



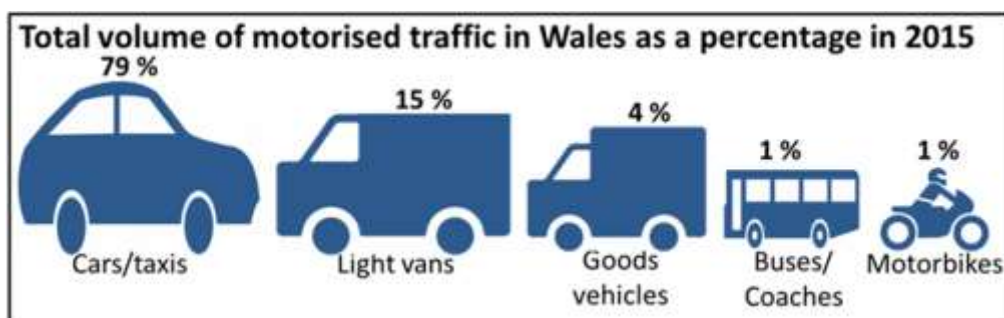
## Road Traffic in Wales during 2015

30 November 2016  
SB 57/2016

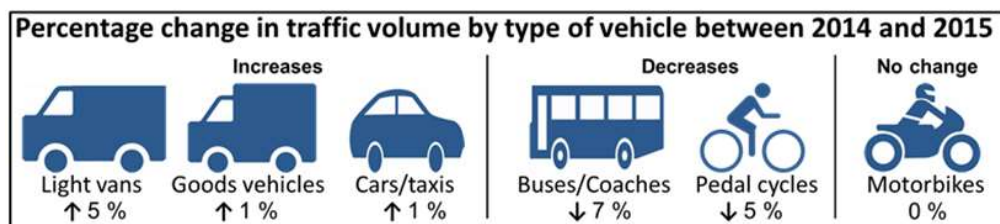
### Key points

In 2015, the total volume of motorised traffic in Wales was 28.4 billion vehicle kilometres (VKM), which is equivalent to 9,184 vehicles kilometres (5,740 miles) per head of the population over the year (*Table 2*).

These vehicles travelled mostly on major roads, with 65 per cent of motor traffic in Wales travelling either on motorways or A roads. The remaining 35 per cent travelled on minor roads, which are the B, C and unclassified roads.



In 2015, motor traffic in Wales was the highest since comparable records began. It previously peaked in 2007 at 27.99 billion VKM and then declined over the next five years, due in part to the economic recession, reaching a low of 26.76 billion VKM in 2012. By 2015, motor vehicle traffic volume has recovered to its present level of 28.40 billion VKM representing a 1.5 per cent increase above the previous peak of 2007.



Motor vehicle traffic volume has risen 1.8 per cent from 27.9 billion VKM in 2014 to 28.4 billion VKM in 2015.

### About this bulletin

This annual Statistical Bulletin sets out information about road traffic in Wales during 2015. We measure road traffic in terms of the distance the vehicles have travelled over the year. All motor vehicle traffic figures do not include pedal cycles whereas all traffic is motor vehicles and pedal cycles.

### In this bulletin

Road traffic	2
Traffic by road class	3
Traffic by vehicle type and road class	4
New vehicle registration	7
Traffic by local authority	9
Notes	11

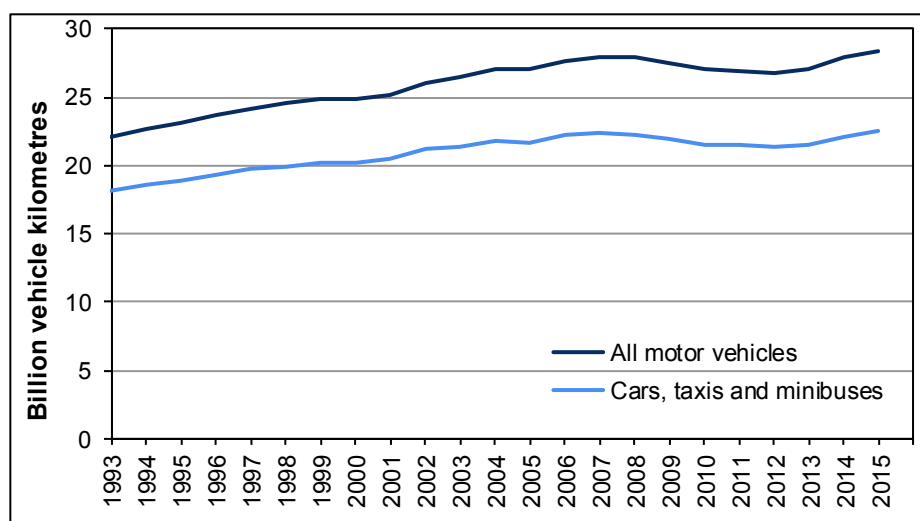
## How do we measure traffic volume?

Traffic volume is measured using Vehicle Kilometres (VKM), which are calculated by multiplying the annual average daily flow (AADF) of traffic by the corresponding length of road. For example, 1 vehicle travelling 1 kilometre a day for a year would be 365 VKM over a year. The annual average daily flow data is collected and calculated by the Department for Transport (DfT), on behalf of the Welsh Government.

## Road traffic in Wales – up to 2015

Chart 1 shows the long term trend in traffic volume. In 1993, traffic volume was 22.09 billion VKM. Between 1993 and 2007 traffic volume rose steadily and until it peaked at 27.99 billion VKM in 2007. As a result of the recession in 2008, traffic volume fell and continued to fall up until 2012 when traffic volume was 26.76 billion VKM. Recovery started in 2013, with this upward trend continuing in 2014 and 2015. This 2015 figure of 28.40 billion VKM represents a new peak in traffic volume as it is 1.5 per cent higher than the peak observed in 2007. This 2015 figure is also 1.8 per cent higher than the 2014 figure highlighting that traffic volume is continuing to increase this year and is not showing any signs of levelling off.

**Chart 1: Volume of traffic in Wales, 1993-2015**



Source: WG analysis of AADF data

Over the longer term, traffic in Wales has grown since the second world war, with pauses only for the 1973-74 oil price crisis, and for recessions at the end of the 1970s and the end of the 1980s/early 1990s.

There are both long term and shorter term influences bearing on the current changes in traffic flows in Wales. One example of these short term influences is fuel price, which in turn influence the cost of car journeys. Fuel prices are highly dependent on the oil price as a reduction in the cost of driving would increase the number of car journeys as road transport becomes relatively cheaper. Likewise higher prices would see a reduction in trips with a lower 'user value' (e.g. by maintaining commuting trips, but cutting leisure trips), or by consolidating trips to a variety of destinations. Alternatively higher fuel prices might make car users shift to other modes of travel such as local bus, train or bicycle.

## Traffic by road class

**Table 1: Percentage change in traffic volumes by class of road, between 2007 and 2015 and 2014 and 2015 (a) (b)**

Class of Road	Percentage change	
	2007 to 2015	2014 to 2015
Motorways	6	3
A Trunk - Urban	3	3
A Trunk - Rural	6	2
A County - Urban	-2	3
A County - Rural	0	2
All major roads	3	2
Minor roads	-2	1
<b>All Roads</b>	<b>1</b>	<b>2</b>

(a) Note that a positive value means a higher volume of traffic in 2015 than in 2007 or 2014

(b) Values are rounded to the nearest whole number

Looking at the changes in traffic volumes between 2007 to 2015 by class of road in more detail an overall increase of 1 per cent for all motor vehicle traffic is seen (*table 1*).

There were increases for motorways (6 per cent), urban-trunk A roads (3 per cent), rural-trunk A roads (6 per cent) and all major roads (3 per cent). Whereas urban-county A roads (2 per cent) and all minor roads (2 per cent) decreased with rural-county A roads (0 per cent) remaining unchanged.

When looking at the changes in traffic volume by class of road for 2014 to 2015, motorways (3 per cent), urban-trunk A roads (3 per cent), rural-trunk A roads (2 per cent), all major roads (2 per cent), urban-county A roads (3 per cent), all minor roads (1 per cent) and rural-county A roads (2 per cent) increased. Overall, a 2 per cent increase on all roads was observed for this time period (*table 1*).

**Table 2: Volume of road traffic, by class of road, Wales, 2005-2015 (a)(b)**

Year	Billion vehicle kilometres							
	Motorway	A Trunk		A County		All major roads	Minor roads	All roads
		Urban	Rural	Urban	Rural			
2005	3.30	0.47	5.89	2.86	4.69	17.22	9.75	<b>26.98</b>
2006	3.37	0.49	6.10	2.97	4.80	17.72	9.91	<b>27.63</b>
2007	3.47	0.48	6.05	2.93	4.88	17.81	10.18	<b>27.99</b>
2008	3.46	0.47	6.15	2.85	4.85	17.78	10.09	<b>27.88</b>
2009	3.36	0.47	6.16	2.80	4.84	17.62	9.87	<b>27.49</b>
2010	3.26	0.47	6.07	2.77	4.72	17.29	9.69	<b>26.98</b>
2011	3.31	0.48	6.01	2.80	4.74	17.34	9.59	<b>26.93</b>
2012	3.34	0.48	5.98	2.77	4.71	17.27	9.49	<b>26.76</b>
2013	3.41	0.48	6.25	2.75	4.58	17.47	9.55	<b>27.02</b>
2014 (r)	3.59	0.48	6.29	2.81	4.80	17.96	9.93	<b>27.89</b>
2015	3.68	0.49	6.42	2.89	4.90	18.39	10.01	<b>28.40</b>

Source: WG analysis of AADF data

(a) Excludes pedal cycles.

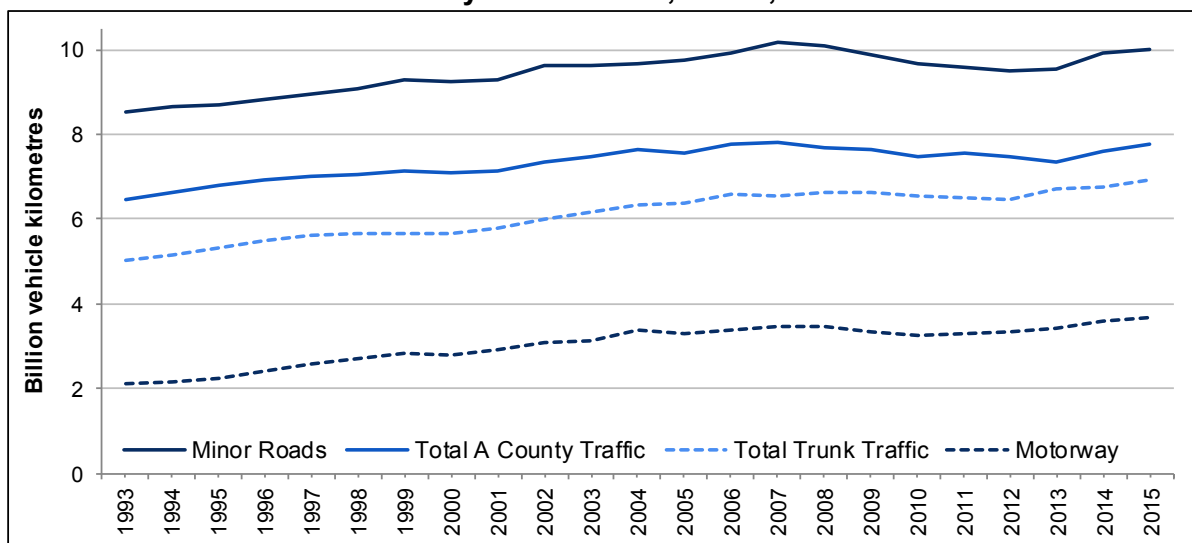
(b) For further information on road classifications see Notes section.

(r) revised

Table 2 and Chart 2 show that traffic volume on the motorway in 2015 was 3.68 billion VKM and is the highest recorded figure surpassing the previous peaks in 2007 and 2014 of 3.47 and 3.59 billion VKM. It has previously been stated that following the onset of the recession, traffic volume on the motorway declined sharply between 2008 and 2010 before recovering to a level of 3.68

billion VKM in 2015 which is the highest reported level over the last 10 years. Annual traffic volume on both urban county and rural and urban trunk roads have fluctuated slightly between 2005-2015, with the value of 4.90 VKM on rural county roads for 2015 being the highest recorded level over the last 10 years. Rural trunk roads on the other hand have varied from 5.89 to 6.42 VKM over the last 10 years, with 2005 the lowest recorded level and 2015 the highest recorded level. In 2015 major roads also reported the highest volume of road traffic over the last 10 years of 18.39 VKM. To put the figures in context, the length of the motorway<sup>1</sup> in Wales is 133 km, whereas the length of the trunk road network is 1,576 km, county roads are 2,751 km in length and B, C and minor roads total 30,000 km. This highlights that traffic per length of road is far higher on motorways when compared trunk roads, county roads and minor roads.

**Chart 2: Volume of Road Traffic by class of road, Wales, 1993-2015**



Source: WG analysis of AADF data

### Traffic by vehicle type and road class

The underlying figures for changes in traffic flow by class of road and by type of vehicle are shown in tables 2 to 4. When looking at the difference in volume of road traffic on all roads by type of vehicle in Wales as a percentage between 2014 and 2015, light vans, goods vehicles and cars and taxis increased, buses and coaches and pedal cycles decreased and motorbikes remained unchanged, which was a 2 per cent increase in all traffic volume (see graphic)(). However, when looking at the same differences between 2007 and 2015, pedal cycles, light vans and cars and taxis increased, buses and coaches, goods vehicles and motorbikes decreased, which was a 1 per cent increase in all traffic volume (see graphic).

<sup>1</sup> See [Road Lengths & Conditions 2014](#).

**Table 3: Volume of road traffic, by type of vehicle, Wales, 2005-2015 (a)**

*Billion vehicle kilometres*

Year	Motor vehicles					Goods vehicles	All motor vehicles	Pedal Cycles
	Motorcycles	Cars and Taxis	Buses and coaches	Light vans				
2005	0.25	21.64	0.27	3.53	1.28	<b>26.98</b>	0.13	
2006	0.24	22.16	0.29	3.67	1.27	<b>27.63</b>	0.14	
2007	0.25	22.31	0.29	3.83	1.30	<b>27.99</b>	0.15	
2008	0.24	22.21	0.28	3.86	1.28	<b>27.88</b>	0.13	
2009	0.25	22.00	0.28	3.80	1.16	<b>27.49</b>	0.14	
2010	0.22	21.48	0.28	3.86	1.14	<b>26.98</b>	0.15	
2011	0.23	21.48	0.25	3.87	1.10	<b>26.93</b>	0.16	
2012	0.22	21.39	0.24	3.84	1.07	<b>26.76</b>	0.16	
2013	0.22	21.50	0.25	3.98	1.08	<b>27.02</b>	0.17	
2014	0.23	22.15	0.25	4.19	1.08	<b>27.89</b>	0.19	
2015	0.23	22.46	0.23	4.38	1.09	<b>28.40</b>	0.18	

Source: WG analysis of AADF data

(a) For further information on vehicle classifications see Notes section.

Table 4 shows more detail for 2015, by cross classifying the volume of traffic by the class of road and type of vehicle. Cars, taxis and minibuses account for 77 per cent of traffic volume on the M4, reflecting in part the use of private cars for work journeys.

**Table 4: Volume of road traffic, by class of road and type of vehicle, Wales, 2015 (a)**

*Billion vehicle kilometres*

Class of road	Motor vehicles					Goods vehicles	All motor vehicles	Pedal cycles
	Motorcycles	Cars & Taxis	Buses and coaches	Light vans				
Motorway	0.01	2.83	0.01	0.53	0.30	<b>3.68</b>	0	
A Trunk:								
Urban	0.00	0.40	0.00	0.07	0.02	<b>0.49</b>	0	
Rural	0.05	4.93	0.04	1.02	0.39	<b>6.42</b>	0	
A County:								
Urban	0.02	2.41	0.04	0.36	0.06	<b>2.89</b>	0.01	
Rural	0.04	3.91	0.04	0.74	0.17	<b>4.90</b>	0.01	
All major roads	0.12	14.48	0.14	2.71	0.93	<b>18.39</b>	0.03	
Minor roads	0.11	7.98	0.09	1.67	0.16	<b>10.01</b>	0.16	
<b>All roads</b>	<b>0.23</b>	<b>22.46</b>	<b>0.23</b>	<b>4.38</b>	<b>1.09</b>	<b>28.40</b>	0.18	

Source: WG analysis of AADF data

(a) For further information on road and vehicle classifications see Notes section.

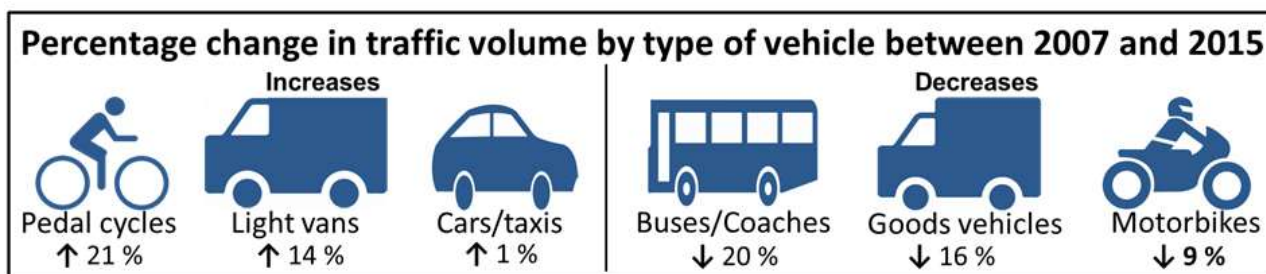
Table 5 shows the relative importance of vehicle type more clearly by expressing that as a proportion of the overall motorised traffic flow in Wales. Table 5 shows that cars (including taxis and minicabs) account for 79 per cent of motor vehicle traffic in 2015. This has fallen by 1 per cent over the eight years between 2007 and 2015. In contrast the next largest component, light vans, accounting for 15 per cent of traffic has risen by 14 per cent during this period. Goods vehicle traffic accounts for 4 per cent of traffic and has fallen by 16 per cent. Pedal cycle traffic is not counted in the 'all motor vehicles' total, but has risen by 21 per cent in this period. The main change underpinning the overall increase is the growth in both car volume traffic and light van traffic.

**Table 5: Volume of road traffic as a proportion of all motor traffic in Wales, by class of road and type of vehicle, 2015 (a)**

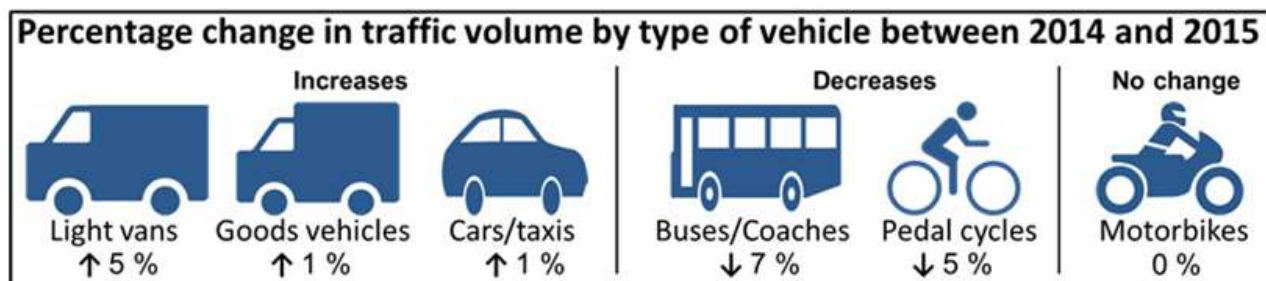
	Motor Vehicles					All motor vehicles	Pedal cycles	Per cent
	Motorcycles	Cars and Taxis	Buses and coaches	Light vans	Goods vehicles			
Motorway	0	10	0	2	1	13	0	
A Trunk:								
Urban	0	1	0	0	0	2	0	
Rural	0	17	0	4	1	23	0	
A County:								
Urban	0	9	0	1	0	10	0	
Rural	0	14	0	1	1	17	0	
All major roads	0	51	0	10	3	65	0	
Minor roads	0	28	0	6	1	35	1	
<b>All roads</b>	<b>1</b>	<b>79</b>	<b>1</b>	<b>15</b>	<b>4</b>	<b>100</b>	<b>1</b>	

Source: Table 4 page 5

(a) For further information on road and vehicle classifications see Notes section.



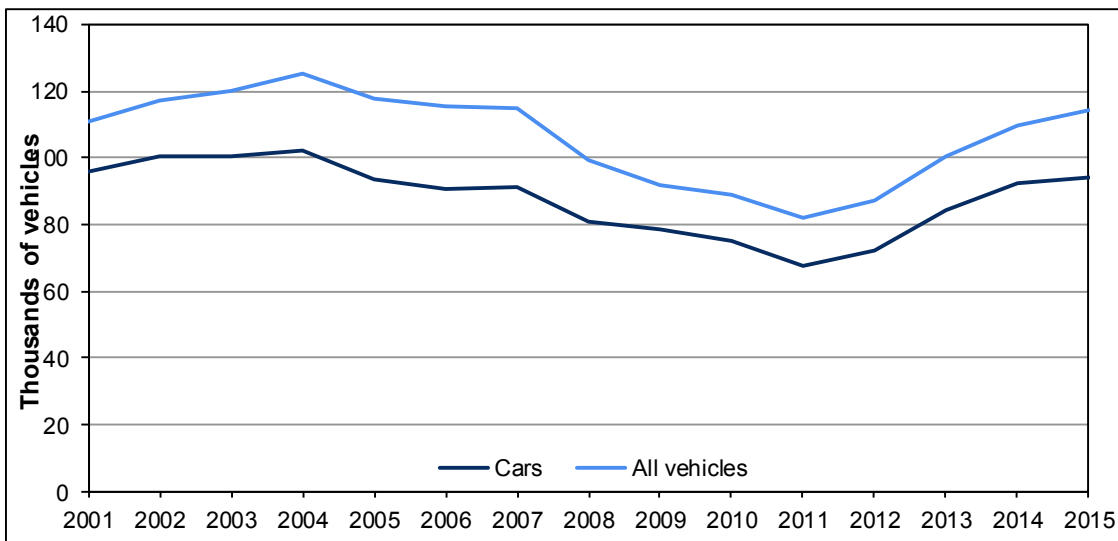
Compared with the previous peak in traffic in 2007 one of the notable changes is the large increase in pedal cycle traffic which has increased by 21 per cent. Trends are different to the changes in traffic volume by type of vehicle between last year (2014) and this year (2015), where increases were observed in light vans (5 per cent), goods vehicles (1 per cent) and cars/taxis (1 per cent), decreases were observed in buses/coaches (7 per cent) and pedal cycles (5 per cent) and motorbikes remained unchanged during this period. Overall, there was a 2 per cent increase in all motor vehicles over this time period.



## New vehicle Registrations

These changes in road traffic coincided with other changes to the 'motor vehicle economy' in Wales and one example of this is illustrated in chart 3a and 3b and table 6 below. This shows that new vehicle registrations peaked at 125,124 thousand in 2004, followed by a continued downward trend reaching a low of 81,925 thousand new vehicle registrations in 2011. However, since 2011 new vehicle registrations have continued to increase reaching 114,035 thousand vehicles in 2015 which coincided with the economic recovery. The trend is different for vans between 2001 and 2015, where a peak was observed in 2007 of 16,459 thousand vehicles, followed by a reduction between 2008 and 2012 where a low of 7,010 thousand vehicles was reported. From 2012 onwards, new vehicle registrations for vans increased again with a high of 12,703 reported in 2015.

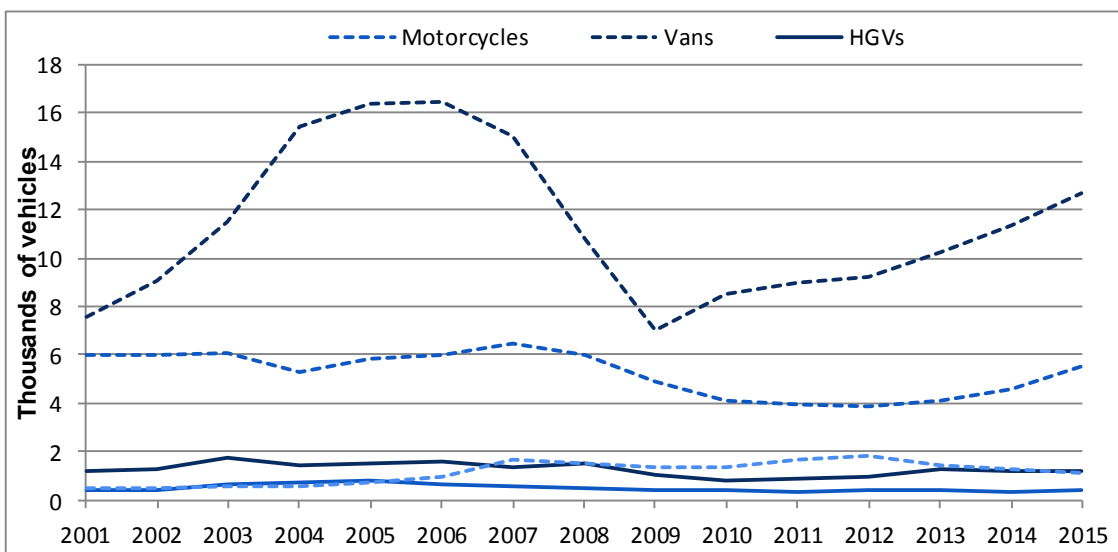
**Chart 3a: New motor vehicle registrations for cars and all vehicles in Wales, 2001-2015**



(a) all vehicles excludes other and agricultural vehicles

Source: WG analysis of AADF data

**Chart 3b: New motor vehicle registrations in Wales, 2001-2015 (excluding cars and all vehicles)**



(a) all vehicles excludes other and agricultural vehicles

Source: WG analysis of AADF data

**Table 6: New motor vehicle registration in Wales, 2001-2015 (a)**  
*thousands of vehicles*

Year	Motor vehicles						<b>All vehicles (a)</b>
	Cars	Motorcycles	Vans	HGVs	Buses	Other	
2001	95.57	6.03	7.56	1.23	0.38	0.47	<b>110.77</b>
2002	100.20	5.98	9.05	1.29	0.41	0.49	<b>116.93</b>
2003	100.20	6.07	11.52	1.73	0.63	0.57	<b>120.14</b>
2004	102.23	5.29	15.44	1.41	0.76	0.56	<b>125.12</b>
2005	93.35	5.84	16.38	1.48	0.81	0.75	<b>117.86</b>
2006	90.64	6.03	16.46	1.59	0.66	0.93	<b>115.37</b>
2007	91.34	6.43	15.01	1.38	0.57	1.71	<b>114.73</b>
2008	80.76	6.00	10.76	1.52	0.48	1.51	<b>99.52</b>
2009	78.37	4.93	7.01	1.07	0.38	1.32	<b>91.76</b>
2010	75.37	4.12	8.54	0.80	0.38	1.33	<b>89.20</b>
2011	67.73	3.95	8.98	0.91	0.37	1.68	<b>81.93</b>
2012	72.44	3.84	9.24	0.99	0.42	1.82	<b>86.93</b>
2013	84.56	4.15	10.23	1.29	0.42	1.47	<b>100.64</b>
2014	92.32	4.61	11.36	1.21	0.32	1.29	<b>109.83</b>
2015	94.22	5.50	12.70	1.21	0.40	1.11	<b>114.04</b>

(a) all vehicles excludes other and agricultural vehicles

Source: WG analysis of AADF data



## Traffic by Local Authority

Table 7 shows total traffic for each authority area over the period from 2007 to 2015. Historically, Cardiff, Newport, Carmarthenshire and Rhondda Cynon Taf have the highest traffic volume in Wales and this is still true for 2015.

**Table 7: Volume of motor vehicle traffic by local authority, 2007-2015**

	<i>Billion kilometres</i>								
	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>North Wales (NW)</b>	<b>6.54</b>	<b>6.56</b>	<b>6.50</b>	<b>6.41</b>	<b>6.31</b>	<b>6.24</b>	<b>6.31</b>	<b>6.47</b>	<b>6.60</b>
Isle of Anglesey	0.61	0.61	0.61	0.60	0.60	0.59	0.59	0.61	0.62
Gwynedd	1.28	1.28	1.27	1.26	1.25	1.23	1.25 (r)	1.28 (r)	1.31
Conwy	1.13	1.14	1.13	1.13	1.09	1.09	1.10	1.13	1.14
Denbighshire	0.88	0.89	0.89	0.88	0.86	0.84	0.86	0.88	0.88
Flintshire	1.70	1.70	1.67	1.62	1.59	1.58	1.59	1.62	1.67
Wrexham	0.94	0.94	0.93	0.92	0.92	0.91	0.92	0.96	0.98
<b>Mid Wales (MW)</b>	<b>2.22</b>	<b>2.19</b>	<b>2.18</b>	<b>2.16</b>	<b>2.15</b>	<b>2.11</b>	<b>2.16</b>	<b>2.23</b>	<b>2.27</b>
Powys	1.49	1.48	1.47	1.46	1.45	1.43	1.46	1.51 (r)	1.54
Ceredigion	0.73	0.71	0.71	0.70	0.70	0.68	0.70	0.73 (r)	0.73
<b>South West Wales (SWW)</b>	<b>6.13</b>	<b>6.05</b>	<b>5.95</b>	<b>5.82</b>	<b>5.82</b>	<b>5.78</b>	<b>5.88</b>	<b>6.02</b>	<b>6.14</b>
Pembrokeshire	1.08	1.09	1.08	1.06	1.05	1.04	1.06	1.09	1.10
Carmarthenshire	1.94	1.93	1.89	1.86	1.84	1.83	1.89	1.95	1.98
Swansea	1.73	1.69	1.66	1.63	1.63	1.62	1.63 (r)	1.66	1.68
Neath Port Talbot	1.38	1.34	1.32	1.27	1.30	1.29	1.30	1.33 (r)	1.38
<b>South East Wales (SEW)</b>	<b>13.12</b>	<b>13.08</b>	<b>12.89</b>	<b>12.59</b>	<b>12.67</b>	<b>12.63</b>	<b>12.67</b>	<b>13.13</b>	<b>13.39</b>
Bridgend	1.33	1.29	1.28	1.26	1.25	1.26	1.27	1.33	1.35
Vale of Glamorgan	1.06	1.06	1.03	1.00	0.98	0.99	1.00	1.02 (r)	1.04
Cardiff	2.94	2.90	2.83	2.75	2.77	2.79	2.77	2.89	2.93
Rhondda Cynon Taf	2.07	2.06	2.05	2.01	2.03	2.03	2.05	2.09	2.14
Merthyr Tydfil	0.40	0.40	0.41	0.40	0.40	0.40	0.40	0.40	0.42
Caerphilly	1.14	1.14	1.13	1.10	1.11	1.10	1.10	1.14 (r)	1.16
Blaenau Gwent	0.40	0.40	0.40	0.39	0.40	0.40	0.40	0.40	0.43
Torfaen	0.61	0.63	0.62	0.60	0.60	0.59	0.58	0.61 (r)	0.62
Monmouthshire	1.36	1.38	1.36	1.33	1.34	1.31	1.33	1.39 (r)	1.41
Newport	1.81	1.82	1.78	1.75	1.79	1.76	1.77	1.86	1.90
<b>Wales</b>									
Major roads	17.81	17.78	17.62	17.29	17.34	17.27	17.45 (r)	17.96 (r)	18.39
Minor roads	10.18	10.09	9.87	9.69	9.59	9.49	9.55	9.93 (r)	10.01
<b>All roads</b>	<b>27.99</b>	<b>27.88</b>	<b>27.49</b>	<b>26.98</b>	<b>26.93</b>	<b>26.76</b>	<b>27.00 (r)</b>	<b>27.89 (r)</b>	<b>28.40</b>

(r) = revised

Source: WG analysis of AADF data

Table 8 shows more detail for 2015, with volume of traffic broken down by local authority area and the class of road. Along the motorway, Newport carried the highest traffic volume at 0.93 billion km, followed by Neath Port Talbot and Cardiff, both with 0.54 billion km. In relation to major roads, the SEW region carries 45 per cent of motor traffic in Wales; NW (25 per cent) and SWW (22 per cent) regions carry a similar volume to each other and MW accounts for the remaining 8 per cent of motor traffic on major roads. In relation to minor roads, SEW accounts for 51 per cent, NW accounts for 19 per cent, SWW for 21 per cent and MW for 9 per cent of motor vehicle traffic volume on minor roads throughout Wales.

**Table 8: Volume of motor vehicle traffic, by local authority and class of road, Wales, 2015 (a)(b)**

	<i>Billion kilometres</i>							
	Motorway	Urban	A Trunk Rural	Urban	A County Rural	All major roads	Minor roads	All roads
<b>North Wales (NW)</b>		<b>0.18</b>	<b>2.53</b>	<b>0.47</b>	<b>1.48</b>	<b>4.67</b>	<b>1.93</b>	<b>6.60</b>
Isle of Anglesey	-	-	0.19	0.01	0.21	0.41	0.21	0.62
Gwynedd	-	-	0.57	0.04	0.40	1.01	0.30	1.31
Conwy	-	-	0.61	0.09	0.13	0.83	0.32	1.14
Denbighshire	-	-	0.30	0.08	0.25	0.63	0.25	0.88
Flintshire	-	0.13	0.55	0.14	0.35	1.18	0.49	1.67
Wrexham	-	0.05	0.31	0.11	0.15	0.61	0.37	0.98
<b>Mid Wales (MW)</b>		<b>0.04</b>	<b>1.01</b>	<b>0.01</b>	<b>0.36</b>	<b>1.42</b>	<b>0.85</b>	<b>2.27</b>
Powys	-	0.02	0.77	-	0.22	1.01	0.53	1.54
Ceredigion	-	0.02	0.24	0.01	0.14	0.41	0.32	0.73
<b>South West Wales (SWW)</b>	<b>0.98</b>	<b>0.07</b>	<b>1.29</b>	<b>0.62</b>	<b>1.07</b>	<b>4.04</b>	<b>2.10</b>	<b>6.14</b>
Pembrokeshire	-	0.03	0.35	0.02	0.24	0.64	0.46	1.10
Carmarthenshire	0.09	0.02	0.73	0.10	0.38	1.32	0.66	1.98
Swansea	0.36	-	0.00	0.36	0.23	0.95	0.73	1.68
Neath Port Talbot	0.54	0.02	0.21	0.15	0.23	1.14	0.24	1.38
<b>South East Wales (SEW)</b>	<b>2.70</b>	<b>0.19</b>	<b>1.59</b>	<b>1.79</b>	<b>1.98</b>	<b>8.26</b>	<b>5.13</b>	<b>13.39</b>
Bridgend	0.45	-	0.00	0.18	0.27	0.91	0.45	1.35
Vale of Glamorgan	0.14	-	0.00	0.10	0.26	0.50	0.55	1.04
Cardiff	0.54	-	0.19	0.65	0.24	1.61	1.31	2.93
Rhondda Cynon Taf	0.30	0.11	0.32	0.33	0.36	1.42	0.71	2.13
Merthyr Tydfil	-	-	0.25	0.04	0.02	0.31	0.10	0.42
Caerphilly	-	-	0.04	0.10	0.42	0.56	0.59	1.16
Blaenau Gwent	-	0.02	0.06	0.09	0.10	0.28	0.15	0.42
Torfaen	-	0.02	0.12	0.09	0.06	0.29	0.33	0.62
Monmouthshire	0.35	0.03	0.54	0.01	0.11	1.04	0.37	1.41
Newport	0.93	-	0.08	0.20	0.13	1.34	0.56	1.90
<b>Wales</b>								
<b>All major roads</b>	<b>3.68</b>	<b>0.49</b>	<b>6.42</b>	<b>2.89</b>	<b>4.90</b>	<b>18.39</b>	<b>10.01</b>	<b>28.40</b>

(a) Excludes pedal cycles.

Source: WG analysis of AADF data

# Notes

## 1 Context

### Related Publications

The [Department for Transport \(DfT\)](#) produce a series of traffic statistics which provides estimates of the vehicle miles travelled each year in Great Britain, by vehicle type, road category and region.

[Transport Scotland](#) produce an annual publication titled 'Transport and Travel in Scotland' which includes information on motor vehicles, traffic and driving.

## 2 Data Source

Road traffic estimates for Wales are compiled by the Department for Transport on behalf of the Welsh Government. These estimates are based on the annual roadside manual road traffic counts carried out across Wales during the year. These roadside counts are combined with automatic traffic count (ATC) data and road lengths to produce overall traffic estimates.

The DfT also produces a [geographical website](#) that allows users to view and download estimated traffic flows on every link of the 'A' road and motorway network in Great Britain together with the traffic datasets for 2000 to 2014 (major and minor roads).

## 3 Definitions

### Coverage

Traffic estimates for major roads are based on a census of all such roads whereas traffic estimates for minor roads are estimated by calculating growth rates from a fixed sample of count points on the minor road network. Further details of the [methodology are available from the DfT](#).

### Traffic volume

Traffic volume is measured using *vehicle kilometres*, which are calculated by multiplying the annual average daily flow by the corresponding length of road. For example, 1 vehicle travelling 1 kilometre a day for a year would be 365 vehicle kilometres.

### Vehicle type

The vehicle types identified are:

*Pedal cycles*: Includes all non-motorised cycles.

*Motorcycles*: Two-wheeled motor vehicles, including mopeds, motor scooters and motorcycle combinations.

*Cars and taxis*: Includes estate cars, all light vans with windows to the rear of the driver's seat, passenger vehicles with 9 seats or fewer, three-wheeled cars, motorised-invalid carriages, Land Rovers, Range Rovers and Jeeps. Cars towing caravans or trailers are counted as one vehicle.

*Buses and coaches*: Includes all public service vehicles and works buses other than vehicles with less than 10 seats.

*Light vans*: All goods vehicles up to 3,500kg gross vehicle weight. This includes all car-based vans and those of the next larger carrying-capacity, such as transit vans. Also included are ambulances,

pick-ups, milk floats and pedestrian-controlled motor vehicles. Most of this group are delivery vans of one type or another.

*Goods vehicles:* All goods vehicles over 3,500kg gross vehicle weight. Includes tractors (without trailers), road-rollers, box vans and similar large vans. A two-axle motor tractor unit without trailer is also included.

*All motor vehicles:* All vehicles except pedal cycles.

### **Road class**

All surfaced roads are included in the estimates. The categories are:

*Motorways:* Special roads reserved for certain classes of vehicle.

The categories for major roads are:

‘A’ roads,

with sub categories;

Urban roads: Those within the urban boundaries of settlements with a population of 10,000 or more.

Rural roads: All other non-motorway major roads.

The categories for minor roads are:

‘B’ and ‘C’ roads and unclassified roads.

### **4 Symbols**

In tables where figures have been rounded to the nearest final digit, there may be an apparent discrepancy between the sum of the constituent items and the total shown.

The following symbols have been used throughout the bulletin:

- nil or less than half the final digit shown

## 5 Key Quality Information

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

### Relevance

These statistics are used to inform Government, businesses, media and society and are used internally for policy formulation and monitoring. There are no other comprehensive data sources to enable the production of statistics about traffic for Wales and Great Britain. Some specific uses include:

- Welsh National Transport Plan monitoring indicators include these traffic flow data. The indicator measures the change in traffic flows for Wales as a whole and for individual local authority areas.
- These data will also be used as part of the calculations to meet any requests for the casualty rate per volume of traffic over individual road links.
- The national and local CO<sub>2</sub> emissions, relating to transport, use these traffic flows estimates.

### Accuracy

Road traffic estimates are based on the results of many 12-hour manual counts in every year which are grossed up to estimates of annual average daily flows using expansion factors based on data from automatic traffic counters on similar roads. These averages are needed so that traffic in off-peak times, at weekends and in the summer and winter months (when only special counts are undertaken) can be taken into account when assessing the traffic at each site. DfT now sort roads into 22 groupings (previously there were only 7). This allows a better match of manual count sites with automatic count sites. These groupings were based on detailed analyses of the results from all the individual automatic count sites and take into account regional groupings, road category (i.e. both the urban/rural classification of the road and the road class), and traffic flow levels.

### Timeliness and Punctuality

The Department for Transport published [road traffic estimates](#) for Great Britain in 2015 on 16 May 2016.

### Accessibility and Clarity

This Statistical Bulletin is pre-announced and then published on the [Statistics & Research](#) website and is accompanied by Excel versions of the tables shown. Road Traffic data for Wales will be added to our Stats Wales website.

### Comparability and coherence

The Road traffic data is calculated by DfT on behalf of Welsh Government using the same methodology and is therefore comparable with the data they also produce for roads in England and Scotland.

## **National Statistics status**

The [United Kingdom Statistics Authority](#) has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the [Code of Practice for Official Statistics](#).

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

## **Well-being of Future Generations Act (WFG)**

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016.

Information on indicators and associated technical information - [How do you measure a nation's progress? - National Indicators](#)

Further information on the [Well-being of Future Generations \(Wales\) Act 2015](#).

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

## **Further details**

The document is available at: <http://gov.wales/statistics-and-research/?topic=Transport&lang=en>

## **Next update**

October 2017.

## **We want your feedback**

We welcome any feedback on any aspect of these statistics which can be provided by email to [stats.transport@wales.gsi.gov.uk](mailto:stats.transport@wales.gsi.gov.uk).

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