average journey length of 16.7km for remote workers and 18.7km for non-remote workers.
- There were large differences in modes used between remote and non-remote workers. Remote workers used active travel modes for 24.5% of journeys and public transport for 3.4% of journeys. Non-remote workers made 13.6% of journeys by active travel modes, and 4.7% of journeys by public transport.

- Car journeys, either as the driver or passenger, were used as the main mode of travel for 71.6% of journeys by remote workers, and 80.9% of journeys by non-remote workers.
- Non-remote workers made more multimodal journeys, with 10.1% of journeys using two or more modes. 7.6% of journeys by remote workers were multimodal. Both groups of workers use multimodal journeys less than the Wales average of 10.8%.

## Main mode share by remote and non-remote workers

Figure 11: Share of journeys per person per year by main mode, by remote worker status, Wales, 2025



Description of Figure 11: Journeys as the car driver are the most common mode for remote and non-remote workers, though they are relatively less common for remote workers.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Main mode share](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what mode of travel they used.

## Disabled and non-disabled people

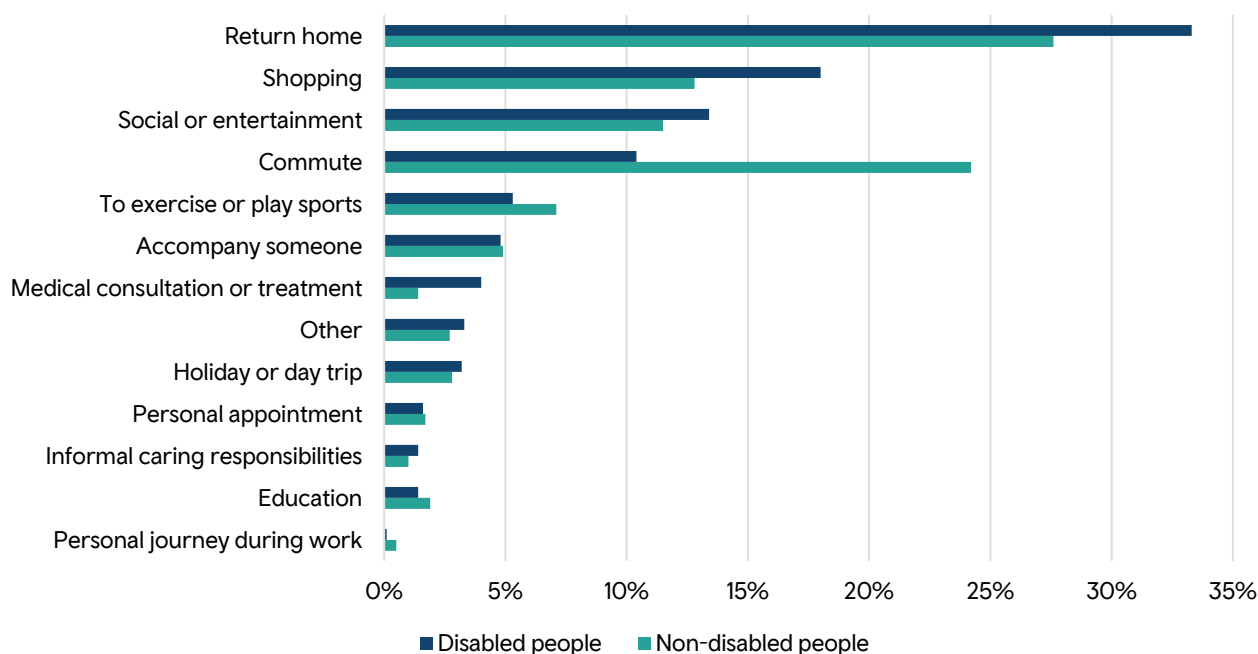
Respondents have been identified as disabled or non-disabled according to the [Equality Act \(2010\)](#). More information about how this was determined can be found on the [Analysis Function website](#).

- Travel behaviour differs by disabled status. Non-disabled people made more journeys (680.7 per person per year) than those who are disabled (556.3 per person per year).
- The average journey distance was also shorter for disabled people. Their average journey length was 13.3km, compared to 17.5km for non-disabled people.

- Public transport use was similar for both groups. 5.9% of journeys by disabled people and 5.3% of journeys by non-disabled people were made by public transport.
- Disabled people made 24.2% of journeys by active travel modes. This is above the Wales average of 19.6%, and higher than the 18.4% of journeys recorded using active travel modes by non-disabled people.
- Both groups completed a similar number of multimodal journeys. 10.7% of journeys by disabled people used two or more modes, compared to 10.4% for non-disabled people.
- The purposes of journeys recorded by disabled people were different to non-disabled people. Returning home remained the most common journey purpose for both groups (27.6% of journeys for non-disabled people, 33.3% for disabled people). However, commutes, the second most popular purpose for non-disabled people (24.2% of journeys) were far less common, being used in only 10.4% of journeys for disabled people.
- Journeys for shopping (18.0%) and social or entertainment (13.4%) were also more common for disabled people than non-disabled people (12.8% and 11.5% respectively).

## Journey purposes by disabled status

Figure 12: Share of journeys per person per year by journey purpose and disabled status, Wales, 2025



Description of Figure 12: The frequency of commuting journeys is the largest difference between those who are and are not disabled.

Source: Transport for Wales – Wales National Travel Survey

Download data: [Journey purposes](#)

Note: Percentages have been calculated excluding respondents who selected “Don’t know” or “Prefer not to say” when answering what the purpose of their journey was.