



Road Traffic in Wales, 2016

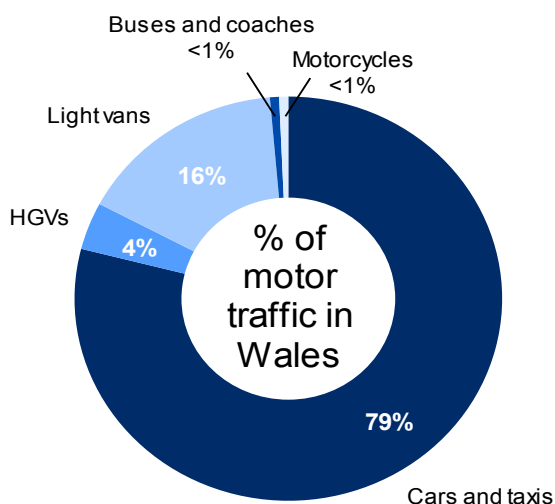
8 November 2017
SB 62/2017

Key points

In 2016, the total volume of motorised traffic in Wales was 29.0 billion vehicle kilometres, which is equivalent to 9,322 vehicles kilometres (5,826 miles) per head of the population over the year ([table 2](#)).

These vehicles travelled mostly on major roads, with 64.7 per cent of motor traffic in Wales travelling either on motorways or A roads. The remaining 35.3 per cent travelled on minor roads, which are the B, C and unclassified roads.

Volume of road traffic in Wales, 2016



Source: WG analysis of AADF data

In 2016, motor traffic in Wales was the highest since comparable records began. It previously peaked in 2007 at 28.0 billion vehicle kilometres and then declined over the next five years, due in part to the economic recession, reaching a low of 26.8 billion vehicle kilometres in 2012. By 2016, motor vehicle traffic volume has recovered to its present level of 29.0 billion vehicle kilometres representing a 3.7 per cent increase above the previous peak of 2007. Motor vehicle traffic volume has risen 2.2 per cent from 28.4 billion vehicle kilometres in 2015 to 29.0 billion vehicle kilometres in 2016.

Traffic volume on roads



Source: WG analysis of AADF data

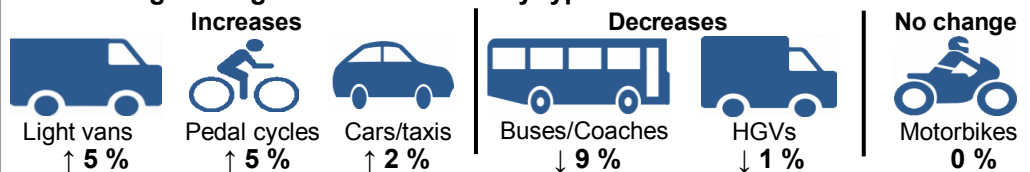
About this bulletin

This annual Statistical Bulletin sets out information about road traffic in Wales during 2016. 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' includes both motor vehicles and pedal cycles. Annual average daily flow (AADF) data is collected and calculated by the Department for Transport (DfT), on behalf of the Welsh Government.

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Percentage change in traffic volume by type of vehicle between 2015 and 2016



Source: WG analysis of AADF data

How do we measure traffic volume?

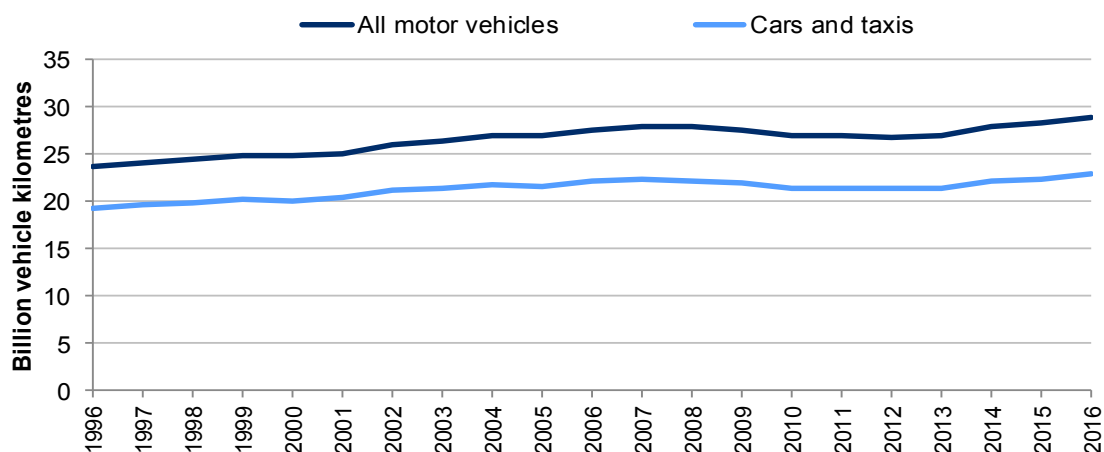
Traffic volume is measured using vehicle kilometres (Vkm), which are calculated by multiplying the annual average daily flow (AADF) of traffic by the corresponding length of road. For example, 1 vehicle travelling 1 kilometre a day for a year would be 365 vehicle kilometres over a year. The annual average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

Road traffic in Wales over the last 20 years

[Chart 1](#) shows the long term trend in traffic volume from 1996 to 2016. In 1996, traffic volume was 23.6 billion vehicle kilometres. Between 1996 and 2016, traffic volume rose by 5.4 billion vehicle kilometres in total, though a decrease in traffic volumes occurred between 2008 and 2012. Since 2012, the total number of motor vehicle traffic volume in Wales has risen each year, reaching a high of 29.0 billion vehicle kilometres in 2016.

This 2016 figure of 29.0 billion vehicle kilometres represents a new peak in traffic volume as it is 2.1 per cent higher than the 2015 peak of 28.4 billion vehicle kilometres. Traffic volumes in Wales have now risen for four consecutive years with a total traffic increase of 8.4 per cent since 2012.

Chart 1: Volume of traffic in Wales, 1996-2016



Source: WG analysis of AADF data

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: Annual percentage change in traffic volumes by class of road, Wales, since 2013 (a)

<u>Class of road</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Motorway	5.2	2.7	0.6
A Trunk:			
Urban	-0.2	3.1	-3.3
Rural	0.7	2.1	3.6
A County:			
Urban	2.2	2.6	1.6
Rural	4.7	2.2	1.9
All major roads	2.8	2.3	2.0
Minor roads	4.0	0.8	2.5
All roads	3.2	1.8	2.2

Source: WG analysis of AADF data

Notes:

(a) Note that a positive value means an increase in the volume of traffic

Total traffic volumes on all roads

[Table 1](#) presents the annual changes in traffic since 2013. The total volume of motorised traffic on roads in Wales has increased each year with the highest percentage increase of 3.2 per cent being in 2013-14. Traffic volume increase was lower in 2014-15 (1.8 per cent) before increases rose again in 2015-16 (2.2 per cent).

There was an increase in motorway traffic each year, however the increase in traffic during 2016 (0.6 per cent) was lower than in 2015 (2.7 per cent) and 2014 (5.2 per cent). Volumes of traffic on rural 'A' trunk roads increased annually with the greatest increase in 2016 (3.6 per cent). Rural 'A' county roads show an increase in traffic volumes though the increase in 2016 (1.9 per cent) was lower than in 2015 (2.2 per cent) and 2014 (4.7 per cent). Traffic volumes on urban 'A' trunk roads were the only class of road to decrease in 2014 (0.2 per cent) and 2016 (3.3 per cent).

Table 2: Volume of road traffic, by class of road, Wales, 2006-2016 (a)(b)

		<i>Billion vehicle kilometres</i>							
Year	Motorway	A Trunk		A County		All major roads	Minor roads	All roads	
		Urban	Rural	Urban	Rural				
2006	3.4	0.5	6.1	3.0	4.8	17.7	9.9	27.6	
2007	3.5	0.5	6.1	2.9	4.9	17.8	10.2	28.0	
2008	3.5	0.5	6.2	2.9	4.9	17.8	10.1	27.9	
2009	3.4	0.5	6.2	2.8	4.8	17.6	9.9	27.5	
2010	3.3	0.5	6.1	2.8	4.7	17.3	9.7	27.0	
2011	3.3	0.5	6.0	2.8	4.7	17.3	9.6	26.9	
2012	3.3	0.5	6.0	2.8	4.7	17.3	9.5	26.8	
2013	3.4	0.5	6.3	2.8	4.6	17.5	9.6	27.0	
2014	3.6	0.5	6.3	2.8	4.8	18.0	9.9	27.9	
2015	3.7	0.5	6.4	2.9	4.9	18.4	10.0	28.4	
2016	3.7	0.5	6.7	2.9	5.0	18.8	10.3	29.0	

Notes:

Source: WG analysis of AADF data

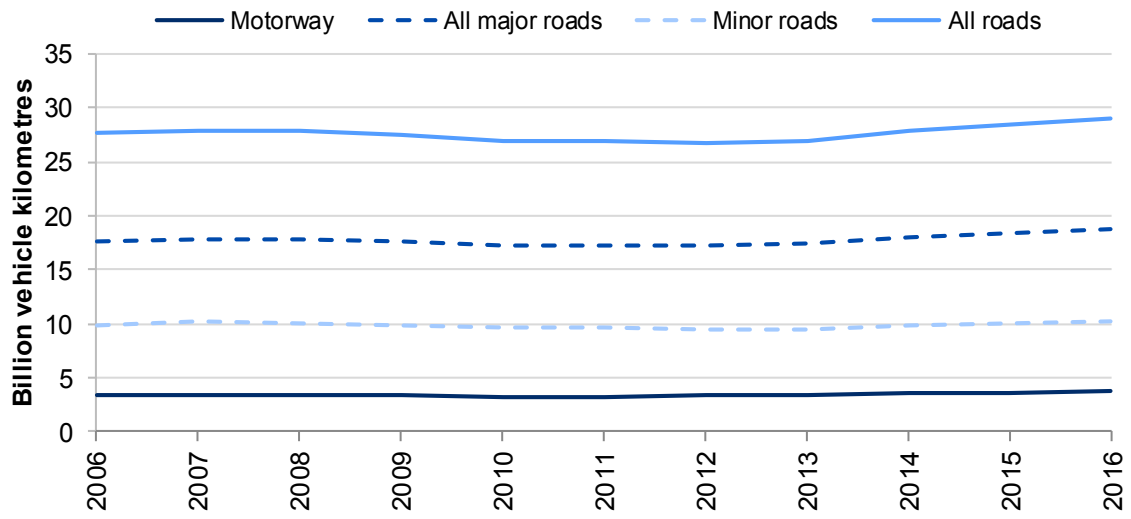
(a) Excludes pedal cycles.

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

[Table 2](#) and [chart 2](#) show that traffic volume on the motorway in 2016 was 3.70 billion vehicle kilometres and is the highest recorded figure, surpassing the previous peaks in 2007 and 2015 of 3.47 and 3.68 billion vehicle kilometres respectively. Annual traffic volumes on county roads have continued to rise since 2014, with traffic volume on urban county roads reaching 2.93 billion vehicle kilometres and rural county reaching 4.99 billion vehicle kilometres. This is the highest recorded level for rural county roads in the last 10 years. Similarly, traffic volumes on rural trunk roads have continued to rise since 2013, with 2016 the highest recorded level over the last 10 years (6.66 vehicle kilometres). Urban trunk roads on the other hand have shown little variation over the last 10 years with a low of 0.47 vehicle kilometres and a high of 0.49 vehicle kilometres. In 2016, urban trunk roads were the only class of road to have a decrease in traffic volumes from 0.49 vehicle kilometres in 2015 to 0.48 vehicle kilometres. In 2016 major roads also reported the highest volume of road traffic over the last 10 years of 18.76 vehicle kilometres. To put the figures in context, the length of the motorway¹ in Wales is 133 km, whereas the length of the trunk road network is 1,576 km, county roads are 2,754 km in length and B, C and minor roads total 30,179 km. This highlights that traffic per length of road is far higher on motorways when compared trunk roads, county roads and minor roads.

¹ See [Road Lengths & Conditions 2015-16](#)

Chart 2: Volume of motorised road traffic by class of road, Wales, 2006-2016



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 [table 3](#) and [table 4](#). When looking at the difference in volume of road traffic on all roads by type of vehicle in Wales as a percentage between 2015 and 2016, light vans, pedal cycles and cars/taxis increased, buses/coaches and heavy good vehicles (HGVs) decreased and motorbikes remained unchanged, which was a 2.2 per cent increase in all motorised traffic volume, including pedal cycles (see graphic). However, when looking at the same differences between 2014 and 2015, light vans, HGVs and cars/taxis increased, buses/coaches and pedal cycles decreased, which was a 1.8 per cent increase in all motorised traffic volume ([see graphic](#)).

Table 3: Volume of road traffic, by type of vehicle, Wales, 2006-2016 (a)

Billion vehicle kilometres

Year	Motor vehicles					All motor vehicles	Pedal Cycles
	Motorcycles	Cars and Taxis	Buses and coaches	Light vans	HGVs		
2006	0.24	22.16	0.29	3.67	1.27	27.63	0.14
2007	0.25	22.31	0.29	3.83	1.30	27.99	0.15
2008	0.24	22.21	0.28	3.86	1.28	27.88	0.13
2009	0.25	22.00	0.28	3.80	1.16	27.49	0.14
2010	0.22	21.48	0.28	3.86	1.14	26.98	0.15
2011	0.23	21.48	0.25	3.87	1.10	26.93	0.16
2012	0.22	21.39	0.24	3.84	1.07	26.76	0.16
2013	0.22	21.50	0.25	3.98	1.08	27.02	0.17
2014	0.23	22.15	0.25	4.19	1.08	27.89	0.19
2015	0.23	22.46	0.23	4.38	1.09	28.40	0.18
2016	0.23	22.90	0.21	4.59	1.09	29.02	0.19

Notes:

Source: WG analysis of AADF data

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

[Table 4](#) shows more detail for 2016, by cross classifying the volume of traffic by the class of road and type of vehicle. Cars and taxis account for 76.6 per cent of traffic volume on the motorways reflecting in part the use of private cars for work journeys. Light vans and HGVs account for 22.7 per cent of traffic on the M4, a slight increase from 2015 where they accounted for 22.4 per cent.

Table 4: Volume of road traffic, by class of road and type of vehicle, Wales, 2016 (a)

Billion vehicle kilometres

Class of road	Motor vehicles					All motor vehicles	Pedal cycles
	Motorcycles	Cars & Taxis	Buses and coaches	Light vans	HGVs		
Motorway	0.01	2.84	0.01	0.54	0.30	3.70	-
A Trunk:							
Urban	0.00	0.39	0.00	0.07	0.02	0.48	0.00
Rural	0.05	5.11	0.04	1.06	0.39	6.66	0.00
A County:							
Urban	0.02	2.45	0.03	0.38	0.06	2.93	0.01
Rural	0.04	4.00	0.04	0.74	0.17	4.99	0.01
All major roads	0.12	14.78	0.13	2.79	0.93	18.76	0.03
Minor roads	0.11	8.12	0.08	1.80	0.15	10.26	0.16
All roads	0.23	22.90	0.21	4.59	1.09	29.02	0.19

Notes:

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. It shows that cars (including taxis and passenger vehicles with 9 seats or fewer) account for 78.9 per cent of motor vehicle traffic in 2016, a fall of 1.6 per cent since 2006. In contrast the next largest component, light vans, has an increased share of traffic. Indeed the main factors underpinning the overall increase in traffic volumes since 2006 are the growth in light van traffic and the continued high volumes of car traffic. Goods traffic has declined in share. Pedal cycle traffic is not counted in the 'all motor vehicles' total, but has risen by 35.7 per cent in this period.

Table 5: Volume of road traffic as a proportion of all motor traffic, by class road and type of vehicle, in Wales, 2016 (a)

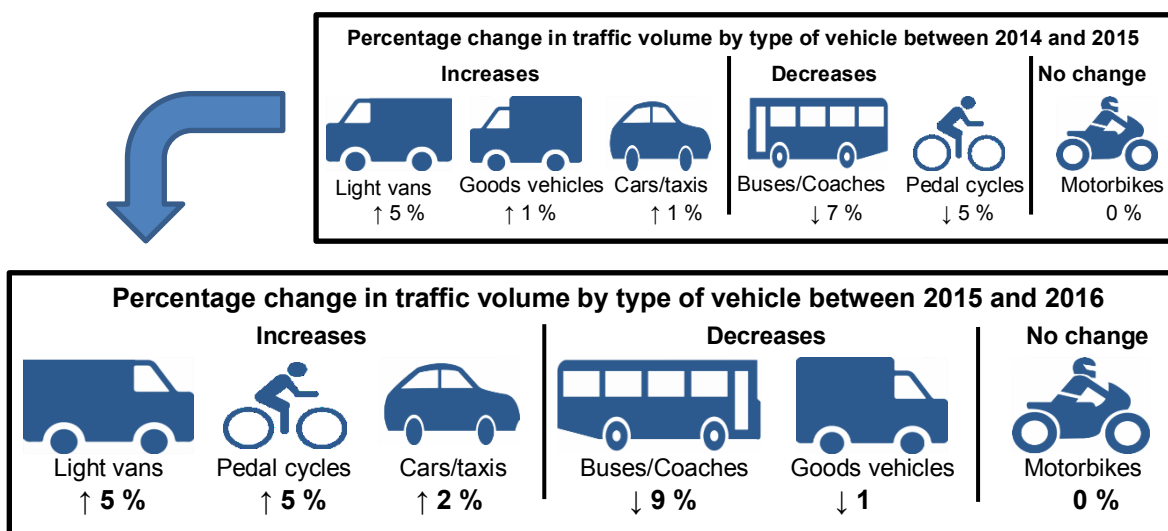
Class of road	Motor vehicles					<i>Per cent</i>
	Motorcycles	Cars & Taxis	Buses and coaches	Light vans	HGVs	
Motorway	0.4	76.6	0.3	14.7	8.0	
A Trunk:						
Urban	0.6	81.1	0.7	13.7	4.0	
Rural	0.7	76.8	0.6	16.0	5.9	
A County:						
Urban	0.6	83.4	1.2	12.8	2.0	
Rural	0.8	80.1	0.8	14.9	3.3	
All major roads	0.6	78.8	0.7	14.9	5.0	
Minor roads	1.0	79.1	0.8	17.5	1.5	
All roads	0.8	78.9	0.7	15.8	3.7	

Source: WG analysis of AADF data

Notes:

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

The graphic below compares the percentage change in traffic volume in 2015 and 2016. There has continued to be no change in the traffic volume of motorbikes on roads in Wales and the volume of light vans, cars/taxis and pedal cycles has increased. The volume of HGVs and buses/coaches in 2016 has decreased since 2015.

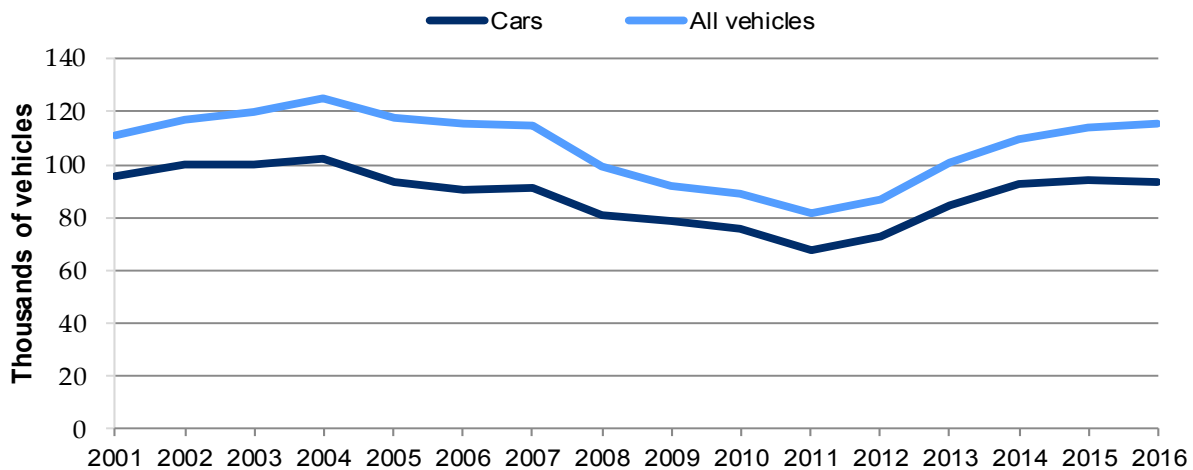


Source: WG analysis of AADF data

Licensed vehicles

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](#), [chart 3b](#) and [table 6](#) below. This shows that since 2001, the highest number of new vehicle registrations occurred in 2004 with 125,124 vehicles being registered in Wales. A downward trend then occurred reaching a low of 81,925 new vehicle registrations in 2011. Since then, new vehicle registrations have continued to increase reaching 115,137 vehicles in 2016. When looking at the trends for type of vehicle, a varying picture emerges. Between 2001 and 2015, a large fall in the number of new registrations for light vans occurred in 2009, reaching a 15 year low of 7,010. Since then, the number of light vans has increased to reach a peak of 13,521 in 2016. The number of new registrations of motorcycles, heavy goods vehicles and buses/coaches has fluctuated since 2001 with numbers in 2016 being slightly higher than those in 2001.

Chart 3a: New motor vehicle registrations for cars and all vehicles in Wales, 2001-2016 (a)

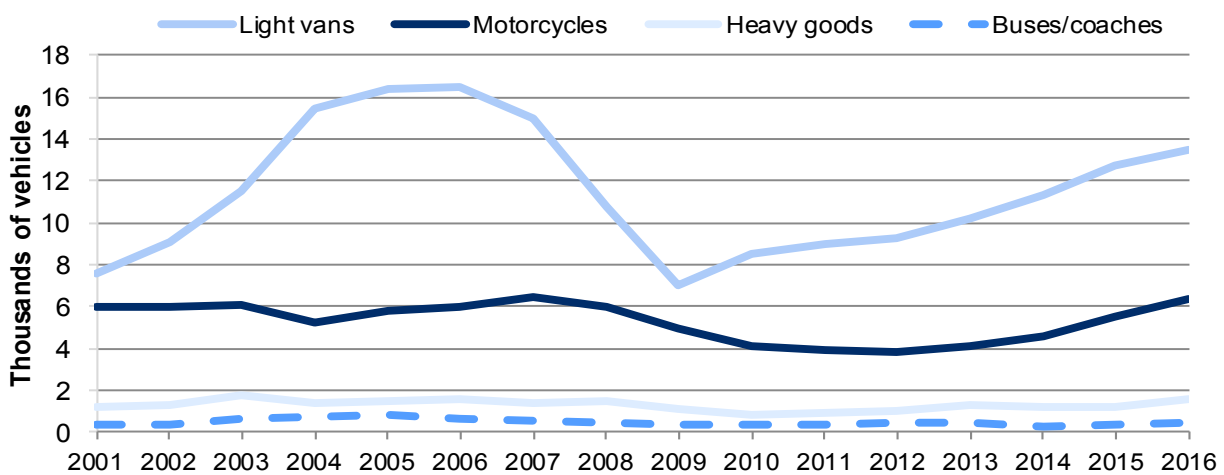


Notes:

Source: WG analysis of DVLA/DfT vehicle licensing data

(a) 'All vehicles' excludes other and agricultural vehicles.

Chart 3b: New motor vehicle registrations by body type in Wales, 2001-2016 (excluding cars)



Source: WG analysis of DVLA/DfT vehicle licensing data

Table 6: New motor vehicle registrations in Wales, 2001-2016

thousands of vehicles

Year	Cars	Motorcycles	Light vans	Heavy goods	Buses/ coaches	All vehicles (a)
2001	95.6	6.0	7.6	1.2	0.4	110.8
2002	100.2	6.0	9.1	1.3	0.4	116.9
2003	100.2	6.1	11.5	1.7	0.6	120.1
2004	102.2	5.3	15.4	1.4	0.8	125.1
2005	93.3	5.8	16.4	1.5	0.8	117.9
2006	90.6	6.0	16.5	1.6	0.7	115.4
2007	91.3	6.4	15.0	1.4	0.6	114.7
2008	80.8	6.0	10.8	1.5	0.5	99.5
2009	78.4	4.9	7.0	1.1	0.4	91.8
2010	75.4	4.1	8.5	0.8	0.4	89.2
2011	67.7	3.9	9.0	0.9	0.4	81.9
2012	72.4	3.8	9.2	1.0	0.4	86.9
2013	84.6	4.1	10.2	1.3	0.4	100.6
2014	92.3	4.6	11.4	1.2	0.3	109.8
2015	94.2	5.5	12.7	1.2	0.4	114.0
2016	93.3	6.4	13.5	1.6	0.4	115.1

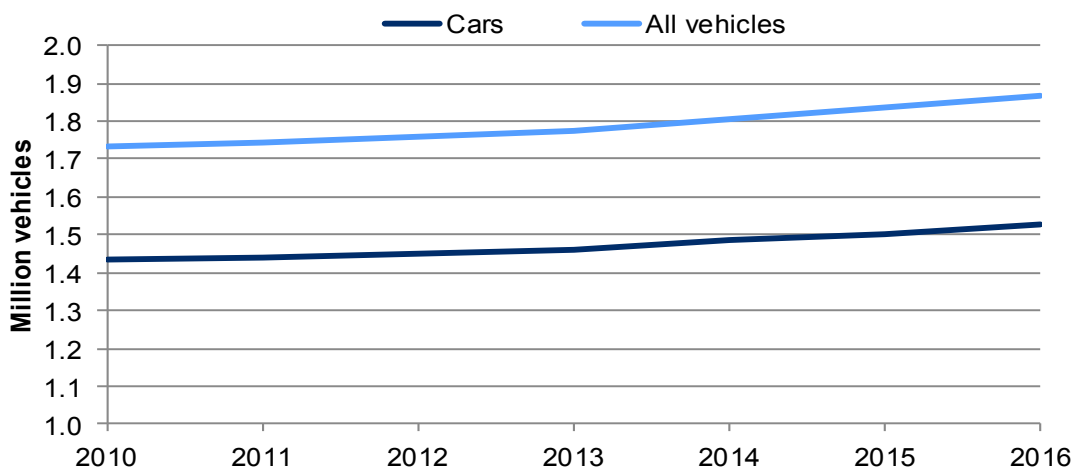
Notes:

Source: WG analysis of DVLA/DfT vehicle licensing data

(a) 'All vehicles' excludes other and agricultural vehicles.

[Chart 4](#) presents the cars and all vehicles licensed in Wales annually since 2010. The trend for cars and all vehicles is similar, with a slower increase occurring between 2010 and 2013 before a larger rate of increase occurring from 2013 onwards. The highest number of licensed vehicles since 2010 was recorded in 2016 with nearly 1.9 million licensed vehicles, of which 1.5 million were cars. This could be due in part to the increasing number of new vehicle registrations each year (chart 3a).

Chart 4: Cars and all vehicles (a) licensed in Wales, 2010-2016



Note:

Source: WG analysis of AADF data

(a) 'All vehicles' excludes other and agricultural vehicles.

Table 7: Percentage change in licensed vehicles since 2010 by type of vehicle, in Wales (a)

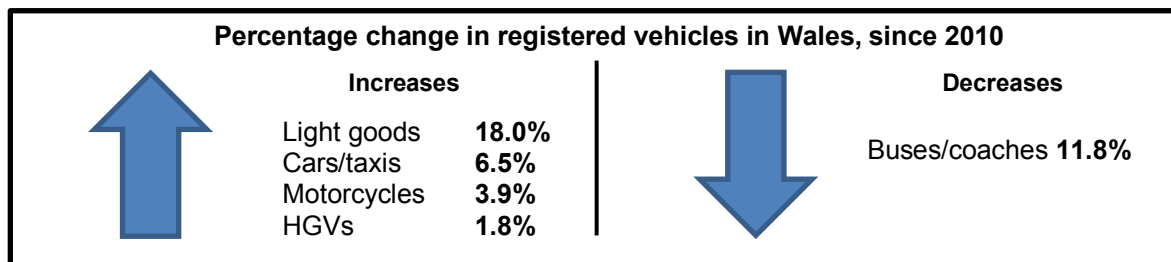
Year	Cars	Motorcycles	Light goods	HGVs	<i>per cent</i>
					Buses/ coaches
2011	0.3	-0.2	2.1	-1.4	-1.7
2012	0.7	-1.4	2.2	-0.9	-3.5
2013	0.9	0.5	1.7	1.0	-1.1
2014	1.7	1.1	3.4	0.9	-1.9
2015	1.3	1.4	3.8	1.0	-0.1
2016	1.5	2.5	3.6	1.1	-4.1

Source: WG analysis of AADF data

Notes:

(a) Note that a negative number means a decrease in licensed vehicles

When looking at the annual percentage change in the number of licensed vehicles since 2010 ([table 7](#)), a decrease in the number of buses and coaches was recorded each year. As the number of passenger miles on public buses² has been in decline since 2011 this may have led to less licensed vehicles being needed in Wales. In contrast, cars and light goods have increased annually since 2011, where as motorcycles and heavy goods have increased since 2013 after a decrease between 2011 and 2012.



Source: WG analysis of AADF data

² See [DfT Bus statistics](#)

Traffic by local authority

[Table 8](#) shows total traffic for each authority area during the period 2006 to 2016. Historically, Cardiff, Newport, Carmarthenshire and Rhondda Cynon Taf have had the highest traffic volume in Wales and in 2016 this continued to be true. Merthyr Tydfil and Blaenau Gwent have the lowest volumes of motor vehicle traffic, continuing the historical trend. In 2016, nearly all local authorities showed the highest levels of motor traffic since 2006. Recording 1.06 billion vehicle kilometres, Vale of Glamorgan matched the 2007 peak for the local authority and Swansea recorded 1.71 billion vehicle kilometres in 2016, with a local authority peak occurring in 2007 (1.73 billion vehicle kilometres).

Table 8: Volume of motor vehicle traffic by local authority, 2006-2016 (a)

	<i>Billion vehicle kilometres</i>										
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
North Wales	6.54	6.54	6.56	6.49	6.40	6.30	6.23	6.31	6.48	6.60	6.78
Isle of Anglesey	0.61	0.61	0.61	0.61	0.60	0.60	0.59	0.59	0.61	0.62	0.62
Gwynedd	1.30	1.28	1.28	1.27	1.26	1.25	1.23	1.25	1.28	1.31	1.32
Conwy	1.12	1.13	1.14	1.13	1.13	1.09	1.09	1.10	1.13	1.14	1.20
Denbighshire	0.88	0.88	0.89	0.89	0.88	0.86	0.84	0.86	0.88	0.88	0.91
Flintshire	1.69	1.70	1.70	1.67	1.62	1.59	1.58	1.59	1.63	1.67	1.72
Wrexham	0.95	0.94	0.94	0.93	0.92	0.92	0.91	0.92	0.96	0.98	1.01
Mid Wales	2.20	2.22	2.19	2.18	2.16	2.15	2.12	2.16	2.23	2.27	2.35
Powys	1.49	1.49	1.48	1.47	1.46	1.45	1.43	1.46	1.51	1.54	1.58
Ceredigion	0.71	0.73	0.71	0.71	0.70	0.70	0.68	0.70	0.73	0.73	0.76
South West Wales	5.97	6.12	6.06	5.94	5.82	5.82	5.77	5.86	6.03	6.14	6.23
Pembrokeshire	1.07	1.08	1.09	1.08	1.06	1.05	1.04	1.06	1.09	1.10	1.12
Carmarthenshire	1.89	1.94	1.93	1.89	1.86	1.84	1.83	1.89	1.95	1.98	2.00
Swansea	1.70	1.73	1.69	1.66	1.63	1.63	1.62	1.63	1.66	1.68	1.71
Neath Port Talbot	1.30	1.38	1.34	1.32	1.27	1.30	1.29	1.30	1.33	1.38	1.39
South East Wales	12.93	13.12	13.07	12.88	12.60	12.66	12.64	12.66	13.15	13.39	13.67
Bridgend	1.28	1.33	1.29	1.28	1.26	1.25	1.26	1.27	1.33	1.35	1.38
Vale of Glamorgan	1.04	1.06	1.06	1.03	1.00	0.98	0.99	1.00	1.02	1.04	1.06
Cardiff	2.92	2.94	2.90	2.83	2.75	2.77	2.79	2.77	2.89	2.93	2.99
Rhondda Cynon Taff	2.04	2.07	2.06	2.05	2.01	2.03	2.03	2.05	2.09	2.14	2.17
Merthyr Tydfil	0.39	0.40	0.40	0.41	0.40	0.40	0.40	0.40	0.40	0.42	0.43
Caerphilly	1.13	1.14	1.14	1.13	1.10	1.11	1.10	1.10	1.14	1.16	1.18
Blaenau Gwent	0.39	0.40	0.40	0.40	0.39	0.40	0.40	0.40	0.40	0.43	0.44
Torfaen	0.62	0.61	0.63	0.62	0.60	0.60	0.59	0.58	0.61	0.62	0.64
Monmouthshire	1.32	1.36	1.38	1.36	1.33	1.34	1.31	1.33	1.39	1.41	1.44
Newport	1.82	1.81	1.82	1.78	1.75	1.79	1.76	1.77	1.86	1.90	1.95
Major roads	17.72	17.81	17.78	17.62	17.29	17.34	17.27	17.47	17.96	18.39	18.76
Minor roads	9.91	10.18	10.09	9.87	9.69	9.59	9.49	9.55	9.93	10.01	10.26
All roads	27.63	27.99	27.88	27.49	26.98	26.93	26.76	27.00	27.89	28.40	29.02

Notes:

(a) excludes pedal cyclists

Source: WG analysis of AADF data

[Table 9](#) shows more detail for 2016, with volume of traffic broken down by local authority area and the class of road. Along the motorway³, Newport carried the highest traffic volume at 0.94 billion vehicle kilometres, followed by Neath Port Talbot and Cardiff, both with 0.54 billion vehicle kilometres. In relation to major roads, the SEW region carries 45 per cent of motor traffic in Wales; NW (26 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 9: Volume of motor vehicle traffic, by local authority and class of road, Wales, 2016 (a)

	Billion vehicle kilometres							
	Motorway	A Trunk		A County		All major roads	Minor roads	All roads
		Urban	Rural	Urban	Rural			
North Wales		0.19	2.64	0.46	1.50	4.80	1.98	6.78
Isle of Anglesey	-	0.01	0.19	0.01	0.21	0.41	0.21	0.62
Gwynedd	-	-	0.57	0.04	0.40	1.02	0.31	1.32
Conwy	-	-	0.65	0.09	0.13	0.87	0.32	1.20
Denbighshire	-	-	0.33	0.08	0.24	0.65	0.26	0.91
Flintshire	-	0.13	0.57	0.15	0.37	1.22	0.50	1.72
Wrexham	-	0.05	0.33	0.11	0.15	0.63	0.38	1.01
Mid Wales		0.04	1.05	0.01	0.37	1.47	0.88	2.35
Powys	-	0.02	0.79	0.00	0.23	1.04	0.55	1.58
Ceredigion	-	0.02	0.26	0.01	0.15	0.43	0.33	0.76
South West Wales	0.99	0.07	1.30	0.63	1.08	4.08	2.15	6.23
Pembrokeshire	-	0.03	0.36	0.02	0.24	0.65	0.47	1.12
Carmarthenshire	0.09	0.02	0.74	0.09	0.38	1.32	0.68	2.00
Swansea	0.37	-	-	0.37	0.23	0.96	0.75	1.71
Neath Port Talbot	0.54	0.02	0.21	0.15	0.23	1.14	0.25	1.39
South East Wales	2.71	0.18	1.66	1.83	2.03	8.42	5.25	13.67
Bridgend	0.47	-	-	0.18	0.28	0.93	0.46	1.38
Vale of Glamorgan	0.14	-	-	0.10	0.27	0.50	0.56	1.06
Cardiff	0.54	-	0.19	0.67	0.25	1.65	1.34	2.99
Rhondda Cynon Taff	0.31	0.12	0.32	0.34	0.36	1.44	0.73	2.17
Merthyr Tydfil	-	-	0.25	0.04	0.02	0.32	0.11	0.43
Caerphilly	-	-	0.04	0.11	0.43	0.57	0.61	1.18
Blaenau Gwent	-	-	0.07	0.09	0.12	0.28	0.15	0.44
Torfaen	-	0.02	0.12	0.09	0.06	0.30	0.34	0.64
Monmouthshire	0.33	0.03	0.57	0.01	0.11	1.06	0.38	1.44
Newport	0.94	-	0.09	0.20	0.13	1.37	0.58	1.94
Total Wales	3.70	0.48	6.66	2.93	4.99	18.76	10.26	29.02

Notes:

Source: WG analysis of AADF data

(a) Excludes pedal cycles

³ See [Vehicle speeds on Welsh motorways](#)

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

Welsh Government has produced a publication titled [Vehicle speeds on Welsh motorways](#) which includes information on vehicle speeds on Welsh motorways, that is the A48(M), M4 and the M48.

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 2016 (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 (HGVs): 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 CO₂ 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 2016 on 27 April 2017.

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 [StatsWales 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/road-traffic/?lang=en>

Next update

May 2018

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to stats.transport@gov.wales

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