

Vehicle Licensing Statistics: Quarter 3 (Jul - Sep) 2014

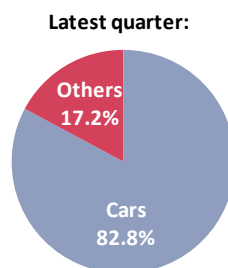
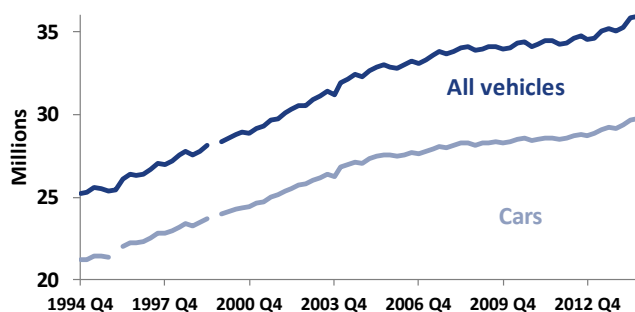


Department
for Transport

At the end of September 2014 there were 35.9 million vehicles licensed for use on the road in Great Britain

This is a 2.0% increase on quarter 3 2013, the biggest quarter 3 year-on-year increase since quarter 3 2004.

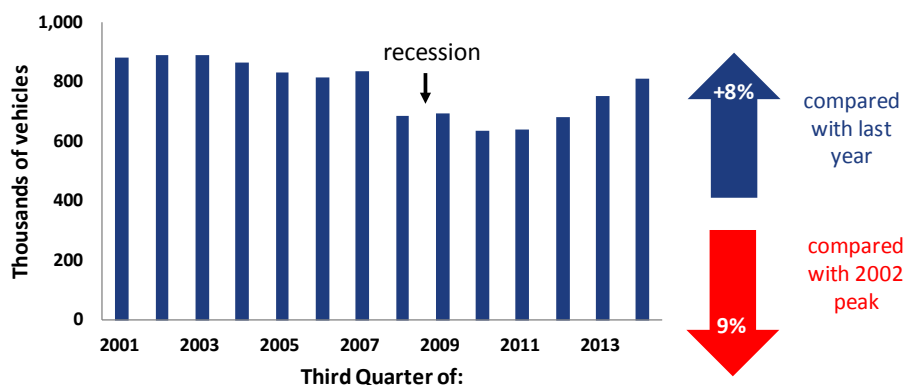
Licensed vehicles in GB: Q2 1994 - Q3 2014 [\[veh0101\]](#)



810 thousand vehicles were registered for the first time in Great Britain in quarter 3 2014

This was 8% up on the same quarter of 2013, and the highest third quarter since the 2008/09 recession. However, it was still 9% lower than in the peak quarter 3 of 2002.

Vehicles registered for the first time, GB: 2001-2014 [\[veh0150\]](#)



About this release

This release presents the latest quarterly statistics on licensed motor vehicles. It is part of the [Vehicle Statistics](#) series. Detailed [data tables](#) are available from the web site. Further tables are updated on an annual basis in addition to those updated quarterly which are listed below.

It is based on administrative data held by the Driver and Vehicle Licensing Agency (DVLA).

Except where otherwise stated, the statistics all refer to Great Britain. However, from this quarter, this series is being expanded to cover UK data.

For further details please refer to the Background Information section below and the separate [Technical Notes](#).

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General Context

The number of licensed vehicles and number of vehicles registered for the first time are influenced by the general economic climate in Britain and further afield. New registrations are only just returning to the level before the 2008-9 recession began, so the licensed vehicle stock, while continuing to grow, have been growing more slowly.

While new car registrations across the European Union as a whole fell by 1.7% in 2013 according to the European Automobile Manufacturers' Association, the UK was the only major EU market to show double digit growth. The UK was the second largest new car market in Europe in 2013, after Germany. The UK accounted for 19% of new cars registered in the EU in 2013, compared with 17% in 2012.

Licensed vehicle numbers

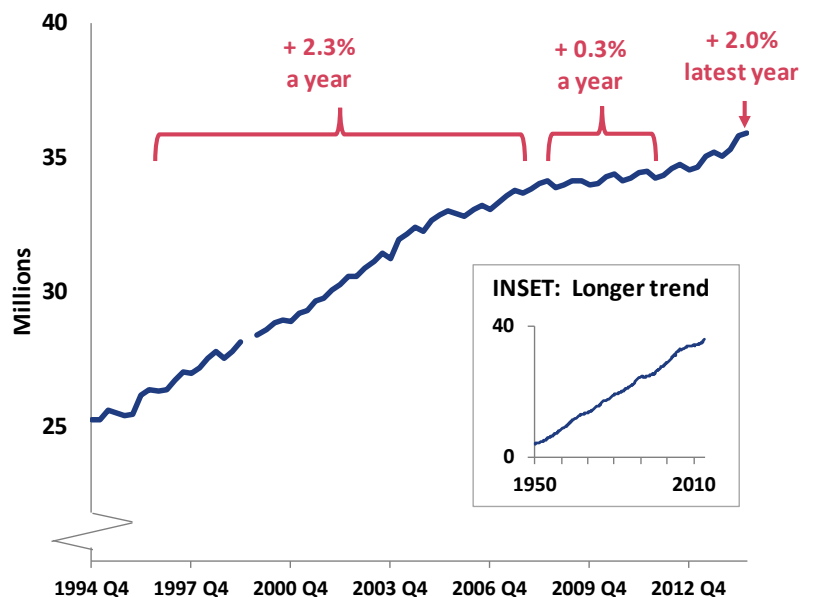
At the end of quarter 3 2014 there were 35.9 million vehicles licensed for use on the roads in Great Britain, of which 29.7 million were cars.

Licensed vehicles in GB: Q4 1994-Q3 2014

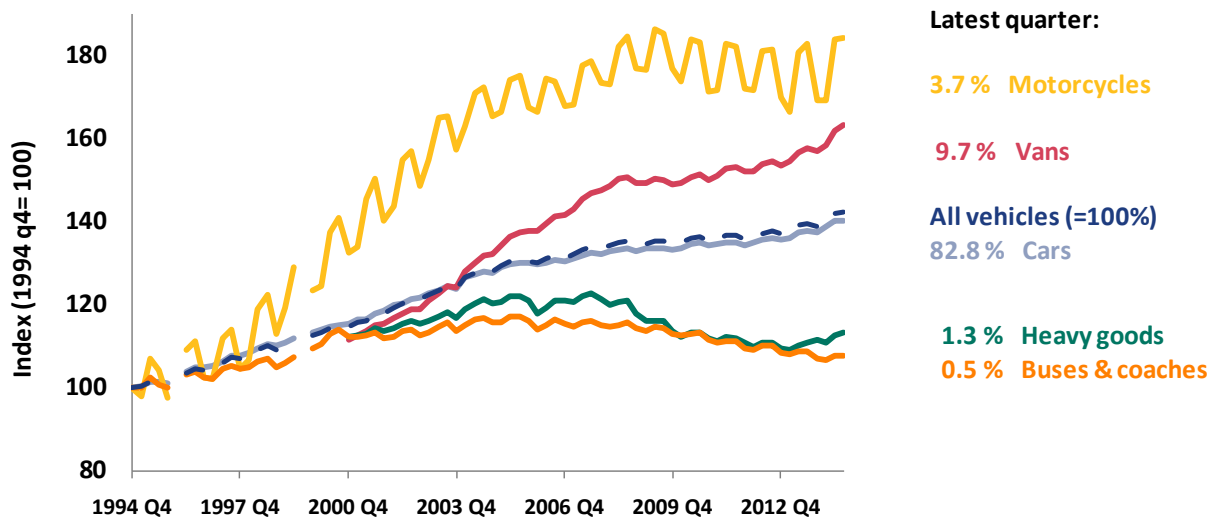
The total number of licensed vehicles has increased in every year since the end of the Second World War except 1991.

Between 1996 and 2007, the annual growth in licensed vehicles averaged 2.3% a year, although from the mid-2000s it had already begun to slow somewhat.

Following the recession of 2008-9 it slowed further, but did not stop, averaging 0.3% a year between 2008 and 2011. The last two quarters have seen the largest year-on-year increases in the vehicle stock since 2005, at 2.3% in quarter 2 2014 and 2.0% in quarter 3.



Licensed vehicles by type, GB: Q4 1994 - Q3 2014



The recent increases in vehicle numbers have been driven largely by cars and vans.

The numbers of **licensed cars** increased by 1.8% between quarter 3 2013 and quarter 3 2014, the fastest quarter 3 rate of growth since 2004.

Van numbers were up 3.6% over the same period, the fastest growth rate since 2008.

Motorcycle numbers increased by 0.7% over the last year, but until the start of 2013 had been declining slightly since a peak in 2008/9.

Since the end of 1994, the number of licensed cars in Great Britain has increased by 40%, while the number of vans has increased by 63% and the number of motorcycles by 84%.

The numbers of heavy goods vehicles (HGV) and buses and coaches have both fallen since 2007.

The number of **HGVs** in quarter 3 2014 was 2.0% up on the same quarter of the previous year, but remains 8% below the peak in 2007. However, there is some evidence of hauliers using fewer, larger HGVs (and more large vans), so this reduction in numbers does not necessarily indicate a fall in road freight carrying capacity.

The number of **buses and coaches** fell by 0.9% compared with quarter 3 2013, continuing an eight year decline. There are now 8% fewer buses than in 2005, when the number peaked.

Tables

Detailed vehicle stock statistical tables updated this quarter are:-

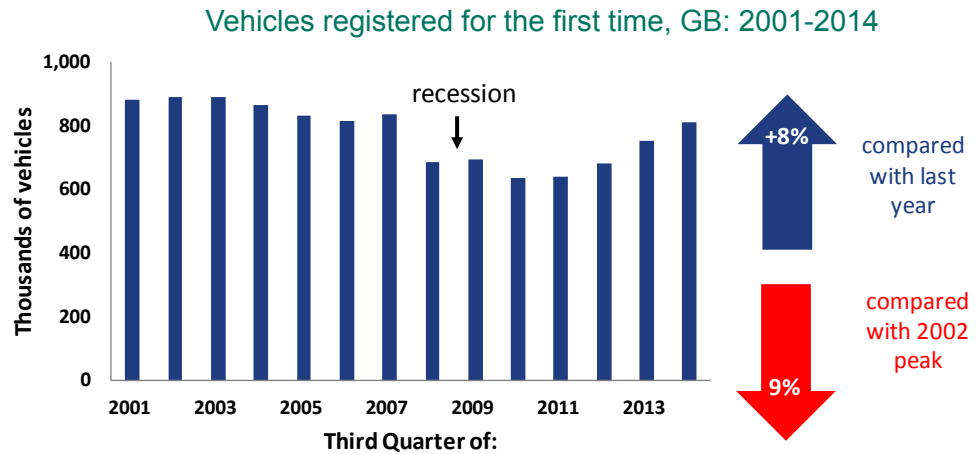
All vehicles types: [VEH0101. 104, 110, 120 to 123, 128 to 130](#)

Motorcycles: [VEH0301](#)

New Registrations this quarter

810 thousand vehicles were registered for the first time in Great Britain in quarter 3 2014.

This represents an increase of 58 thousand vehicles, or 8%, from the same quarter of the previous year.



The economic downturn from late 2008 affected the new registration figures from then onwards, but a downward trend was already apparent before that. The new registration figure for July to September 2014 was the highest quarter 3 figure since 2007, and the first to exceed the pre-recession 2008 level. However, it is still 9% below the highest quarter 3 total in 2002.

A 'Vehicle Scrappage Scheme' for cars and vans helped to boost first registrations between May 2009 and April 2010, and may also have had the side effect of slightly depressing registrations briefly either side of this period if prospective buyers changed their plans to take advantage of the scheme.

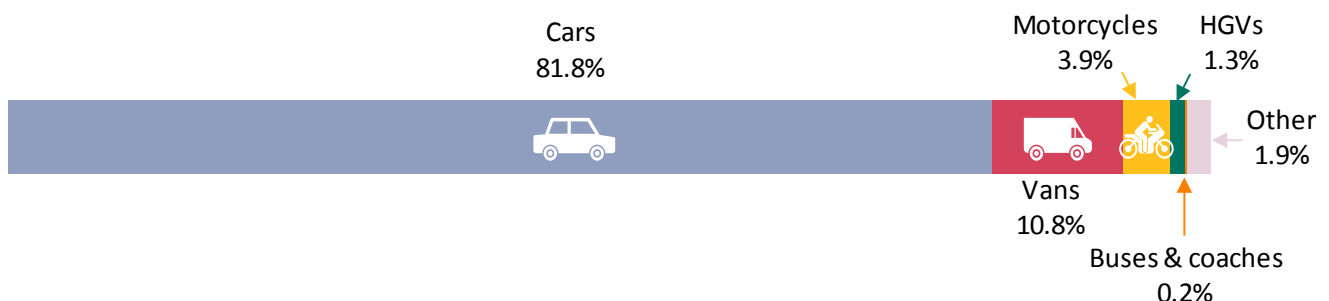
Tables

Detailed new registrations statistical tables updated this quarter are:-

All vehicles types: [VEH0150_160 to 170](#)

Cars: [VEH0256](#)

New registrations in Great Britain in Q3 2014, by vehicle type



The charts to the right show indexed trends in new registrations for each major vehicle type, on the same scale. The impact of the recession in late 2008 and 2009 can be seen.

The number of **cars** registered for the first time in quarter 3 2014 was up 6.7% on quarter 3 2013, at 662 thousand. The last twenty four months have seen a sustained period of growth. The shorter surge in car registrations during 2010 reflects the effect of the vehicle scrappage scheme mentioned above.

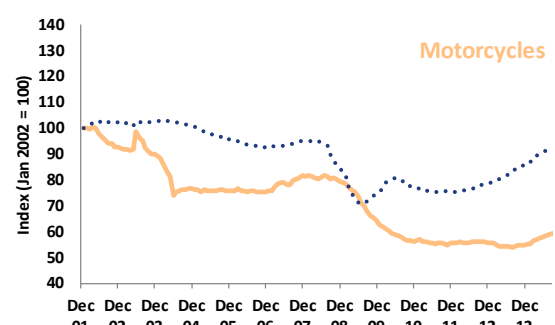
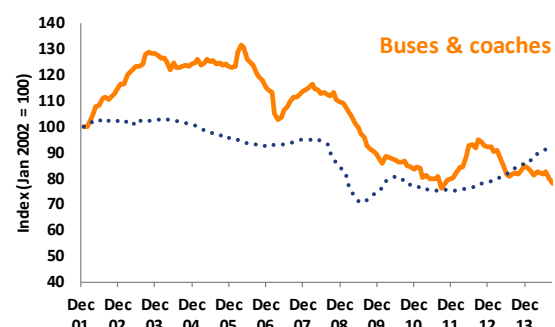
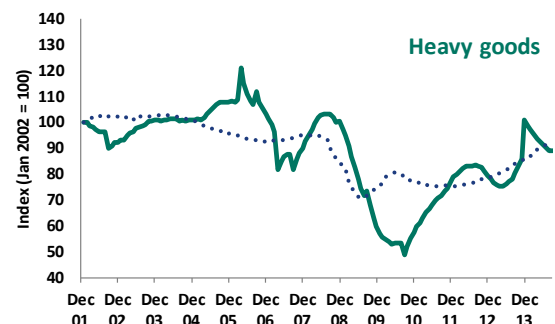
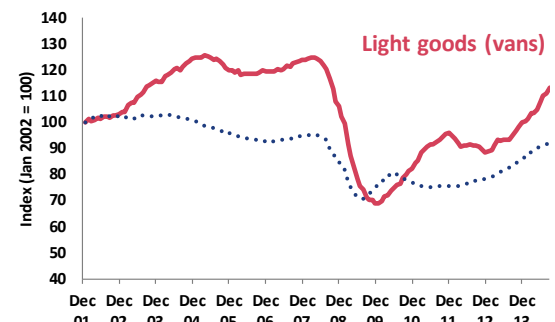
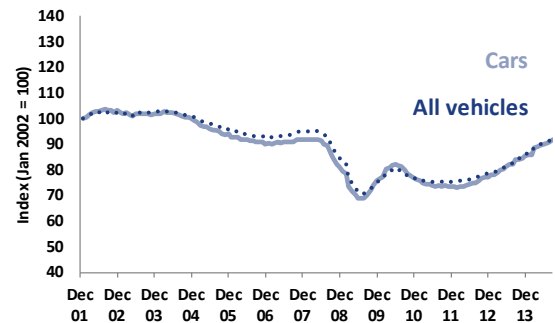
The number of **vans** registered for the first time in quarter 3 2014 was up 20.8% on quarter 3 2013, at 88 thousand. The charts show that the recession had a relatively bigger impact on both van and HGV registrations than those of other vehicles.

The number of **HGVs** registered for the first time in quarter 3 2014 was down 11.1% on quarter 3 2013, at 11 thousand. This reflects a lull in registrations following an earlier rush to register new vehicles before new environmental standards (Euro 6) came in in January 2014. The broader picture is one of increasing HGV registrations from a low point following the recession.

New **bus and coach** registrations increased relatively rapidly early in the last decade. While they dropped off less sharply than those of vans or HGVs at the onset of the recession, they have also recovered less since, and at just under 2 thousand in quarter 3 2014 were 17.6% down on quarter 3 2013.

New registrations of **motorcycles** fell relatively rapidly in the first few years of the last decade, before levelling off. The onset of the recession saw a further decrease, followed by another period of relative stability. The total of 31 thousand new registrations in quarter 3 2014 was up 8.3% on quarter 3 2013.

Vehicles registered for first time, by vehicle type:
GB, 2001- Sep 2014.
12-month rolling averages (index Jan 2002=100)



A range of factors have been driving changes in the fuel type, efficiency and emissions of the vehicle fleet. There are financial benefits to motorists who switch to cars with smaller engine sizes or lower emissions. Cars with lower carbon dioxide (CO₂) emissions fall in cheaper Vehicle Excise Duty (car tax) bands. Cars with smaller engines and / or cars which use diesel rather than petrol tend to have better fuel efficiency, and are therefore cheaper to run. In addition, legally binding EU-wide CO₂ emission targets for manufacturers give them added incentives to bring lower emission vehicles to the market.

The proportion of the licensed car fleet that is made up of diesel and alternative fuel vehicles has continued to grow. By quarter 4 2013 there were 10.1 million **diesel** cars, accounting for 34.5% of the total, up from only 7.4% in 1994. There were only 207 thousand **alternative fuel** cars licensed by December 2013, but this was up 16% over the year.

In total, 5,061 new **ultra low emission vehicles** (ULEVs) were registered for the first time in the United Kingdom in quarter 3 2014, up 318% from 1,210 in the third quarter of 2013. Most of this increase has been due to vehicles eligible for plug-in car and van grants.

What are alternative fuel vehicles?

Alternative fuel vehicles are those able to use a range of alternatives to purely petrol or diesel fuel, including gas, electricity, or a combination such as gas bi-fuel and hybrid electric.

More detail

For more detail of propulsion types for cars see 2013 annual statistics release (tables [veh0203](#) & [veh0253](#)).

What are Ultra Low Emission Vehicles?

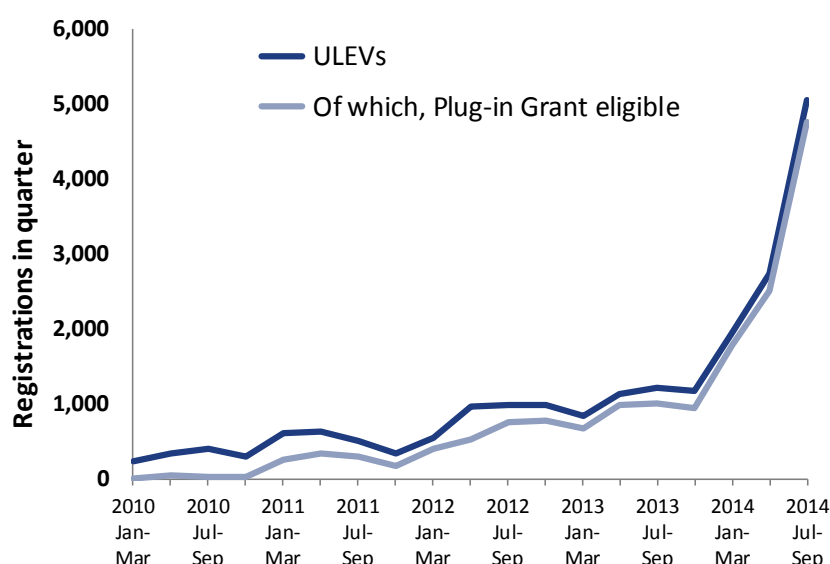
Ultra low emission vehicles are those with emissions of CO₂ below 75 g/km, or fully electrically powered.

What are plug-in grants?

Plug-in car and van grants were introduced in January 2011 and February 2012 respectively.

These grants are designed to provide 25% of the cost of a car (up to £5,000) or 20% of the cost of a van (up to £8,000) for qualifying models - see [Plug-in car and van grants](#) for further details.

New Ultra Low Emission & electric vehicles, UK 2010 - Q3 2014

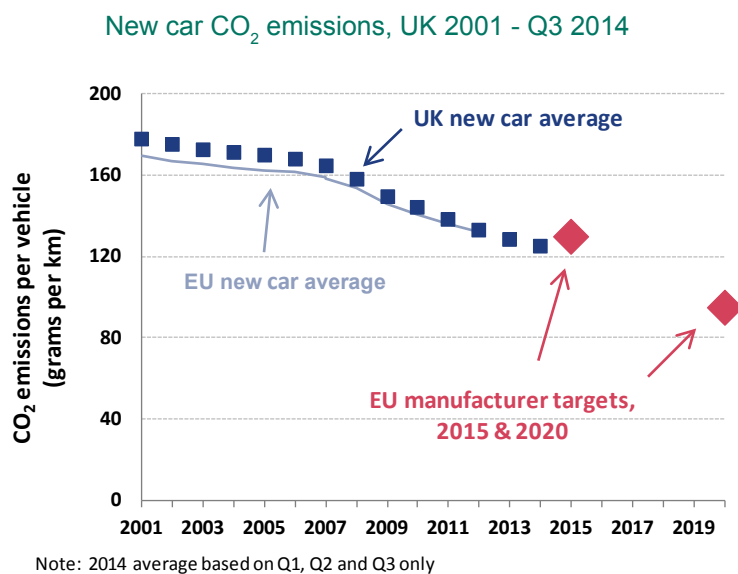


The number of newly registered ultra low emissions vehicles is one of the Department for Transport's [input and impact indicators](#).

The 2014 quarter 3 registrations included 4,610 cars and 156 vans of models that were eligible for these grants, 373% up on the same quarter of 2013. This growth is being influenced by new models coming into the market, and increasingly, competitive pricing. The models accounting for the most registrations in the latest quarter were the Mitsubishi Outlander with 2,189 and the Nissan Leaf with 1,212. The number of privately owned ULEVs newly registered in quarter 3 2014 was 1,986, up from 405 in the same quarter of 2013.

In quarter 4 2013, 32% of all licensed cars fell into one of the lowest five **Vehicle Excise Duty** bands (A to E, up to 140 g/km), compared with under 1% in 2001.

The average CO₂ emissions from cars newly registered in 2014 quarter 3 fell by 3.0% from 2013 quarter 3 to an average figure of 124 g/km. Since 2001 the average emissions of new cars has fallen by 30%.



Average new CO₂ emissions is one of the Department for Transport's [input and impact indicators](#).

Tables

Detailed environment statistical tables updated this quarter are:-

ULEV: [VEH0170](#)

CO₂ cars: [VEH0256](#)

What are VED bands?

Vehicle Excise Duty (VED) is charged on vehicles registered in the UK.

For cars licensed after March 2001, VED is charged in bands on the basis of their CO₂ emissions - see [Vehicle Tax Rate Tables](#) for further details.

More detail

For more detail of VED bands for all licensed cars see 2013 annual statistics release (table [veh0206](#)).

Makes and models of cars

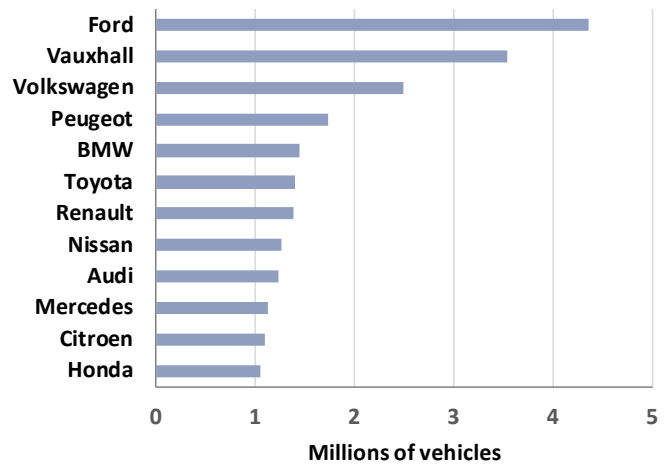
At the end of quarter 3 2014, the **most common car model** in Great Britain was the Ford Focus (1.5 million) followed by the Ford Fiesta (1.4 million), a situation unchanged from the year before. In total, Ford accounted for 15% of all cars and Vauxhall for 12%.

The top five makes (Ford, Vauxhall, Volkswagen, Peugeot and Renault) accounted for 46% of all licensed cars in Great Britain. There were twelve **makes** with over 1 million cars each on the road at the end of September 2014 and together these accounted for 74% of all licensed cars.

The Ford Fiesta was the most common new registration in 2014 quarters 1 to 3 with 104 thousand cars registered for the first time. This was followed by the Ford Focus with 65 thousand, the Vauxhall Corsa with 62 thousand and Volkswagen Golf with 58 thousand.

The top five car makes in terms of **new registrations** (Ford, Vauxhall, Volkswagen, Audi and BMW) accounted for 45% of the new car registrations in 2014 quarters 1 to 3.

Licensed cars, top 12 makes, GB: Q3 2014

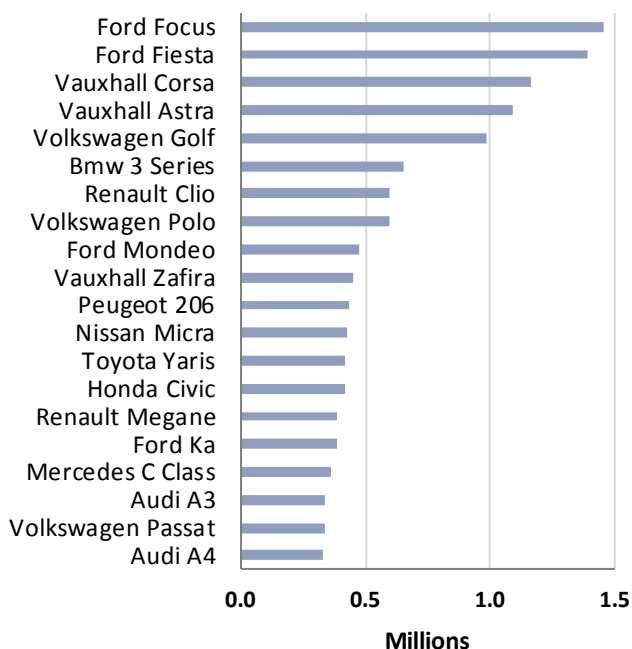


Tables

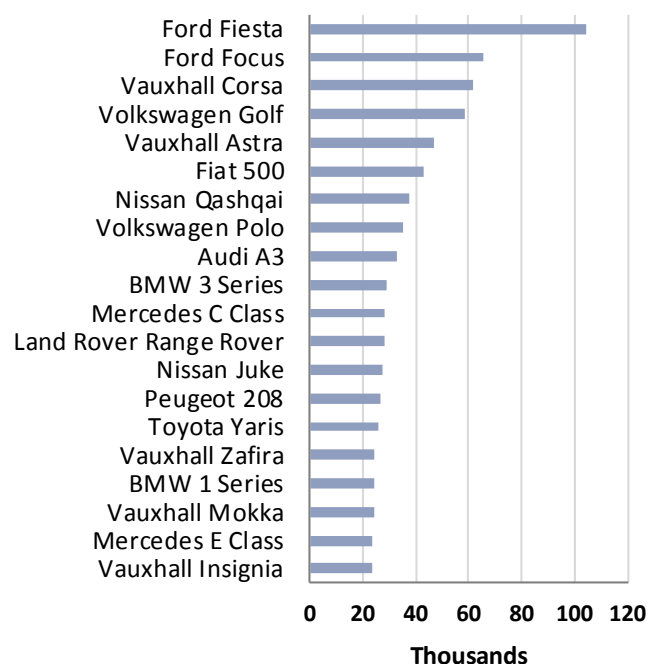
Detailed make and model statistical tables updated this quarter are:-

[VEH0120, 121, 128, 129, 160, 161](#)

Licensed cars, top 20 models, GB: Q3 2014



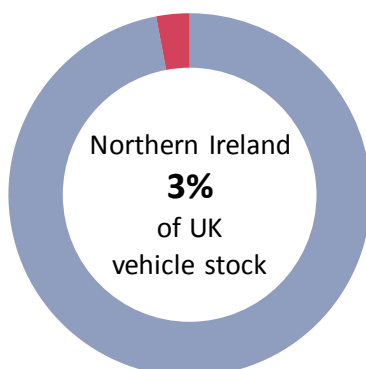
New registrations cars, top 20 models, GB: first 3 quarters 2014



United Kingdom data

As a result of the changes described to the right, data for the United Kingdom (Great Britain + Northern Ireland) are being added to the data tables for this series from this quarter.

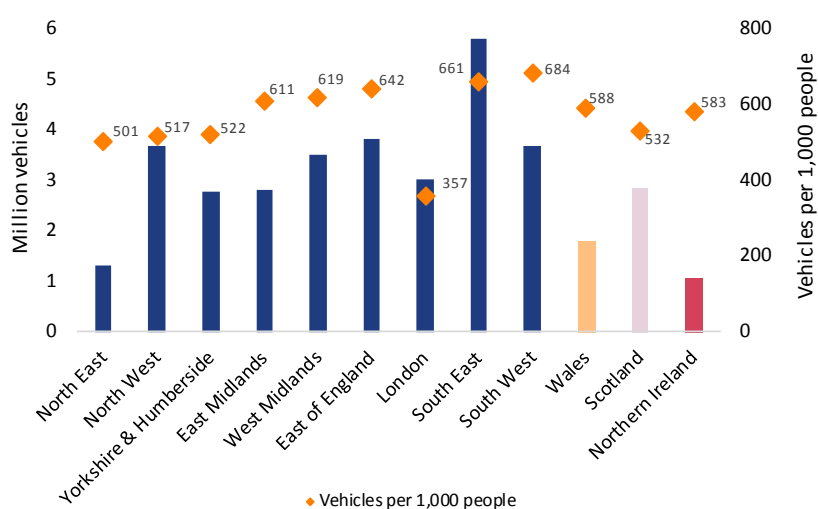
The total number of vehicles licensed at the end of September 2014 in the UK was 37.0 million, of which 1.1 million (3 per cent) were registered to an address in Northern Ireland.



Within Great Britain, 30.4 million vehicles were registered in England, 2.8 million in Scotland and 1.8 million in Wales.

The number of registered vehicles per 1,000 residents was markedly lower in London (357 vehicles per 1,000 people) than in any other English region or country, reflecting its highly urbanised nature. There was less variation between the other regions, with the rate being highest in the southern English regions (of which the South West was highest at 684) and lowest among the northern English regions (of which the North East was lowest at 501).

Licensed vehicles by country or English region, UK: Q3 2014



Addition of Northern Ireland data to this series

In July 2014 vehicle and registration services for Northern Ireland were centralised at DVLA, where these services for Great Britain were already administered. This created a single vehicle register for the United Kingdom, in place of separate registers for Great Britain and Northern Ireland.

As a result, the coverage of the vehicle licensing statistics tables is being expanded to cover UK rather than GB. Where practical, the published tables are being expanded to give figures for both UK and GB, at least for a transitional period. Because of the greater availability of GB time series data, this statistical release will continue to focus mainly on GB rather than UK results for the time being.

If you have any comments on these changes, please send them to vehicles.stats@dft.gsi.gov.uk.

Separately from this GB/UK statistical series, [DOE Northern Ireland](#) will continue to publish statistics for vehicles registered in Northern Ireland.

About these statistics

Almost all the statistics in the vehicle licensing statistics series are derived by Department for Transport statisticians from extracts of the Driver and Vehicle Licensing Agency (DVLA) vehicle database. The main purpose of the database is to administer vehicle registration and licensing records in the United Kingdom.

For further information, please see the detailed [Technical Notes](#). There is also a [Statement of Administrative Sources](#) for the DVLA vehicles database.

Strengths and weaknesses of the data

The DVLA database can be regarded as being virtually complete in terms of the number of licensed vehicles and vehicles with a SORN (Statutory Off-Road Notification). However, there will be some errors in some of the specific details of individual vehicles, mostly less important details. The Department for Transport estimates that under 2% of the vehicles records have an inaccuracy in one of the variables used for the statistics published. Other factors to consider in interpreting these statistics include: changes in legislation, revisions to the series, seasonal variation which affects some vehicle types, vehicle excise duty evasion and other types of failure to inform DVLA of relevant facts about the status of a vehicle, and the fact that foreign registered vehicles may also use UK roads without being registered with DVLA. Most of these factors will only have a marginal effect for most uses of the data. For further information, please see the detailed [Technical Notes](#).

Users and uses of these statistics

A separate note on this is available from the vehicles statistics guidance [web page](#).

What are the full list of tables updated as part of this release?

veh0101:	number of licensed vehicles by body type
veh0104:	number of licensed vehicles by region
veh0110:	number of SORN vehicles by body type
veh0120:	number of licensed vehicles by make and model
veh0121:	number of SORN vehicles by make and model
veh0122:	number of licensed vehicles by postcode district
veh0123:	number of SORN vehicles by postcode district
veh0128:	number of licensed vehicles by generic model name
veh0129:	number of SORN vehicles by generic model name
veh0130:	number of licensed ultra-low emissions vehicles (UK data)
veh0150:	first registrations by body type
veh0160:	first registrations by make and model
veh0161:	first registrations by generic model name
veh0170:	first registrations of ultra-low emission vehicle registrations (UK data)
veh0256:	first registrations of cars by CO2 emission band
veh0301:	number of licensed motor cycles

National Statistics

All of the statistics published in this series are National Statistics, apart from the exceptions listed on the [series page](#). Vehicles statistics were assessed by the UK Statistics Authority and confirmed as National Statistics in April 2012. National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the [Pre-release access list](#).

Next Release

Vehicle Licensing statistical releases are published quarterly. The next is due on 9 April 2015. The Quarter 4 release for each calendar year is accompanied by a larger set of data tables. In addition a single table of monthly new vehicle registrations is released on the series page on the second Thursday of each month. Any updates to these plans will be advertised via the [DfT statistical publications schedule](#).

Request for Feedback

We welcome any feedback on these statistics, to ensure future releases best meet user needs. Feedback can be provided by email to vehicles.stats@dft.gsi.gov.uk.