ystadegau ar gyfer cymru statistics for wales

Statistical Bulletin

Llywodraeth Cymru Welsh Government

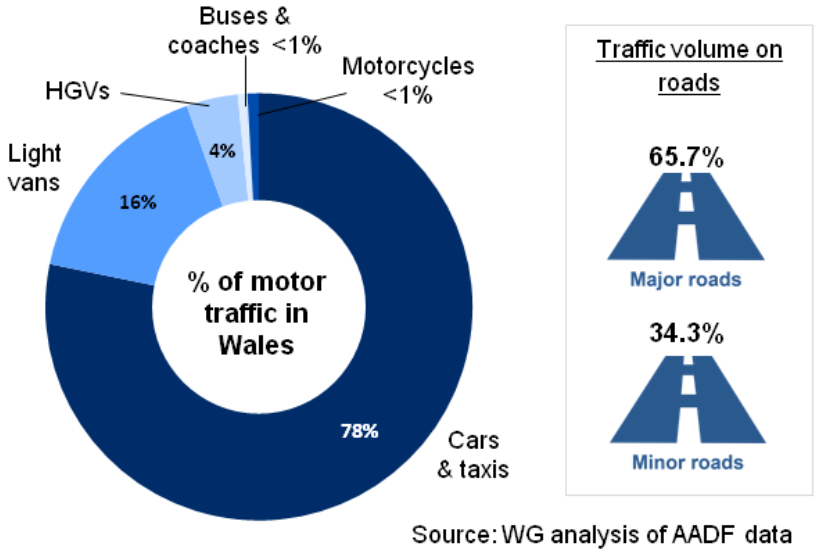
# Road Traffic in Wales, 2017

22 August 2018
SB 54/2018

## Key points

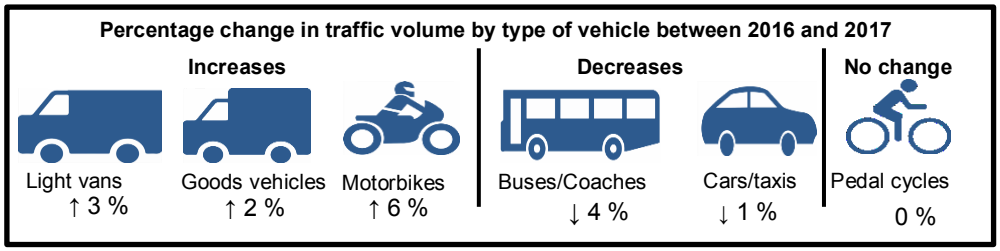
- Road traffic volume in Wales fell slightly (-0.3 per cent) in 2017, from a record high in 2016.
- In 2017 the total volume of motorised traffic in Wales was 29.1 billion vehicle kilometres (bvk), equivalent to 9,306 vehicles kilometres (5,782 miles) per head of the population (Table 2).
- Most of the traffic (65.7 per cent) was on major roads (motorways or A roads). The remaining 34.3 per cent of traffic was on minor roads – i.e. B, C and unclassified roads.

### Volume of road traffic in Wales, 2017




Source: WG analysis of AADF data

- Previously, road traffic volume had peaked in 2007 at 28.0 bvk. Subsequently, it declined over the next five years, due in part to the economic recession, reaching a low of 26.8 bvk in 2012.




## About this bulletin

This annual Statistical Bulletin sets out information about road traffic in Wales during 2017. We measure road traffic in terms of the distance vehicles have travelled over the year. Figures for 'all traffic' include motor vehicles and pedal cycles whereas 'motor vehicle' traffic figures do not include pedal cycles.

## In this bulletin



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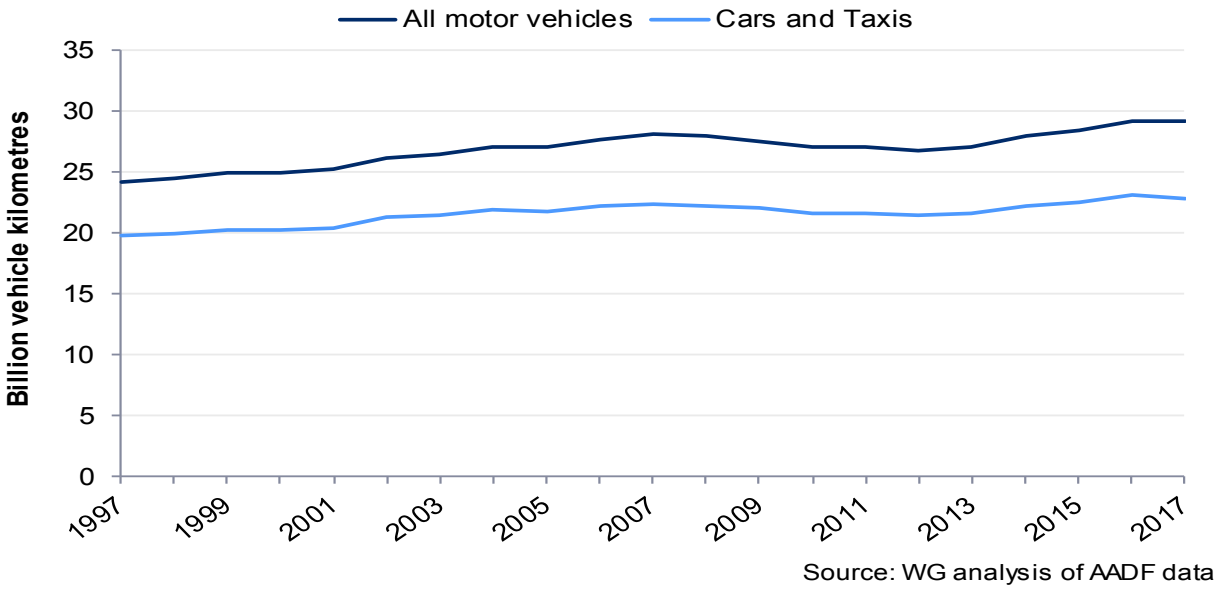
## How do we measure traffic volume?

Traffic volume is calculated using traffic counts data collected by the Department for Transport (DfT). Annual average daily flow (AADF) data are multiplied by the corresponding length of road and by the number of days in the year. For example, 1 vehicle travelling 1 mile each day for a year would equal 365 vehicle miles. Traffic figures are presented as: Units = thousand vehicle miles. Within this release all of the AADF data is presented as billion vehicle kilometres.

## Road traffic in Wales over the last 20 years

Chart 1 shows the long term trend in traffic volume from 1997 to 2017. In 1997, traffic volume was 24.18 bvk. Between 1997 and 2017, traffic volume rose by 20.0 per cent to 29.1 bvk. The trend was not stable over this period, however, with a decrease in traffic volumes between 2008 and 2012. The trend turned upwards again in 2013 and reached a peak in 2016, at 29.2 bvk.

### Chart 1: Volume of traffic in Wales, 1997-2017




Source: WG analysis of AADF data

There are a variety of factors that have the potential to influence traffic volume. For example: increases in fuel prices might cause motorists to consider shifting to other modes of travel or cutting non-essential trips; falls in employment levels can reduce commuting traffic; increases or decreases in people holidaying within the British Isles, related to the strength or weakness of the pound, can have corresponding impacts on traffic.

## Traffic by road class

### Table 1: Annual percentage change in traffic volumes by class of road, Wales, since 2015 (a)

*Percentage change*

| Class of road | 2015 | 2016 | 2017 |
|---|---|---|---|
| Motorway | 2.7 | 0.2 | 1.8 |
| A Trunk: | | | |
| Urban (b) | 3.1 | 0.7 | - |
| Rural (b) | 2.1 | 6.2 | - |
| A County: | | | |
| Urban (b) | 2.6 | 2.7 | - |
| Rural (b) | 2.2 | 1.7 | - |
| All major roads | 2.3 | 3.1 | 0.9 |
| Minor roads | 0.8 | 2.1 | -2.5 |
| **All roads** | 1.8 | 2.7 | -0.3 |

Source: WG analysis of AADF data

**Notes:**

(a) Positive value means an increase in the volume of traffic

(b) Percentage changes in urban and rural roads has not been calculated due to road reclassifications between 2016 and 2017 meaning it would be misleading to compare these years.

The overall fall of 0.3 per cent in traffic volume in 2017 was not consistent across the different classes of road (Table 1). For example there was an increase in traffic volume on the motorway (1.8 per cent) and a decrease in volume on minor roads (-2.5 per cent). Figures for roads classed as urban or rural may not reflect true changes in traffic volume in 2017 because some roads were re-classified during this period. Figures for total traffic volume by class of road are given in (Table 2).

### Table 2: Volume of motor vehicle road traffic, by class of road, Wales, 2007-2017 (a)(b)(c)

*Billion vehicle kilometres*

| | | A Trunk | | A County | | All Major | Minor | **All** |
|---|---|---|---|---|---|---|---|---|
| Year | Motorway | Urban | Rural | Urban | Rural | roads | roads | **roads** |
| 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 | 6.8 | 3.0 | 5.0 | 19.0 | 10.2 | **29.2** |
| 2017 | 3.8 | 0.8 | 6.6 | 2.5 | 5.4 | 19.1 | 10.0 | **29.1** |

Source: WG analysis of AADF data

**Notes:**

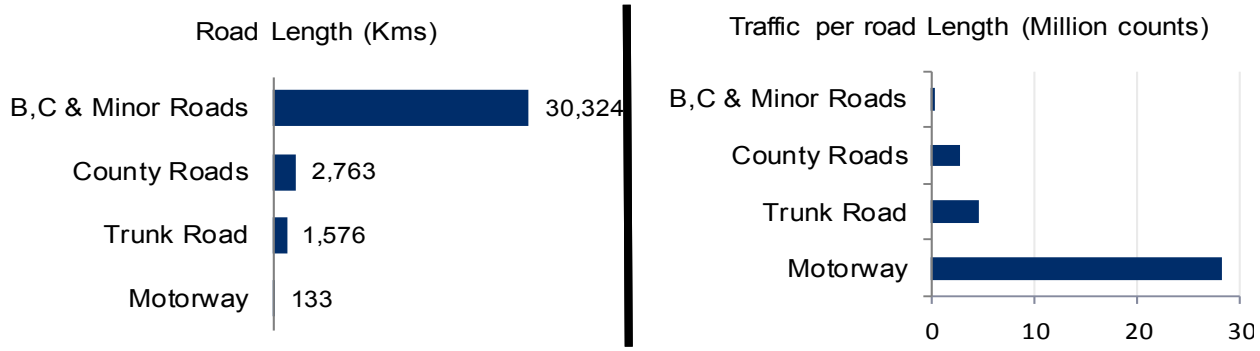
(a) Excludes pedal cycles.

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

(c) Apparent changes in traffic volume for urban and rural roads may reflect changesin how roads were classified in 2017. They do not reflect true changes in volume.

To help provide context for these figures, the length of the motorway[1] in Wales is 133 km, the length of the trunk road network is 1,576 km, county roads are 2,763 km in length and B, C and minor roads total 30,324 km. This highlights that traffic per length of road is far higher on motorways when compared with the other classes of roads (Chart 2).

### Chart 2: Road Length and motorised road traffic volume by class of road, Wales, 2017




Source: WG analysis of AADF data

## Traffic by vehicle type and road class

Figures on traffic flow by class of road and by type of vehicle are shown in Table 3 and Table 4. Volume of traffic for light vans, HGVs and motorcycles all slightly increased but there were slight decreases for buses and coaches, and cars and taxis.

### Table 3: Volume of road traffic, by type of vehicle, Wales, 2007-2017 (a)(b)

*Billion vehicle kilometres*

| | Motor vehicles | | | | | | |
|---|---|---|---|---|---|---|---|
| Year | Cars and Taxis | Light Vans | HGVs | Buses and Coaches | Motorcycles | All motor vehicles | Pedal Cycles |
| 2007 | 22.3 | 3.8 | 1.3 | 0.3 | 0.3 | **28.0** | 0.2 |
| 2008 | 22.2 | 3.9 | 1.3 | 0.3 | 0.2 | **27.9** | 0.1 |
| 2009 | 22.0 | 3.8 | 1.2 | 0.3 | 0.3 | **27.5** | 0.1 |
| 2010 | 21.5 | 3.9 | 1.1 | 0.3 | 0.2 | **27.0** | 0.2 |
| 2011 | 21.5 | 3.9 | 1.1 | 0.3 | 0.2 | **26.9** | 0.2 |
| 2012 | 21.4 | 3.8 | 1.1 | 0.2 | 0.2 | **26.8** | 0.2 |
| 2013 | 21.5 | 4.0 | 1.1 | 0.3 | 0.2 | **27.0** | 0.2 |
| 2014 | 22.1 | 4.2 | 1.1 | 0.2 | 0.2 | **27.9** | 0.2 |
| 2015 | 22.5 | 4.4 | 1.1 | 0.2 | 0.2 | **28.4** | 0.2 |
| 2016 | 23.0 | 4.6 | 1.1 | 0.2 | 0.2 | **29.2** | 0.2 |
| 2017 | 22.7 | 4.7 | 1.1 | 0.2 | 0.3 | **29.1** | 0.2 |

**Notes:** Source:WG analysis of AADF data

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

(b) Apparent changes in traffic volume for urban and rural roads may reflect changes in how roads were classified in 2017. They do not reflect true changes in volume.

[1] See Road Lengths & Conditions

Table 4 shows more detail for 2017, by cross-classifying the volume of traffic by the class of road and type of vehicle.

### Table 4: Volume of road traffic, by class of road and type of vehicle, Wales, 2017 (a)(b)

*Billion vehicle kilometres*

| | Motor vehicles | | | | | | |
|---|---|---|---|---|---|---|---|
| Class of road | Cars & Taxis | Light Vans | HGVs | Buses and coaches | Motorcycles | All Motor Vehicles | Pedal cycles |
| Motorway | 2.9 | 0.6 | 0.3 | 0.0 | 0.0 | **3.8** | 0.0 |
| A Trunk: | | | | | | | |
| Urban | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | **0.8** | 0.0 |
| Rural | 5.1 | 1.1 | 0.4 | 0.0 | 0.0 | **6.6** | 0.0 |
| A County: | | | | | | | |
| Urban | 2.1 | 0.3 | 0.0 | 0.0 | 0.0 | **2.5** | 0.0 |
| Rural | 4.3 | 0.8 | 0.2 | 0.0 | 0.0 | **5.4** | 0.0 |
| All major roads | 15.0 | 2.9 | 1.0 | 0.1 | 0.1 | **19.1** | 0.0 |
| Minor roads | 7.8 | 1.8 | 0.2 | 0.1 | 0.1 | **10.0** | 0.1 |
| **All roads** | **22.7** | **4.7** | **1.1** | **0.2** | **0.3** | **29.1** | **0.2** |

**Notes:** Source: WG analysis of AADF data

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

(b) Apparent changes in traffic volume for urban and rural roads may reflect changes in how roads were classified in 2017. They do not reflect true changes in volume.

Table 5 shows the relative importance of vehicle types by expressing usage as a proportion of the total motorised traffic flow in Wales. Cars (including taxis and passenger vehicles with 9 seats or fewer) account for the highest proportion (78.2. per cent) of motor vehicle traffic in 2017, followed by light vans (16.3 per cent) and HGVs (3.9 per cent).

### Table 5: Volume of road traffic as a proportion of all motor traffic, by class of road and type of vehicle, in Wales, 2017 (a)(b)

*Per cent*

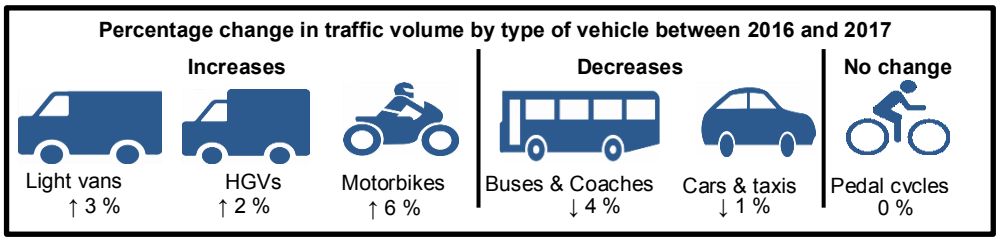
| | Motor vehicles | | | | |
|---|---|---|---|---|---|
| Class of road | Cars & Taxis | Light Vans | HGVs | Buses and coaches | Motorcycles |
| Motorway | 75.9 | 15.2 | 8.3 | 0.3 | 0.3 |
| A Trunk: | | | | | |
| Urban | 79.6 | 15.0 | 4.2 | 0.6 | 0.6 |
| Rural | 76.5 | 16.3 | 5.9 | 0.6 | 0.7 |
| A County: | | | | | |
| Urban | 83.2 | 13.2 | 1.9 | 1.1 | 0.6 |
| Rural | 79.7 | 15.3 | 3.4 | 0.8 | 0.8 |
| All major roads | 78.3 | 15.3 | 5.1 | 0.6 | 0.6 |
| Minor roads | 78.0 | 18.2 | 1.6 | 0.9 | 1.3 |
| **All roads** | **78.2** | **16.3** | **3.9** | **0.7** | **0.9** |

**Notes:** Source: WG analysis of AADF data

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

(b) Apparent changes in traffic volume for urban and rural roads may reflect changes in how roads were classified in 2017. They do not reflect true changes in volume.

The graphic below shows the percentage change in traffic volume in 2017 from 2016. There was a 6 per cent increase in the traffic volume of motorbikes and a 3 per cent increase for light vans. Usage by buses/coaches (-4 per cent) and cars/taxis (-1 per cent) both decreased.



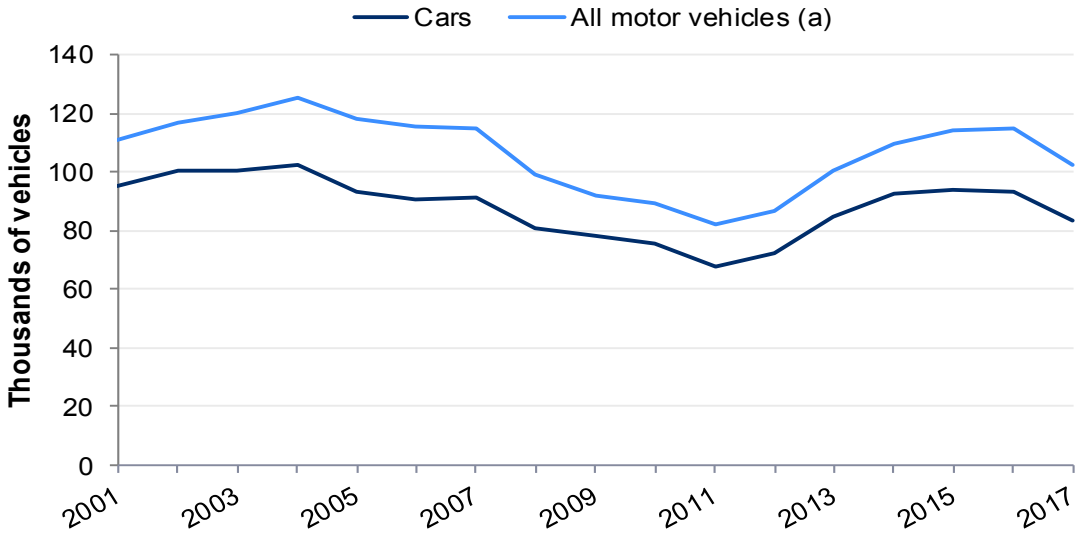

Source: WG analysis of AADF data

## Licensed vehicles

Chart 3a shows new vehicle registrations in Wales since 2001. The long-term trend in registrations is similar to the trend in traffic volume over the same period (Chart 1), There was a peak in 2004 (125,124 registrations) and subsequently a downward trend which lasted until 2011 (81,925 registrations). The trend then turned upwards, reaching over 115,137 in 2016 before dropping 11 per cent in 2017 to 102,731.

For vehicles excluding cars the long term picture is varied. Between 2007 and 2009 there was a sharp fall in the number of new registrations for light vans. Despite turning back upwards since then, figures remain well below the peak. In 2017 there were falls in registrations for all types of new vehicle in Wales apart from the category buses/coaches.

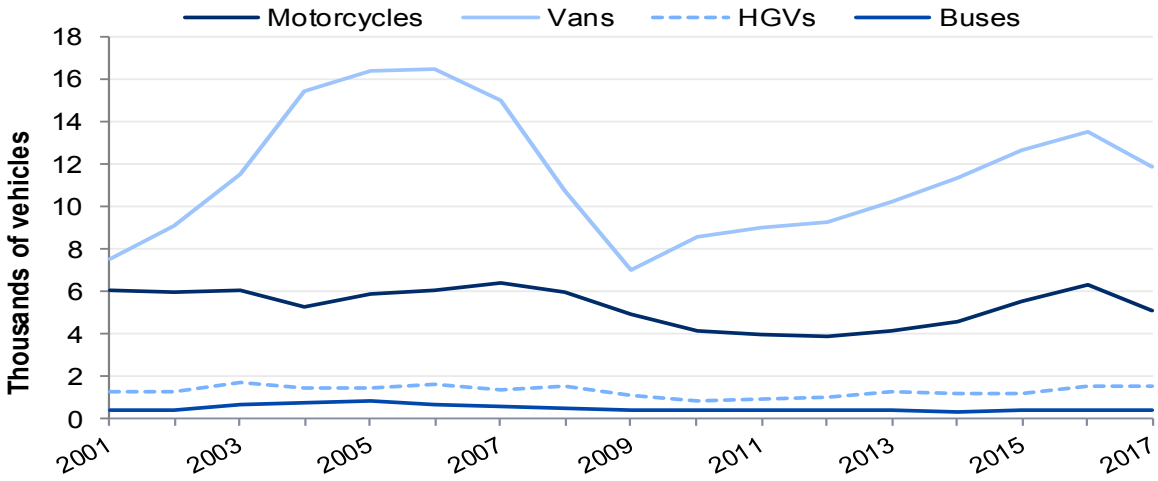
### Chart 3a: New motor vehicle registrations for cars and all vehicles in Wales, 2001-2017




Source: WG analysis of DVLA/DfT vehicle licensing data

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

## Chart 3b: New motor vehicle registrations by body type in Wales, 2001-2017 (excluding cars)




Source: WG analysis of DVLA/DfT vehicle licensing data

## Table 6: New motor vehicle registrations in Wales, 2001-2017

*thousands of vehicles*

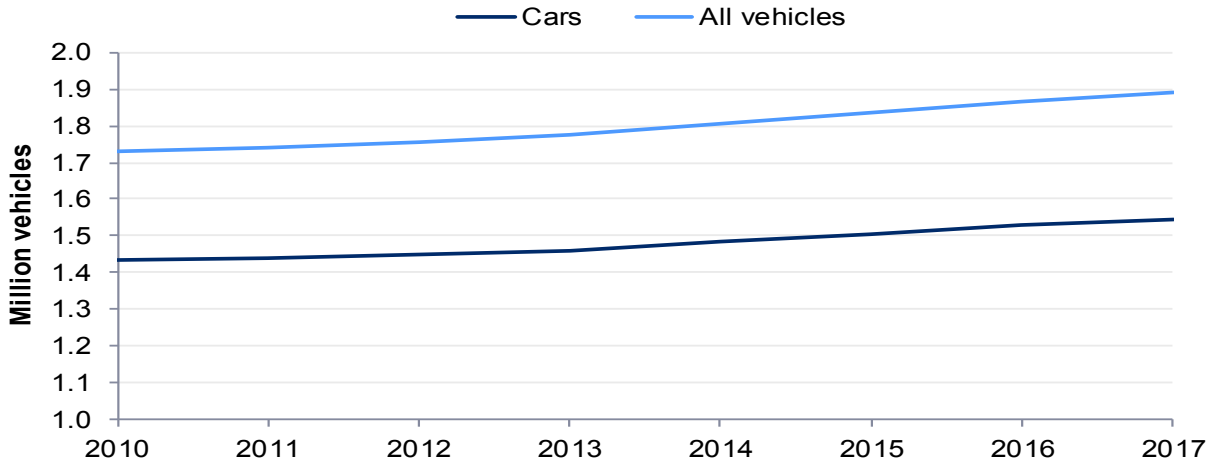
| Year | Cars | Motorcycles | Vans | HGVs | Buses | All motor vehicles (a) |
|---|---|---|---|---|---|---|
| **2001** | 95.6 | 6.0 | 7.6 | 1.2 | 0.4 | 110.8 |
| **2002** | 100.2 | 6.0 | 9.1 | 1.3 | 0.4 | 116.9 |
| **2003** | 100.2 | 6.1 | 11.5 | 1.7 | 0.6 | 120.1 |
| **2004** | 102.2 | 5.3 | 15.4 | 1.4 | 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 |
| **2017** | 83.8 | 5.1 | 11.9 | 1.5 | 0.4 | 102.7 |

Source: WG analysis of DVLA/DfT vehicle licensing data

**Notes:**
(a) 'All vehicles' excludes other and agricultural vehicles.

Chart 4 presents cars and all vehicles licensed in Wales since 2010. The trend for cars and all vehicles is similar, with a steady increase leading to a high of 1.9 million in 2017, of which 1.5 million were cars.

**Chart 4: Cars and all vehicles licensed in Wales, 2010-2017 (a)**




**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)**

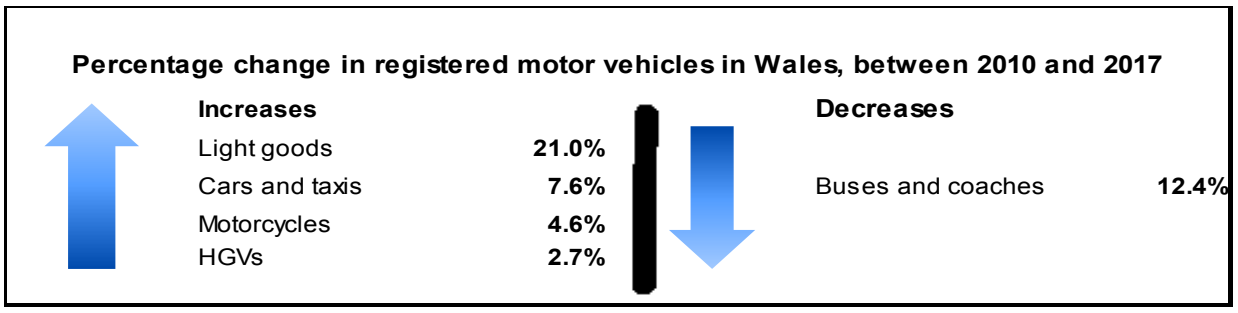
| | Percentage change | | | | |
|---|---|---|---|---|---|
| **Year** | **Cars** | **Motorcycles** | **Light goods** | **HGVs** | **Buses/ coaches** |
| **2011** | 0.3 | -0.2 | 2.1 | -1.4 | -1.7 |
| **2012** | 0.7 | -1.4 | 2.2 | -0.9 | -3.5 |
| **2013** | 0.9 | 0.5 | 1.7 | 1.0 | -1.1 |
| **2014** | 1.7 | 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 |
| **2017** | 1.0 | 0.6 | 2.5 | 0.9 | -0.7 |

Source: WG analysis of AADF data

**Notes:**

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

The trend in licensed vehicles is not consistent for different types of vehicle (Table 7). For example, despite the overall steady increase, the figures for buses/coaches have fallen consecutively since 2010. In contrast, cars and light goods have increased annually since 2012, where as motorcycles and HGVs have increased since 2013 after a decrease between 2011 and 2012.

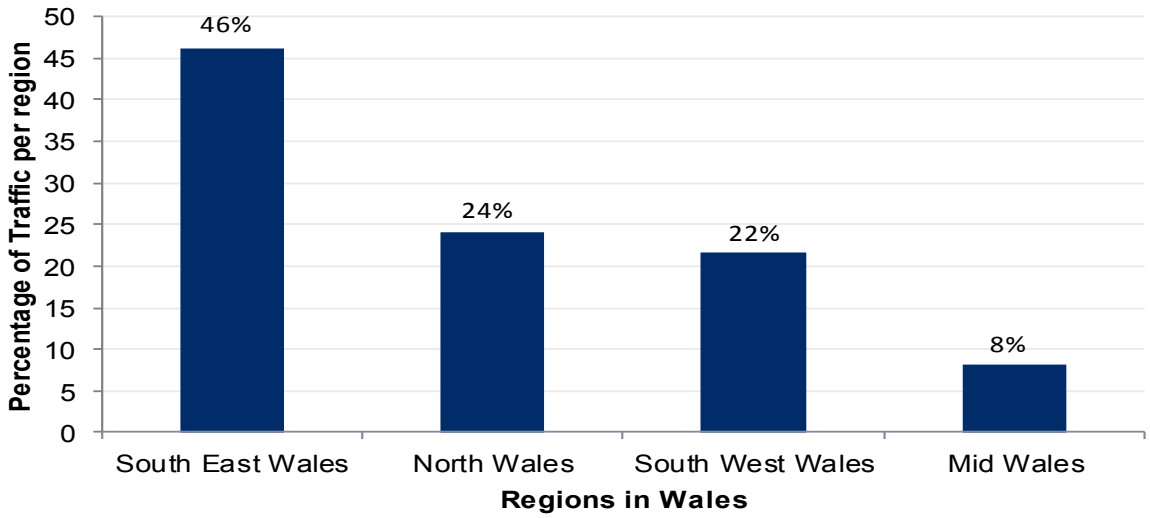



Source: WG analysis of AADF data

## Traffic by region and local authority

South East Wales accounts for the highest proportion of the total traffic volume in Wales (46 per cent), with Mid Wales accounting for the lowest (8 per cent) (Chart 5). This distribution is consistent over time and reflects where the population of Wales lives and works.

### Chart 5: Volume of motor vehicle traffic by Region, in Wales 2017




Source: WG analysis of AADF data

Table 8 shows total traffic for each local authority area during the period 2007 to 2017.Cardiff, Newport, Carmarthenshire and Rhondda Cynon Taf had the highest traffic volumes of traffic in Wales in 2017, consistent with historical series. Merthyr Tydfil and Blaenau Gwent have the lowest volumes of motor vehicle traffic. In general, these figures reflect where people live and work in Wales.

**Table 8: Volume of motor vehicle traffic by local authority, in Wales 2007-2017 (a)**

Billion vehicle kilometres

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **North Wales** | **6.5** | **6.6** | **6.5** | **6.4** | **6.3** | **6.2** | **6.3** | **6.5** | **6.6** | **6.9** | **7.0** |
| Isle of Anglesey | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| Gwynedd | 1.3 | 1.3 | 1.3 | 1.3 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.4 |
| Conwy | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 |
| Denbighshire | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.8 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 |
| Flintshire | 1.7 | 1.7 | 1.7 | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.8 |
| Wrexham | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Mid Wales** | **2.2** | **2.2** | **2.2** | **2.2** | **2.1** | **2.1** | **2.2** | **2.2** | **2.3** | **2.4** | **2.4** |
| Powys | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.4 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 |
| Ceredigion | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 |
| **South West Wales** | **6.1** | **6.1** | **5.9** | **5.8** | **5.8** | **5.8** | **5.9** | **6.0** | **6.1** | **6.3** | **6.3** |
| Pembrokeshire | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Carmarthenshire | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 | 1.9 | 2.0 | 2.0 | 2.1 | 2.1 |
| Swansea | 1.7 | 1.7 | 1.7 | 1.6 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.7 |
| Neath Port Talbot | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| **South East Wales** | **13.1** | **13.1** | **12.9** | **12.6** | **12.7** | **12.6** | **12.7** | **13.1** | **13.4** | **13.7** | **13.5** |
| Bridgend | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| Vale of Glamorgan | 1.1 | 1.1 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.0 |
| Cardiff | 2.9 | 2.9 | 2.8 | 2.7 | 2.8 | 2.8 | 2.8 | 2.9 | 2.9 | 3.0 | 2.9 |
| Rhondda Cynon Taf | 2.1 | 2.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.2 | 2.1 |
| Merthyr Tydfil | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Caerphilly | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.1 |
| Blaenau Gwent | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Torfaen | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| Monmouthshire | 1.4 | 1.4 | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.5 | 1.5 |
| Newport | 1.8 | 1.8 | 1.8 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 1.9 |
| **Wales** | **28.0** | **27.9** | **27.5** | **27.0** | **26.9** | **26.8** | **27.0** | **27.9** | **28.4** | **29.2** | **29.1** |

**Notes:**

Source: WG analysis of AADF data

(a) excludes pedal cyclists

# Notes

## 1. Context

### Related publications

The Department for Transport (DfT) produces traffic statistics which provide 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 (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 2017 (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 DfT.

### Traffic volume

Traffic volume is measured using *vehicle miles,* however, this is converted to kilometres by DfT. The volume is 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 $CO_2$ emissions, relating to transport, use these traffic flows estimates.

### Accuracy

Road traffic estimates are based on the results of 12-hour manual counts taken throughout the 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.

Minor road estimates are calculated differently to major roads. Due to the large number of minor roads it is not possible to count them all, instead a representative sample of minor roads are counted each year. This means that the accuracy of estimates for minor roads is likely to be of a lower quality than for major roads.

Data on motor vehicle registrations are collected by the Driver and Vehicle Licensing Agency (DVLA) and published by DfT. The DVLA database is regarded as being virtually complete in terms of the number of licensed vehicles.

### Timeliness and punctuality

The Department for Transport published road traffic estimates for Great Britain in 2017 on 5 July 2018.

### 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 StatsWales.

### 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 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 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 the indicators, along with narratives for each of the well-being goals and associated technical information is available in the Well-being of Wales report.

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: https://gov.wales/statistics-and-research/road-traffic/?lang=en

## Next update

August 2019 (provisional).

## 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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