

Licensing and vehicle ownership, 2012

This Statistical Bulletin reports on vehicle licensing in Wales. Information covers vehicles registered for the first time, licensed vehicle stock and carbon dioxide emissions.

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

Key points

- During 2012 there were over 90 thousand new registrations in Wales, and 4 out of 5 of these, 72 thousand, were cars (Table 6);
- At the end of 2012 there was a stock of 1.757 million vehicles licensed for use on the roads in Wales. Just over three quarters, 1.332 million, of these were cars. The vehicles licensed in Wales came to around 5 per cent of the total licensed for Great Britain as a whole (Table 8);
- The level of the vehicle stock in Wales means that there were 480 cars licensed for every thousand people in Wales at the end of 2012; in addition there were 18 motorcycles, 58 light goods vehicles and 7 heavy goods vehicles for every thousand people (Table 1);
- During 2012, the average CO₂ emissions from a car registered during the year were 18 per cent lower compared with the average CO₂ emissions from cars registered five years earlier, in 2007. Comparing all the cars registered at the end of 2012 with all those registered at the end of 2007 shows that the average CO₂ emissions across the stock of cars as a whole fell by 6 per cent (Tables 4 and 5);
- At the end of 2012 there were 751 thousand diesel powered vehicles in Wales, 42.7 per cent of the total. There were 996 thousand petrol powered vehicles, 56.7 per cent of the total. The remaining 0.6 per cent of the vehicles in Wales, 10 thousand vehicles, was powered by alternative fuels (that is by electric, hybrid, natural gas and so on). Of these 3,900 were electric powered, 700 more than at the end of 2011 (Table 13).

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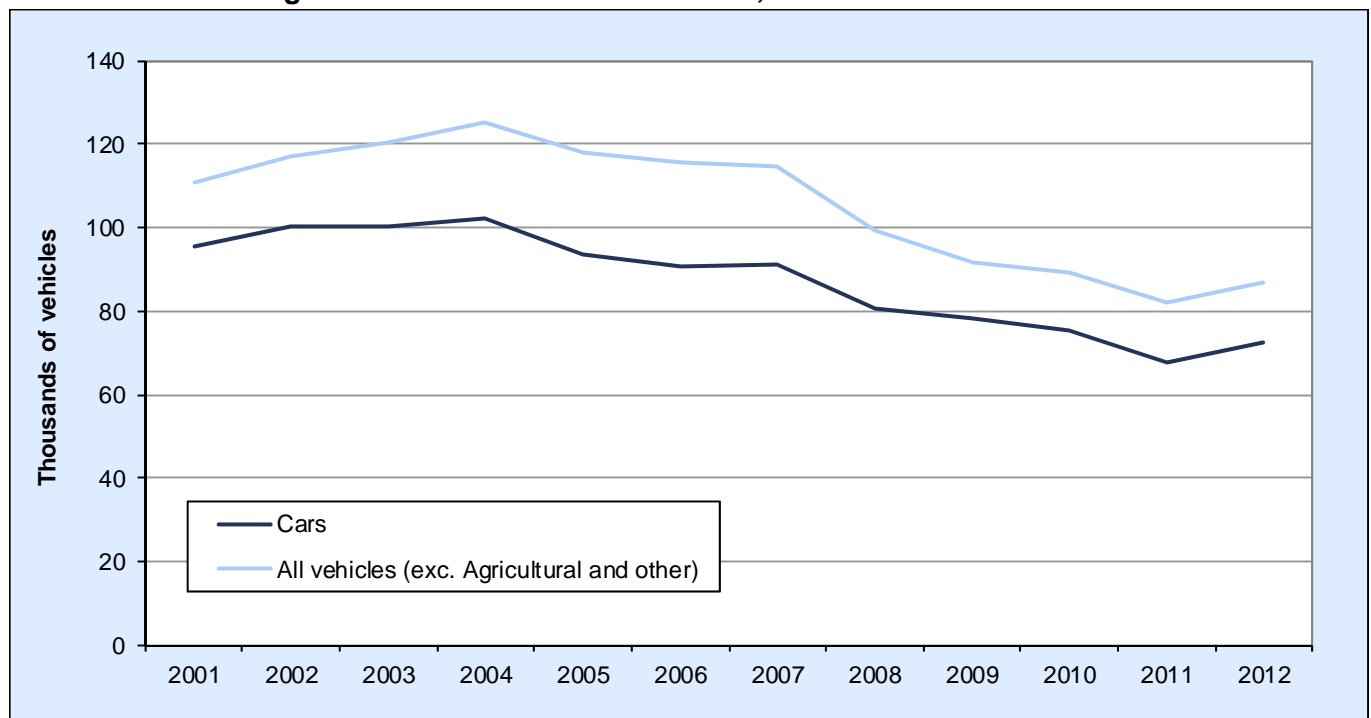
Introduction

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

Vehicles registered for the first time

Chart 1 shows how the number of new registrations in Wales peaked in 2004 and had since declined, with a more rapid fall after 2007. 2012 has seen a rise in new registrations, however not quite returning to the levels of 2010. Chart 1 also shows that the 'all vehicles' figure has declined faster than the decline for cars alone.

Chart 1: Vehicles registered for the first time in Wales, 2001-2012



Source: Department for Transport, Tables VEH0254, VEH0323, VEH0454, VEH0554 and VEH0654

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

- Cars: peak in new registrations was 2004 with 2012 figures 29 per cent down,
- Motorcycles: peak in registrations was 2007 with 2012 figures 40 per cent down,
- Vans: peak in new registrations was 2006 with 2012 figures 44 per cent down,
- HGVs: peak in new registrations was 2006 with 2012 figures 38 per cent down, &
- Buses: peak in new registrations was 2005 with 2012 figures 48 per cent down.

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

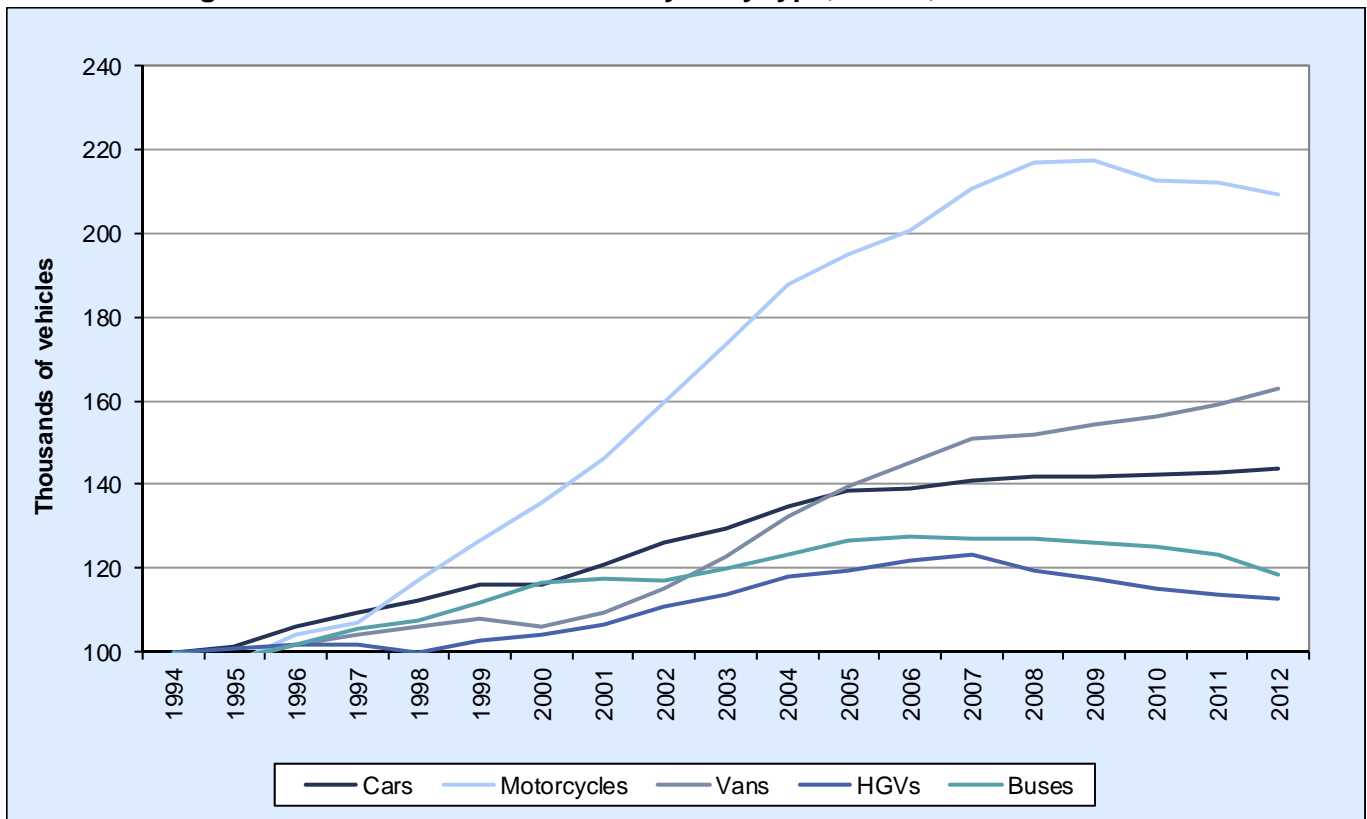
Licensed vehicle stock

At the end of 2012 there were 1.757 million vehicles registered in Wales. This is an increase of 0.8 per cent since 2011. The growth in vehicle stock slowed after 2007:

Change 2005 compared with 2004: 2.9 per cent Change 2006 compared with 2005: 2.0 per cent Change 2007 compared with 2006: 1.8 per cent ...then...	Change 2008 compared with 2007: -0.3 per cent Change 2009 compared with 2008: 0.2 per cent Change 2010 compared with 2009: 0.3 per cent Change 2011 compared with 2010: 0.5 per cent Change 2012 compared with 2011: 0.8 per cent
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Chart 2 below looks at the longer term changes in the types of vehicle in the registered stock of vehicles. It shows changes from 1994 as index numbers, with the level of stock in 1994 taken as '100' (if this data was presented by displaying the number of vehicles, then cars would predominate as they make up three quarters of the registered vehicle stock in Wales).

Chart 2: Change in stock of vehicles licensed by body type, Wales, 1994-2012



Source: Department for Transport, Tables VEH0204, VEH0303, VEH0404, VEH0504 and VEH0604

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

Box 1: Classification of registrations

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

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

Box 2: Changes in vehicle stock by body type

Cars

- rose at an average 3.7 per cent per annum between 1995 and 2005, and
- rose at an average 0.6 per cent per annum from 2005 onwards.

Motorcycles

- rose at an average 10.9 per cent per annum between 1997 and 2004,
- rose at an average 3.1 per cent per annum between 2004 and 2009, and
- declined by an average 1.3 per cent per annum from 2009 onwards.

Light goods vehicles

- rose at an average 6.0 per cent per annum between 2000 and 2007, and
- rose at an average 1.6 per cent per annum from 2007 onwards.

Heavy goods vehicles

- rose at an average 2.6 per cent per annum between 1998 and 2007, and
- declined by an average 1.8 per cent per annum from 2007 onwards.

Buses

- rose at an average 2.3 per cent per annum between 1994 and 2006, and
- declined by an average 1.1 per cent per annum from 2006 onwards.

The level of the vehicle stock in Wales means that there were 480 cars licensed for every thousand people in Wales at the end of 2012; in addition there were 18 motorcycles, 58 light goods vehicles and 7 heavy goods vehicles licensed for every thousand people. Table 1 compares these figures with the availability of motor vehicles elsewhere in Great Britain.

Table 1: Vehicles per thousand head of population by body type, by region, Great Britain, 2012 (a)

Region	Cars	Motorcycles	Vans	HGVs
South East	547	24	61	7
South West	534	28	74	8
West Midlands	512	18	69	11
East of England	511	24	57	8
East Midlands	482	23	61	10
Wales	480	18	58	7
Scotland	435	13	46	7
North West	431	17	42	9
Yorkshire and Humberside	428	19	47	8
North East	402	15	54	6
London	314	16	25	2
Great Britain	471	20	54	8

Source: Department for Transport, Table VEH0104 - ranked by the value for 'Cars'

(a) Mid-2011 population estimates.

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

Further information about vehicle stock is shown in the tables at the end of this Bulletin: Table 8 shows the distribution of the vehicle stock by taxation class. Table 9 shows the impact of the slow down in the growth in the stock in terms of a gradual increase in the average age of the vehicle stock. This has risen from 7.0 years in 2004 to 8.3 years in 2012.

Table 10 shows the distribution of the stock by local authority area across Wales, again by taxation class.

Table 11 provides more information about the age of the vehicle stock. It disaggregates the vehicle stock as at the end of 2012 by the first year of registration. It suggests, for example, that there are more cars in Wales that were registered in 2001 (86 thousand) than were registered in 2012 (60 thousand). It also shows that there are currently relatively few vehicles on the road that are more than 16 years old; with only 81 thousand vehicles registered before 1996, around 5 per cent of the total vehicle stock at 2012. There are only 2,400 cars on the road in Wales that were registered before 1986.

Lastly tables 17 and 18 provide more information about good vehicles registered in Wales.

Table 2 below summarises recent trends in new registrations and registered stock.

Table 2: New registrations and registered stock by body type, Wales, 2001-2012

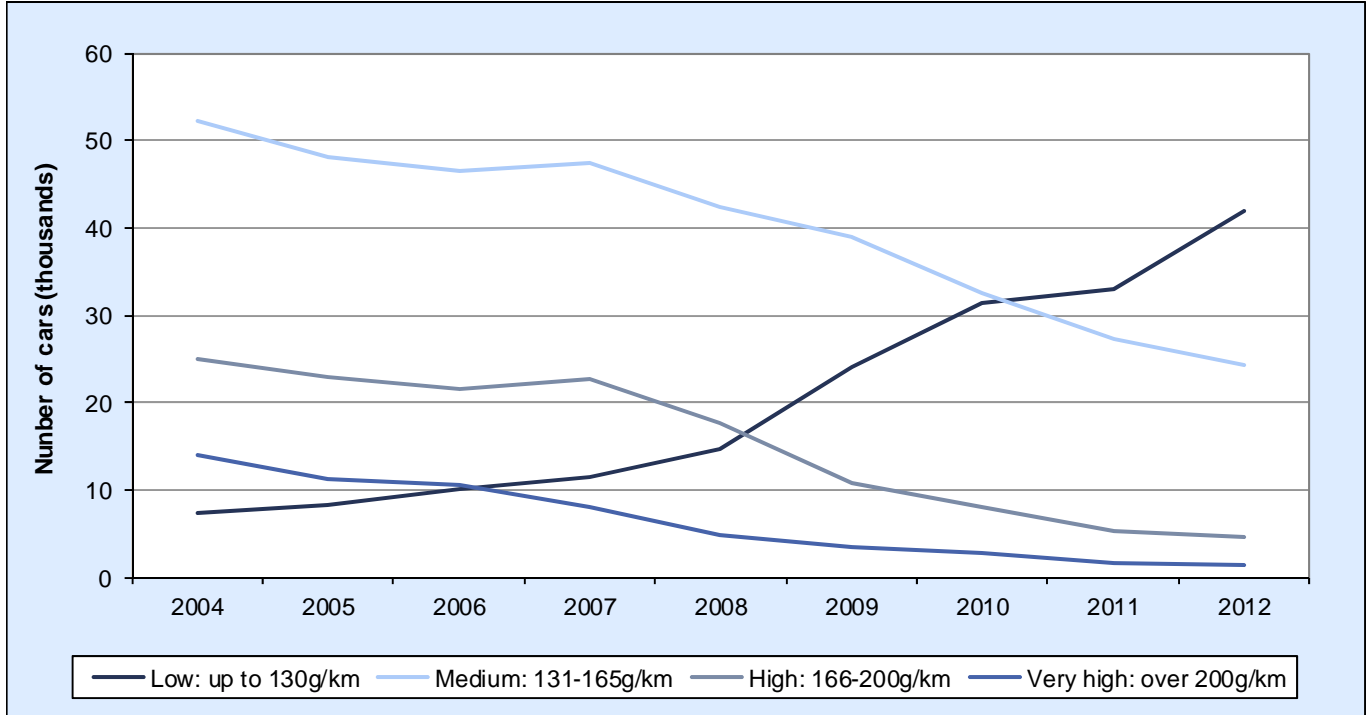
	<i>Thousands</i>				
	Cars	Motorcycles	Vans	HGVs	Buses
Registrations for the first time					
2001	95.6	6.0	7.6	1.2	0.4
2002	100.2	6.0	9.1	1.3	0.4
2003	100.2	6.1	11.5	1.7	0.6
2004	102.2	5.3	15.4	1.4	0.8
2005	93.3	5.8	16.4	1.5	0.8
2006	90.6	6.0	16.5	1.6	0.7
2007	91.3	6.4	15.0	1.4	0.6
2008	80.8	6.0	10.8	1.5	0.5
2009	78.4	4.9	7.0	1.1	0.4
2010	75.4	4.1	8.5	0.8	0.4
2011	67.7	3.9	9.0	0.9	0.4
2012	72.4	3.8	9.2	1.0	0.4
Registered stock					
2001	1,217.0	38.0	118.4	19.6	9.8
2002	1,269.4	41.5	124.4	20.4	9.8
2003	1,305.2	45.1	132.6	21.0	10.0
2004	1,357.0	48.8	143.3	21.7	10.3
2005	1,392.1	50.7	151.0	22.0	10.6
2006	1,399.9	52.2	157.0	22.5	10.6
2007	1,420.2	54.7	163.2	22.8	10.6
2008	1,429.0	56.4	164.5	22.1	10.6
2009	1,429.0	56.5	166.9	21.7	10.5
2010	1,433.3	55.2	168.7	21.2	10.5
2011	1,437.5	55.1	172.2	21.0	10.3
2012	1,447.4	54.4	176.0	20.8	9.9

Source: Department for Transport, New registrations: Tables VEH0254, VEH0323, VEH0454, VEH0554 and VEH0654
Stock: Tables VEH0204, VEH0303, VEH0404, VEH0504 and VEH0604

CO₂ emissions

Chart 3, below, and Table 4, on page 8, show the major shift in new registrations towards cars in the lower CO₂ emission bands. This change has occurred mostly because of the lower vehicle tax for cars in the lower bands (see Key Quality Information). This graduated vehicle excise duty system, with tax bands based on CO₂ ratings, was introduced from March 2005 as an incentive to purchase vehicles with lower emission ratings; the relative tax for the higher bands was increased from April 2009.

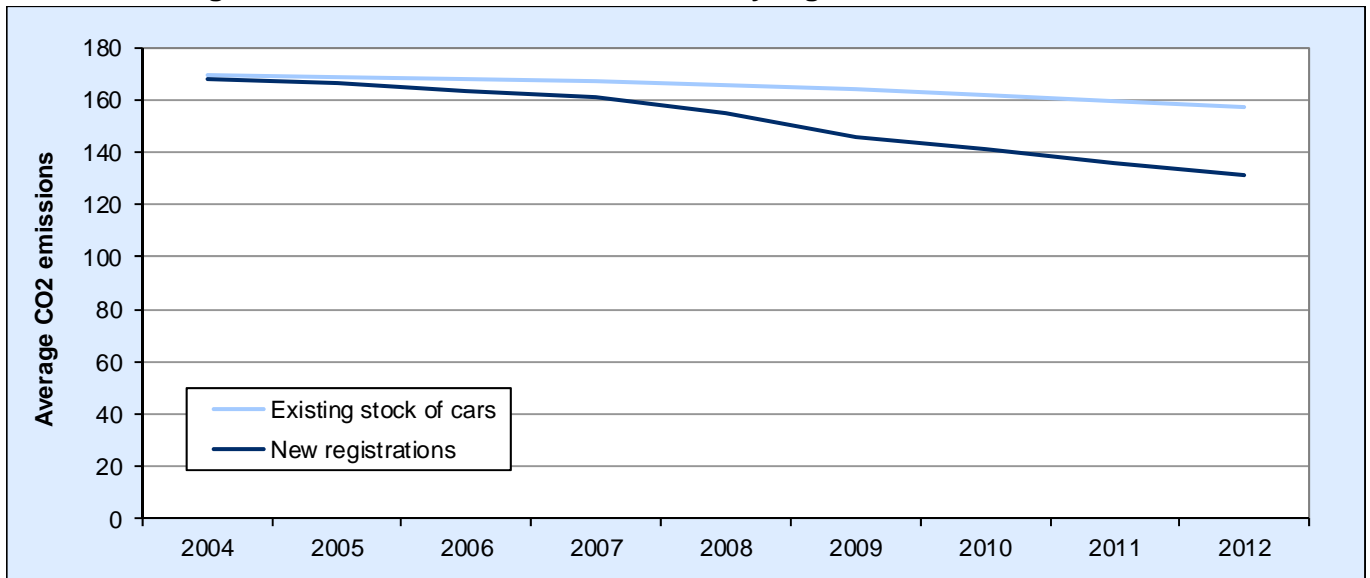
Chart 3: Cars registered for the first time by CO₂ emission band, Wales, 2004-2012



Source: Department for Transport

Chart 4 below shows how this process is leading to a fall in the average CO₂ emissions of newly registered cars; and how this is feeding through into a fall in the average CO₂ emissions for the stock of registered cars as a whole as these new, lower CO₂ emissions cars replace older cars. Table 5 (on page 9) shows more details about the stock of licensed cars by CO₂ emission band.

Chart 4: Average CO₂ emissions of licensed and newly registered cars, Wales, 2004-2012

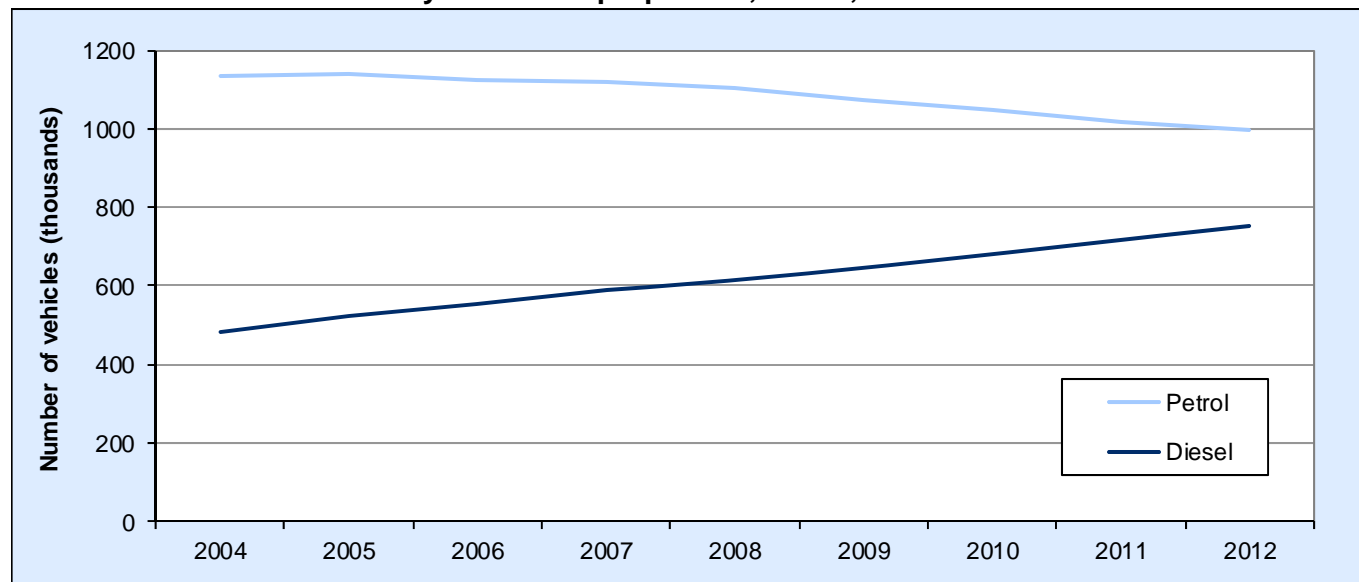


Source: Department for Transport

In parallel to this move to cars with lower emissions, there is a move towards more diesel powered vehicles. Table 13 (on page 16) shows that at the end of 2012 there were 751 thousand diesel powered vehicles in Wales, 42.7 per cent of the total. There were 996 thousand petrol powered vehicles, 56.7 per cent of the total. Table 13 also shows that the remaining 0.6 per cent of the vehicles in Wales, 10 thousand vehicles, was powered by alternative fuels at the end of 2012 (that is by electric, hybrid, natural gas and so on). Of these 3,900 were electric powered, 700 more than at the end of 2011.

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

Chart 5: Total road vehicles by method of propulsion, Wales, 2004-2012



Source: Department for Transport

Table 14 (page 16) shows that diesel powered vehicles are more prevalent in rural areas of Wales, making up more than half of the vehicles in, for example, Gwynedd, Powys and Ceredigion; petrol powered vehicles are more prevalent in cities, making up more than 65 per cent of the vehicles in Cardiff.

This move to lower emissions has resulted from car manufacturers redesigning engines, rather than a move to smaller engines in vehicles. Table 3, (which is derived from table 15 on page 17) shows that the proportion of the stock of 'private and light goods vehicles' (a taxation class) with small engines below 1,200cc has fallen between 2004 and 2012, while the proportion with larger engines over 2,000cc has increased.

Table 3: Proportion of private and light goods vehicles licensed, by engine size, 2004 and 2012

	Per cent	
	2004	2012
Up to 1,000cc	4.1%	4.2%
1,001 to 1,200cc	8.5%	6.4%
1,201 to 1,500cc	22.6%	25.6%
1,501 to 2,000cc	49.6%	47.3%
2,001 to 2,500cc	10.1%	11.0%
2,501cc and over	5.0%	5.6%
cc not known	0.1%	0.0%
Total	100.0%	100.0%

Source: Department for Transport

Table 16 (page 17) shows that vehicles with larger engine sizes are more prevalent in rural areas of Wales.

Table 4: Cars registered for the first time by CO2 emission band, Wales, 2001-2012

Thousands and per cent

	CO ₂ emission band in grammes per kilometre (g/km)													Total	Avg CO ₂	
	Up to 100	101-110	111-120	121-130	131-140	141-150	151-165	166-175	176-185	186-200	201-225	226-255	Over 255			Not known
Number of cars																
2001	-	0.0	0.7	1.0	6.1	11.4	18.8	7.4	6.4	6.7	5.0	3.7	2.4	26.1	95.6	172.5
2002	-	0.2	2.6	1.6	9.5	13.9	25.2	9.8	6.7	8.6	6.9	4.3	2.7	8.2	100.2	169.8
2003	-	0.4	3.5	1.8	9.4	21.5	21.3	9.0	7.4	7.6	6.6	3.9	3.1	4.8	100.2	167.7
2004	-	0.5	3.7	3.1	9.1	21.1	21.9	8.7	8.9	7.3	6.5	3.8	3.6	3.9	102.2	167.5
2005	-	0.8	3.4	4.1	8.2	17.5	22.5	7.8	8.1	7.1	5.3	3.3	2.7	2.5	93.3	165.9
2006	-	2.1	3.7	4.4	9.1	17.3	20.0	10.0	5.7	5.9	5.2	2.7	2.7	2.0	90.6	163.5
2007	0.0	2.6	4.5	4.5	14.6	13.6	19.2	10.1	5.7	6.8	3.9	2.0	2.2	1.6	91.3	160.7
2008	0.1	3.1	7.3	4.2	16.2	10.8	15.4	7.8	4.8	5.2	2.4	0.9	1.4	1.2	80.8	154.8
2009	0.8	5.4	12.3	5.7	16.9	8.5	13.6	4.3	3.6	2.9	2.0	0.8	0.8	0.8	78.4	146.0
2010	1.3	5.7	14.6	9.8	15.2	6.7	10.7	2.6	3.1	2.4	1.4	0.9	0.5	0.6	75.4	141.0
2011	2.1	8.2	12.0	10.6	13.6	6.0	7.8	2.2	1.8	1.4	0.6	0.8	0.2	0.4	67.7	135.7
2012	6.1	8.8	12.6	14.3	12.0	6.5	5.8	2.1	1.2	1.2	0.5	0.7	0.2	0.4	72.4	131.2
Percentage of total																
2001	-	0.0	0.8	1.0	6.4	11.9	19.6	7.7	6.7	7.1	5.2	3.8	2.5	27.3	100.0	.
2002	-	0.2	2.6	1.6	9.5	13.8	25.2	9.8	6.7	8.6	6.9	4.2	2.7	8.2	100.0	.
2003	-	0.4	3.5	1.8	9.4	21.4	21.2	9.0	7.4	7.6	6.6	3.9	3.1	4.8	100.0	.
2004	-	0.5	3.6	3.1	8.9	20.6	21.5	8.5	8.7	7.2	6.4	3.7	3.5	3.8	100.0	.
2005	-	0.9	3.7	4.4	8.8	18.7	24.1	8.4	8.7	7.6	5.7	3.5	2.9	2.7	100.0	.
2006	-	2.3	4.1	4.9	10.0	19.1	22.1	11.0	6.2	6.5	5.7	2.9	3.0	2.2	100.0	.
2007	0.0	2.8	4.9	4.9	16.0	14.9	21.1	11.0	6.3	7.5	4.3	2.2	2.4	1.7	100.0	.
2008	0.1	3.8	9.0	5.2	20.0	13.4	19.0	9.7	5.9	6.4	3.0	1.2	1.7	1.5	100.0	.
2009	1.0	6.9	15.7	7.2	21.6	10.9	17.3	5.5	4.6	3.7	2.5	1.0	1.0	1.0	100.0	.
2010	1.7	7.5	19.3	13.1	20.1	8.9	14.2	3.5	4.1	3.2	1.8	1.2	0.6	0.8	100.0	.
2011	3.2	12.1	17.7	15.7	20.1	8.9	11.4	3.3	2.6	2.1	0.9	1.2	0.3	0.5	100.0	.
2012	8.5	12.1	17.4	19.7	16.6	8.9	8.0	2.9	1.7	1.7	0.8	1.0	0.2	0.5	100.0	.

Source: Department for Transport

Table 5: Stock of licensed cars by CO2 emission band, Wales, 2001-2012

Thousands and per cent

	CO ₂ emission band in grammes per kilometre (g/km)													Total	Avg CO ₂	
	Up to 100	101-110	111-120	121-130	131-140	141-150	151-165	166-175	176-185	186-200	201-225	226-255	Over 255			Not known
Number of cars																
2001	-	0.0	0.8	1.0	7.7	12.6	23.7	10.4	7.2	8.3	5.4	4.0	2.6	1133.1	1217.0	171.9
2002	-	0.2	3.5	2.8	18.9	28.4	53.6	22.6	15.6	18.1	13.6	9.1	5.6	1077.5	1269.4	170.8
2003	-	0.6	7.3	4.8	30.9	52.1	78.7	33.5	24.8	27.2	21.8	14.1	9.1	1000.4	1305.2	169.9
2004	-	1.2	11.7	8.5	43.4	76.9	106.1	44.4	35.5	36.6	30.5	19.7	13.4	929.2	1357.0	169.4
2005	-	2.0	15.8	13.8	55.3	100.3	135.5	55.2	45.9	45.9	38.7	25.0	17.0	841.5	1392.1	168.9
2006	-	4.2	20.5	19.4	67.4	121.6	161.8	67.7	53.3	53.7	46.0	28.9	20.6	734.9	1400.0	168.1
2007	-	6.7	25.9	25.4	85.6	139.4	187.2	78.6	59.5	62.0	51.4	31.7	23.5	643.3	1420.2	167.1
2008	0.1	9.7	34.2	31.4	106.9	154.5	209.6	87.9	64.8	68.3	54.6	33.1	25.6	548.5	1429.0	165.7
2009	0.9	15.0	48.0	38.5	127.8	165.4	226.8	92.2	68.5	71.8	56.8	34.2	26.7	456.5	1429.0	163.9
2010	2.2	21.2	65.4	50.2	146.0	174.1	239.2	93.5	70.2	72.6	57.1	34.4	27.1	380.1	1433.3	161.7
2011	4.5	31.1	81.0	63.5	163.8	181.4	246.8	94.3	70.8	72.5	56.5	34.5	26.8	310.1	1437.6	159.5
2012	11.3	42.8	97.8	80.7	177.8	186.7	248.1	94.4	70.0	71.8	55.6	34.2	26.4	249.8	1447.4	157.1
Percentage of total																
2001	-	0.0	0.1	0.1	0.6	1.0	2.0	0.9	0.6	0.7	0.4	0.3	0.2	93.1	100.0	.
2002	-	-	0.3	0.2	1.5	2.2	4.2	1.8	1.2	1.4	1.1	0.7	0.4	84.9	100.0	.
2003	-	-	0.6	0.4	2.4	4.0	6.0	2.6	1.9	2.1	1.7	1.1	0.7	76.6	100.0	.
2004	-	0.1	0.9	0.6	3.2	5.7	7.8	3.3	2.6	2.7	2.2	1.5	1.0	68.5	100.0	.
2005	-	0.1	1.1	1.0	4.0	7.2	9.7	4.0	3.3	3.3	2.8	1.8	1.2	60.4	100.0	.
2006	-	0.3	1.5	1.4	4.8	8.7	11.6	4.8	3.8	3.8	3.3	2.1	1.5	52.5	100.0	.
2007	-	0.5	1.8	1.8	6.0	9.8	13.2	5.5	4.2	4.4	3.6	2.2	1.7	45.3	100.0	.
2008	-	0.7	2.4	2.2	7.5	10.8	14.7	6.1	4.5	4.8	3.8	2.3	1.8	38.4	100.0	.
2009	0.1	1.0	3.4	2.7	8.9	11.6	15.9	6.5	4.8	5.0	4.0	2.4	1.9	31.9	100.0	.
2010	0.2	1.5	4.6	3.5	10.2	12.1	16.7	6.5	4.9	5.1	4.0	2.4	1.9	26.5	100.0	.
2011	0.3	2.2	5.6	4.4	11.4	12.6	17.2	6.6	4.9	5.0	3.9	2.4	1.9	21.6	100.0	.
2012	0.8	3.0	6.8	5.6	12.3	12.9	17.1	6.5	4.8	5.0	3.8	2.4	1.8	17.3	100.0	.

Source: Department for Transport

Table 6: New vehicle registrations, by month and body type, 2012

									<i>Number</i>
	All cars (a)	of which - company	Motorcycles (b)	Light goods vehicles	Heavy goods vehicles	Buses and coaches	Agricultural vehicles	Other vehicles	Total
January	4,186	1,921	173	597	85	15	150	137	5,343
February	1,696	966	151	220	61	27	108	100	2,363
March	14,199	5,171	532	1,755	145	90	253	224	17,198
April	4,969	2,144	361	565	91	53	215	183	6,437
May	5,384	2,281	428	830	85	27	158	168	7,080
June	6,306	2,831	438	666	91	17	123	148	7,789
July	5,030	2,242	375	589	74	46	163	127	6,404
August	1,981	997	348	273	42	27	107	166	2,944
September	13,762	5,074	381	1,731	74	59	153	160	16,320
October	5,584	2,394	302	749	86	10	114	175	7,020
November	5,124	2,150	208	725	70	26	115	129	6,397
December	4,241	2,043	162	539	88	21	115	117	5,283
All months	72,462	30,214	3,859	9,239	992	418	1,774	1,834	90,578

Source: Department for Transport

(a) Includes taxis.

(b) Includes scooters, mopeds and tricycles.

Table 7: New vehicle registrations, by local authority and body type, 2012

	<i>Number</i>								
	All cars (a)	of which - company	Motorcycles (b)	Light goods vehicles	Heavy goods vehicles	Buses and coaches	Agricultural vehicles	Other vehicles	Total
Isle of Anglesey	1,639	602	93	190	7	5	63	29	2,026
Gwynedd	1,857	557	89	258	38	5	165	55	2,467
Conwy	3,085	1,328	229	267	22	30	59	97	3,789
Denbighshire	1,921	578	127	265	25	2	102	101	2,543
Flintshire	3,464	899	247	270	83	9	48	92	4,213
Wrexham	2,614	1,061	148	236	29	1	64	93	3,185
Powys	2,461	803	230	483	67	18	401	169	3,829
Ceredigion	1,240	447	54	202	18	3	134	71	1,722
Pembrokeshire	2,862	1,055	125	272	55	7	206	135	3,662
Carmarthenshire	4,546	1,695	203	469	106	17	215	141	5,697
Swansea	9,576	5,941	356	2,086	105	109	38	80	12,350
Neath Port Talbot	4,135	1,347	243	418	27	15	22	65	4,925
Bridgend	5,314	2,301	246	447	46	15	24	49	6,141
The Vale of Glamorgan	2,573	603	148	443	22	3	41	47	3,277
Cardiff	7,311	3,753	280	1,444	48	33	10	76	9,202
Rhondda Cynon Taf	4,920	1,741	256	563	84	41	24	126	6,014
Merthyr Tydfil	1,306	642	103	64	9	6	7	90	1,585
Caerphilly	3,337	1,269	155	265	52	4	23	58	3,894
Blaenau Gwent	985	496	52	38	12	10	8	24	1,129
Torfaen	2,405	1,261	171	169	30	57	6	32	2,870
Monmouthshire	2,007	557	105	224	49	13	90	156	2,644
Newport	2,881	1,267	198	162	56	15	22	48	3,382
Wales	72,462	30,214	3,859	9,239	992	418	1,774	1,834	90,578

Source: Department for Transport

(a) Includes taxis.

(b) Includes scooters, mopeds and tricycles.

Table 8: Stock of road vehicles licensed, by taxation class, 2006-2012

	<i>Thousands</i>						
	2006	2007	2008	2009	2010	2011	2012
Private and light goods (a)	1,442.9	1,469.0	1,476.8	1,479.2	1,484.9	1,492.7	1,506.9
Body type, cars	1,284.6	1,304.5	1,311.6	1,312.0	1,316.4	1,321.0	1,332.0
Other vehicles	158.3	164.4	165.2	167.3	168.5	171.7	174.9
Motorcycles, scooters and mopeds	47.2	49.7	51.4	51.5	50.0	49.9	49.0
Public transport vehicles:							
Bus	6.3	6.4	6.5	6.6	6.6	6.5	6.4
Bus - reduced pollution	0.1	0.1	0.1	0.2	0.2	0.2	0.1
Goods vehicles:							
Goods	16.8	17.0	16.0	15.4	15.2	14.9	14.7
Goods - reduced pollution	1.4	1.4	1.5	1.6	1.5	1.4	1.2
Special vehicles group (c)	2.5	2.6	2.5	2.4	2.3	2.3	2.4
Other vehicles	1.5	1.6	1.5	1.5	1.5	1.4	1.4
Crown and exempt vehicles (d)	161.5	163.6	167.1	168.6	170.9	173.1	174.9
Special concession (b)	23.1	23.9	24.6	25.4	26.0	27.3	28.5
Crown	0.3	0.3	0.4	0.3	0.2	0.3	0.5
Disabled	107.3	108.5	110.9	111.2	111.3	111.1	110.3
Emergency group	2.8	3.1	3.2	3.3	3.3	3.4	3.4
Not licensed	8.3	8.4	8.5	8.8	9.9	10.3	10.8
Manufactured before 1973	14.3	14.0	13.9	14.0	14.3	14.6	14.9
All others	5.4	5.4	5.6	5.6	5.8	6.1	6.4
Wales (e)	1,680.2	1,711.3	1,723.4	1,727.0	1,733.0	1,742.4	1,757.0
Great Britain (e)	33,070.5	33,651.0	33,883.4	33,958.4	34,120.1	34,228.6	34,522.3

Source: Department for Transport

(a) Includes taxis.

(b) Includes agricultural machines, snow ploughs, gritting vehicles, electric vehicles and steam powered vehicles.

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

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

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

Table 9: Average age of road vehicles licensed, by taxation class, 2004-2012 (a)

	<i>Years</i>									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	
Private and light goods (b)	6.7	6.7	6.8	6.9	7.0	7.2	7.4	7.6	7.8	
Body type, cars	6.6	6.7	6.7	6.8	7.0	7.1	7.3	7.6	7.8	
Other vehicles	7.3	7.2	7.1	7.2	7.3	7.5	7.8	8.0	8.3	
Motorcycles, scooters and mopeds	6.6	6.8	6.9	7.0	7.3	7.8	8.3	8.8	9.2	
Public transport vehicles:										
Bus	9.8	9.6	9.6	9.3	9.5	9.5	9.7	9.8	10.1	
Bus - reduced pollution	3.9	3.2	3.6	4.1	4.3	5.7	7.1	8.5	9.4	
Goods vehicles:										
Goods	7.4	7.4	7.4	7.5	7.7	8.0	8.2	8.5	8.6	
Goods - reduced pollution	5.0	5.8	6.6	7.2	5.9	5.2	5.7	6.2	6.8	
Other vehicles:										
Other	9.3	9.4	11.3	11.4	11.4	11.6	12.1	12.3	12.6	
Other - reduced pollution	4.5	6.0	6.7	7.3	5.9	5.9	5.3	5.1	4.3	
Wales (e)	7.0	7.0	7.2	7.3	7.4	7.6	7.9	8.1	8.3	
Great Britain (e)	6.8	6.7	6.9	7.0	7.2	7.3	7.5	7.8	8.0	

Source: Department for Transport

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

(b) Includes taxis.

Table 10: Road vehicles licensed, by local authority and taxation class, 2012
Thousands

	Private and light goods (a)			Public transport vehicles: Bus	Goods vehicles			Special vehicles group (c)	Other vehicles (d)	Crown and exempt vehicles		of which: body type, car (e)
	Body type, cars	Other vehicles	Motor-cycles (b)		Goods	Goods - reduced pollution	of which:					
							All			Special concession	All vehicles	
Isle of Anglesey	34.4	5.4	1.4	0.2	0.4	-	0.1	-	4.6	1.2	46.4	36.9
Gwynedd	52.5	10.0	1.7	0.3	0.8	-	0.2	0.1	7.1	2.3	72.8	55.8
Conwy	53.7	7.4	2.1	0.2	0.5	-	0.1	0.1	6.6	1.2	70.6	57.6
Denbighshire	42.9	6.0	1.5	0.1	0.5	-	0.2	-	6.2	1.4	57.6	46.5
Flintshire	74.8	8.7	3.1	0.2	1.1	0.3	0.1	0.1	6.9	1.0	95.2	79.4
Wrexham	59.6	6.7	2.4	0.4	0.7	0.1	0.1	0.1	6.9	1.0	76.8	64.0
Powys	67.5	13.9	2.6	0.4	1.4	0.1	0.2	0.1	13.6	5.9	99.8	71.6
Ceredigion	33.7	6.7	1.2	0.2	0.5	-	0.1	0.1	6.5	2.7	49.0	35.8
Pembrokeshire	58.5	10.1	2.5	0.3	0.8	0.1	0.2	0.1	9.6	3.2	82.1	62.7
Carmarthenshire	85.2	13.1	3.3	0.4	1.4	0.1	0.3	0.1	15.1	3.7	119.0	93.7
Swansea	111.6	16.5	4.1	0.5	0.8	-	0.1	0.1	12.9	0.5	146.6	121.1
Neath Port Talbot	56.4	6.9	2.5	0.3	0.5	-	0.1	-	9.0	0.4	75.7	64.1
Bridgend	60.8	6.7	2.2	0.3	0.6	0.1	0.1	0.1	8.1	0.3	78.8	67.6
The Vale of Glamorgan	59.0	5.7	2.0	0.1	0.5	-	-	-	4.8	0.5	72.3	62.6
Cardiff	125.7	11.0	3.3	0.5	0.6	-	-	0.1	9.7	0.2	151.0	133.9
Rhondda Cynon Taf	91.5	11.4	3.1	0.6	1.0	0.1	0.2	0.1	12.7	0.3	120.7	102.6
Merthyr Tydfil	20.8	2.4	0.6	0.1	0.1	-	-	-	3.7	0.1	27.7	24.2
Caerphilly	71.0	7.9	2.7	0.2	0.7	-	0.1	0.1	10.2	0.3	92.8	80.0
Blaenau Gwent	26.6	2.7	1.0	0.1	0.2	-	-	-	4.0	0.1	34.6	30.2
Torfaen	38.7	4.5	1.6	0.6	0.3	-	-	-	4.9	0.2	50.7	42.9
Monmouthshire	47.9	5.9	2.0	0.2	0.6	-	0.2	-	5.4	1.7	62.3	50.4
Newport	58.9	5.4	2.1	0.2	0.7	0.1	-	0.1	5.3	0.3	72.8	63.3
Wales (f)	1,332.0	174.9	49.0	6.4	14.7	1.2	2.4	1.4	174.9	28.5	1,757.0	1,447.4

Source: Department for Transport

(a) Includes taxis.

(b) Includes scooters and mopeds.

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

(d) Includes agricultural machines, snow ploughs, gritting vehicles, electric vehicles and steam powered vehicles.

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

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

Table 11: Number of road vehicles licensed, by taxation class and first year of registration, end 2012

	<i>Thousands</i>																
	All vehicles	Pre 1986	1986-90	1991-95	1996-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Private and light goods (a)	1,506.9	3.7	7.2	27.0	199.9	95.9	115.8	123.6	129.1	126.4	124.2	128.2	111.1	92.8	82.8	71.1	68.3
Body type, cars	1,332.0	2.4	4.5	21.9	178.4	86.1	103.7	108.7	112.7	110.0	108.2	112.9	99.2	85.3	74.9	63.0	60.1
Other PLG	174.9	1.3	2.7	5.1	21.5	9.8	12.1	14.9	16.4	16.4	16.0	15.3	11.9	7.5	7.9	8.0	8.2
Motor cycles, scooters, mopeds	49.0	1.8	1.2	2.6	8.8	2.3	2.4	2.6	2.5	2.6	2.7	3.2	3.4	3.1	3.0	3.2	3.7
Public transport vehicles (b)	6.5	0.1	0.2	0.5	1.4	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.3	0.2	0.2	0.2	0.3
Goods vehicles (b)	15.9	0.1	0.2	0.5	2.6	0.9	1.0	1.2	1.4	1.5	1.5	1.1	1.2	0.8	0.6	0.7	0.8
Other vehicles (b)	178.7	25.7	4.1	6.4	17.2	6.3	7.4	7.5	7.6	7.3	7.1	8.0	7.4	7.2	18.3	20.9	20.2
Wales	1,757.0	31.4	12.9	37.1	229.9	105.6	126.9	135.3	141.0	138.2	136.0	141.0	123.4	104.1	105.0	96.1	93.3
Great Britain	34,522.3	574.8	231.0	650.6	4,313.6	1,989.5	2,354.9	2,524.6	2,623.9	2,571.6	2,552.1	2,675.4	2,393.8	2,172.2	2,274.9	2,253.7	2,365.8

Source: Department for Transport

(a) Includes taxis.

(b) Includes reduced pollution vehicles.

Table 12: Proportion of road vehicles licensed, by local authority and first year of registration, end 2012

	<i>Per cent</i>																
	All vehicles																
	(thousands)	Pre 1986	1986-90	1991-95	1996-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Isle of Anglesey	46.4	2.6	1.0	2.6	14.2	6.3	7.5	7.9	8.2	7.6	7.3	7.5	6.6	5.7	5.4	4.9	4.7
Gwynedd	72.8	2.7	1.1	2.8	15.3	6.5	7.8	8.3	8.2	8.2	7.7	7.2	6.3	5.3	4.6	4.3	3.8
Conwy	70.6	1.9	0.9	2.8	14.3	6.5	7.5	7.8	8.2	7.8	7.3	7.3	6.1	5.7	5.3	5.2	5.2
Denbighshire	57.6	2.1	0.9	2.8	14.3	6.3	7.5	7.7	8.0	7.9	7.5	7.5	6.5	5.5	5.4	5.3	4.8
Flintshire	95.2	1.7	0.7	2.0	13.6	6.2	7.6	8.0	8.2	8.0	7.6	7.7	6.6	6.0	5.9	5.3	4.9
Wrexham	76.8	1.6	0.8	2.4	14.9	6.7	7.9	8.3	8.1	7.8	7.5	7.8	6.5	5.5	5.0	4.7	4.4
Powys	99.8	3.7	1.5	3.6	15.0	6.0	7.2	7.6	7.9	7.4	7.1	7.1	6.3	5.5	5.1	4.7	4.2
Ceredigion	49.0	3.9	1.6	3.9	16.5	6.1	7.5	7.6	7.8	7.5	7.1	6.8	5.9	5.2	4.8	4.2	3.8
Pembrokeshire	82.1	3.3	1.2	3.0	14.3	6.0	7.1	7.6	7.8	7.6	7.5	7.5	6.5	5.5	5.4	4.9	4.7
Carmarthenshire	119.0	2.6	1.0	2.7	13.3	5.8	6.7	7.4	7.7	7.7	7.7	8.0	7.0	6.0	6.2	5.3	5.1
Swansea	146.6	1.1	0.5	1.5	12.3	5.8	6.9	7.1	7.4	7.3	7.2	7.7	6.9	5.9	7.2	7.1	8.0
Neath Port Talbot	75.7	0.9	0.4	1.4	11.3	5.6	6.9	7.2	7.9	7.6	8.0	8.7	8.0	6.1	7.0	6.3	6.7
Bridgend	78.8	0.9	0.4	1.3	10.6	5.3	6.4	7.0	7.6	7.6	8.0	8.6	7.9	6.6	7.2	6.8	7.6
The Vale of Glamorgan	72.3	1.3	0.6	1.8	11.4	5.5	7.0	7.5	8.3	8.2	8.3	8.8	7.6	6.8	6.4	5.6	4.9
Cardiff	151.0	0.9	0.4	1.4	12.1	5.9	7.3	8.0	8.4	8.2	8.3	8.5	7.4	6.2	6.0	5.4	5.5
Rhondda Cynon Taf	120.7	0.7	0.4	1.4	11.4	5.8	7.1	7.8	8.2	8.6	8.5	8.9	7.7	6.2	6.2	5.7	5.4
Merthyr Tydfil	27.7	0.6	0.4	1.2	10.9	5.7	7.0	7.8	8.4	8.4	8.3	9.3	8.3	6.2	6.4	5.7	5.3
Caerphilly	92.8	0.9	0.5	1.5	11.9	6.1	7.4	8.1	8.6	8.3	8.1	8.6	7.8	5.9	6.1	5.5	4.8
Blaenau Gwent	34.6	0.8	0.4	1.5	13.6	6.8	8.2	8.4	8.4	8.1	7.7	8.2	7.4	6.0	5.9	4.7	3.9
Torfaen	50.7	1.0	0.5	1.7	13.3	6.5	7.5	7.8	7.9	7.7	7.9	8.2	6.9	5.8	6.2	5.6	5.6
Monmouthshire	62.3	2.5	1.0	2.4	13.2	5.6	6.8	7.4	7.7	7.6	7.7	8.3	7.1	6.1	6.1	5.7	4.8
Newport	72.8	1.0	0.5	1.6	13.4	6.5	7.5	7.9	8.2	8.1	7.7	8.4	7.0	5.9	6.0	5.5	4.9
Wales	1,757.0	1.8	0.7	2.1	13.1	6.0	7.2	7.7	8.0	7.9	7.7	8.0	7.0	5.9	6.0	5.5	5.3

Source: Department for Transport

Table 13: Number of road vehicles licensed, by method of propulsion, 2004-2012

	<i>Thousands</i>								
	2004	2005	2006	2007	2008	2009	2010	2011	2012
Petrol	1,132.5	1,139.1	1,122.3	1,116.5	1,101.4	1,074.4	1,045.6	1,018.5	996.2
Diesel	481.5	521.3	554.1	589.8	615.9	645.6	679.1	714.8	750.5
Electric	0.3	0.3	0.3	0.9	1.5	2.1	2.7	3.2	3.9
Gas/Petrol	1.5	1.6	1.7	1.8	1.8	1.6	1.5	1.3	1.2
Other (a)	1.1	1.5	1.9	2.4	2.9	3.4	4.1	4.6	5.2
Total	1,616.9	1,663.8	1,697.8	1,728.8	1,723.4	1,727.0	1,733.0	1,742.4	1,757.0

Source: Department for Transport

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

Table 14: Proportion of road vehicles licensed, by local authority and method of propulsion, 2012

	<i>Per cent</i>						
	Petrol	Diesel	Gas/Petrol	Electric	Hybrid electric	Other (a)	Total
Isle of Anglesey	48.9	50.7	0.1	0.2	0.1	0.2	100.0
Gwynedd	46.6	52.9	0.1	0.1	0.1	0.2	100.0
Conwy	55.7	43.5	0.1	0.4	0.2	0.1	100.0
Denbighshire	53.8	45.5	0.1	0.4	0.1	0.2	100.0
Flintshire	58.9	40.5	0.1	0.2	0.2	0.2	100.0
Wrexham	58.3	41.3	0.1	0.1	0.1	0.1	100.0
Powys	44.3	55.2	0.1	0.1	0.1	0.1	100.0
Ceredigion	44.0	55.6	0.1	0.1	0.1	0.1	100.0
Pembrokeshire	49.3	50.1	0.1	0.2	0.1	0.1	100.0
Carmarthenshire	50.0	49.5	0.1	0.1	0.1	0.1	100.0
Swansea	59.5	39.2	0.1	0.9	0.2	0.1	100.0
Neath Port Talbot	60.5	39.0	0.1	0.2	0.1	0.1	100.0
Bridgend	59.6	39.9	0.1	0.1	0.2	0.1	100.0
The Vale of Glamorgan	63.0	36.3	0.1	0.1	0.3	0.1	100.0
Cardiff	65.6	33.8	0.1	0.2	0.3	0.1	100.0
Rhondda Cynon Taf	60.3	39.3	0.1	0.1	0.1	0.1	100.0
Merthyr Tydfil	57.2	42.5	-	0.1	0.1	0.1	100.0
Caerphilly	61.0	38.5	0.1	0.1	0.1	0.2	100.0
Blaenau Gwent	59.9	39.7	0.1	0.1	-	0.2	100.0
Torfaen	62.1	37.6	0.1	0.1	0.1	0.1	100.0
Monmouthshire	53.4	46.0	0.1	0.2	0.2	0.1	100.0
Newport	64.0	35.5	0.1	0.1	0.2	0.2	100.0
Wales	56.7	42.7	0.1	0.2	0.2	0.1	100.0

Source: Department for Transport

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

Table 15: Number of private and light goods vehicles licensed, by engine size, 2004-2012

	<i>Thousands</i>								
	2004	2005	2006	2007	2008	2009	2010	2011	2012
Up to 1,000cc	57.6	56.2	55.7	55.9	56.2	56.7	57.8	59.1	62.8
1,001 to 1,200cc	118.6	116.4	110.9	107.8	105.1	100.8	99.1	98.0	96.0
1,201 to 1,500cc	314.5	322.8	328.1	339.2	350.8	358.0	367.1	375.5	385.1
1,501 to 2,000cc	688.5	708.8	711.7	719.2	717.2	714.0	711.1	711.0	713.5
2,001 to 2,500cc	139.8	148.0	154.9	161.4	161.3	162.7	162.6	163.5	165.4
Over 2,500cc	69.5	76.0	80.9	84.9	85.6	86.4	86.7	85.0	83.7
cc not known	0.7	0.7	0.6	0.6	0.5	0.5	0.5	0.4	0.4
Total	1,389.2	1,429.0	1,442.9	1,469.0	1,476.8	1,479.2	1,484.9	1,492.7	1,506.9

Source: Department for Transport

Table 16: Proportion of private and light goods vehicles licensed, by local authority and engine size, end 2012

	<i>Per cent</i>						
	Up to 1,000cc	1,001 to 1,200cc	1,201 to 1,500cc	1,501 to 2,000cc	2,001 to 2,500cc	Over 2,500cc	All PLGs (a)
Isle of Anglesey	3.4	5.4	22.2	51.3	12.0	5.8	100.0
Gwynedd	3.0	5.4	20.9	52.0	12.9	5.8	100.0
Conwy	4.0	6.2	23.8	48.4	11.6	6.1	100.0
Denbighshire	3.6	6.1	23.5	48.2	12.3	6.3	100.0
Flintshire	4.1	6.9	24.2	48.5	10.9	5.4	100.0
Wrexham	3.8	6.8	23.8	49.6	10.5	5.5	100.0
Powys	2.8	4.8	21.1	47.8	16.2	7.2	100.0
Ceredigion	3.0	5.3	21.6	48.5	14.6	6.9	100.0
Pembrokeshire	3.6	6.1	22.2	48.3	13.2	6.5	100.0
Carmarthenshire	4.0	6.8	24.8	46.3	12.1	6.0	100.0
Swansea	4.8	6.6	26.7	45.5	11.2	5.2	100.0
Neath Port Talbot	4.6	6.7	29.8	45.5	9.2	4.2	100.0
Bridgend	4.9	6.4	27.8	46.7	9.4	4.8	100.0
The Vale of Glamorgan	4.6	6.4	26.0	45.4	10.4	7.1	100.0
Cardiff	4.7	7.0	27.6	47.2	8.5	5.0	100.0
Rhondda Cynon Taf	4.4	6.6	29.2	46.2	9.2	4.4	100.0
Merthyr Tydfil	4.7	6.7	28.2	47.0	9.2	4.2	100.0
Caerphilly	4.7	6.8	27.9	46.5	9.4	4.7	100.0
Blaenau Gwent	4.2	7.8	29.3	47.1	8.1	3.5	100.0
Torfaen	4.7	6.4	28.8	46.1	9.7	4.3	100.0
Monmouthshire	3.7	5.8	23.1	46.9	12.8	7.7	100.0
Newport	5.1	6.2	26.7	47.2	9.3	5.6	100.0
Wales	4.2	6.4	25.6	47.3	11.0	5.6	100.0

Source: Department for Transport

(a) Includes PLGs of unknown size.

Table 17: General goods vehicles licensed, by revenue weight, 2004-2012 (a)

	<i>Number</i>								
	2004	2005	2006	2007	2008	2009	2010	2011	2012
Over 3.5 up to 7.5	6,400	6,700	6,500	6,400	6,100	5,900	5,800	5,600	5,500
Over 7.5 up to 12.0	600	600	500	500	500	500	500	500	600
Over 12.0 up to 25.0	4,000	4,000	3,900	3,800	3,600	3,500	3,400	3,400	3,300
Over 25.0 up to 33.0	3,200	3,400	3,500	3,700	3,600	3,600	3,500	3,500	3,500
Over 33.0 up to 38.0	800	700	600	500	400	400	300	300	300
Over 38.0	3,000	3,000	3,200	3,400	3,300	3,100	3,100	3,000	2,800
All weights	17,900	18,300	18,300	18,300	17,500	17,100	16,700	16,300	15,900

Source: Department for Transport

(a) To the nearest 100 vehicles.

Table 18: Rigid and articulated vehicles licensed, by local authority, end 2012 (a)

	<i>Number</i>								<i>Number</i>
	Rigid vehicles				Articulated vehicles				Total
	2 axle (b)	3 axle (c)	Multi-axle	All	2 axle (b)	3 axle (c)	All		
Isle of Anglesey	360	60	20	440	20	50	60	500	
Gwynedd	680	130	90	900	20	90	110	1,010	
Conwy	530	80	50	660	10	50	50	710	
Denbighshire	440	80	50	570	20	60	80	650	
Flintshire	720	150	150	1,030	310	280	590	1,620	
Wrexham	560	120	50	720	20	220	250	970	
Powys	1,120	280	120	1,520	40	290	340	1,860	
Ceredigion	540	100	20	670	20	90	110	770	
Pembrokeshire	780	180	100	1,050	60	170	230	1,280	
Carmarthenshire	1,260	280	140	1,680	40	290	320	2,000	
Swansea	950	80	50	1,070	30	80	110	1,190	
Neath Port Talbot	420	70	80	570	10	80	90	660	
Bridgend	550	60	60	670	30	170	200	870	
The Vale of Glamorgan	390	50	40	480	20	210	230	710	
Cardiff	590	60	50	700	40	120	150	860	
Rhondda Cynon Taf	840	210	120	1,170	60	110	160	1,330	
Merthyr Tydfil	140	30	10	180	0	10	10	190	
Caerphilly	530	100	80	710	30	160	190	900	
Blaenau Gwent	190	20	20	220	10	60	70	290	
Torfaen	300	30	20	350	10	40	60	400	
Monmouthshire	550	100	30	690	40	160	190	880	
Newport	540	100	60	700	30	190	220	920	
Wales	13,010	2,360	1,400	16,770	860	2,960	3,820	20,590	

Source: Department for Transport

(a) To the nearest 10 vehicles.

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

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

Key Quality Information

1 Data Source

The vehicle licensing data are compiled by the Department for Transport (DfT) using administrative information provided by the Driver and Vehicle Licensing Agency (DVLA), which administers vehicle registration and licensing records in Great Britain. For further data and for the key quality information see the DfT web pages:

<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>

For more specific guidance about the data see:

[Transport statistics notes and guidance: Vehicle licensing](#)

2 Definitions

2.1 Coverage

Vehicles currently licensed: These data are collated by the Department for Transport (DfT) on a Vehicle Information Database (VID). The majority of the data on licensed vehicles within the bulletin are extracted from the end of year VID.

New registrations: There are two ways in which new registrations can be measured. Apart from the year 1999, new registrations have been based on monthly tables supplied by computing contractors acting for the DVLA. These tables summarise all vehicles that come onto the main file for the first time over a given month. This system classes vehicles under the taxation class and body type for which they were first registered.

2.2 Average age of vehicles

The average age of vehicles are calculated by counting a vehicle as 0.5 years old in the year it was first registered, 1.5 years in its second year registered and so on. All vehicles first registered before 1979 are assumed to be 30.5 years old at the end of 2008.

2.3 Vehicle classification

The licensing information is presented on the basis of either the body type of the vehicle, or their tax class:

Body types

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

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

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

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

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

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

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

Taxation class

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

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

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

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

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

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

2.4 Current rates of vehicle tax – petrol and diesel cars

	<i>£ per year</i>												
	CO2 Emission Band in grammes per kilometre (g/km)												
	1 - 100	101 - 110	111 - 120	121 - 130	131 - 140	141 - 150	151 - 165	166 - 175	176- 185	186- 200	201 - 225	226 - 255	Over 255
1st year of registration													
From 1 April 2011	£0	£0	£0	£0	£115	£130	£165	£265	£315	£445	£580	£790	£1,000
From 1 April 2012	£0	£0	£0	£0	£120	£135	£170	£275	£325	£460	£600	£815	£1,030
From 1 April 2013	£0	£0	£0	£0	£125	£140	£175	£285	£335	£475	£620	£840	£1,065
2nd and later years of registration													
From 1 April 2011	£0	£20	£30	£95	£115	£130	£165	£190	£210	£245	£260	£445	£460
From 1 April 2012	£0	£20	£30	£100	£120	£135	£170	£195	£215	£250	£270	£460	£475
From 1 April 2013	£0	£20	£30	£105	£125	£140	£175	£200	£220	£260	£280	£475	£490

3 Symbols

The following symbols have been used throughout the bulletin:

- . not applicable
- half the final digit shown