

Ffeithiau a ffigurau i gefnogi mentrau teithio ysgol Sustrans

Gwybodaeth i rieni ac ysgolion



Sustrans

Mae Sustrans yn gwneud dewisiadau craffach yn bosibl, yn atyniadol ac yn anochel. Rydym yn elusen flaenllaw yn y DU sy'n galluogi pobl i deithio ar droed, beic neu drafndiaeth gyhoeddus ar gyfer rhagor o'r siwrneiau yr ydym yn eu gwneud bob dydd. Rydym yn gweithio gyda theuluoedd, cymunedau, llunwyr polisïau a sefydliadau partner fel y gall pobl ddewis siwrneiau iachach, glanach a rhatach, gyda gwell lleoedd a gofodau i symud trwyddynt a byw ynddynt

Mae'n bryd i ni gyd ddechrau gwneud dewisiadau teithio craffach. Camwch ymlaen a chefnogwch Sustrans heddiw.

Rhagarweiniad

Mae mentrau teithio ysgol yn annog plant i gerdded a beicio i'r ysgol drwy ddulliau ymarferol ac addysgol. Mae'r ffeithiau a'r ffigurau hyn yn rhoi tystiolaeth i gefnogi prosiectau teithio ysgol yng Nghymru ac ysbrydoli staff, disgyblion, rheini a'r gymuned leol i gydweithio i wneud y siwrnai i'r ysgol yn fwy diogel, yn iachach ac yn fwy pleruser i bawb.

Y siwrneiau a wnawn

Mae traffig ar y ffyrdd yn cynyddu

- Yn 2009, swm y traffig cerbydau modur yng Nghymru oedd 27.95 biliwn o gilometrau cerbyd, cynnydd gan 12% o 1999.⁽¹⁾
- Mae lleihad mewn costau moduro yn cyd-reddeg â'r twf mewn teithio car.⁽²⁾

- Yn 2009 roedd prisiau bws a thrên 24% a 13% (yn yr un drefn) yn uwch nag ym 1997 (mewn termau gwirioneddol).⁽²⁾
- Rhagwelir y bydd cyfanswm traffig yng Nghymru, a fesurir mewn cilometrau cerbyd, yn tyfu gan 22% rhwng 2003 a 2025 a 39% erbyn 2035.⁽³⁾

Rydym yn teithio ymhellach

- Ym Mhrydain Fawr mae cyfartaledd hyd siwrnai wedi cynyddu o 5.2 milltir yn 1985/86 i saith milltir yn 2009.⁽⁴⁾
- Ar gyfartaledd teithiodd pobl yng Nghymru 7,026 milltir yn 2009, o gymharu â 5,317 milltir (a deithiwyd gan bobl ym Mhrydain Fawr) yn ystod 1985.⁽¹⁾

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Rydym yn cerdded ac yn beicio llai

- Yn 2008 gwnaeth pobl yng Nghymru gyfartaledd o 206 o deithiau cerdded am bob person, o gymharu â 350 taith (ym Mhrydain Fawr) ym 1985/86.⁽¹⁾
- Ym Mhrydain Fawr gwnaethom gyfartaledd o 15 siwrnai ar feic am bob person yn ystod 2009, o gymharu â 25 ym 1985/86.⁽⁴⁾
- Mae 42% o bobl yn y DU yn berchen ar un neu ragor o feiciau, ond dim ond 2% o bob siwrnai a wneir ar feic.⁽⁴⁾

Rydym yn defnyddio'r car yn fwy

- Yn 2008/09 gwnaeth pobl yng Nghymru gyfartaledd o 413 o deithiau am bob person (fel gyrrwyr car) o gymharu â 395 ym 1999/2001 - cynnydd gan 5%.⁽¹⁾
- Ym Mhrydain Fawr, roedd teithiau mewn car (fel gyrrwr neu deithiwr) yn cyfrif am 63% o bob taith a wnaed a 79% o'r pellter a deithiwyd yn 2008/09.⁽⁴⁾

Eto gellid beicio neu gerdded y rhan fwyaf o siwrneiau

- Roedd 20% o'r siwrneiau a wnaed yn 2009 yn llai na milltir.⁽⁴⁾
- Gwnaed 54% o bob siwrnai o dan bum milltir mewn car yn 2008.⁽⁵⁾
- Cyfartaledd siwrneiau car yn 2009 oedd dim ond 8.4 milltir.⁽⁴⁾
- Ar gyflymder hamddenol gallwch feicio un filltir mewn pum munud (dwywaith cyflymder car mewn traffig yr awr frig),⁽⁶⁾ ac ar gyfartaledd mae pobl yn cerdded rhwng dwy a phedair milltir yr awr.⁽⁷⁾
- Gellid disodli bron i hanner y teithiau mewn car yng Nghymru drwy gerdded, beicio neu drafnidiaeth gyhoeddus.⁽³³⁾

Teithio i'r ysgol

Yn gyffredinol, mae patrymau teithio plant cynradd (5-10 oed) ac uwchradd (11-16 oed) yn wahanol, yn rhannol oherwydd annibyniaeth cynyddol a ddaw gydag oedran, ond yn bennaf oherwydd bod plant ysgol gynradd yn byw yn llawer agosach i'w hysgol.⁽⁴⁾

Mae siwrneiau ysgol yn mynd yn hirach

- Mae cyfartaledd hyd taith i'r ysgol yng Nghymru wedi cynyddu o 3.0 milltir ym 1995/99 i 3.5 milltir yn 2008/09.⁽¹⁾
- Cyfartaledd cost blynyddol y daith i'r ysgol mewn car am bob plentyn ysgol gynradd yw £367.⁽⁸⁾

Yn ddiweddar mae llai o blant yn cerdded i'r ysgol

- Yn 2008/09, teithiodd 34% o blant rhwng 5 a 16 oed yng Nghymru i'r ysgol mewn car, cynnydd gan 5% ar ffigur 1995/99. Cerddodd 36% i'r ysgol yn 2008/09, lleihad gan 1% ar ffigur 1995/99.⁽¹⁾

Mae'r tuedd ar gyfer teithio annibynnol wedi newid

- Ym 1971 cerddodd 80% o blant saith i wyth oed i'r ysgol yn annibynnol,⁽⁹⁾ lle yn 2009 dim ond 11% o blant 7 i 10 oed a 60% blant 11-13 oed oedd fel arfer heb oedolyn yn gwmni iddynt.⁽⁴⁾
- Ym mhob grŵp oedran y prif reswm a roddwyd am fynd gyda phlant i'r ysgol oedd perygl traffig ac ofn ymosodiad.⁽⁴⁾
- Mae'r NSPCC yn amcangyfrif bod 11 plentyn ar gyfartaledd yn cael eu lladd gan ddieithriaid, lle cafodd 49 eu lladd fel teithwyr yn teithio mewn car yn 2008.⁽¹⁰⁾

Siwrneiau i'r Ysgol (Prydain Fawr)⁽⁴⁾

	1985/86		1995/97		2009	
	5-10 oed	11-16 oed	5-10 oed	11-16 oed	5-10 oed	11-16 oed
cerdded	67%	52%	53%	42%	50%	38%
beicio	1%	6%	0%	2%	1%	3%
car	22%	10%	38%	20%	42%	22%
bws	4%	20%	7%	33%	7%	32%
arall	2%	1%	2%	3%	0%	5%

Noder os gwelwch yn dda, oherwydd y gwahaniaethau yn y modd y cafodd yr ystadegau uchod eu casglu bob blwyddyn na ellir eu cymharu'n uniongyrchol.



Yn 2008 gwnaed 64 miliwn o deithiau ar y Rhwydwaith Beicio Cenedlaethol gan blant er mwyn mynd i'r ysgol neu i chwarae.





Llygredd a newid hinsawdd

Mae data ystadegol dros dro yn dangos:

- Roedd carbon deuocsid (CO₂), y prif nwy tŷ gwydr a gysylltir â newid hinsawdd, yn gyfrifol am tua 85% o gyfanswm allyriadau nwyon tŷ gwydr y DU yn 2008.⁽¹¹⁾
- Daw mwyafrif yr allyriadau CO₂ o ffynonellau trafndiaeth o drafnidiaeth ffordd a gynhyrchodd 117 miliwn tunnell fetrig yn 2008 o gymharu â 109 yn 1990.⁽¹¹⁾
- Ers 1990, mae allyriadau nwyon tŷ gwydr o drafnidiaeth ffordd wedi cynyddu gan 7%.⁽¹¹⁾
- Cyflwynodd Deddf Newid Hinsawdd 2008 darged cyfreithiol rwyml i leihau allyriadau nwyon tŷ gwydr y DU gan o leiaf 80% (is na lefelau 1990) erbyn 2050. Y targed interim ar gyfer 2020 yw lleihad gan 34%.⁽¹¹⁾

Anafedigion ar y ffyrdd

Gellir cael gwybodaeth ynglŷn ag anafedigion ar y ffyrdd mewn ardal benodol gan Dîm Diogelwch y Ffyrdd eich awdurdod lleol, sydd fel arfer wedi'i leoli yn yr Adran Prifffyrdd.

Anafiadau traffig sy'n achosi'r mwyaf o farwolaethau ymhlith plant

- Yn 2009 riportwyd 10,354 o anafedigion a ddirodded fodd anafiadau personol mewn damweiniau ffyrdd ledled Cymru. Roedd 1,010 o'r rhain yn blant.⁽¹³⁾
- Roedd 61% o'r plant a laddwyd neu a anafwyd yn ddirifol yn 2009 yn gerddwyr, roedd 20% yn deithwyr mewn ceir a 15% yn feicwyr.⁽¹³⁾
- Yn 2009, roedd cyfnod brig yn y bore lle riportwyd anafedigion ymhlith plant rhwng 8am a 9am, sy'n cyd-daro â theithio i'r ysgol, a chafwyd cyfnod brig arall rhwng 3pm a 8pm.⁽⁴⁾

Mae ein record diogelwch ffyrdd plant yn gwella

- Yng Nghymru, roedd canran y plant a laddwyd neu a anafwyd yn ddirifol o ganlyniad i ddamweiniau ar y ffyrdd yn 2009 53% yn is na chanran 1994-1998.⁽¹³⁾
- Mae cynnydd mewn beicio yn aml yn arwain at leihad mewn anafedigion sy'n feicwyr. Byddai dyblu nifer y beicwyr yn arwain at leihad yn y perygl o feicio gan tua traean.⁽¹⁴⁾

Mae angen i blant ddatblygu sgiliau diogelwch y ffordd

- Mae plant sy'n cerdded i'r ysgol gynradd yn datblygu ymwybyddiaeth diogelwch y ffyrdd ac maent yn llai agored i niwed pan fyddant yn cerdded yn annibynnol i'r ysgol uwchradd.⁽¹⁵⁾
- Mae plant ifanc yn gweld y byd yn wahanol i oedolion, er enghraifft cânt anhawster i farnu cyflymder a phellteroedd cerbydau ac felly mae angen eu haddysgu sut i ymdrin â thraffig.⁽¹⁵⁾
- Mae plant sy'n cerdded i'r ysgol yn ymgysylltu â'u cymuned leol, mae ganddynt rwydweithiau cymdeithasol ehangach ac mae ganddynt ymwybyddiaeth well o synnwyr y ffyrdd.⁽¹⁵⁾

Goryrru yw'r broblem fwyaf

- Cyflymder yw un o'r ffactorau cyfrannol mwyaf mewn damweiniau ffyrdd angheuol. Yn 2009, lladdwyd neu anafwyd yn ddirifol 1,880 o bobl yng Nghymru mewn gwrthdrawiadau lle riportwyd cyflymder fel ffactor gyfrannol. Bu farw 29 o'r rhain.⁽¹⁶⁾
- Mae siawns cerddwr o oroesi os caiff ei daro gan gar yn teithio ar gyflymder o 20 mya yn 95%. Mae hyn yn gostwng i 80% os gyrrir y car ar gyflymder o 30 mya a 10% ar 40 mya.⁽¹⁶⁾
- Dangosodd arolwg a gynhaliwyd yn Llundain bod cyflwyniad parthau 20 mya wedi ei gysylltu â 42% o leihad mewn anafedigion ar y ffyrdd rhwng 1986 a 2006. Roedd y lleihad o ran canran yn isaf ymhlith plant iau.⁽¹⁶⁾

lechyd

Mae mygdarth ceir yn ddrwg i ni

- Mae gan blant sy'n byw yn agos i ffyrdd sydd â thraffig cerbydau trwm ddwywaith y perygl o ddirodded problemau anadlol â'r rheiny sy'n byw ger strydoedd llai prysur.⁽¹⁸⁾
- Mae teithwyr mewn ceir mewn traffig sy'n symud yn araf yn wynebu lefelau llygredd dwy neu dair gwaith yn uwch na'r rheiny a wynebir gan gerddwr.⁽¹⁹⁾
- Bydd trawsnewidydd catalytig, all ddiinstrio llawer o gemegau llygru mewn pibenni gwacáu ceir, dim ond yn gweithio'n dda pan ei fod yn boeth. Mae'r daith ysgol fel arfer yn rhy fyr i ganiatáu i'r trawsnewidydd catalytig gyrraedd y tymheredd angenrheidiol. Wrth i ragor o blant gael eu gyrru i'r ysgol mae'r aer ger ysgolion yn dod yn fwy llygredig.⁽²⁰⁾

Mae asthma ar gynydd

- Mae 10% o'r holl blant yng Nghymru ar hyn o bryd yn cael eu trin am asthma.⁽²¹⁾
- Gall llygredd amgylcheddol waethygu symptomau asthma a gall chwarae rhan mewn achosi peth asthma.⁽²²⁾
- Dywed 66% o bobl gydag asthma bod mygdarth traffig yn ysgogi eu symptomau.⁽²³⁾

Rydym yn mynd yn fwy dros ein pwysau

- Yn 2009, roedd un o bob pum plentyn yng Nghymru yn ordew, cynnydd gan 3% ar y flwyddyn flaenorol.⁽²⁴⁾
- Rhagamcannir y bydd 70% o ferched a 55% o fechgyn dros eu pwysau neu'n ordew erbyn 2050.⁽²⁵⁾
- Gwyddys bod gordewdra yn arwain at broblemau cronig a phroblemau meddygol difrifol.⁽²⁵⁾
- Yn 2050 rhagwelir y bydd gordewdra yn costio £49.9 biliwn i'r GIG a'r gymuned ehangach (ar brisiau 2007).⁽²⁵⁾

Gweithgarwch corfforol

- Mae manteision iechyd beicio yn llawer mwy nac unrhyw risgiau sy'n gysylltiedig ag ef - ar gyfartaledd mae beicwyr yn byw dwy flynedd yn hirach na phobl sydd ddim yn beicio.⁽¹⁴⁾
- Yn 2008 ni wnaeth 56% o blant 7 i 11 a 65% o rai 11 i 16 gyflawni'r lefel a argymhellir o weithgarwch corfforol, sef un awr y dydd.⁽²⁶⁾
- Dangosodd astudiaeth bod disgyblion Blwyddyn 8 a oedd yn cerdded y siwrnai i'r ysgol bob dydd yn defnyddio mwy o galoriau nac oeddent yn ei wneud mewn 2 awr o Addysg Gorfforol.⁽²⁷⁾
- Mae'r lleihad mewn lefelau gweithgarwch corfforol o ganlyniad i gynydd mewn defnydd ar y car yn effeithio ar stamina plant, pa mor effro ydynt yn yr ysgol a pherfformiad academaidd.⁽²⁸⁾
- Drwy gyflawni'r lefelau a argymhellir o weithgarwch corfforol gall plant gynnal pwysau corff iach, datblygu esgyrn cyhyrau a system cardiofasgwlaidd iach a gwella cyd-symud a rheolaeth dros symudiad.⁽²⁹⁾
- Mae gweithgarwch corfforol hefyd wedi ei gysylltu â manteision seicolegol mewn pobl ifanc drwy wella eu rheolaeth dros symptomau pryder neu iselder.⁽²⁹⁾
- Mae anweithgarwch yng Nghymru yn costio o leiaf £500 miliwn y flwyddyn mewn colled allbwn, salwch a darpariaeth gofal iechyd ar gyfer salwch y gellir ei osgoi'n llwyr.⁽³⁰⁾

Cyd-destun yng Nghymru

Cyd-destun deddfwriaethol

Mae Mesur Teithio gan Ddysgwyr (Cymru) 2008 yn amlinellu dyletswyddau statudol awdurdodau lleol i ddarparu trafniadaeth ysgol. Mae gan awdurdodau lleol ddyletswydd i wneud trefniadau teithio ar gyfer plant sy'n derbyn addysg gynradd os ydynt yn byw dwy neu ragor o filltiroedd o'u hysgol addas agosaf, ac ar gyfer plant sy'n derbyn addysg uwchradd os ydynt yn byw tair milltir neu ragor o'u hysgol addas agosaf.

Mae'r Mesur Teithio gan Ddysgwyr hefyd yn rhoi dyletswydd ar awdurdodau lleol i hyrwyddo defnydd ar ddulliau cynaliadwy o deithio pan yn ystyried teithio gan ddysgwyr. Mae'r Mesur yn caniatáu i awdurdodau lleol newid amseroedd sesiynau ysgol lle y byddai'n hyrwyddo dulliau cynaliadwy o deithio neu y byddai'n gwella effeithlonrwydd ac effeithiolrwydd trefniadau teithio.

Hefyd, mae nifer o fentrau a strategaethau i'w cael eisoes yng Nghymru sy'n gysylltiedig â'r agenda teithio ysgol egniol. Gall y rhain fod yn ddefnyddiol wrth ddatblygu eich cynllun trafniadaeth ysgol eich hun:

Cynllun Gofodol Cymru (CGC)

Gweledigaeth 20 mlynedd ar gyfer Cymru yw'r Cynllun Gofodol sydd wedi ei strwythuro i adrannau ar lefel genedlaethol ac ardal. Datblygwyd y Cynllun i sicrhau bod Llywodraeth Cynulliad Cymru a'i phartneriaid a'i hasiantau yn datblygu polisi mewn modd sy'n rhoi ystyriaeth i wahanol heriau a chyfleoedd mewn gwahanol rannau o Gymru; ac i ddarparu sail a momentwm ar gyfer cydweithio ar agenda a rennir yn lleol, fel y gall gwahanol rannau o Gymru sefydlu eu hymagwedddau eu hunain er mwyn bodloni'r amcanion a osodwyd.

Ardaloedd Cynllun Gofodol Cymru	Awdurdodau Lleol
Gogledd Orllewin Cymru	Ynys Môn; Gwynedd; Conwy
Gogledd Ddwyrain Cymru	Wrecsam; Sir y Fflint, Sir Dinbych; Conwy
Central Wales	Denbighshire; Conwy; Powys; Ceredigion; Carmarthenshire; Gwynedd
Canolbarth Cymru	Sir Ddinbych; Conwy; Powys; Ceredigion; Sir Gaerfyrddin; Gwynedd
Sir Benfro	Sir Benfro; Sir Gaerfyrddin
Bae Abertawe	Abertawe; Sir Gaerfyrddin; Pen-y-bont ar Ogwr; Castell-nedd Port Talbot
De Ddwyrain Cymru	Caerdydd; Casnewydd; Sir Fynwy; Blaenau Gwent; Rhondda Cynon Taf; Pen-y-bont ar Ogwr; Bro Morgannwg; Merthyr Tudful; Caerffili; Torfaen

Gweledigaeth y Fframwaith Genedlaethol yw: Cynnal cymunedau drwy fynd i'r afael â'r heriau a berir gan newid mewn poblogaeth a newid economaidd; tyfu mewn ffyrdd a fydd yn cynyddu cystadleugarwch tra'n lledaenu ffyniant i ardaloedd llai cefnog a lleihau effeithiau amgylcheddol negyddol; gwella'r amgylchedd naturiol ac adeiledig er ei fudd ei hun ac am yr hyn y mae'n ei gyfrannu at les; a chynnal hunaniaeth nodedig Cymru.

Ar lefel ardal, mae Cynllun Gofodol Cymru yn rhannu Cymru yn chwe Ardal, gan alluogi gwahanol rannau o Gymru i ddarparu ymateb penodol i gyflawni'r weledigaeth genedlaethol. Yn unol â gweledigaeth y Cynllun o 'ffiniau aneglur', caiff nifer o awdurdodau lleol eu diffinio fel rhai sy'n gorwedd o fewn mwy nac un ardal ofodol.

Strategaeth Trafniadaeth Cymru

Mae Strategaeth Trafniadaeth Cymru yn lansio ymagwedd newydd at bolisi trafniadaeth sy'n canolbwyntio ar sut y gall trafniadaeth gyfrannu at well ansawdd bywyd drwy gydnabod bod yn rhaid i drafniadaeth gael ei gynllunio, ei weithredu a'i reoli ar y cyd gyda



Consortia Trafnidiaeth Rhanbarthol	Awdurdodau Lleol
TAITH	Conwy; Sir Ddinbych; Sir y Fflint Gwynedd; Ynys Môn; Wrecsam
TRACC	Ceredigion; Gwynedd; Powys
SWWITCH	Sir Benfro; Sir Gaerfyrddin; Abertawe; Castell-nedd Port Talbot
SEWTA	Blaenau Gwent; Pen-y-bont ar Ogwr; Caerffili; Caerdydd; Merthyr Tudful; Sir Fynwy; Casnewydd; Rhondda Cynon Taf; Torfaen; Bro Morgannwg

meysydd polisi eraill. Mae'r Strategaeth, a gyhoeddwyd ym mis Mai 2008, yn cynnig cyfres o ganlyniadau sy'n seiliedig ar dair 'colofn cynaliadwyedd', cymdeithasol, economaidd ac amgylcheddol, y dylai polisïau a phrosiectau trafniadaeth yng Nghymru geisio eu cyflawni.

Cynllun Trafnidiaeth Cenedlaethol

Mae Strategaeth Trafnidiaeth Cymru yn lansio ymagwedd newydd at bolisi trafniadaeth sy'n canolbwyntio ar sut y gall trafniadaeth gyfrannu at well ansawdd bywyd drwy gydnabod bod yn rhaid i drafniadaeth gael ei gynllunio, ei weithredu a'i reoli ar y cyd gyda meysydd polisi eraill. Mae'r Strategaeth, a gyhoeddwyd ym mis Mai 2008, yn cynnig cyfres o ganlyniadau sy'n seiliedig ar dair 'colofn cynaliadwyedd', cymdeithasol, economaidd ac amgylcheddol, y dylai polisïau a phrosiectau trafniadaeth yng Nghymru geisio eu cyflawni.

Cynlluniau Trafnidiaeth Rhanbarthol

Er mwyn gwella effeithiolrwydd cynllunio trafniadaeth, grwpiodd Llywodraeth Cynulliad Cymru awdurdodau lleol yng Nghymru yn bedwar consortiwm rhanbarthol. Mae gofyn i bob consortiwm baratoi Cynllun Trafnidiaeth Rhanbarthol, a ystyrir fel y dogfennau gweithredu a fydd yn rhoi ar waith fwradau Strategaeth Trafnidiaeth Cymru a Chynllun Gofodol Cymru.

Mae Llywodraeth Cynulliad Cymru yn defnyddio'r Cynlluniau Trafnidiaeth Rhanbarthol a ddatblygwyd fel mecanwaith ar gyfer clustnodi ariannu i'r rhanbarthau.

Targedau

Gwnaed y targedau canlynol yng Nghymru sy'n cysylltu'n uniongyrchol i'r agenda teithio cynaliadwy:

Mae cytundeb **Cymru'n Un** rhwng Llafur a Plaid Cymru yn nodi targed lleihad mewn allyriadau sy'n cyfateb i garbon gan dri y cant erbyn 2011 mewn ardaloedd o gymhwysedd datganoledig.⁽³¹⁾

Mae'r **Strategaeth Newid Hinsawdd** yn ehangu ar yr ymrwymadau a nodir yn nogfen Cymru'n Un, gan roi rhagor o fanylion ynglŷn â sut y mae Llywodraeth Cymru yn bwriadu lleihau allyriadau nwyon tŷ gwydr gan dri y cant mewn ardaloedd o gymhwyseddau datganoledig. Mae hefyd yn ymrwymo i darged hirdymor y DU i leihau allyriadau nwyon tŷ gwydr gan o leiaf 80 y cant erbyn 2050.⁽³²⁾

Gweithredu	Dyddiad
Pob ysgol i ddatblygu cynlluniau teithio egnïol, yn cynnwys darparu hyfforddiant beicio a diogelwch ffyrdd ar gyfer plant a phobl ifanc,	2010-2015
Blaenoriaethu gweithredu i gynyddu cyfranogiad mewn gweithgarwch corfforol merched yn eu harddegau.	2010-2015

Mae **Cynllun Gweithredu Cerdded a Beicio i Gymru 2009-13** yn dwyn ynghyd yr holl fentrau allweddol y mae Llywodraeth Cynulliad Cymru a'i phartneriaid yn eu cynnal neu'n bwriadu eu cynnal er mwyn cefnogi neu gynyddu cerdded a beicio yng Nghymru. Un o brif nodau'r cynllun yw cynorthwyo i newid ymddygiad - fel bod mwy o bobl, hen ac ifanc, yn cerdded a beicio'n amlach. O ran Teithio i'r Ysgol, mae gan y Strategaeth ddaug darged:

Cerdded: Cynyddu canran y plant sy'n cerdded i'r ysgol i gyfateb i Gyfartaledd y DU o'i lefel bresennol, sef 39%, i 46% yn 2013.



Beicio: Treblu canran y plant sy'n beicio i'r ysgol yng Nghymru, o un y cant (11 - 16 oed) a dau y cant (7-11 oed) i dri y cant a chwech y cant yn y drefn honno yn 2013.

Caiff cynnydd yn erbyn y camau a nodir yn y cynllun eu hadrodd yn flynyddol. Cyhoeddwyd yr adroddiad blynyddol cyntaf ar gynnydd (2009/10) ar wefan Llywodraeth Cynulliad Cymru.

Mae **Creu Cymru Egniol** ⁽²⁶⁾ yn amlinellu sut y bydd Cymru yn annog lefelau cynyddol o weithgarwch corfforol. Mae gan y cynllun ddau darged lefel uchel mesuradwy sydd â'r nod o gael pawb i wneud 'un diwrnod yn fwy'. Ar gyfer plant, y targed yw symud y pwynt cyfartaledd o ran gweithgarwch corffol ar gyfer rhai 11 i 16 oed o 60 munud y dydd ar 3.9 diwrnod i 60 munud y dydd ar 4.9 diwrnod erbyn 2020. O fewn y

targed hwn mae'r gofyniad canlynol wedi ei anelu at deithio ysgol:

Cyfeiriadau

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Gwybodaeth Bellach

Ewch i'r wefan Teithio Ysgol www.sustrans.org.uk/schooltravel i gael:

- y newyddion a'r wybodaeth ddiweddaraf ar faterion teithio ysgol
- gwybodaeth benodol ar bob un o ranbarthau'r DU
- adnoddau y gellir eu lawrlwytho yn cynnwys dalenni gwybodaeth eraill,
- astudiaethau achos, deunyddiau cwricwlwm a chylchlythyron

Ar gyfer ymholiadau Teithio Ysgol ffoniwch 0117 915 0100 neu anfonwch e-bost i schools@sustrans.org.uk

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Sustrans yw'r elusen sy'n galluogi pobl i deithio ar droed, beic neu drafnidiaeth gyhoeddus ar gyfer rhagor o'r siwrneiau a wnawn bob dydd.

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Llywodraeth Cynulliad Cymru
Welsh Assembly Government

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Further information

Visit the School Travel website www.sustrans.org.uk/schooltravel for:

- latest news and information on Safe Routes to Schools
- specific information and events for each of the UK regions
- downloadable resources including other information sheets
- case studies, curriculum materials and newsletters

For School Travel enquiries call 0117 915 0100 or email schools@sustrans.org.uk

About Sustrans

Sustrans is the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

It's time we all began making smarter travel choices. Make your move and support

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prepare a Regional Transport Plan, seen as the operational documents which will implement the intentions of both the Wales Transport Strategy and the Wales Spatial Plan.

Regional Transport Consortia	Local Authorities
TAITH	Conwy; Denbighshire; Flintshire; Gwynedd; Isle of Anglesey; Wrexham
TRACC	Ceredigion; Gwynedd; Powys
SWITCH	Pembrokeshire; Carmarthenshire; Swansea; Neath Port Talbot
SEWTA	Blaenau Gwent; Bridgend; Caerphilly; Cardiff; Merthyr Tydfil; Monmouthshire; Newport; Rhondda Gynon Taf; Torfaen; Vale of Glamorgan

Walking: Increase the percentage of children who walk to school to match the UK National Average from its current level of 39% to 46% in 2013.

Cycling: To triple the percentage of children cycling to school in Wales, from one per cent (ages 11 – 16) and two per cent (ages 7-11) to three per cent and six per cent respectively in 2013.

Progress against the actions set out in the plan are reported on annually. The first annual report on progress (2009/10) has been published on the Welsh Assembly Government website.

Creating an Active Wales⁽²⁶⁾ outlines how Wales will encourage increased levels of physical activity. The plan has two measurable high level targets which aim to get everybody to do 'one day more'. For children, the target is to shift the average point of physical activity for 11 to 16 year olds from 60 minutes per day on 3.9 days to 60 minutes per day on 4.9 days by 2020. Within this target, there is the following requirement aimed at school travel:

Action	Date
All schools to develop active travel plans, including cycling and road safety training for children and young people.	2010-2015
Prioritise action to increase participation in physical activity of teenage girls.	2010-2015

Targets
The following targets have been made in Wales that relate directly to the sustainable travel agenda:

The **One Wales** agreement between Labour and Plaid Cymru sets out a target for three per cent annual reductions in carbon equivalent emissions by 2011 'in areas of devolved competence'⁽⁸¹⁾. The **Climate Change Strategy** expands on the commitments set out in the One Wales document, providing further detail as to how the Welsh Government plans to reduce greenhouse gas emissions by three per cent in areas of devolved competences. It also commits to the UK's long term target to reduce greenhouse gas emissions by at least 80 per cent by 2050.⁽⁸²⁾

The **Walking and Cycling Action Plan for Wales 2009-13** brings together all the key initiatives which the Welsh Assembly Government and its partners are undertaking or planning to undertake in support of increasing walking and cycling in Wales.

We are getting more overweight

- In 2009, one in five children in Wales was obese, a 3% increase from the previous year.⁽²⁴⁾
- By 2050 it is predicted that 70% of girls and 55% of boys will be overweight or obese.⁽²⁵⁾
- Obesity is known to lead to both chronic and severe medical problems.⁽²⁵⁾
- In 2050 obesity is predicted to cost the NHS and wider society a total of £49.9 billion (at 2007 prices).⁽²⁵⁾

Physical activity

- The health benefits of cycling greatly outweigh any risks involved – on average cyclists live two years longer than non-cyclists.⁽¹⁴⁾
- In 2008 56% of children in Wales aged 7 to 11 and 65% aged 11 to 16 did not achieve the recommended level of physical activity which is one hour per day.⁽²⁶⁾
- A study showed that Year 8 pupils walking the school journey each day used more calories than during the 2 hours of PE they receive each week.⁽²⁷⁾
- The reduction in levels of physical activity due to increased car use affects children's stamina, alertness at school and academic performance.⁽²⁸⁾
- By achieving the recommended levels of physical activity children can maintain a healthy body weight; develop healthy bones, muscles and cardiovascular system and improve coordination and movement control.⁽²⁹⁾
- Physical activity has also been associated with psychological benefits in young people by improving their control over symptoms of anxiety and depression.⁽²⁹⁾
- Inactivity in Wales costs at least £500m per year in lost output, sickness and healthcare provision for entirely avoidable illness.⁽³⁰⁾

Context in Wales:

Legislative Context

The Learner Travel (Wales) Measure 2008 sets out the statutory duties of local authorities for the provision of school transport. Local authorities are under a duty to make travel arrangements for children receiving primary education if they live two miles or more from their nearest suitable school, and for children receiving secondary education if they live three miles or more from their nearest suitable school.

The Learner Travel Measure also places a duty on local authorities to promote the use of sustainable modes of travel when considering learner travel. The Measure allows local authorities to change school session times where it would promote sustainable modes of travel or would improve the efficiency and effectiveness of travel arrangements.

In addition, there are several initiatives and strategies already in Wales that relate to the active school travel agenda. These may prove useful in developing your own school transport plan:

The Spatial Plan is a 20-year vision for Wales structured into national and area level sections. The Plan was developed to ensure the Welsh Assembly Government and its partners and agents develop policy in ways which take account of the different

Wales Spatial Plan (WSP)

Regional Transport Plans

To improve the effectiveness of transport planning, the Welsh Assembly Government grouped local authorities in Wales into four regional transport consortia. Each consortium is required to

National Transport Plan

The National Transport Plan, published in March 2010, sets out in detail how the Wales Transport Strategy will be delivered over the next five years. It builds on previous plans, adding and integrating public and community transport, walking and cycling.

Wales Transport Strategy

The Wales Transport Strategy launches a new approach to transport policy which focuses on how transport can contribute to a better quality of life by recognising that transport has to be planned, implemented and managed in co-ordination with all other policy areas. Published in May 2008, the Strategy proposes a series of outcomes based on the three 'pillars of sustainability', social, economic and environmental, that transport policies and projects in Wales should seek to deliver.

Local Authorities	Wales Spatial Plan Areas
Anglesey; Gwynedd; Conwy	North West Wales
Wrexham; Flintshire; Denbighshire; Conwy	North East Wales
Denbighshire; Conwy; Powys; Ceredigion; Carmarthenshire; Gwynedd	Central Wales
Pembrokeshire; Carmarthenshire	Pembrokeshire
Swansea; Carmarthenshire; Bridgend; Neath Port Talbot	Swansea Bay
Cardiff; Newport; Monmouthshire; Blaenau Gwent; Rhondda-Cynon-Taff; Bridgend; Vale of Glamorgan; Merthyr Tydfil; Caerphilly; Torfaen	South East Wales

challenges and opportunities in the different parts of Wales; and to provide a basis and momentum for working together on a shared agenda locally, so that the different parts of Wales can establish their own approaches to meet the objectives set.

The Vision of the National Framework is: To sustain communities by tackling the challenges presented by population and economic change; to grow in ways which will increase competitiveness while spreading prosperity to less well-off areas and reducing negative environmental impacts; to enhance the natural and built environment for its own sake and for what it contributes to well-being; and to sustain Wales' distinctive identity.

At the area level, the Wales Spatial Plan divides Wales into six Wales Spatial Plan Areas, enabling different parts of Wales to provide a distinctive response to delivering the national vision. In-keeping with the Plan's vision of 'fuzzy boundaries', many local authorities are defined as sitting within more than one spatial area:



Pollution and climate change

Provisional statistical data shows:

- Carbon dioxide (CO₂), the main greenhouse gas associated with climate change, accounted for about 85% of total UK greenhouse gas emissions in 2008.⁽¹¹⁾
- The majority of CO₂ emissions from transport sources are from road transport which produced 117 million tonnes in 2008 compared with 109 in 1990.⁽¹¹⁾
- Since 1990, greenhouse gas emissions from road transport have increased by 7%.⁽¹¹⁾
- The Climate Change Act 2008 introduced a legally binding target to reduce the UK's greenhouse gas emissions by at least 80% (below 1990 levels) by 2050. The interim target for 2020 is a 34% reduction.⁽¹¹⁾

Road casualties

Information about road casualties in a particular area can be obtained from the Road Safety Team of your local authority, which is usually located within the Highways Department.

Traffic injuries cause most child deaths

- In 2009 there were 10,354 reported casualties from personal injury road accidents across Wales. 1,010 of these were children.⁽¹³⁾
- 61% of children killed or seriously injured in 2009 were pedestrians, 20% were car passengers and 15% were cyclists.⁽¹³⁾
- In 2009, there is a morning peak in reported child casualties between 8am and 9am coinciding with school travel and another peak from 3pm - 8pm.⁽⁴⁾

Our child road safety record is improving

- In Wales, the number of children reported killed or seriously injured due to road accidents in 2009 was 53% lower than the 1994-1998 average.⁽¹³⁾
- An increase in cycling often leads to a reduction in cyclist casualties. A doubling of cycling would lead to a reduction in the risks of cycling by around a third.⁽¹⁴⁾
- Children who walk to primary school develop road safety awareness and are less vulnerable when they walk independently to secondary school.⁽¹⁵⁾

Children need to develop road safety skills

- Children who walk to primary school develop road safety awareness and are less vulnerable when they walk independently to secondary school.⁽¹⁵⁾

Health

Car fumes are bad for us

- Children living near roads with heavy vehicle traffic have twice the risk of respiratory problems as those living near less congested streets.⁽¹⁶⁾
- Car passengers in slow-moving traffic face pollution levels two to three times higher than those experienced by pedestrians.⁽¹⁶⁾
- The catalytic converter, which can destroy many polluting chemicals in a car's exhaust gases, only works well when it is hot. The school run is usually too short to allow the catalytic converter to reach the necessary temperature. As more children are driven to school, the air near the school becomes more polluted.⁽²⁰⁾

Asthma is on the increase

- 10% of all children in Wales are currently being treated for asthma.⁽²¹⁾
- Environmental pollution can make asthma symptoms worse and may play a part in causing some asthma.⁽²²⁾
- 66% of people with asthma say that traffic fumes trigger their symptoms.⁽²³⁾

Speeding is the biggest problem

- Young children perceive the world differently to adults, for example they have difficulty judging the speed and distance of vehicles and so need to be taught how to negotiate traffic.⁽¹⁵⁾
- Children who walk to school are actively engaged with their local community, have wider social networks, and have greater spatial awareness and road sense.⁽¹⁵⁾
- Speed is one of the biggest contributory factors in fatal road accidents. In 2009, 1,880 people in Wales were killed or seriously injured in crashes where a speed contributory factor was reported. 29 of these were fatalities.⁽¹⁶⁾
- A pedestrian struck by a car driven at 20 mph has a 95% chance of survival. This reduces to 80% if driven at 30 mph and 10% at 40 mph.⁽¹⁶⁾
- A London survey showed that the introduction of 20 mph zones was associated with a 42% reduction in road casualties between 1986 and 2006. The percentage reduction was greatest in younger children.⁽¹⁶⁾

Journeys to School (Great Britain)⁽⁴⁾

	1985/86		1995/97		2009	
walk	5-10 year olds	67%	5-10 year olds	53%	5-10 year olds	38%
cycle	5-10 year olds	1%	5-10 year olds	0%	5-10 year olds	3%
car	5-10 year olds	22%	5-10 year olds	38%	5-10 year olds	22%
bus	5-10 year olds	4%	5-10 year olds	20%	5-10 year olds	32%
other	5-10 year olds	2%	5-10 year olds	1%	5-10 year olds	5%

Please note that differences in the way the statistics above were collated each year mean that they are not directly comparable.

We are walking and cycling less

- In 2008 people in Wales made an average 206 walking trips per person per year, compared to 350 trips (in Great Britain) in 1985/86.⁽¹⁾
- In Great Britain, we made an average 15 bicycle journeys per person per year in 2009, compared to 25 in 1985/86.⁽⁴⁾
- 42% of people in the UK own one or more bicycles, but only 2% of all journeys are made by bicycle.⁽⁴⁾

We are using cars more

- In 2008/09 people in Wales made an average 413 trips per person (as car drivers) compared to 395 in 1999/2001 – an increase of 5%.⁽¹⁾
- In Great Britain, trips by car (as driver or passenger) accounted for 63% of all trips made and 79% of distance travelled in 2008/09.⁽⁴⁾

Yet most journeys could be cycled or walked

- 20% of the journeys made in 2009 were less than one mile.⁽⁴⁾
- 54% of all the journeys under five miles were made by car in 2008.⁽⁵⁾
- The average car or van journey in 2009 was only 8.4 miles.⁽⁴⁾
- At a leisurely pace, you can cycle one mile in five minutes (which is twice the speed of a car in rush-hour traffic),⁽⁶⁾ and on average people walk between two and four miles per hour.⁽⁷⁾
- Nearly half of all car trips in Wales could be replaced by walking, cycling or public transport.^(8,9)

Travelling to school

In general, the patterns of travel of primary (age five - 10) and secondary school (age 11-16) children are different, partly due to increasing independence with age, but mainly because primary school children live much closer to their schools.⁽⁴⁾

School journeys are getting longer

- The average length of a trip to school in Wales has increased from 3.0 miles in 1995/99 to 3.5 miles in 2008/09.⁽¹⁾
- The average annual cost of the school run by car per primary school child is £367.⁽⁸⁾

Recently, fewer children are walking to school

- In 2008/09, 34% of children in Wales aged between five and 16 travelled to school by car, an increase of 5% on the 1995/99 figure. 36% walked to school in 2008/09, a decrease of 1% from 1995/99.⁽¹⁾

Trend for independent travel has changed

- In 1971 80% of seven to eight year olds walked to school independently,⁽⁶⁾ whereas in 2009 only 11% of seven to 10 year olds and 60% of 11-13 year olds were usually unaccompanied by an adult.⁽⁴⁾
- In all age groups the main reasons given for accompanying children to school were traffic danger and fear of assault.⁽⁴⁾
- The NSPCC estimates that on average 11 children a year are killed by strangers, whereas 49 were killed travelling as passengers in cars in 2008.⁽¹⁰⁾



In 2008 64 million journeys on the National Cycle Network were made by children to get to school or for play



Facts and figures to support school travel initiatives in Wales

Information for parents and schools



Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. It's time we all began making smarter travel choices. Make your move and support Sustrans today.

Introduction

School travel initiatives encourage children to walk and cycle to school through practical and educational measures. These facts and figures provide evidence to support school travel projects in Wales and inspire staff, pupils, parents and the local community to work together to make the school journey safer, healthier and more enjoyable for everyone.

Journeys we make

Road traffic is growing

- In 2009, the overall motor vehicle traffic volume in Wales was 27.95 billion vehicle kilometers, an increase of 12% from 1999.⁽¹⁾
- The growth in car travel has been accompanied by a reduction in motorway costs.⁽²⁾

We are travelling further

- In 2009 bus and rail fares were respectively 24% and 13% higher than in 1997 (in real terms).⁽³⁾
- Total traffic in Wales, measured in vehicle kilometres, is forecast to grow by 22% between 2003 and 2025 and 39% by 2035.⁽⁴⁾
- We are travelling further in Great Britain, average journey length has increased from 5.2 miles in 1985/86 to seven miles in 2009.⁽⁵⁾ On average people in Wales travelled 7,026 miles in 2009, compared to 5,317 miles (travelled by people in Great Britain) during 1985.⁽⁶⁾

