

Licensing and Vehicle Ownership – 2011

Introduction

This Statistical Bulletin sets out information about vehicle licensing in Wales. This information was previously released in Chapter 2 of 'Welsh Transport Statistics'.

The numbers and the characteristics of the vehicles licensed for use on the roads for the first time in Wales reflect the general economic climate, both in Wales and in the rest of the United Kingdom. In turn, the number and type of newly registered vehicles help determine the number and characteristics of the stock of vehicles licensed for use on the roads. This stock of vehicles has a wider impact on life in Wales, for example through its impact on personal mobility and on greenhouse gas emissions from transport.

Key points:

During 2011 there were 85 thousand new registrations in Wales, and just under 4 out of 5 of these, 68 thousand, were cars.

At the end of 2011 there was a stock of 1.742 million vehicles licensed for use on the roads in Wales. Just over three quarters, around 1.321 million, of these were cars. The vehicles licensed in Wales came to around 5 per cent of the total licensed for Great Britain as a whole.

The level of the vehicle stock in Wales means that there were 478 cars licensed for every thousand people in Wales at the end of 2011; in addition there were 18 motorcycles, 57 light goods vehicles and 7 heavy goods vehicles licensed for every thousand people.

During 2011, the average CO₂ emissions from a car registered during the year were 17 per cent lower compared with the average CO₂ emissions from cars registered five years earlier, in 2006. Comparing all the cars registered at the end of 2011 with all those registered at the end of 2006 shows that the average CO₂ emissions across the stock of cars as a whole fell by 5 per cent.

At the end of 2011 there were 715 thousand diesel powered vehicles in Wales, 41 per cent of the total. There were 1,019 thousand petrol powered vehicles, 58½ per cent of the total. The remaining ½ per cent of the vehicles in Wales, 9 thousand vehicles, was powered by alternative fuels (that is by electric, hybrid, natural gas and so on). Of these 3,200 were electric powered, around 500 higher than at the end of 2010.

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Vehicle licensing statistics for Wales, 2011

Introduction

The vehicle licensing statistics cover the registration of vehicles licensed for use on the roads for the first time (note that while most of these will be new vehicles, being licensed or registered for the first time is not identical with the vehicle concerned being 'new'). For convenience this Bulletin sometimes refers to this process as 'new registrations'. The vehicle licensing statistics also cover the stock of registered vehicles that are licensed for use on the roads.

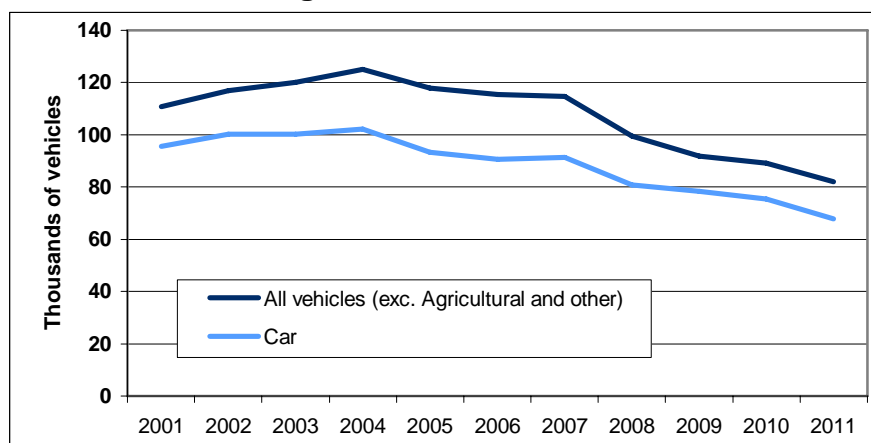
The numbers and the characteristics of the vehicles licensed for use on the roads for the first time in Wales reflect the general economic climate, both in Wales and in the rest of the United Kingdom. In turn, the number and type of newly registered vehicles help determine the number and characteristics of the stock of vehicles licensed for use on the roads. This stock of vehicles has a wider impact on life in Wales, for example through its impact on personal mobility and on greenhouse gas emissions from transport.

During 2011 there were 85 thousand new registrations in Wales; and at the end of 2011 there was a stock of 1.742 million vehicles licensed for use on the roads in Wales. Just over three quarters, around 1.321 million, of these were cars. The vehicles licensed in Wales came to around 5 per cent of the total licensed for Great Britain as a whole.

Vehicles registered for the first time

Chart 1 shows how the number new registrations in Wales peaked in 2004 and has since declined, with a more rapid fall after 2007. It shows that the 'all vehicles' figure has declined faster than the decline for cars alone.

Chart 1: Vehicles registered for the first time in Wales



Source: DfT, tables Veh0254, 0323, 0454, 0554, and 0654

This decline has occurred across all vehicle body types (see Key Quality Information on page 19 for all definitions); for the other types of vehicle, the peak in registrations was later than that for cars and the decline steeper. For example, for:

- Cars: peak in new registrations was 2004 with 2011 figures 34 per cent down,
- Motorcycles: peak in registrations was 2007 with 2011 figures 39 per cent down,
- Vans: peak in new registrations was 2006 with 2011 figures 45 per cent down,
- HGVs: peak in new registrations was 2006 with 2011 figures 43 per cent down, &
- Buses: peak in new registrations was 2005 with 2011 figures 55 per cent down.

There was a particularly sharp fall in car registrations between 2007 and 2008 (from 91 thousand to 81 thousand cars – see table 3) and in response, new registrations during 2009 and the beginning of 2010 were stabilised by the UK Government’s ‘Vehicle Scrappage Scheme’ which ran from May 2009 to March 2010. This gave car owners a £2,000 subsidy (half from the Government, half from participating dealers/manufacturers) towards the purchase of new car (or van) if they traded in their 10 year old (or older) car or van for scrappage.

Table 1 below shows there has been considerable variation across regions and countries within Great Britain. The table shows the change in new registrations of vehicle since 2004, by region, ranked by the change in car registrations. For each vehicle type, the region with the smallest fall is shown with a blue box, whilst those with the largest fall are shown with the red, dashed, box.

Table 1: Change in vehicle registrations 2004 to 2011 by region

Region	Percentage change			
	Cars	Motor-cycles	Vans	HGV
South East	-8%	-23%	15%	-12%
South West	-9%	-31%	0%	-19%
East Midlands	-20%	-31%	-21%	-23%
Scotland	-23%	-19%	-31%	-27%
West Midlands	-26%	-21%	-23%	-33%
Yorks & Humber	-26%	-33%	-30%	-27%
North East	-34%	-51%	-5%	-33%
Wales	-34%	-25%	-42%	-35%
East	-36%	-19%	-37%	-19%
North West	-43%	-32%	-50%	-21%
London	-46%	-28%	-44%	-20%
Great Britain	-27%	-28%	-23%	-23%

Source: DfT, tables Veh0254, 0323, 0454, 0554, and 0654, ranked by the change for cars

It can be seen that London is a special case, with the decline in car registrations associated with a fall in car use (together with some shift in personal travel towards public transport) shown by the National Travel Survey over this period in London. Elsewhere, it appears that Wales has had a greater fall in registrations than most other regions, particularly in registrations of light goods vehicles (vans) and HGVs.

The tables at the end of this Bulletin give more detailed information, for example table 2.1 (page 11) shows the monthly path of registrations through 2011, and demonstrates that registrations peak in March and September of the year. It also shows that 46 per cent of cars registered in Wales were registered as company cars, far lower than the corresponding figure of 59 per cent for Great Britain as a whole (DfT: Veh0252).

Table 2.2 (page 12) gives more information about new registrations by local authority area, though the figures for Swansea are probably affected, and increased, because it is the location of the DVLA itself.

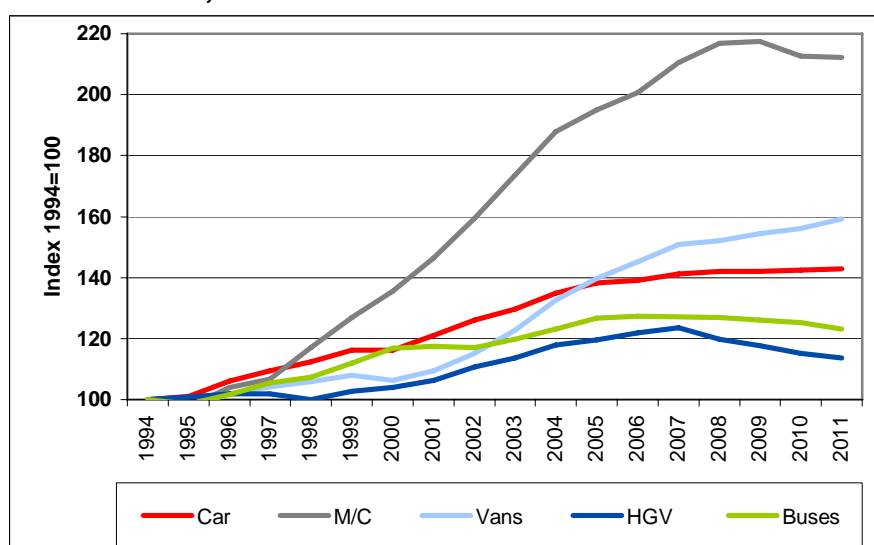
Licensed vehicle stock

At the end of 2011 there were 1.742 million vehicles registered in Wales. This is an increase of 0.5 per cent since 2010. The growth in vehicle stock slowed after 2007:

Change 2005 compared with 2004: 2.9 per cent Change 2006 compared with 2005: 2.0 per cent Change 2007 compared with 2006: 1.8 per cent ...then...	Change 2008 compared with 2007: -0.3 per cent Change 2009 compared with 2008: 0.2 per cent Change 2010 compared with 2009: 0.3 per cent Change 2011 compared with 2010: 0.5 per cent
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Chart 2 below shows looks at the longer term changes in the types of vehicle in the registered stock of vehicles. It shows changes from 1994 as index numbers, with the level of stock in 1994 taken as '100' (if this data was presented by displaying the number of vehicles, then cars would predominate as they make up three quarters of the registered vehicle stock in Wales).

Chart 2: Change in stock of vehicles licensed by body type, Wales, 1994 to 2011



Source: DfT, tables Veh0204, 0303, 0404, 0504 and 0604

This chart shows that over a longer period the greatest growth has been in motorcycles, though the stock of motorcycles stopped growing in 2008. There has also been sharp growth in light goods vehicles (or 'vans') between 2000 and 2007.

Box 1: Classification of registrations

Registrations are shown in this Bulletin classified either by **body type** or by **taxation class**. More complete definitions are in the Key Quality Information section, but body type relates to the physical construction of the vehicle (e.g. car, motorcycle etc). Taxation class reflects the way in which the vehicle is used and, in some cases, by whom it is used (e.g. private and light goods etc) and does not always reflect the physical construction of the vehicle. There have been many changes to the taxation classes over the years.

The chart suggests that the change in the stock for each type of vehicle falls into a number of separate, but internally consistent periods. These are set out in Box 2 below.

Box 1 – Changes in vehicle stock by body type

Cars

- rose at an average 3.7 per cent per annum between 1995 and 2005
- rose at an average 0.5 per cent per annum from 2005 onwards.

Motorcycles

- rose at an average 10.9 per cent per annum between 1997 and 2004
- rose at an average 3.9 per cent per annum between 2004 and 2009
- declined by an average 0.7 per cent per annum from 2010 onwards

Light goods vehicles

- rose at an average 6.0 per cent per annum between 2000 and 2007
- rose at an average 1.4 per cent per annum from 2007 onwards.

Heavy goods vehicles

- rose at an average 2.6 per cent per annum between 1998 and 2007
- declined by an average 2.0 per cent per annum from 2007 onwards.

Buses

- rose at an average 2.3 per cent per annum between 1994 and 2006
- declined by an average 0.7 per cent per annum from 2006 onwards.

The level of the vehicle stock in Wales means that there were 478 cars licensed for every thousand people in Wales at the end of 2011; in addition there were 18 motorcycles, 57 light goods vehicles and 7 heavy goods vehicles licensed for every thousand people. Table 2 compares these figures with the availability of motor vehicles elsewhere in Great Britain.

Table 2: Vehicles per thousand head of population
(mid-2010 population estimates)

Region	Number			
	Cars	Motor-cycles	Vans	HGV
South East	540	25	60	7
South West	529	29	72	8
West Midlands	518	19	71	11
East of England	505	24	56	8
East Midlands	483	23	60	10
Wales	478	18	57	7
Scotland	434	13	45	7
North West	433	17	42	9
Yorkshire and Humberside	424	19	46	9
North East	399	15	54	6
London	325	16	26	3
Great Britain	471	20	54	8

DfT table veh 0104, ranked by value for 'cars'

This table shows that, again, London, is very different from the rest of Great Britain. The availability of cars and motorcycles in Wales is lower than in the South and the Midlands of England, but higher than in the North of England and Scotland.

Further information about vehicle stock is shown in the tables at the end of this Bulletin: Table 2.4 (on page 13) shows the distribution of the vehicle stock by taxation class. Table 2.7 on the same page shows the impact of the slow down in the growth in the stock in terms of a gradual increase in the average age of the vehicle stock. This has risen from 7.0 years in 2004 to 8.1 years in 2011.

Table 2.3 (page 14) shows the distribution of the stock by local authority area across Wales, again by taxation class.

Table 2.5 (page 15) provides more information about the age of the vehicle stock. It disaggregates the vehicle stock as at the end of 2011 by the first year of registration. It suggests, for example, that there are more cars in Wales that were registered in 2001 (95 thousand) than were registered in 2011 (53 thousand). It also shows that there are currently relatively few vehicles on the road that are more than 15 years old; with only 94 thousand vehicles registered before 1996, around 5 per cent of the total vehicle stock at 2011. There are only 3 thousand cars on the road in Wales that were registered before 1986.

Lastly table 2.11 and 2.10 (Page 18) provide more information about good vehicles registered in Wales.

Table 3 below summarises recent trends in new registrations and registered stock.

Table 3: New registrations and stock, Wales

Numbers	Body type				
	Cars	Motor-cycles	Light goods vehicles	Heavy goods vehicles	Buses and coaches
Registrations for the first time (Thousands)					
2001	95.6	6.0	7.6	1.2	0.4
2002	100.2	6.0	9.1	1.3	0.4
2003	100.2	6.1	11.5	1.7	0.6
2004	102.2	5.3	15.4	1.4	0.8
2005	93.3	5.8	16.4	1.5	0.8
2006	90.6	6.0	16.5	1.6	0.7
2007	91.3	6.4	15.0	1.4	0.6
2008	80.8	6.0	10.8	1.5	0.5
2009	78.4	4.9	7.0	1.1	0.4
2010	75.4	4.1	8.5	0.8	0.4
2011	67.7	3.9	9.0	0.9	0.4
Registered stock (Thousands)					
2001	1,217.0	38.0	118.4	19.6	9.8
2002	1,269.4	41.5	124.4	20.4	9.8
2003	1,305.2	45.1	132.6	21.0	10.0
2004	1,357.0	48.8	143.3	21.7	10.3
2005	1,392.1	50.7	151.0	22.0	10.6
2006	1,399.9	52.2	157.0	22.5	10.6
2007	1,420.2	54.7	163.2	22.8	10.6
2008	1,429.0	56.4	164.5	22.1	10.6
2009	1,429.0	56.5	166.9	21.7	10.5
2010	1,433.3	55.2	168.7	21.2	10.5
2011	1,437.5	55.1	172.2	21.0	10.3

Source: Department for Transport

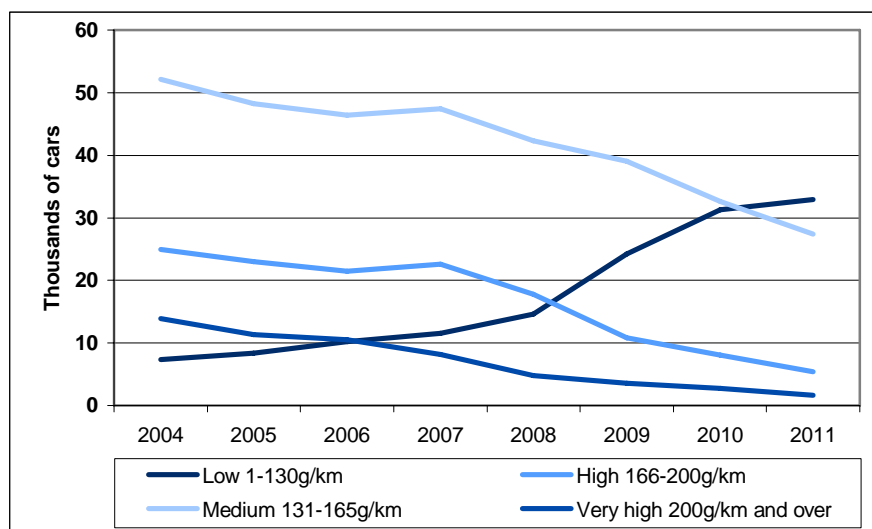
Tel: 020 7944 3077

Source: DfT, tables: New registrations: Veh0254, 0323, 0454, 0554, and 0654
Stock: Veh0204, 0303, 0404, 0504 and 0604

CO2 emissions

Chart 3, below, and Table 5, on page 9, show the major shift in new registrations towards cars in the lower CO₂ emission bands. This change has occurred mostly because of the lower vehicle tax for cars in the lower bands (see table 5 for the current rates of tax). This graduated vehicle excise duty system, with tax bands based on CO₂ ratings, was introduced from March 2005 as an incentive to purchase vehicles with lower emission ratings; the relative tax for the higher bands was increased from April 2009.

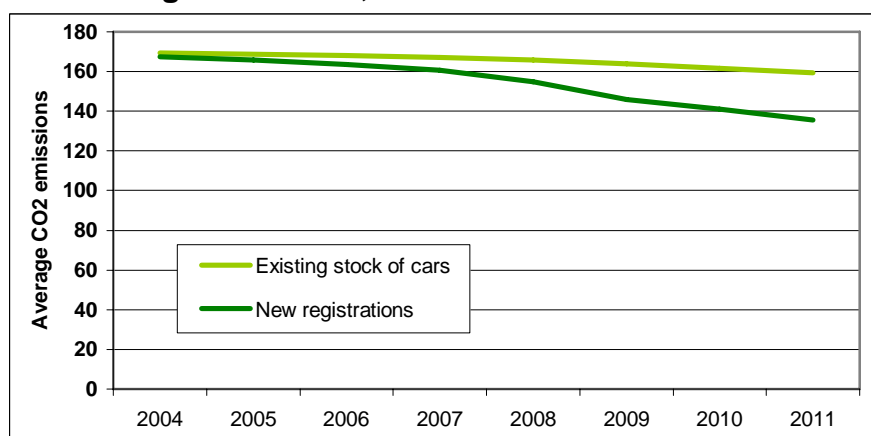
Chart 3: Cars registered for the first time by CO₂ emission band, Wales



Source: DfT also see Table 3 below

Chart 4 below shows how this process is leading to a fall in the average CO₂ emissions of newly registered cars; and how this is feeding through into a fall in the average CO₂ emissions for the stock of registered cars as a whole as these new, lower CO₂ emissions cars replace older cars. Table 6 (on page 10) shows more details about the stock of licensed cars by CO₂ emission band.

Chart 4: Average CO₂ emissions of licensed and newly registered cars, Wales



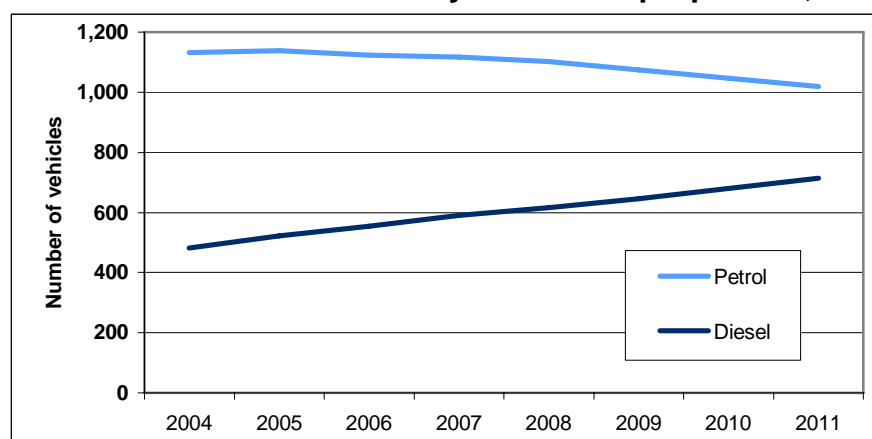
Source: DfT also see Table 2 below

In parallel to this move to cars with lower emissions, there is a move towards more diesel powered vehicles. Table 2.8 (on Page 16) shows that at the end of 2011 there were 715 thousand diesel powered vehicles in Wales, 41 per cent of the total. There

were 1,019 thousand petrol powered vehicles, 58½ per cent of the total. Table 2.8 also shows that the remaining ½ per cent of the vehicles in Wales, 9 thousand vehicles, was powered by alternative fuels at the end of 2011 (that is by electric, hybrid, natural gas and so on). Of these 3,200 were electric powered, around 500 higher than at the end of 2010.

Chart 5 shows recent trends in the stock of petrol and diesel powered vehicles in Wales.

Chart 5: Total road vehicles by method of propulsion, Wales



Source: DfT also see Table 2.8 on page 10

Table 2.9 (page 16) shows that diesel powered vehicles are more prevalent in rural areas of Wales, making up more than half of the vehicles in, for example, Gwynedd, Powys and Ceredigion; petrol powered vehicles are more prevalent in cities, making up more than 65 percent of the vehicles in Cardiff and Newport.

This move to lower emissions has resulted from car manufacturers redesigning engines, rather than a move to smaller engines in vehicles. Table 4, (which is derived from table 2.13 below on page 17) shows that the proportion of the stock of ‘private and light goods vehicles’ (a taxation class) with small engines below 1,200cc has fallen between 2004 and 2011, while the proportion with larger engines over 2,000cc has increased.

Table 4: Proportion of private and light goods vehicles licensed, by engine size

At end of year	Percentage	
	2004	2011
Up to 1,000 cc	4.1%	4.0%
1,001 to 1,200 cc	8.5%	6.6%
1,201 to 1,500 cc	22.6%	25.2%
1,501 to 2,000 cc	49.6%	47.6%
2,001 to 2,500 cc	10.1%	11.0%
2,501 cc and over	5.0%	5.7%
cc not known	0.1%	0.0%
Total	100.0%	100.0%

Source: DfT also see Table 2.8 on page 10

Table 2.14 (page 17) shows that vehicles with larger engine sizes are more prevalent in rural areas of Wales.

Table 5: Cars registered for the first time by CO₂ emission band, Wales annually: 2001 to 2011

Numbers and per cent

	CO ₂ Emission Band in grammes per kilometre (g/km)													Not known	Total	Avg CO ₂	
	1 - 100	101 - 110	111 - 120	121 - 130	131 - 140	141 - 150	151 - 165	166 - 175	176 - 185	186 - 200	201 - 225	226 - 255	Over 255				
Numbers of cars (Thousands)																	
2001	0.0	0.0	0.3	0.5	1.9	2.4	3.7	2.0	1.5	2.2	1.8	1.5	1.1	76.7	95.6	179.2	
2002	0.0	0.2	2.2	1.4	7.8	11.1	19.6	7.9	5.4	6.9	5.6	3.5	2.2	26.3	100.2	170.0	
2003	0.0	0.4	3.5	1.8	9.4	21.5	21.3	9.0	7.4	7.6	6.6	3.9	3.1	4.8	100.2	167.7	
2004	0.0	0.5	3.7	3.1	9.1	21.1	21.9	8.7	8.9	7.3	6.5	3.8	3.6	3.9	102.2	167.5	
2005	0.0	0.8	3.4	4.1	8.2	17.5	22.5	7.8	8.1	7.1	5.3	3.3	2.7	2.5	93.3	165.9	
2006	0.0	2.1	3.7	4.4	9.1	17.3	20.0	10.0	5.7	5.9	5.2	2.7	2.7	2.0	90.6	163.5	
2007	0.0	2.6	4.5	4.5	14.6	13.6	19.2	10.1	5.7	6.8	3.9	2.0	2.2	1.6	91.3	160.7	
2008	0.1	3.1	7.3	4.2	16.2	10.8	15.4	7.8	4.8	5.2	2.4	0.9	1.4	1.2	80.8	154.8	
2009	0.8	5.4	12.3	5.7	16.9	8.5	13.6	4.3	3.6	2.9	2.0	0.8	0.8	0.8	78.4	146.0	
2010	1.3	5.7	14.6	9.8	15.2	6.7	10.7	2.6	3.1	2.4	1.4	0.9	0.5	0.6	75.3	141.0	
2011	2.1	8.2	12.0	10.6	13.6	6.0	7.8	2.2	1.8	1.4	0.6	0.8	0.2	0.4	67.7	135.7	
Percentage of total																	
2001	0.0	0.0	0.3	0.6	2.0	2.6	3.8	2.1	1.6	2.3	1.8	1.5	1.1	80.3	100.0		
2002	0.0	0.2	2.2	1.4	7.7	11.1	19.6	7.8	5.4	6.9	5.6	3.5	2.2	26.3	100.0		
2003	0.0	0.4	3.5	1.8	9.4	21.4	21.2	9.0	7.4	7.6	6.6	3.9	3.1	4.8	100.0		
2004	0.0	0.5	3.6	3.1	8.9	20.6	21.5	8.5	8.7	7.2	6.4	3.7	3.5	3.8	100.0		
2005	0.0	0.9	3.7	4.4	8.8	18.7	24.1	8.4	8.7	7.6	5.7	3.5	2.9	2.7	100.0		
2006	0.0	2.3	4.1	4.9	10.0	19.1	22.1	11.0	6.2	6.5	5.7	2.9	3.0	2.2	100.0		
2007	-	2.8	4.9	4.9	16.0	14.9	21.1	11.0	6.3	7.5	4.3	2.2	2.4	1.7	100.0		
2008	0.1	3.8	9.0	5.2	20.0	13.4	19.0	9.7	5.9	6.4	3.0	1.2	1.7	1.5	100.0		
2009	1.0	7.0	15.7	7.2	21.6	10.9	17.3	5.5	4.6	3.7	2.5	1.0	1.0	1.0	100.0		
2010	1.7	7.5	19.3	13.1	20.1	8.9	14.2	3.5	4.1	3.2	1.8	1.2	0.6	0.8	100.0		
2011	3.2	12.1	17.7	15.7	20.1	8.9	11.4	3.3	2.6	2.1	0.9	1.2	0.3	0.5	100.0		

Source: Department for Transport
Tel: 020 7944 3077

For information: Current rates of vehicle tax - petrol and diesel cars
(for cars registered after 1 March 2001)

1st year of registration													
At April 2011	£0	£0	£0	£0	£115	£130	£165	£265	£315	£445	£580	£790	£1,000
At April 2012	£0	£0	£0	£0	£120	£135	£170	£275	£325	£460	£600	£815	£1,030
2nd and later years of registration													
At April 2011	£0	£20	£30	£95	£115	£130	£165	£190	£210	£245	£260	£445	£460
At April 2012	£0	£20	£30	£100	£120	£135	£170	£195	£215	£250	£270	£460	£475

For Notes & definitions see: <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notes.pdf>

Table 6: Stock of licensed cars by CO₂ emission band, Wales, annually: 2001 to 2011

Numbers and per cent

	CO2 Emission Band in grammes per kilometre (g/km)													Total	Avg CO2	
	1 - 100	101 - 110	111 - 120	121 - 130	131 - 140	141 - 150	151 - 165	166 - 175	176- 185	186- 200	201 - 225	226 - 255	Over 255			Not known
Numbers of cars (Thousands)																
2001	0.0	0.0	0.8	1.0	7.7	12.6	23.7	10.4	7.2	8.3	5.4	4.0	2.6	1,133.1	1,217.0	171.9
2002	0.0	0.2	3.5	2.8	18.9	28.4	53.6	22.6	15.6	18.1	13.6	9.1	5.6	1,077.5	1,269.4	170.8
2003	0.0	0.6	7.3	4.8	30.9	52.1	78.7	33.5	24.8	27.2	21.8	14.1	9.1	1,000.4	1,305.2	169.9
2004	0.0	1.2	11.7	8.5	43.4	76.9	106.1	44.4	35.5	36.6	30.5	19.7	13.4	929.2	1,357.0	169.4
2005	0.0	2.0	15.8	13.8	55.3	100.3	135.5	55.2	45.9	45.9	38.7	25.0	17.0	841.5	1,392.1	168.9
2006	0.0	4.2	20.5	19.4	67.4	121.6	161.8	67.7	53.3	53.7	46.0	28.9	20.6	734.9	1,400.0	168.1
2007	0.0	6.7	25.9	25.4	85.6	139.4	187.2	78.6	59.5	62.0	51.4	31.7	23.5	643.3	1,420.2	167.1
2008	0.1	9.7	34.2	31.4	106.9	154.5	209.6	87.9	64.8	68.3	54.6	33.1	25.6	548.5	1,429.0	165.7
2009	0.9	15.0	48.0	38.5	127.8	165.4	226.8	92.2	68.5	71.8	56.8	34.2	26.7	456.5	1,429.0	163.9
2010	2.2	21.2	65.4	50.2	146.0	174.1	239.2	93.5	70.2	72.6	57.1	34.4	27.1	380.1	1,433.3	161.7
2011	4.5	31.1	81.0	63.5	163.8	181.4	246.8	94.3	70.8	72.5	56.5	34.5	26.8	310.1	1,437.5	159.5
Percentage of total																
2001	0.0	0.0	0.1	0.1	0.6	1.0	2.0	0.9	0.6	0.7	0.4	0.3	0.2	93.1	100.0	
2002	0.0	0.0	0.3	0.2	1.5	2.2	4.2	1.8	1.2	1.4	1.1	0.7	0.4	84.9	100.0	
2003	0.0	0.0	0.6	0.4	2.4	4.0	6.0	2.6	1.9	2.1	1.7	1.1	0.7	76.6	100.0	
2004	0.0	0.1	0.9	0.6	3.2	5.7	7.8	3.3	2.6	2.7	2.2	1.5	1.0	68.5	100.0	
2005	0.0	0.1	1.1	1.0	4.0	7.2	9.7	4.0	3.3	3.3	2.8	1.8	1.2	60.4	100.0	
2006	0.0	0.3	1.5	1.4	4.8	8.7	11.6	4.8	3.8	3.8	3.3	2.1	1.5	52.5	100.0	
2007	0.0	0.5	1.8	1.8	6.0	9.8	13.2	5.5	4.2	4.4	3.6	2.2	1.7	45.3	100.0	
2008	0.0	0.7	2.4	2.2	7.5	10.8	14.7	6.1	4.5	4.8	3.8	2.3	1.8	38.4	100.0	
2009	0.1	1.0	3.4	2.7	8.9	11.6	15.9	6.5	4.8	5.0	4.0	2.4	1.9	31.9	100.0	
2010	0.2	1.5	4.6	3.5	10.2	12.1	16.7	6.5	4.9	5.1	4.0	2.4	1.9	26.5	100.0	
2011	0.3	2.2	5.6	4.4	11.4	12.6	17.2	6.6	4.9	5.0	3.9	2.4	1.9	21.6	100.0	

Source: Department for Transport

Tel: 020 7944 3077

For Notes & definitions see: <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notes.pdf>

Note: The tables from this point onwards were previously published in “Welsh Transport Statistics” and follow the numbering used in that publication

2.1 New vehicle registrations, by month and body-type, 2011

<i>Number</i>	All cars (a)	of which - Company	Motorcycles (b)	Light Goods Vehicles	Heavy Goods vehicles	Buses and coaches	Agricultural vehicles	Others	Total
January	4,401	2,158	188	572	68	22	89	115	5,455
February	1,792	1,056	148	277	38	18	81	84	2,438
March	13,782	5,517	603	1,831	116	87	222	165	16,806
April	4,599	2,291	425	636	54	26	223	175	6,138
May	5,326	2,577	381	647	75	32	167	167	6,795
June	6,008	2,944	439	826	91	28	178	152	7,722
July	4,442	2,168	364	615	74	10	122	122	5,749
August	1,890	976	281	283	34	12	86	121	2,707
September	12,531	5,102	472	1,574	78	35	179	174	15,043
October	4,554	2,268	274	575	139	62	108	148	5,860
November	4,696	2,353	202	648	77	29	164	143	5,959
December	3,727	1,872	185	492	67	5	114	129	4,719
All months	67,748	31,282	3,962	8,976	911	366	1,733	1,695	85,391

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes taxis.

(b) Includes scooters, mopeds and tricycles.

2.2 New vehicle registrations by local authority and body-type, 2011

<i>Number</i>									
	All cars (a)	of which - Company	Motorcycles (b)	Light Goods Vehicles	Heavy Goods vehicles	Buses and coaches	Agricultural vehicles	Others	Total
Isle of Anglesey	1,553	668	80	130	9	4	69	36	1,881
Gwynedd	1,688	637	105	282	26	2	142	59	2,304
Conwy	2,810	1,353	189	277	44	6	57	115	3,498
Denbighshire	1,847	670	143	237	32	5	98	120	2,482
Flintshire	3,181	949	234	313	167	7	36	79	4,017
Wrexham	2,370	1,014	154	209	21	5	71	116	2,946
Powys	2,285	830	259	588	43	8	396	154	3,733
Ceredigion	1,244	497	73	185	12	7	146	63	1,730
Pembrokeshire	2,580	1,034	127	339	34	12	216	91	3,399
Carmarthenshire	4,338	1,890	224	480	52	10	216	146	5,466
Swansea	9,280	5,922	342	2,123	53	152	31	54	12,035
Neath Port Talbot	3,719	1,515	266	383	39	7	22	54	4,490
Bridgend	4,817	2,401	245	483	36	18	28	41	5,668
The Vale of Glamorgan	2,542	716	147	476	40	5	31	45	3,286
Cardiff	6,623	3,492	294	1,118	38	20	14	74	8,181
Rhondda Cynon Taf	4,675	1,874	268	346	83	30	24	113	5,539
Merthyr Tydfil	1,261	695	82	58	6	5	5	24	1,441
Caerphilly	3,098	1,355	177	311	62	1	23	80	3,752
Blaenau Gwent	933	502	68	45	5	2	1	26	1,080
Torfaen	2,158	1,238	131	210	18	15	13	25	2,570
Monmouthshire	1,927	615	139	203	53	22	79	143	2,566
Newport	2,794	1,404	215	178	38	23	13	37	3,298
Wales	67,748	31,282	3,962	8,976	911	366	1,733	1,695	85,391

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes taxis.

(b) Includes scooters, mopeds and tricycles.

2.4 Stock of road vehicles licensed by taxation class

<i>Thousands</i>						
At end of year	2006	2007	2008	2009	2010	2011
Private and light goods (a)	1,442.9 r	1,469.0 r	1,476.8 r	1,479.2	1,484.9	1,492.7
Body type, cars	1,284.6 r	1,304.5 r	1,311.6 r	1,312.0	1,316.4	1,321.0
Other vehicles	158.3 r	164.4 r	165.2 r	167.3	168.5	171.7
Motor cycles, scooters and mopeds	47.2 r	49.7 r	51.4 r	51.5	50.0	49.9
Public transport vehicles:						
Bus	6.3 r	6.4 r	6.5 r	6.6	6.6	6.5
Bus - reduced pollution	0.1 r	0.1 r	0.1 r	0.2	0.2	0.2
Goods vehicles:						
Goods	16.8 r	17.0 r	16.0 r	15.4	15.2	14.9
Goods - reduced pollution	1.4 r	1.4 r	1.5 r	1.6	1.5	1.4
Special concession (b)	0.0 r	0.0 r	0.0 r	0.0	0.0	0.0
Special vehicles group (c)	2.5 r	2.6 r	2.5 r	2.4	2.3	2.3
Other vehicles:						
Other	1.5 r	1.6 r	1.5 r	1.5	1.5	1.4
Other - reduced pollution	0.0 r	0.0 r	0.0 r	0.0	0.0	-
Crown and exempt vehicles (d)	161.5 r	163.6 r	167.1 r	168.6	170.9	173.1
of which:						
Special concession (b)	23.1 r	23.9 r	24.6 r	25.4	26.0	27.3
Crown	0.3 r	0.3 r	0.4 r	0.3	0.2	0.3
Disabled	107.3 r	108.5 r	110.9 r	111.2	111.3	111.1
Emergency group	2.8 r	3.1 r	3.2 r	3.3	3.3	3.4
Not licensed	8.3 r	8.4 r	8.5 r	8.8	9.9	10.3
Manufact'd before 1973	14.3 r	14.0 r	13.9 r	14.0	14.3	14.6
All others	5.4 r	5.4 r	5.6 r	5.6	5.8	6.1
Wales (e)	1,680.2 r	1,711.3 r	1,723.4 r	1,727.0	1,733.0	1,742.4
Great Britain (e)	33,070.5 r	33,651.0 r	33,883.4 r	33,958.4	34,120.1	34,228.6

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes taxis.

(b) Includes agricultural machines, snow ploughs, gritting vehicles, electric vehicles and steam powered vehicles. Also exempt from vehicle excise duty from January 2002

(c) Vehicles over 3,500 kgs such as road rollers, works trucks, digging machines and mobile cranes.

(d) Excludes vehicles officially registered by the Armed Forces.

(e) Includes vehicles for which a breakdown is not available.

2.7 Average age of road vehicles licensed, by taxation class (a)

<i>Years</i>								
At end of year	2004	2005	2006	2007	2008	2009	2010	2011
Private and light goods (b)	6.7	6.7	6.8 r	6.9 r	7.0 r	7.2	7.4	7.6
Body type, cars	6.6	6.7	6.7 r	6.8 r	7.0 r	7.1	7.3	7.6
Other vehicles	7.3	7.2	7.1 r	7.2 r	7.3 r	7.5	7.8	8.0
Motor cycles, scooters and mopeds	6.6	6.8	6.9 r	7.0 r	7.3 r	7.8	8.3	8.8
Public transport vehicles:								
Bus	9.8	9.6	9.6 r	9.3 r	9.5 r	9.5	9.7	9.8
Bus - reduced pollution	3.9	3.2	3.6 r	4.1 r	4.3 r	5.7	7.1	8.5
Goods vehicles:								
Goods	7.4	7.4	7.4 r	7.5 r	7.7 r	8.0	8.2	8.5
Goods - reduced pollution	5.0	5.8	6.6 r	7.2 r	5.9 r	5.2	5.7	6.2
Other vehicles:								
Other	9.3	9.4	11.3 r	11.4 r	11.4 r	11.6	12.1	12.3
Other - reduced pollution	4.5	6.0	6.7 r	7.3 r	5.9 r	5.9	5.3	5.1
Wales	7.0	7.0	7.2 r	7.3 r	7.4 r	7.6	7.9	8.1
Great Britain	6.8	6.7	6.9 r	7.0 r	7.2 r	7.3	7.5	7.8

Source: Department for Transport

Tel: 020 7944 3077

(a) For details on calculation of average ages see Key Quality Information.

(b) Includes taxis.

2.3 Road vehicles licensed by local authority and taxation class, 2011

Thousands

	Private and light goods (a)		Motor- cycles (b)	Public transport vehicles		Goods vehicles		Special vehicles group (c)	Other vehicles (d)		Crown and exempt vehicles		All vehicles	of which: body type, car (e)
	Body type, cars	Other vehicles		Bus	Bus - reduced pollution	Goods	Goods - reduced pollution		Other	Other - reduced pollution	All	of which: Special concession		
Isle of Anglesey	34.2	5.3	1.5	-	0.0	-	-	-	-	0.0	4.5	1.2	46.0	36.6
Gwynedd	52.2	9.8	1.9	-	-	0.8	-	-	-	-	7.0	2.2	72.4	55.6
Conwy	53.3	7.4	2.1	-	-	0.5	-	-	-	0.0	6.5	1.2	70.2	57.1
Denbighshire	42.9	5.9	1.6	-	-	-	-	-	-	0.0	6.1	1.3	57.3	46.5
Flintshire	74.0	8.7	3.1	-	-	1.1	-	-	-	0.0	6.8	0.9	94.3	78.6
Wrexham	58.8	6.5	2.4	-	-	0.7	-	-	-	0.0	6.9	0.9	75.9	63.3
Powys	67.0	13.7	2.6	-	-	1.5	-	-	-	-	13.0	5.6	98.6	71.1
Ceredigion	33.5	6.6	1.3	-	-	0.5	-	-	-	0.0	6.3	2.6	48.6	35.6
Pembrokeshire	58.4	9.9	2.6	-	-	0.8	-	-	-	0.0	9.4	3.1	81.7	62.6
Carmarthenshire	84.6	12.8	3.3	-	-	1.4	-	-	-	-	14.9	3.5	117.9	93.1
Swansea	110.4	15.7	4.0	0.7	-	0.8	-	-	-	0.0	12.5	0.5	144.4	119.8
Neath Port Talbot	55.8	6.8	2.5	-	-	-	-	-	-	0.0	9.0	-	75.1	63.7
Bridgend	60.1	6.5	2.2	-	-	0.6	-	-	-	0.0	8.2	-	78.0	67.1
The Vale of Glamorgan	58.8	5.5	2.1	-	-	0.5	-	-	-	0.0	4.8	0.5	72.0	62.5
Cardiff	124.9	11.0	3.3	-	-	0.7	-	-	-	-	9.7	-	150.3	133.2
Rhondda Cynon Taf	90.5	11.0	3.2	0.6	-	1.0	-	-	-	-	12.8	-	119.6	101.8
Merthyr Tydfil	20.5	2.3	0.6	-	0.0	-	-	-	-	0.0	3.8	-	27.5	24.0
Caerphilly	70.4	7.8	2.8	-	-	0.7	-	-	-	0.0	10.2	-	92.3	79.5
Blaenau Gwent	26.1	2.7	1.0	-	0.0	-	-	-	-	0.0	4.1	-	34.3	29.8
Torfaen	38.4	4.4	1.6	0.5	-	-	-	-	-	0.0	5.0	-	50.3	42.7
Monmouthshire	47.3	5.8	2.0	-	-	0.6	-	-	-	-	5.2	1.6	61.4	49.8
Newport	58.4	5.4	2.2	-	-	0.7	-	-	-	-	5.2	-	72.3	62.7
Wales (f)	1,321.0	171.7	49.9	6.5	-	14.9	1.4	2.3	1.4	-	173.1	27.3	1,742.4	1,437.5

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes taxis.

(b) Including scooters and mopeds.

(c) Vehicles over 3,500 kgs such as road rollers, works trucks, digging machines and mobile cranes.

(d) Includes agricultural machines, snow ploughs, gritting vehicles, electric vehicles and steam powered vehicles. Also exempt from Vehicle excise duty from January 2002.

(e) Includes vehicles of car body type in all categories, e.g. special concession vehicles, Crown vehicles and private and light goods vehicles.

(f) Does not include abolished vehicles: showmans' and farmers' goods.

2.5 Number of road vehicles licensed by taxation class and first year of registration, end 2011

Thousands

Year first registered	All vehicles	Pre 1986	1986-90	1991-95	1996-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Private and light goods (a)	1,492.7	4.1	8.6	36.6	249.4	106.0	123.3	128.6	133.0	128.7	124.4	125.7	102.8	82.6	77.6	61.2
Body type, cars	1,321.0	2.7	5.5	30.6	223.1	95.2	110.5	113.3	116.1	112.2	108.8	111.5	92.5	75.9	69.9	53.2
Other PLG	171.7	1.4	3.0	5.9	26.3	10.8	12.8	15.3	16.9	16.5	15.6	14.3	10.3	6.7	7.7	8.1
Motor cycles, scooters, moped	49.9	1.9	1.3	2.8	9.7	2.5	2.6	2.8	2.6	2.8	3.1	3.5	3.7	3.5	3.3	3.8
Public transport vehicles (b)	6.7	0.1	0.3	0.5	1.6	0.3	0.4	0.5	0.5	0.5	0.5	0.5	0.3	0.3	0.3	0.2
Goods vehicles (b)	16.3	0.1	0.3	0.7	3.2	1.0	1.1	1.3	1.5	1.4	1.4	1.0	1.2	0.8	0.6	0.7
Other vehicles (b)	176.9	25.7	4.2	7.1	20.0	6.7	7.7	7.9	7.7	7.5	7.2	8.3	8.1	16.6	20.3	21.8
Wales	1,742.4	31.8	14.7	47.7	283.9	116.5	135.1	141.1	145.3	141.0	136.7	139.1	116.0	103.8	102.0	87.7
Great Britain	34,228.6	584.7	264.5	850.2	5,317.7	2,206.8	2,514.1	2,639.1	2,708.5	2,631.3	2,596.2	2,710.5	2,418.7	2,226.1	2,289.8	2,270.3

(a) Includes taxis.

(b) Includes reduced pollution vehicles.

2.6 Proportion of road vehicles licensed by first year of registration and unitary authority, end 2011

Per cent

Year first registered	All vehicles	Pre 1986	1986-90	1991-95	1996-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Isle of Anglesey	46.0	2.7	1.1	3.4	17.5	7.0	7.9	8.2	8.3	7.7	7.4	7.4	6.3	5.6	5.2	4.3
Gwynedd	72.4	2.8	1.2	3.7	18.5	7.2	8.4	8.6	8.2	8.2	7.5	6.9	5.7	5.0	4.4	3.7
Conwy	70.2	1.9	1.1	3.6	17.6	7.2	7.8	8.1	8.4	7.9	7.4	7.3	5.9	5.7	5.3	4.9
Denbighshire	57.3	2.2	1.1	3.6	17.7	6.9	8.1	8.1	8.2	7.9	7.4	7.4	6.2	5.5	5.2	4.7
Flintshire	94.3	1.7	0.8	2.7	16.8	6.9	8.1	8.3	8.5	8.1	7.6	7.6	6.3	6.1	5.7	4.6
Wrexham	75.9	1.7	0.9	3.2	18.5	7.3	8.2	8.4	8.2	7.9	7.5	7.6	6.1	5.5	4.9	4.1
Powys	98.6	3.8	1.6	4.4	18.2	6.6	7.6	7.9	8.1	7.5	7.2	6.9	5.9	5.4	4.9	4.1
Ceredigion	48.6	4.0	1.8	4.7	19.5	6.6	7.7	7.9	7.9	7.5	6.9	6.5	5.5	5.0	4.6	3.8
Pembrokeshire	81.7	3.3	1.3	3.8	17.4	6.5	7.5	7.9	8.2	7.8	7.5	7.4	6.2	5.5	5.2	4.5
Carmarthenshire	117.9	2.6	1.1	3.3	16.3	6.2	7.2	7.8	8.1	8.0	7.9	7.9	6.7	6.0	6.0	4.8
Swansea	144.4	1.1	0.6	2.1	15.4	6.5	7.4	7.5	7.7	7.6	7.4	7.7	6.8	6.4	7.8	8.0
Neath Port Talbot	75.1	1.0	0.5	1.8	14.3	6.4	7.5	7.6	8.3	8.1	8.3	8.8	7.6	6.6	7.1	6.1
Bridgend	78.0	1.0	0.5	1.7	13.4	6.0	7.2	7.6	8.1	8.1	8.4	8.8	7.7	7.3	7.2	7.1
The Vale of Glamorgan	72.0	1.3	0.7	2.2	14.3	6.3	7.8	8.1	8.8	8.7	8.6	8.9	7.1	6.4	5.9	4.8
Cardiff	150.3	1.0	0.5	1.9	15.3	6.7	7.8	8.6	8.7	8.5	8.4	8.6	7.1	6.1	5.9	5.0
Rhondda Cynon Taf	119.6	0.7	0.5	1.9	14.6	6.5	7.7	8.3	8.8	8.9	8.7	8.8	7.3	6.3	5.9	5.0
Merthyr Tydfil	27.5	0.6	0.4	1.7	14.2	6.5	7.7	8.3	8.9	8.7	8.5	9.1	7.8	6.3	6.1	5.1
Caerphilly	92.3	0.9	0.5	2.0	15.2	6.8	8.1	8.5	9.0	8.6	8.1	8.7	7.3	5.9	5.8	4.6
Blaenau Gwent	34.3	0.8	0.5	2.1	18.0	7.6	8.5	8.6	8.5	8.3	7.7	8.2	6.7	5.6	5.3	3.6
Torfaen	50.3	1.0	0.5	2.3	16.9	7.2	7.9	8.2	8.2	8.0	7.8	8.1	6.5	6.1	6.1	5.2
Monmouthshire	61.4	2.6	1.1	3.0	16.2	6.3	7.3	7.9	8.1	7.9	7.9	8.3	6.8	6.0	5.9	4.7
Newport	72.3	1.1	0.6	2.2	17.0	7.2	8.2	8.4	8.4	8.3	7.7	8.3	6.6	5.8	5.7	4.7
Wales	1,742.4	1.8	0.8	2.7	16.3	6.7	7.8	8.1	8.3	8.1	7.8	8.0	6.7	6.0	5.9	5.0

Source: Department for Transport

2.8 Number of road vehicles licensed, by method of propulsion

Thousands

At end of year	2004	2005	2006	2007	2008	2009	2010	2011
Petrol	1,132.5	1,139.1	1,122.3	1,116.5	1,101.4	1,074.4	1,045.6	1,018.5
Diesel	481.5	521.3	554.1	589.8	615.9	645.6	679.1	714.8
Electric	0.3	0.3	0.3	0.9	1.5	2.1	2.7	3.2
Gas/Petrol	1.5	1.6	1.7	1.8	1.8	1.6	1.5	1.3
Other (a)	1.1	1.5	1.9	2.4	2.9	3.4	4.1	4.6
Total	1,616.9	1,663.8	1,697.8	1,728.8	1,723.4	1,727.0	1,733.0	1,742.4

2.9 Proportion of road vehicles licensed, by method of propulsion and local authority, end 2011

Per cent

	Petrol	Diesel	Gas/Petrol	Electric	Hybrid Electric	Other (a)	Total
Isle of Anglesey	50.8	48.8	0.1	0.1	0.1	0.2	100.0
Gwynedd	48.3	51.2	0.1	0.1	0.1	0.2	100.0
Conwy	57.1	42.1	0.1	0.3	0.2	0.1	100.0
Denbighshire	55.3	44.1	0.1	0.3	0.1	0.1	100.0
Flintshire	60.5	39.0	0.1	0.2	0.1	0.2	100.0
Wrexham	59.9	39.7	0.1	0.1	0.1	0.1	100.0
Powys	45.7	53.8	0.1	0.1	0.1	0.1	100.0
Ceredigion	45.3	54.3	0.1	0.1	0.1	0.1	100.0
Pembrokeshire	50.9	48.6	0.1	0.2	0.1	0.1	100.0
Carmarthenshire	51.5	48.0	0.1	0.1	0.1	0.1	100.0
Swansea	61.5	37.4	0.1	0.7	0.2	0.1	100.0
Neath Port Talbot	62.3	37.3	0.1	0.2	0.1	0.1	100.0
Bridgend	61.1	38.5	0.1	0.1	0.1	0.1	100.0
The Vale of Glamorgan	64.9	34.4	0.1	0.1	0.2	0.1	100.0
Cardiff	67.4	32.1	0.1	0.2	0.2	0.1	100.0
Rhondda Cynon Taf	62.4	37.3	0.1	0.1	0.1	0.2	100.0
Merthyr Tydfil	59.6	40.1	0.0	0.1	0.1	0.1	100.0
Caerphilly	63.2	36.4	0.1	0.1	0.1	0.2	100.0
Blaenau Gwent	62.0	37.6	0.1	0.1	0.0	0.2	100.0
Torfaen	64.0	35.7	0.1	0.1	0.1	0.1	100.0
Monmouthshire	55.1	44.4	0.1	0.1	0.1	0.1	100.0
Newport	65.7	33.8	0.1	0.1	0.1	0.2	100.0
Wales	58.5	41.0	0.1	0.2	0.1	0.1	100.0

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes gas, natural gas, electric and steam

2.13 Number of private and light goods vehicles licensed, by engine size

Thousands

At end of year	2004	2005	2006	2007	2008	2009	2010	2011
Up to 1,000 cc	57.6	56.2	55.7 r	55.9 r	56.2 r	56.7	57.8	59.1
1,001 to 1,200 cc	118.6	116.4	110.9 r	107.8 r	105.1 r	100.8	99.1	98.0
1,201 to 1,500 cc	314.5	322.8	328.1 r	339.2 r	350.8 r	358.0	367.1	375.5
1,501 to 2,000 cc	688.5	708.8	711.7 r	719.2 r	717.2 r	714.0	711.1	711.0
2,001 to 2,500 cc	139.8	148.0	154.9 r	161.4 r	161.3 r	162.7	162.6	163.5
2,501 cc and over	69.5	76.0	80.9 r	84.9 r	85.6 r	86.4	86.7	85.0
cc not known	0.7	0.7	0.6 r	0.6 r	0.5 r	0.5	0.5	0.4
Total	1,389.2	1,429.0	1,442.9 r	1,469.0 r	1,476.8 r	1,479.2	1,484.9	1,492.7

2.14 Proportion of private and light goods vehicles licensed, by engine size and unitary authority, end 2011

Per cent

	Up to 1,000cc	1,001cc - 1,200 cc	1,201cc - 1,500cc	1,501cc - 2,000 cc	2,001cc - 2,500cc	2,501 cc and over	All PLGs (a)
Isle of Anglesey	3.2	5.4	21.9	51.5	12.1	5.9	100.0
Gwynedd	2.9	5.5	20.7	52.0	13.0	5.9	100.0
Conwy	3.8	6.4	23.1	48.6	11.7	6.3	100.0
Denbighshire	3.6	6.1	23.1	48.2	12.4	6.4	100.0
Flintshire	4.0	7.3	23.7	48.6	11.0	5.4	100.0
Wrexham	3.7	6.9	23.5	49.7	10.7	5.5	100.0
Powys	2.7	4.9	20.8	48.1	16.0	7.4	100.0
Ceredigion	2.8	5.3	21.1	48.9	14.6	7.1	100.0
Pembrokeshire	3.4	6.3	21.8	48.7	13.3	6.6	100.0
Carmarthenshire	3.6	7.1	24.5	46.6	11.9	6.2	100.0
Swansea	4.4	6.8	26.9	45.7	10.9	5.4	100.0
Neath Port Talbot	4.2	7.0	29.5	45.8	9.2	4.3	100.0
Bridgend	4.6	6.6	27.5	47.0	9.4	5.0	100.0
The Vale of Glamorgan	4.4	6.7	25.5	45.8	10.4	7.2	100.0
Cardiff	4.6	7.1	27.1	47.4	8.5	5.2	100.0
Rhondda Cynon Taf	4.1	6.9	28.8	46.7	9.1	4.5	100.0
Merthyr Tydfil	4.6	7.1	28.2	46.8	8.9	4.3	100.0
Caerphilly	4.4	6.9	27.4	47.1	9.3	4.8	100.0
Blaenau Gwent	4.1	8.0	28.7	47.4	8.3	3.5	100.0
Torfaen	4.5	6.8	28.0	46.6	9.7	4.4	100.0
Monmouthshire	3.6	6.0	22.6	47.2	12.7	7.8	100.0
Newport	4.9	6.2	26.2	47.6	9.3	5.8	100.0
Wales	4.0	6.6	25.2	47.6	11.0	5.7	100.0

Source: Department for Transport

Tel: 020 7944 3077

(a) Includes PLGs of unknown engine size.

2.11 General goods vehicles licensed, by revenue weight, at end of each year (a)

<i>Number</i>								
Tonnes	2004	2005	2006	2007	2008	2009	2010	2011
Over 3.5 up to 7.5	6,400	6,700	6,500 r	6,400 r	6,100 r	5,900	5,800	5,600
Over 7.5 up to 12.0	600	600	500 r	500 r	500 r	500	500	500
Over 12.0 up to 25.0	4,000	4,000	3,900 r	3,800 r	3,600 r	3,500	3,400	3,400
Over 25.0 up to 33.0	3,200	3,400	3,500 r	3,700 r	3,600 r	3,600	3,500	3,500
Over 33.0 up to 38.0	800	700	600 r	500 r	400 r	400	300	300
Over 38.0	3,000	3,000	3,200 r	3,400 r	3,300 r	3,100	3,100	3,000
All weights	17,900	18,300	18,300 r	18,300 r	17,500 r	17,100	16,700	16,300

(a) To nearest 100 vehicles.

2.10 Rigid and articulated vehicles licensed, by unitary authority, end 2011 (a)

	<i>Number</i>				<i>Number</i>			<i>Total</i>
	Rigid vehicles				Articulated vehicles			
	2 axle (b)	3 axle (c)	Multi-axle	All	2 axle (b)	3 axle (c)	All	
Isle of Anglesey	350	50	20	420	20	40	60	480
Gwynedd	700	120	80	890	30	80	110	1,000
Conwy	560	80	50	680	10	50	60	740
Denbighshire	460	80	50	600	20	70	80	680
Flintshire	700	150	140	990	340	250	590	1,590
Wrexham	550	110	50	720	20	230	250	960
Powys	1,180	290	130	1,590	50	310	360	1,940
Ceredigion	540	100	20	660	20	90	110	760
Pembrokeshire	790	160	80	1,030	60	160	220	1,260
Carmarthenshire	1,280	290	140	1,720	40	350	390	2,110
Swansea	890	80	50	1,020	40	120	160	1,180
Neath Port Talbot	420	70	80	570	10	70	80	650
Bridgend	520	60	60	640	30	160	180	820
The Vale of Glamorgan	380	50	40	460	20	240	260	730
Cardiff	630	70	50	750	40	120	160	910
Rhondda Cynon Taf	870	220	110	1,200	70	100	170	1,360
Merthyr Tydfil	160	30	10	190	10	10	10	200
Caerphilly	540	90	80	710	30	170	210	920
Blaenau Gwent	200	20	20	230	10	60	70	300
Torfaen	300	30	20	340	10	50	60	400
Monmouthshire	550	100	30	680	30	160	190	860
Newport	550	100	60	700	40	190	220	920
Wales	13,110	2,340	1,380	16,830	930	3,060	3,990	20,820

Source: Department for Transport

Tel: 020 7944 3077

(a) To nearest ten vehicles.

(b) All 2-axle tractors using trailers with either 2 or 3 axles.

(c) All 3-axle tractors using trailers with either 2 or 3 axles.

Key Quality Information

Introduction

This report sets out the information that has been used in assessing the quality of the suite of statistical and other indicators that have been used to monitor the National Transport Plan. It describes the statistical and other indicators that have been used to compile this report. It also sets out the 'National Statistics' status of the figures (see box below).

Glossary of terms: Official Statistics, National Statistics, Administrative Sources and other information

The term 'official statistics' includes a range of statistics produced by public bodies: statistical outputs produced by central Government departments and agencies; by the devolved administrations; by other Crown bodies (over 200 bodies in total); and some statistics, as set out by secondary legislation, from non-Crown Bodies. Official statistics are subject to scrutiny and assessment by the UK Statistics Authority. Many of the indicators used for monitoring the NTP are official statistics.

'National Statistics' – are a subset of official statistics that are certified as compliant with the Code of Practice for Official Statistics.

Official statistics can be based on two main sources - data gathered from statistical surveys, or data extracted from 'administrative sources' or management systems. Using data which is already available within administrative or management systems limits the burden placed on data providers, and reduces data collection costs. Data from administrative sources is often timely and has wide coverage.

The monitoring indicators also contain data that are not official statistics. These data can either be modelled information, such as the Accession data; administrative data that is not part of official statistics; and lastly statistical and market research data compiled by non-public sector organisations and companies.

The vehicle licensing data are compiled by the Department for Transport (DfT) using administrative information provided by the Driver and Vehicle Licensing Agency (DVLA), which administers vehicle registration and licensing records in Great Britain. For further data and for the key quality information see the DfT web pages. <http://www.dft.gov.uk/statistics/series/vehicle-licensing/>

For more specific guidance about the data see their 'note and definitions paper': <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notes.pdf>

As a summary:

- Vehicles currently licensed. These data are collated by the Department for Transport (DfT) on a Vehicle Information Database (VID). The majority of the data on licensed vehicles within the chapter are extracted from the end of year VID.
- New registrations. There are two ways in which new registrations can be measured. Apart from the year 1999, new registrations have been based on monthly tables supplied by computing contractors acting for the DVLA. These tables summarise all vehicles that come onto the main file for the first time over a given month. This system classes vehicles under the taxation class and body type for which they were first registered.
- Average age of vehicles. The average age of vehicles are calculated by counting a vehicle as 0.5 years old in the year it was first registered, 1.5 years in its second year registered and so on. All vehicles first registered before 1979 are assumed to be 30.5 years old at the end of 2008.

- Vehicle classification. The licensing information is presented on the basis of either the body type of the vehicle, or their tax class. The boxes below defines these classifications in more detail.

Body types

DVLA record a vehicle body type for each registered vehicle. These body types relate to the physical construction of the vehicle but not the way in which it is currently being used. This information has only been compiled since 2001. The key body type groups used are:

Cars: 4-wheel vehicles including people carriers and all passenger carrying vehicles that can carry no more than eight passengers (excluding the driver). Includes private hire taxis (PHV – Private Hire Vehicles) that are car based. Hackney Carriages are in the ‘Other vehicles’ group.

Motorcycles: 2-wheel vehicles powered by an engine. Includes Scooters and Mopeds.

Light goods vehicles / light vans: 4-wheel vehicles constructed for transporting goods. Must have a gross weight of 3.5 tonnes or less. This includes road tractors and curtain sided vehicles (with a gross weight of 3.5 tonnes or less).

Heavy goods vehicles: Larger vehicle constructed for transporting goods. Must have a gross weight more than 3.5 tonnes. This includes road tractors and curtain sided vehicles (with a gross weight of over 3.5 tonnes).

Buses and coaches: Includes minibuses (which can carry no more than sixteen passengers) and all other passenger carrying vehicles with nine seats or more (excluding the driver’s seat).

Other vehicles: All vehicles not mentioned above. Includes rear diggers, lift trucks, rollers, ambulances, Hackney Carriages, three wheelers and agricultural vehicles. Up to 2007 road tractors and curtain sided vehicles were included. They are now in the light and heavy goods categories (see above).

Taxation class

All vehicles registered by DVLA are allocated a taxation class, reflecting the way in which the vehicle is used and, in some cases, by whom it is used. It does not always reflect the physical construction of the vehicle. There have been many changes to the taxation classes over the years. Key taxation class groupings are:

Private and light goods (PLG): This is by far the most common tax class, primarily consists of cars and light vans but can include other vehicles used only for private purposes. Tax bands within PLG depend on engine size for vehicles first registered before March 2001, while for cars registered on or after March 2001, tax bands are based upon levels of CO2 emissions, with lower rates for cleaner vehicles.

Motorcycles, scooters and mopeds: This is a self-explanatory tax class, but excludes tricycles which have their own tax band. The rates of tax payable depend upon engine size.

Goods vehicles: Vehicles that have a gross weight of over 3.5 tonnes and are used for carrying goods are taxed in this class. Generally, the rate of tax payable depends on the maximum gross weight and the axle configuration of the vehicle. Since 1999 reduced rates have been available for vehicles that create less pollution.

Buses: This category covers buses and coaches with more than eight seats (excluding the driver) used for commercial purposes. Vehicles not used for commercial purposes would be licensed in the PLG tax class. The rate of tax payable is dependent upon the number of seats in the vehicle. As for goods vehicles, since 1999 reduced rates have been available for vehicles that create less pollution.

Other vehicles: This group includes vehicles which are exempt from vehicle excise duty. This can be for a variety of reasons, including vehicles driven by disabled drivers, emergency and crown vehicles and vehicles manufactured before 1972. The 'other' group also include agricultural vehicles, recovery vehicles, general haulage vehicles, small island vehicles and tricycles.