

# Northern Ireland Transport Statistics 2015-2016



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Analysis, Statistics and Research Branch  
Department for Infrastructure  
Room 4-02, Clarence Court  
10-18 Adelaide Street,  
Belfast, BT2 8GB

**Contact:** Karen Moore

**Telephone:** 028 9054 0313 (Text relay prefix 18001)

**Email:** [ASRB@infrastructure-ni.gov.uk](mailto:ASRB@infrastructure-ni.gov.uk)

**URL:** <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics>

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Any enquiries regarding this document should be sent to us at:

**Analysis, Statistics and Research Branch**  
**Department for Infrastructure**  
**Clarence Court**  
**10-18 Adelaide Street**  
**Belfast**  
**BT2 8GB**

**Tel: +44 (0)28 9054 0800**

**Email: [ASRB@infrastructure-ni.gov.uk](mailto:ASRB@infrastructure-ni.gov.uk)**

## Introductory Notes

The annual Transport Statistics 2015-16 publication has been prepared by Analysis, Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI).

This is the first release of this publication under the departmental banner of DfI, which came into existence on 9<sup>th</sup> May 2016. The former Department for Regional Development (DRD) no longer exists.

As this is a compendium publication, the name of the department or organisation responsible for providing each series of statistics is shown under the appropriate table. The editor and production team acknowledge the assistance received from colleagues in government departments and agencies, non-departmental public bodies and external organisations and would like to thank them for their contributions to this publication.

Except where otherwise stated all tables relate to Northern Ireland.

The following symbols are used throughout:

- : not available
  - not applicable or negligible
  - \* sample size too small for reliable estimates
  - p provisional data
  - r revised data
- 2015-16 denotes the financial year ending 31 March 2016.

Figures provided by statistical methods are rounded to the nearest final digit. There may be a slight discrepancy between the total shown and the sum of the constituent items.

This publication is available, on request, in alternative formats.

Enquiries concerning this publication may be directed to:

Karen Moore  
Analysis, Statistics and Research Branch  
Department for Infrastructure  
Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB

Tel: 028 9054 0313 (Text relay prefix 18001)

E-mail: [ASRB@infrastructure-ni.gov.uk](mailto:ASRB@infrastructure-ni.gov.uk)

Website: <https://www.infrastructure-ni.gov.uk/topics/dfi-statistics-and-research>

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# Overall Summary

## *Chapter 1 Vehicle Registrations*

- At 31 December 2015, there were 1,103,082 vehicles licensed in Northern Ireland, an increase of 2% from last year (1,081,727) and an increase of 5% since 2011 (1,053,338). 85% were Private Light Goods (PLG) vehicles and 8% were exempt from duty. Over the period 2005 to 2015, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 20% in Northern Ireland, compared with 13% in Scotland, 11% in England and 10% in Wales.
- In 2015, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 653, an increase of 4% since 2011 (625). Over the same time period, there has also been an increase of 4% in Great Britain (616 in 2011, 642 in 2015). Since 2009, Northern Ireland has consistently had more PLG vehicles per 1,000 population aged 17+ than Great Britain.

## *Chapter 2 Driver and Vehicle Testing*

- The overall pass rate for car 'Learner' driving tests in Northern Ireland in 2015-16 was 55%, a decrease of 1 percentage point since 2014-15 (56%) and an increase of 3 percentage points since 2011-12 (52%). The overall pass rate in Great Britain in 2015-16 was 47%, the same as in each of the previous four years (47%).
- In Northern Ireland, the pass rate for touch screen theory tests for private car drivers in 2015-16 was 47%, a decrease of 2 percentage points since 2014-15 (49%) and a decrease of 14 percentage points since 2011-12 (61%). The Great Britain pass rate in 2015-16 was 49%, a decrease of 2 percentage points since 2014-15 (51%) and a decrease of 12 percentage points since 2011-12 (61%).
- Historically, for the practical driving test, the pass rate for males is higher than the pass rate for females. This year continues the trend with 60% of males passing the practical car driving test in 2015-16 compared to 51% of females. In contrast, for touch screen theory tests, the pass rate for females is historically higher than the pass rate for males. In 2015-16, 49% of females compared to 46% of males passed the car touch screen theory test.

## *Chapter 3 Road Network*

- During 2015-16, maintenance (structural, routine and winter) accounted for 22% of the £372 million spend on our roads. New construction and improvement accounted for 25% of the money spent, while public lighting accounted for 4%. There was a decrease of 12% in expenditure on the roads when compared to 2014-15.

## *Chapter 4 Freight*

- During 2015, 45.1 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, a decrease of 2% from 2014.

### *Chapter 5 Road Safety*

- The number of road deaths occurring as a result of reported road traffic collisions has decreased by 6% from 79 in 2014 to 74 in 2015.

### *Chapter 6 Public Transport*

- During 2015-16, there were 38.8 million passenger journeys on Ulsterbus, a decrease of 4% from both last year (40.3 million) and 2011-12 (40.6 million). For Metro services, 26.4 million passenger journeys were taken in 2015-16, similar to 2014-15 (26.3 million) and an increase of 2% from 2011-12 (25.9 million).
- There were 13.5 million rail passenger journeys made in 2015-16, an increase of 1% from 2014-15 (13.4 million).

### *Chapter 7 Air Transport*

- In 2015, Belfast International airport was the 12th busiest commercial airport in the UK with 4.39 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.69 million terminal passengers, accounting for 1% of all UK terminal passengers.
- Palma de Mallorca in Spain was the most popular international route from Belfast International airport with 137,405 passengers flying there and back during 2015. Malaga in Spain was the second most popular international route with 117,770 passengers and Alicante in Spain was the third most popular with 114,865 passengers.

### *Chapter 8 General Transport*

- In 2015, there were 2.03 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), a 3% decrease from the previous year (2.10 million) and a 5% decrease since 2011 (2.13 million).

### *Chapter 9 Transport and Disability*

- In 2015-16, 305,137 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2015 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses.
- In 2012-2014, almost a fifth (18%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 589 journeys per year in 2012-2014, 41% less than those without a mobility difficulty (992 journeys per year).



# User Information

This section contains some information about the background to the Northern Ireland Transport Statistics publication, the quality of the data contained in it and also guidance to assist with interpretation.

## Background Information

### Background and Uses of the Publication

The first annual NI Transport Statistics Publication (1989) was produced at the start of the 1990s. It brought together in one publication a variety of useful transport information published by a number of different sources and was modelled on corresponding transport publications in the UK. Similar information has been collected each year including, since 2013-14, a section on “Transport and Disability”. The publication currently includes information on vehicle registrations, driver and vehicle testing, the road network, freight, road safety, public transport, air transport, accessible transport and other transport statistics. The report is published each year at the end of September.

### *Uses - Policy Development and Briefing*

The information in the publication is used for input into and monitoring a number of strategies and policies. For example, the number of private and light goods vehicles per 1,000 population aged 17 and over is included in the monitoring report of the Regional Development Strategy (to monitor the strategic planning guideline ‘To change the regional travel culture and contribute to healthier lifestyles’). In the Review of the Regional Transportation Strategy, a number of pieces of data from the annual publication were used including road safety figures (killed and seriously injured per 100,000 population), air passengers and air freight data. Information from the Annual such as car ownership has been used in sustainable transport work such as the bid for funding for the Plugged in Places project (developing an electric charging infrastructure for battery powered cars). The Transport and Disability section (chapter 9), which has been included since 2013-14 and further expanded in this edition, will be used to inform the development of a new Accessible Transport Strategy.

### *Uses – General Information and Research*

Figures in the publication (private and light goods vehicles currently licensed by engine capacity and fuel type, vehicles currently licensed by body type) have been used for input into tax gap models run by HM Revenue and Customs. Data on the number of petrol and diesel vehicles in Northern Ireland have been used in a model by the Republic of Ireland’s National Climate Change Policy Section. Ricardo-AEA has used the petrol and diesel car figures as one of the inputs for calculating Greenhouse Gas emissions from transport. The Annual publication is generally used for reference and is a good starting point when looking for Northern Ireland transport statistics.

### Data Collection and Timeliness

To inform this publication, data are supplied from a variety of sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. Previously, Central Statistics and Research Branch (which now falls under

ASRB) consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at:

<https://www.infrastructure-ni.gov.uk/publications/code-practice-official-statistics-principle-6-proportionate-burden>

Due to the nature of compendium publications, some data are available earlier than others but we cannot publish until the final piece of data is provided. In addition, in order to publish data at a common time point, the figures may not be the latest available. More up-to-date data may be available directly from the individual data suppliers.

## **National Statistics**

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

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the 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 the producer'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.

The Northern Ireland Transport Statistics compendium publication is badged as National Statistics. It has undergone assessment by the UK Statistics Authority and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at:

<https://www.statisticsauthority.gov.uk/publication/statistics-on-transport-in-northern-ireland/>

Following the completion of a number of requirements, confirmation was received from the UK Statistics Authority in March 2011 that the publication has maintained its National Statistics status.

A copy of the Code of Practice for Official Statistics is available at:

<https://www.statisticsauthority.gov.uk/archive/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

In addition, some of the data published in the Transport Statistics compendium have been designated as National Statistics in their own right. These have been marked 'Data are National Statistics' in the appropriate sections overleaf and are also indicated as such in the relevant report chapters.

Most data in this publication are Official Statistics and, as such, will still conform to the key elements of the Code of Practice for Official Statistics although this has not been independently assessed. Translink data (Chapter 6 'Public Transport', Tables 9.1, 9.3 and 9.4) should be viewed as management information rather than Official Statistics, however these data are still of high quality.

## Data in the Publication

### Rounding

A number of tables contain rounded data and therefore there may be a slight discrepancy between the total and the sum of the constituent items.

### Vehicles currently licensed (Tables 1.1 to 1.10 (excluding 1.3b), 1.16)

#### *History of the data*

Prior to July 2014 Vehicle Licensing Directorate within the Driver and Vehicle Agency (DVA) carried out the licensing and registration of vehicles. On 18<sup>th</sup> July 2014, the Northern Ireland vehicle licensing function moved to the Driver and Vehicle Licensing Agency (DVLA) in Swansea. DVA statisticians in the Department for Infrastructure (DfI) NI now receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from DVLA/ Department for Transport (DfT).

#### *Description of the data*

Up to July 2014, data on vehicles licensed in Northern Ireland were extracted from the Northern Ireland Vehicle Information System (NIVIS) and provided by DVA statisticians. Data presented after this date are based on data extracts from the DVLA administrative system provided to DVA statisticians by DfT. Data relate to the 31<sup>st</sup> December each year. Equivalent figures for Great Britain are produced by DfT.

#### *Data quality assessment*

Very Good – all data in this section on vehicle registrations up to the transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DVLA/ DfT are subject to a number of internal validation and audit checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

#### *Guidance on using the data*

#### **Tables 1.1 to 1.10**

- Data refer to the number of vehicles currently licensed at 31<sup>st</sup> December of the year stated and reflect the total licensed vehicle stock at that point in time.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.
- Taxation groups are determined by the taxation class of the vehicle. For 2015 data, the categorisation of taxation groups for Northern Ireland is based on the classification used for Great Britain by DfT i.e. Private Light Goods include taxation classes 10, 11, 23, 36, 39, 48, 49, 53 and 59. This means that the 2015 data for Northern Ireland are comparable with that for Great Britain. Note however, for data prior to 2015, the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.
- The age of vehicle in Table 1.4 is determined by using the date of first registration of the vehicle. While there is a known lag between the vehicle being manufactured and the

date of registration, DVA believe that the date of registration provides a reliable point from which a proxy age of vehicle can be calculated. From July 2014, the date of first registration relates to the UK for both Northern Ireland and Great Britain data. Prior to July 2014 however, for Northern Ireland, date of first registration was in Northern Ireland and for Great Britain, date of first registration was in Great Britain. Therefore, the date of first registration used in previous publications may have underestimated the age of the vehicle in cases where the vehicle was imported to Northern Ireland and re-registered in Northern Ireland.

- Body type data (Table 1.7) are determined by the body code of the vehicle. Vehicles with the same body code will not necessarily have the same taxation class (and vice versa). Therefore data based on body code and data based on taxation class are not interchangeable.
- Some data at 31<sup>st</sup> December 2013 are not available (see Tables 1.5, 1.6 and 1.7). Notes to explain this are in the Technical issues section on page 9 of the 2013-14 edition of NI Transport Statistics.

### **Table 1.16**

- PLGs per 1,000 population aged 17 years and over is calculated by dividing the number of PLGs by the number of persons aged 17 and over, from the mid-year estimate of population for the appropriate year, and multiplying by 1,000.

### **Ultra-low emission vehicles (ULEV's) (Table 1.3b)**

#### *Description of the data*

Data on ultra-low emission vehicles licensed in Northern Ireland at the 31<sup>st</sup> March 2016 sourced from DfT.

#### *Data quality assessment*

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any inconsistencies queried with the data provider.

#### *Guidance on using the data*

- DfT uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. All vehicles with fully electric powertrains, and cars and vans with tail-pipe emissions below 75g/km of CO<sub>2</sub> have been included.
- Section (a) of the table includes all vehicles of models that are eligible for the Plug-in Car and Van grants at 9<sup>th</sup> June 2016. The data may be changed retrospectively as models are added to the eligible list.
- Section (b) of the table includes all models of cars, vans and quadricycles identified as being fully electric or plug in hybrid. Most but not all of these models are eligible for the Department for Transport Plug-in Car or Van Grants. For more details, see: <https://www.gov.uk/plug-in-car-van-grants/eligibility>
- The location of the registered keeper is based on the contact address held by DVLA and does not necessarily reflect where the vehicle is kept.
- This is the first time that data on ULEV's have been included in the NI Transport Statistics publication. The intention is that these data will continue to be included in future editions.

## **Vehicles registered for the first time (Tables 1.11 to 1.14)**

### *Description of the data*

Data on all new and used vehicles registered for the first time in Northern Ireland during the year provided by DVA. Data relate to calendar year.

### *Data quality assessment*

Very Good – all data in this section on vehicle registrations up to the transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DfT are subject to a number of internal validation and audit checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

### *Change to first registrations data*

The transfer of vehicle licensing to DVLA on 14<sup>th</sup> July 2014 has given rise to some definitional/ classification changes as follows:

- The move of licensing functions from DVA in Northern Ireland to DVLA in Great Britain means that the registration of vehicles is on a UK wide basis. This move meant that the definition of a first registration was affected. Prior to July 2014, any vehicle relocated from GB to NI and subsequently re-registered in NI, was included in DVA registration statistics as being registered in NI for the first time. However, under a UK integrated licensing system, there are no longer first registrations which are solely referenced with respect to NI. All first registrations are now with reference to the UK as a whole i.e. a vehicle first registered in GB and subsequently used in NI is no longer counted as a NI first registration. A NI first registration is now only recorded as such if that vehicle has never previously been registered anywhere else in the UK.
- There were minor impacts around the classification and coding of different vehicle types associated with the change of administration of NI vehicle data from DVA to DVLA in July 2014 (see Table 1.11).

### *Impact of the change*

The unavoidable definitional change to NI first registrations introduced a discontinuity in the series from July 2014 onwards. The impact of migrating Northern Ireland vehicle registration and licensing to DVLA is a reduced count in the NI vehicle licensing and registration figures. Therefore comparisons of the data before and after this date should be treated with caution.

### *Guidance on using the data*

- The first registration figures presented in Tables 1.11-1.14 include both new and used vehicles, including imported vehicles, which have been registered for the first time in the United Kingdom and with a Northern Ireland registration address.
- While figures for new vehicles are directly comparable, figures for used vehicles from July 2014 onwards are not directly comparable with previous figures due to the change in definition of a first registration. Table 1.11 now presents new and used splits for each of the vehicle types included in the table. The new and used vehicle splits are not included

in Tables 1.12-1.14 due to the disproportionate effort to split the vehicle make by the new and used categorisation.

- *New vehicles* - When considering new vehicles, such registrations would account for a large proportion of their sales. So the trend in new vehicle first registrations can be taken as indicative of the trend in new vehicle sales.
- *Used vehicles* - However, the above is not the case with used vehicles where the vast majority of vehicles registered for the first time within Northern Ireland are imports. The figures therefore would not be generally reflective of all used car sales within NI given that many such sales involve cars with a previous UK registration (NI registration prior to July 2014) and these are not captured in the data.
- Government owned and non-government owned vehicles which fall into tax categories which are exempt from vehicle excise duty are included in the reported figures. However, the data no longer support the breakdown into exempt government owned and exempt non-government owned vehicles as was provided in publications prior to and including 2013-14.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.

### **Car ownership (Table 1.15)**

These data are National Statistics.

#### *Description of the data*

Northern Ireland data on percentage of households with access to a car are sourced from the Continuous Household Survey run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Figures for England are produced by DfT from their National Travel Survey which became an England only survey in 2013 (covered all GB up to 2012).

#### *Data quality assessment*

Very Good - These data are produced from government surveys which are of high quality and are currently classified as National Statistics. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year queried with the data provider.

#### *Guidance on using the data*

- Data are based on households which have access to a car or van, which is a reasonable proxy for car ownership.

*Northern Ireland* - The Continuous Household Survey questionnaire does not specifically ask about ownership of cars. The question reads "Is there a car or van normally available for use by you or any member of your household?" This means that vehicles such as company cars would be included (if available for private use by the household), where the household has access to but does not necessarily own the vehicle.

*England* – The National Travel Survey question reads "Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?" Information on cars and vans is then extracted. Company car-pool cars are excluded (as you may not use the same car each day) but company cars which are available for private use by the household are included.

- Data represent household car ownership (the percentage of households which have access to a car or van), not individual car ownership (percentage of persons who have access to a car or van).

## **Driver and vehicle testing (Chapter 2)**

### *Description of the data*

Data cover all full vehicle tests and retest appointments provided in Northern Ireland during the year. In addition, information on all persons taking car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests in Northern Ireland during the year are reported in this section. These figures are provided by DVA. Equivalent information for Great Britain is provided by the Driver and Vehicle Standards Agency (DVSA). In addition, the numbers of ordinary and vocational licences issued in Northern Ireland during the year are provided by DVA.

### *Data quality assessment*

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

## **Vehicle tests (Tables 2.1 to 2.3)**

### *Guidance on using the data*

- Data presented in Tables 2.1 and 2.2 refer to the number of full annual vehicle tests and retests provided by DVA in Northern Ireland during the year. These figures include those tests where the customers failed to attend (FTA) but which DVA had provided an appointment for.
- The full test pass rates presented in Table 2.3 are derived using data on the actual outcome of the test. Note these figures exclude FTA's. It is important to be aware that pass rates, even within the same test category, may not be directly comparable between test centres. This is due to differences in the underlying make-up of the local fleet with regard to such factors as vehicle age and miles completed. Vehicle tests are carried out at 15 test centres, although not every centre carries out the full range of vehicle tests.
- Prior to 2014-15, data presented in Tables 2.1 to 2.3 on full tests and retests completed were not directly comparable with data published by DVA as the data categories were grouped differently. From 2014-15, vehicle testing data presented in Tables 2.1 to 2.3 are in line with that published by DVA, i.e. full test and retest appointments provided and full test pass rates, and are therefore comparable.
- A description of the aggregations used in Tables 2.2 and 2.3 to combine individual test types into common categories is described in the Vehicle Test Categories table on page 113.
- For further description of the vehicle testing data, see Technical Notes on Tables 2.1 to 2.3 (page 104).

## Driving tests (Tables 2.4, 2.6, 2.8 and 2.9)

### *Change to the motorcycle driving tests data*

In this edition, motorcycle tests figures for NI and GB are now reported on the same basis, i.e. Module 1 and Module 2 tests combined. GB figures relating to 2011-12 to 2014-15, which previously referred to Module 2 tests only, have been revised accordingly.

### *Impact of the change*

Care should be taken when comparing NI and GB motorcycle tests figures in previous editions of this publication. They are not directly comparable as Great Britain supplied data for Module 2 tests only whereas Northern Ireland supplied data for both Module 1 and Module 2 tests combined.

### *Guidance on using the data*

- For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. The number of special requirements tests conducted is approximately 300 per year with the majority related to the 'L' Test Private Cars' and the 'Motorcar + Trailer over 750kgs' tests.
- Care should be taken when comparing figures in editions of this publication prior to 2014-15 as these figures, where they exclude special requirements, show an under reporting of total tests conducted. Historical totals were revised accordingly in the 2014-15 edition.
- In editions of this publication prior to 2014-15, different groupings were used. The total number of practical driving tests (adding together car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests) matched the total number of practical driving tests published by DVA. However, the separate figures for car, large goods vehicle and passenger carrying vehicle practical driving tests did not match due to slightly different groupings being used.
- Care should be taken when comparing practical driving tests figures in editions of this publication prior to 2014-15 as different groupings were used. Since the 2014-15 edition of this publication, these figures have been presented in line with DVA classifications.
- For Great Britain practical driving test data (Tables 2.4, 2.6 and 2.8), the "All persons" total includes cases where gender was not recorded.
- Driving Test Categories are detailed on page 114.
- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.
- Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 2.6, page 105). This was introduced in NI on 8<sup>th</sup> December 2008 and in GB on 27<sup>th</sup> April 2009.
- The changes mean that the motorcycle test figures before and after the change in each country are not directly comparable as the test took a different format.
- Motorcycles tests figures for NI and GB are reported on the same basis in this 2015-16 publication, i.e. Module 1 and Module 2 tests combined. GB figures relating to 2011-12 to 2014-15, which previously referred to Module 2 tests only, have been revised accordingly.
- Motorcycles tests figures for NI and GB presented in previous editions of this publication are not directly comparable. Great Britain supplied data for Module 2 tests only whereas Northern Ireland supplied data for both Module 1 and Module 2 tests combined.



- In GB in 2015-16, 55,770 Module 1 tests were conducted of which 39,787 were passed, giving a pass rate of 71%. 53,184 Module 2 tests were conducted of which 37,925 were passed, also giving a pass rate of 71%. In total, 108,954 Module 1 and Module 2 tests were conducted of which 77,712 were passed giving an overall pass rate of 71%.

## **Touch screen theory tests (Tables 2.5 and 2.7)**

### *Previous change to the theory test*

In January 2012, the theory test changed and is now made up of multiple choice questions that are no longer published in learning materials. From January 2013, the suite of theory test questions changed and these remain unpublished.

### *Impact of the change*

#### *Motorcycle theory tests*

- There seems to have been little or no impact on motorcycle theory test pass rates in Northern Ireland. There was a 2 percentage point drop in the pass rate from 76% in 2011-12 to 74% in 2012-13 but this was in line with the downward trend in previous years. From 2012-13 to 2013-14, the pass rate stayed the same at 74%. It then increased by 1 percentage point to 75% in 2014-15 and decreased by 2 percentage points to 73% in 2015-16.

#### *Car theory tests*

- Initially there was little impact on the Northern Ireland car theory test pass rate with a decrease of 2 percentage points from 61% in 2011-12 to 59% in 2012-13 but this was in line with the previous downward trend.
- However, there was a more substantial drop in the pass rate of 8 percentage points from 59% in 2012-13 to 51% in 2013-14 which may be due, in part, to the change in the suite of theory questions introduced in January 2013.
- In Great Britain, a similar decrease in the car theory test pass rate of 7 percentage points was noted from 59% in 2012-13 to 52% in 2013-14.
- 2014-15 pass rates for both Northern Ireland and Great Britain are similar to the previous year (49% and 51% respectively).
- From 2014-15 to 2015-16, pass rates for both Northern Ireland and Great Britain decreased by 2 percentage points; Northern Ireland from 49% to 47% and Great Britain from 51% to 49%.

## **Licences (Tables 2.10 and 2.11)**

### *Guidance on using the data*

- Data in Tables 2.10 and 2.11 refer to the number of licences issued during the year rather than the total number of current licences.
- In editions of this publication prior to 2014-15, Table 2.10 listed 'Full licences (Renewal)' as a category. This has since been separated into 'Expiry/ Optional renewals', 'Renewals to over 70's' and 'Medical renewals'. Also, 'Replacement licences' has since been separated into 'Name & address change', 'Replacement/ Duplicate licences' and 'Exchange licence'.
- In editions of this publication prior to 2014-15, Table 2.11 listed 'Passenger carrying vehicles (PCV)' and 'Large goods vehicles (LGV)' as categories. These have since been presented within the categories 'Provisional licences' and 'Renewal licences'. Also

'Replacement licences' has since been separated into 'Replacement/ Duplicate/ Exchange licences' and 'Name & address change'.

### **Road network (Chapter 3)**

#### *Description of the data*

Data provided are length of Northern Ireland roads maintained by TransportNI and public expenditure on Northern Ireland roads. These data are provided by TransportNI.

#### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

#### *Guidance on using the data*

- The figures only cover public roads which are maintained by TransportNI.
- Data exclude motorway slip road lengths, car parks and footpaths.
- Urban-rural data are based on road speed limits (see Technical Notes, page 106).
- For motorway road lengths by Local Government District (LGD), a close approximation of the LGD area has been used as boundaries used by TransportNI for motorway maintenance do not coincide with council boundaries.
- From 1<sup>st</sup> April 2015, 11 new LGDs took over from the previous 26 under a programme of reform. Note that with this change, Table 3.2 moved from reporting figures for 26 LGDs to figures for the 11 new LGDs.
- Details on the road expenditure data can be found in the Technical Notes on page 106.

### **Road freight and road service (buses and coaches) licences (Tables 4.1 to 4.2)**

#### *Description of the data*

Data provided are the number of road freight operator and vehicle licences issued (see section on "Change to road freight licences" overleaf) and road service (buses and coaches) operator and vehicle licences issued. These data are provided by DVA.

#### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

#### *Guidance on using the data*

- A new category of road freight licence, the Restricted licence, was introduced in July 2012 for operators using vehicles over 3,500kg who carry their own goods as part of a trade or business. Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. Total road freight licence figures from 2012-13 onwards are therefore not comparable with figures prior to 2012-13. See "Change to road freight licences data" section overleaf for details.

### *Change to road freight licences data*

- Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. These types of operators are covered by the National and International road freight licences. See Technical Notes (page 107) for licence definitions.
- From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. See Technical Notes (page 107) for licence definitions.
- Vehicle licences ceased to be issued from 30<sup>th</sup> June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator's licence.

### *Impact of the change*

- A new type of road freight licence has been introduced, the restricted licence, for operators using vehicles over 3,500kg who carry their own goods as part of a trade or business. As this type of licence was first introduced in 2012-13, there are no data in the Restricted category prior to 2012-13.
- As more people are required to obtain a road freight operator licence, the number of licences issued more than trebled from 2,134 in 2011-12 to 6,571 in 2012-13. The number of licences issued then decreased to 5,930 in 2013-14 and again to 5,739 in 2014-15. The number issued in 2015-16 (5,980) is more than 2½ times the number issued prior to the change in 2011-12 (2,134).
- As road freight vehicle licences are no longer issued, there are no data in this category after 2011-12.

### **Road freight (Tables 4.3 to 4.5)**

The National Statistics designation of these data was temporarily removed at the end of 2014 pending a re-assessment against the Code of Practice for Official Statistics. The data are currently undergoing assessment and the expectation is that National Statistics status will be reinstated around the end of 2016.

### *Description of the data*

The data presented in these tables are sourced from the Continuing Survey of Road Goods Transport (Northern Ireland) and cover freight lifted by Northern Ireland registered heavy goods vehicles. These data are supplied by DfT.

### *Data quality assessment*

Very Good – data are derived from a government survey. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

### *Guidance on using the data*

- Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years (Tables 4.3 and 4.4).
- Data refer only to freight carried by Northern Ireland registered heavy goods vehicles (over 3.5 tonnes).

- Between 2011 and 2012, a number of changes were made to how DfT road freight surveys, including the Continuing Survey of Road Goods Transport (Northern Ireland), were processed. Comparisons across years where methodological changes have occurred should be treated with caution. More information on the changes is available within the methodology note at: <https://www.gov.uk/government/publications/road-freight-domestic-and-international-statistics-guidance>

### **Air freight (Table 4.6)**

See Air Transport section on page 20.

### **Road safety (Chapter 5)**

These data are National Statistics.

#### *Description of the data*

The figures in this section relate to road traffic collisions, injuries and deaths that are reported to the police. Northern Ireland data are provided by the Police Service of Northern Ireland. Data for England, Scotland and Wales are supplied by DfT.

#### *Data quality assessment*

Very Good – The reported road casualty data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. The data are designated as National Statistics.

#### *Guidance on using the data*

- Figures include only those road traffic injury collisions that are brought to the attention of the police. They have not been checked against or supplemented by other sources. A data review carried out on Great Britain road casualty statistics found that there was an undercount of reported road casualties compared to actual numbers (as there is no legal obligation to report a road traffic collision).
- An approximation of total road casualties has been produced for Great Britain by DfT based on reported road casualties, hospital admissions from road traffic collisions and data from the National Travel Survey. This can be found in article 5 (Comparing police data on road accidents with other sources) of the Reported Road Casualties Great Britain 2008 Annual Report.
- Questions relating to road traffic collisions have been included in the Travel Survey for Northern Ireland from 2011. This may allow for a similar analysis to be carried out here in the future. However, due to sample size issues, it will be a number of years before sufficient information becomes available with which to inform robust estimates.
- Irrespective of whether NI has a similar undercounting issue or not, the reported data still represent the single best source of information on vehicles involved in road traffic injury collisions. There are not believed to be any under reporting issues with data relating to fatalities.
- Whatever the level of reporting to the PSNI, assuming that this is reasonably constant over time, still allows the data to be used to measure trends, report on targets, highlight “accident blackspots”, evaluate interventions and policy impacts, etc.

- Note that the data from England, Scotland and Wales that appear in this publication also include only road traffic injury collisions that are brought to the attention of the police.

#### *Tables 5.4 to 5.6*

- Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

## **Public transport (Chapter 6)**

### *Description of the data*

The figures in this section are on all journeys taken during the year on Ulsterbus, Metro and NI Railways services. The data are supplied by Translink.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

### *Guidance on using the data*

- The fleet numbers refer to active fleet i.e. they include “normal” and “special” fleet (main service and others), but do not include reserve fleet.
- 2012-13 covers a 53 week period and the 2012-13 bus miles/ kilometres, rail passenger miles/ kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods. A small amount of any increase in bus miles/ kilometres, rail passenger miles/ kilometres and receipts from 2011-12 to 2012-13 may be attributed to the extra week.
- The average age of the bus fleet in Table 6.1 can go down from one year to the next if new stock is purchased during the year.
- It should be noted that a large proportion of Ulsterbus passenger journeys are taken by school pupils and therefore changes in the Ulsterbus trend will partly be driven by pupil numbers.
- There was a fare increase in April 2012, May 2013 and February 2015 on Metro, Ulsterbus and NI Rail services.
- Public bus and rail fares will not be increased in 2016.
- The rail timetable issued in January 2013 increased the frequency of a number of services e.g. Derry~Londonderry trains now run hourly.
- Additional buses were put on to assist with scheduled services and to cover additional services for some Derry~Londonderry City of Culture events in 2013.
- The Derry~Londonderry to Coleraine railway line reopened at the end of March 2013. It had been closed for major engineering works since July 2012.
- Due to strike action Translink did not operate any scheduled bus or train services on Friday 13<sup>th</sup> March 2015.

### *Change to NI Rail passenger journeys and miles data*

- Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The number of journeys taken using weekly, monthly and annual rail tickets are

not electronically recorded and are therefore estimated using journey factors. These journey factors were reviewed and revised down.

- There was also a revision and update of the commuter mileage calculations from April 2013 onwards which only affects the passenger miles data.

#### *Impact of the change*

- Figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.
- The table below compares the figures calculated using the old journey factors and those calculated using the new journey factors and, for passenger miles, commuter mileage changes. Please note that since April 2014 only the new journey factors have been used to calculate these figures.

	<b>2013-14</b>
<b>Passenger journeys (weekly average)</b>	
Old journey factors	0.25
New journey factors	0.24
<i>Percentage difference</i>	<b>-4</b>
<b>Passenger miles (weekly average)</b>	
Old journey factors	4.74
New journey factors *	4.56
<i>Percentage difference</i>	<b>-4</b>

\* Including commuter mileage changes.

- For passenger journeys (where the only change has been the new journey factors), there has been a reduction of 4% during 2013-14 in the weekly average passenger journeys, comparing the data calculated using the old journey factors with the data calculated using the new journey factors. This would be expected given that the journey factor has been reduced.
- For passenger miles (where commuter mileage calculations have been revised and updated as well as the application of new journey factors), there has been a reduction of 4% during 2013-14 in the weekly average passenger miles, comparing the data calculated using the old journey factors with the data calculated using the new journey factors.

### **Air transport (Tables 7.1 to 7.4, Table 7.6, Table 4.6)**

#### *Description of the data*

These data cover scheduled and charter aircraft movements and terminal passenger numbers at Northern Ireland airports. The data are owned by the Civil Aviation Authority.

#### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an

integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

#### *Guidance on using the data*

- Definitions of the terms used in the tables are given in the Technical Notes (page 108). In general, the data refer to both inward and outward flights.
- Routes which have been discontinued and have therefore no flights or passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.
- Freight handled by Northern Ireland airports (Table 4.6) includes air freight carried into and out of the airports. Mail is not included.

### **Scheduled flights from NI airports (Table 7.5)**

#### *Description of the data*

The figures in this table are a snapshot at the point of time when the data are provided (May to August 2016) of the number of scheduled direct weekly flights from each of the Northern Ireland airports. The data are supplied by Belfast International airport, George Best Belfast City airport and City of Derry airport.

#### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year queried with the data provider.

#### *Guidance on using the data*

- Data were provided by City of Derry airport in May, George Best Belfast City airport in July and Belfast International airport in August.
- Comparison from year to year can be difficult due to the nature of the data. Airlines are constantly reviewing their flights and can discontinue routes or establish new routes.
- Routes which have been discontinued and have therefore no flights in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.

### **Transport related employment/ Method of travel to work (Tables 8.1 to 8.4)**

These data are National Statistics.

#### *Description of the data*

Employees in transport related employment are sourced from the Quarterly Employment Survey. Method of travel to work data come from the Labour Force Survey. The figures are supplied by the Department of Finance (Economic and Labour Market Statistics Branch).

#### *Data quality assessment*

Very Good - These data are produced from government surveys which are of high quality and have maintained their National Statistics classification following an independent assessment by the UK Statistics Authority. In addition, variance checks are employed as an

integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

#### *Guidance on using the data*

- Numbers reported by the surveys have been grossed up to estimate the number of the Northern Ireland population in each category.
- Data on method of travel to work are only collected for one quarter of survey year (October to December) by the Labour Force Survey. As such they are reflective of travel during the October to December quarter rather than the whole year. Trend data can be compared as the data are recorded at the same time period each year. Due to sample size restrictions, only the numbers/ percentages taking the most popular modes of transport to work can be reported for Northern Ireland.
- Data in Tables 8.1 and 8.2 are not comparable with data in editions of this publication prior to 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for these tables. In publications prior to 2011-12, SIC 2003 was used.

### **Car parks (Table 8.5)**

#### *Description of the data*

Data in Table 8.5 refer to the number of fee paying and free car parks and spaces in each council in Northern Ireland.

#### *Data quality assessment*

Very Good – data were collated from each of the 11 councils in Northern Ireland to represent the situation at 31<sup>st</sup> March 2016. Any large discrepancies between current and previous year were queried with the data provider.

#### *Guidance on using the data*

- These data only include car parks/ spaces managed by councils. As such they do not include, for example, employee car parks provided by private companies/ public bodies, supermarket car parks, etc.

#### *Change to car parking data*

In the previous edition of this publication (2014-15), figures on the number of fee paying and free car parks and spaces in each Local Government District (LGD) were sourced from TransportNI. On 1<sup>st</sup> April 2015, 11 new councils took over from the previous 26 LGD's under a programme of local government reform and from this date, responsibility for off-street car parks transferred from TransportNI to the 11 councils. Therefore, data presented in table 8.5 have been sourced from Northern Ireland councils for the first time.

#### *Impact of the change*

The information presented in this publication is comparable with that published in the previous 2014-15 edition. Note however that it is not directly comparable with editions prior to 2014-15 in which the figures are broken down by the historical 26 LGD's and the categories of information are different. Therefore, care should be taken when comparing figures taken from editions of this publication prior to 2014-15.



## Sea rescues (Table 8.6)

### *Description of the data*

These data cover HM Coastguard information on rescues carried out at sea provided by the Belfast Marine Rescue Co-ordination Centre (MRCC) of the Maritime and Coastguard Agency.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

### *Guidance on using the data*

- Due to the nature of the data, large increases and decreases can occur when comparing data with previous years, for example, if there has been a large sea rescue incident during the year.
- Belfast MRCC's area of operation increased substantially on 19<sup>th</sup> December 2012. This means that data prior to 2013 are not comparable to data from 2013 onwards (see "Change to sea rescues data" section below).

### *Change to sea rescues data*

- Clyde MRCC closed on 18<sup>th</sup> December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19<sup>th</sup> December 2012, this area of operation is included in the figures in the table.

### *Impact of the change*

- Comparing 2013 to 2012 (change in place for last 2 weeks of 2012)
  - The "All search and rescue operations" total nearly doubled (804 in 2012, 1,540 in 2013). The "All persons involved in incidents" total increased by 45% from 1,252 in 2012 to 1,819 in 2013.
- Comparing 2014 to 2012 (change in place for last 2 weeks of 2012)
  - The "All search and rescue operations" total increased by 69% from 804 in 2012 to 1,361 in 2014. The "All persons involved in incidents" total increased by 85% from 1,252 in 2012 to 2,321 in 2014.
- Comparing 2015 to 2012 (change in place for last 2 weeks of 2012)
  - The "All search and rescue operations" total increased by 74% from 804 in 2012 to 1,399 in 2015. The "All persons involved in incidents" total increased by 19% from 1,252 in 2012 to 1,491 in 2015.
- Therefore, the overall impact of the increase in Belfast MRCC's area of operation has been that the number of search and rescue operations carried out and the number of persons involved in these incidents has largely increased.

## Sea passengers (Table 8.7)

Maritime Statistics is a National Statistics publication.

### *Description of the data*

These data relate to domestic sea passenger movements between Northern Ireland and Great Britain ports, including the Isle of Man. The data are derived from the Maritime Statistics compendium produced by DfT.

### *Data quality assessment*

Very Good – data for the publication are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. Data for the Maritime Statistics publication are produced to National Statistics standards.

### *Guidance on using the data*

- Routes which have been discontinued and therefore have no passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.

## **Local ferry passengers (Table 8.8)**

### *Description of the data*

These data cover the number of journeys taken by people using the Rathlin Island and Strangford Lough ferry services. Information on the Rathlin Island ferry is provided by Public Transport Services Division within DfI and information on the Strangford Lough ferry is provided by TransportNI within DfI.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

### *Guidance on using the data*

- 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.
- Figures in this table refer to 2011 calendar year and 2012-13 to 2015-16 financial years for both Rathlin Island Ferry and Strangford Lough Ferry.

## **Concessionary travel passes (SmartPasses) (Table 9.1)**

### *Description of the data*

Data on the number of concessionary travel passes (SmartPasses) held at 31<sup>st</sup> March and used at least once during the financial year have been supplied by Translink.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an

integral part of the production process with large discrepancies between current and previous year queried with the data provider.

#### *Guidance on using the data*

- SmartPasses held/ used by older people includes holders/ users of the 60+ SmartPass or Senior (65+) SmartPass.
- SmartPasses held/ used by people with a disability includes holders/ users of the Registered Blind SmartPass, the War Disablement SmartPass or any of the Half Fare SmartPasses.
- The uptake of SmartPasses by eligible older population has been calculated as the number of SmartPasses held by older people divided by the number of persons aged 60 and over according to the NISRA mid-year population estimates for the appropriate year i.e. for 2015-16, the population estimates for mid 2015 were used. Similarly, the usage of SmartPasses by eligible older population has been calculated as the number of SmartPasses used by older people divided by the number of persons aged 60 and over.
- This table has been extended to include, for the first time, data on the number of SmartPasses used at least once during the financial year and the usage of SmartPasses by the eligible older population. The intention is that these data will continue to be included in future editions.

### **Blue Badges (Table 9.2)**

#### *Description of the data*

These data refer to the number of Blue Badges held by both individuals and organisations at 31<sup>st</sup> March each year. These data are extracted from the internal Blue Badge database hosted by DfI in a SQL 2012 environment and provided by TransportNI.

#### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks.

#### *Guidance on using the data*

- The Blue Badge Scheme is an important service for people with severe mobility problems that enables badge holders to park close to where they need to go. The scheme operates throughout the UK, and is administered in Northern Ireland by TransportNI.
- The concessions apply to on-street parking and include free use of parking meters and pay-and-display bays. Badge holders may also be exempt from limits on parking times imposed on others and can park for up to three hours on single and double yellow lines so long as they are not causing an obstruction (except where there is a ban on loading or unloading or other restrictions). While the scheme operates throughout the UK, there are small variations in its application in Northern Ireland.
- This is the first time that data on the Blue Badge scheme have been included in the NI Transport Statistics publication. The intention is that these data will continue to be included in future editions.
- Details on the qualifying criteria for a Blue Badge can be found in the Technical Notes on page 110.

## **Buses and coaches used as Public Service Vehicles (Table 9.3)**

### *Description of the data*

Data on the number of buses and coaches used as Public Service Vehicles at 31<sup>st</sup> March have been supplied by Translink.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

### *Changes to Public Service Vehicles data*

- In the previous edition of this publication, data were presented in Table 9.2 on the number of disability accessible (non wheelchair accessible) and low floor (wheelchair accessible) buses used as Public Service Vehicles in Northern Ireland. In this edition, data are presented in Table 9.4 on the number of low floor buses (wheelchair accessible), coaches (wheelchair accessible) and coaches (non wheelchair accessible) based on compliance with the Public Service Vehicle Accessibility Regulations (NI) 2003 (PSVAR NI).
- Data are presented in this new format for the previous three years from 2013-14 to 2015-16.

### *Impact of the change*

- Figures are not directly comparable with those presented in previous editions of this report as the categories are different.

### *Guidance on using the data*

- Figures are based on compliance with Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI). Further information can be found in the Technical Notes on page 111.

## **Railway carriages used as Public Service Vehicles (Table 9.4)**

### *Description of the data*

Data on the number of railway carriages used as Public Service Vehicles at 31<sup>st</sup> March have been supplied by Translink.

### *Data quality assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks.

### *Guidance on using the data*

- This is the first time that data on railway carriages used as Public Service Vehicles have been included in the NI Transport Statistics publication. The intention is that these data will continue to be included in future editions.
- Data are presented for the previous three years from 2013-14 to 2015-16.

- Figures are based on compliance with the Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014) and the Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI). Further information can be found in the Technical Notes on page 111.

## **Mobility difficulties (Tables 9.5 to 9.7)**

### *Description of the data*

The data on persons aged 16 and over with or without a mobility difficulty and travel by mobility status and journey purpose/ mode of travel are produced from the Travel Survey for Northern Ireland (TSNI). The survey is run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. The analysis is produced by ASRB in DfI.

### *Data quality assessment*

Very Good - These data are produced from a government survey which is of high quality. The standard reports from this survey (TSNI Headline Report and TSNI In-depth Report) are classified as National Statistics. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year investigated.

### *Guidance on using the data*

- The definition of having a mobility difficulty is based on persons aged 16 and over who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified as having no mobility difficulty.
- Further information on the TSNI and definitions can be found in the TSNI reports (see Associated Publications section on page 115 for details).

## Summary of changes since previous publication

### *Change:*

*See details  
on page:*

Tables 1.1 to 1.10 - For 2015 data, the categorisation of taxation groups for Northern Ireland is based on the classification used for Great Britain by DfT i.e. Private Light Goods include taxation classes 10, 11, 23, 36, 39, 48, 49, 53 and 59. This means that the 2015 data for Northern Ireland are comparable with that for Great Britain. For data prior to 2015, the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

9

Table 1.3b – Data are presented for the first time on the number of Ultra-low emission vehicles (ULEV's) licensed in Northern Ireland and of these, the number of plug-in cars, vans and quadricycles by location of registered keeper.

10

Table 2.6 - Motorcycles tests figures for NI and GB are reported on the same basis in this edition of the publication, i.e. Module 1 and Module 2 tests combined. GB figures relating to 2011-12 to 2014-15, which previously referred to Module 2 tests only, have been revised accordingly.

14

Table 8.5 - Figures are presented on the number of fee paying and free car parks and spaces in each NI council. These have been sourced from councils for the first time as a result of responsibility for off-street car parks transferring from TransportNI to the 11 new councils on 1<sup>st</sup> April 2015.

22

Table 9.1 – This table has been extended to include, for the first time, data on the number of SmartPasses used at least once during the financial year and the usage of SmartPasses by the eligible older population.

24

Table 9.2 – Data are presented for the first time on the number of valid blue badges held by category of entitlement i.e. without further assessment, subject to further assessment and by organisations.

25

Tables 9.3 - Data are presented on the number of buses and coaches used as Public Service Vehicles. This replaces information presented in Table 9.2 of the 2014-15 edition of NI Transport Statistics on the number of disability accessible or low floor buses used as Public Service Vehicles.

26

Table 9.4 - Data are presented for the first time on the number of railway carriages used as Public Service Vehicles.

26

## Chapter 1: Vehicle Registrations

*Vehicles licensed by taxation group: 2011-2015*

*UK indices (2005=100) of licensed vehicle stock: 2005-2015*

*Vehicles licensed by taxation class and fuel type: 2015*

*Ultra-low emission vehicles (ULEV's) licensed in Northern Ireland: 2016*

*Private Light Goods vehicles licensed by number of years registered, NI/GB comparison: 2015*

*Private Light Goods vehicles licensed in NI by number of years registered: 2011-2015*

*Private Light Goods vehicles licensed by engine capacity and fuel type: 2011-2015*

*Vehicles licensed by body type: 2011-2015*

*Vehicles licensed by body code: 2015*

*Private Light Goods vehicles licensed in NI by make and model: 2015*

*Twenty most popular Private Light Goods vehicles in NI: 2015*

*Motor vehicles registered for the first time in NI by vehicle type: 2011-2015*

*Private cars registered for the first time in NI by make: 2015*

*Light Goods vehicles registered for the first time in NI by make: 2015*

*Heavy Goods vehicles registered for the first time in NI by make: 2015*

*Car ownership levels in NI and England: 2011-12 to 2015-16*

*Private Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2011-2015*

At 31 December 2015, 1,103,082 vehicles were licensed in NI, of which 85% were Private Light Goods vehicles.

At 31 December 2015, 60% of all licensed vehicles in NI were fuelled by diesel.

During 2015-16, 79% of households in Northern Ireland had access to a car or van, compared to 75% of households in England.

### Data in Chapter 1 from National Statistics sources:

(see User Information section (page 8) for definition)

Table 1.15 Car ownership levels in NI and England

### Symbols and Conventions:

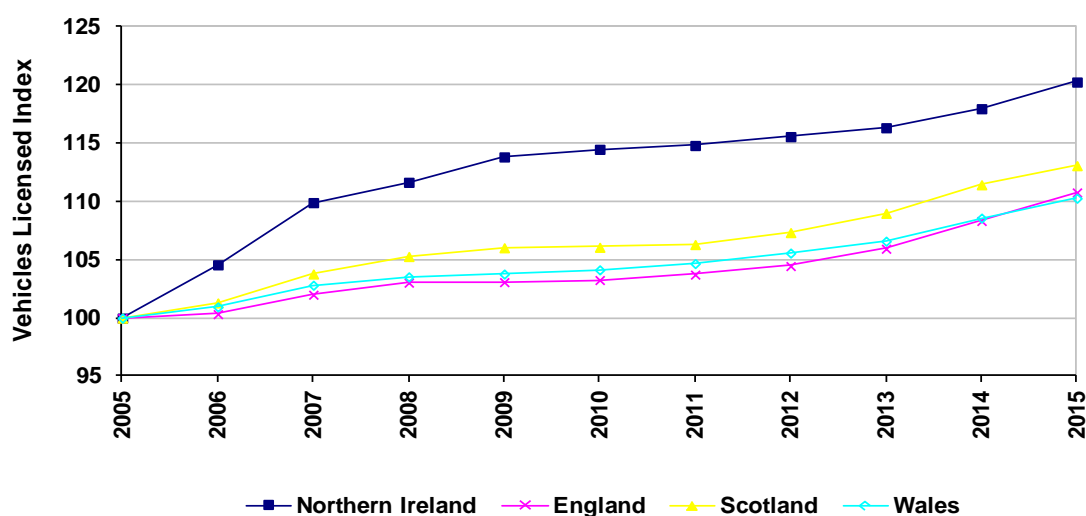
p Data are provisional

r Data have been revised from previous publication

# 1 Vehicle Registrations

1.1 At 31 December 2015, there were 1,103,082 vehicles licensed in Northern Ireland, an increase of 2% from last year (1,081,727) and an increase of 5% since 2011 (1,053,338). 85% were Private Light Goods (PLG) vehicles and 8% were exempt from duty. Over the period 2005 to 2015, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 20% in Northern Ireland, compared with 13% in Scotland, 11% in England and 10% in Wales. (Tables 1.1 & 1.2, Figure 1.1).

**Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2005 to 2015 (2005=100)**



1.2 At 31 December 2015, 60% of all licensed vehicles were fuelled by diesel, 40% by petrol and less than 1% by other types of fuel (Table 1.3).

1.3 At 31 December 2015, the average age of a currently licensed PLG vehicle in Northern Ireland was 7.8 years, the same as in Great Britain (7.8 years) (Table 1.4).

1.4 Of the 1,103,082 vehicles licensed at 31 December 2015, 83% were cars, 11% goods vehicles, 2% motorcycles and 2% agricultural vehicles (Table 1.7).

1.5 During 2015, 70,529 vehicles were registered for the first time in Northern Ireland representing a 27% decrease from 2014 (96,893). Of these 70,529 vehicles, 82% were new cars and 2% were used cars (Table 1.11).

1.6 Of the 58,874 cars registered for the first time during 2015, Ford was the most popular make (13%), followed by Volkswagen (10%) and Vauxhall (9%) (Table 1.12).

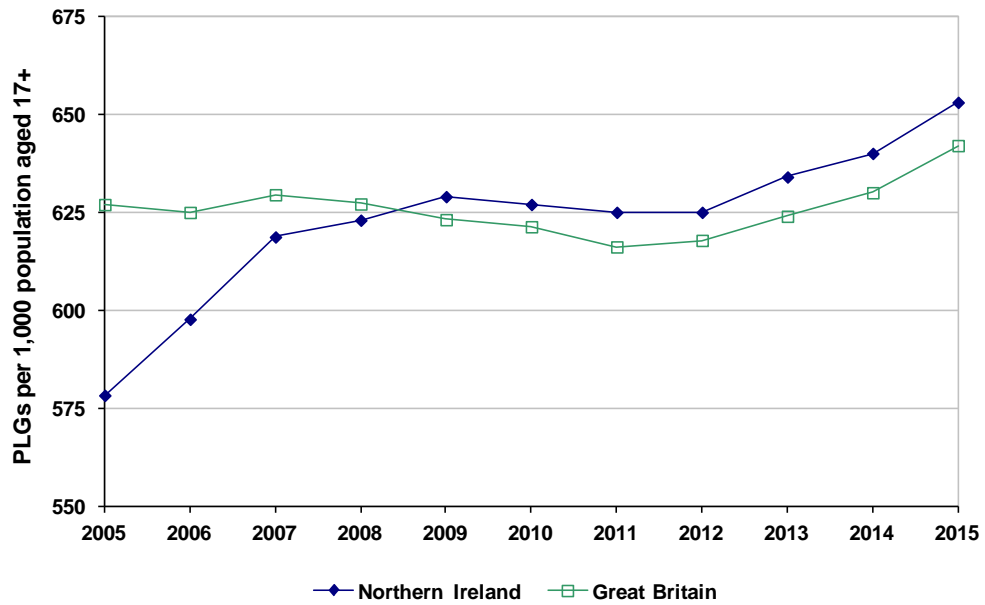
1.7 During 2015-16, 79% of households in Northern Ireland had access to a car or van, an increase of one percentage point since 2011-12 (78%). In England, 75% of households had access to a car or van in 2015, the same as in 2011 (75%) (Table 1.15).

1.8 In 2015, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 653, an increase of 4% since 2011 (625). Over the same time period, there has also been an increase of 4% in Great Britain (616 in 2011, 642 in 2015).



Since 2009, Northern Ireland has consistently had more PLG vehicles per 1,000 population aged 17+ than Great Britain (Table 1.16, Figure 1.2).

**Figure 1.2: PLG vehicles per 1,000 population aged 17+, NI/GB comparison: 2005 to 2015**



**Table 1.1 Vehicles licensed by taxation group: 2011-2015<sup>1</sup>**

Taxation Group (Taxation Classes)	Number at 31 December									
	2011		2012		2013		2014		2015	
	Number	%	Number	%	Number	%	Number	%	Number	%
Private Light Goods (10, 11, 23, 36, 39, 48, 49, 53, 59)	879,787	83.5	885,976	83.6	901,357	84.5	916,598	84.7	941,330	85.3
Motorcycles, Scooters & Mopeds (17, 18, 93)	25,196	2.4	23,560	2.2	22,745	2.1	22,151	2.0	20,848	1.9
General (HGV) Goods (1, 2, 45, 46)	23,084	2.2	22,114	2.1	22,052	2.1	21,868	2.0	20,065	1.8
Bus (34, 38)	3,015	0.3	3,094	0.3	3,315	0.3	3,262	0.3	3,283	0.3
Agricultural/Tractors (40 & 44)	18,555	1.8	19,775	1.9	20,784	1.9	21,963	2.0	22,338	2.0
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82, 91, 92)	2,159	0.2	2,154	0.2	2,200	0.2	2,426	0.2	2,579	0.2
Crown (60)	7,646	0.7	7,862	0.7	1,936	0.2	1,855	0.2	1,848	0.2
Exempt (>60 except 79, 81, 82, 91, 92, 93)	93,896	8.9	95,793	9.0	92,115	8.6	91,604	8.5	90,791	8.2
<b>All Vehicles</b>	<b>1,053,338</b>	<b>100.0</b>	<b>1,060,328</b>	<b>100.0</b>	<b>1,066,504</b>	<b>100.0</b>	<b>1,081,727</b>	<b>100.0</b>	<b>1,103,082</b>	<b>100.0</b>

Source: Driver and Vehicle Agency (DVA)

<sup>1</sup> 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

**Table 1.2 UK indices (2005=100) of licensed vehicle stock: 2005-2015**

Year	England		Scotland		Wales		NI	
	Index	Index	Index	Index	Index	Index	Index	
2005	28,022	100.0	2,531	100.0	1,664	100.0	917	100.0
2006	28,118	100.3	2,564	101.3	1,680	101.0	959	104.6
2007	28,585	102.0	2,627	103.8	1,711	102.8	1,008	109.9
2008	28,875	103.0	2,665	105.3	1,723	103.5	1,024	111.7
2009	28,888	103.1	2,684	106.0	1,727	103.8	1,044	113.8
2010	28,939	103.3	2,685	106.1	1,733	104.1	1,050	114.5
2011	29,069	103.7	2,691	106.3	1,742	104.7	1,053	114.8
2012	29,275	104.5	2,717	107.3	1,757	105.6	1,060	115.6
2013	29,692	106.0	2,759	109.0	1,774	106.6	1,067	116.4
2014	30,361	108.3	2,821	111.5	1,807	108.6	1,082	118.0
2015	31,047	110.8	2,863	113.1	1,836	110.3	1,103	120.3

Sources: NI - DVA; GB - Department for Transport (DfT)

**Table 1.3a Vehicles licensed by taxation class and fuel type: 2015**

Number at 31 December

Code	Taxation Class <sup>1</sup>	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	39	19,147	1	19,187
2	Trailer HGV	1	326	0	327
10	Private/Heavy Goods	19	1,377	2	1,398
11	Private/Light Goods (PLG)	33,234	29,540	115	62,889
14	Special vehicle	8	1,192	12	1,212
15	Special trailer	0	1	0	1
17	Bicycle	20,834	14	0	20,848
19	Electric motorcycle	0	0	3	3
23	HGV CT	2	346	0	348
34	Bus	5	3,270	0	3,275
36	Euro 4 Light	9	2,675	5	2,689
37	Steam vehicle	0	0	7	7
38	RPV bus	0	8	0	8
39	LGV	190	82,575	50	82,815
40	Agricultural machine	449	21,715	0	22,164
44	Mowing machine	1	173	0	174
45	RPV HGV	1	542	0	543
46	RPV trailer HGV	0	8	0	8
47	Recovery vehicle	3	382	1	386
48	Petrol car	352,762	0	0	352,762
49	Diesel car	2	435,478	0	435,480
50	Tricycle	217	2	1	220
53	RPV HGV CT	0	31	0	31
55	General haulage	0	4	0	4
56	RPV general	0	0	0	0
57	Special types	0	124	0	124
58	RPV special types	0	1	0	1
59	Alternative fuel	0	0	2,918	2,918
60	Crown vehicle	43	1,804	1	1,848
61	Not licensed	57	100	2	159
65	Ambulance	4	440	0	444
66	Fire engine	6	94	0	100
70	Exempt (No licence)	0	0	0	0
71	Fire service	1	291	0	292
72	Lifeboat haulage	0	2	0	2
76	Police	444	1,109	2	1,555
77	Limited use	414	3,256	2	3,672
78	Disabled	28,473	46,110	450	75,033
79	Electric	0	0	569	569
81	Gritting vehicle	0	52	0	52
82	Snow plough	0	0	0	0
85	Disabled passenger	23	489	0	512
87	Health service vehicle	9	1,137	0	1,146
88	Historic vehicle	5,202	2,668	6	7,876
90*	Exempt (Nil licence)	0	0	0	0
91	Personal export private	0	0	0	0
92	Direct export private	0	0	0	0
93	D or P export bicycle	0	0	0	0
	<b>All Taxation Classes</b>	<b>442,452</b>	<b>656,483</b>	<b>4,147</b>	<b>1,103,082</b>

Source: DVA

\* Also includes 'Unclassified' taxation class i.e. codes 89 and 90.

**Table 1.3b Ultra-low emission vehicles (ULEV's)<sup>1</sup> licensed in Northern Ireland: 2016<sup>P</sup>**

Number at 31 March	
<b>(a) By vehicle type</b>	
Plug-in-Grant Eligible Cars <sup>2</sup>	902
Plug-in-Non Grant Eligible Cars	1
Non Plug-in Cars	3
Quadricycles	10
Motor cycles and tricycles	3
Plug-in Grant Eligible Vans <sup>2</sup>	56
Plug-in Non Grant Eligible Vans	1
Non Plug-in Vans	5
Heavy goods	2
Buses and coaches	0
Other vehicles	14
<b>All ULEV</b>	<b>997</b>
<b>(b) All plug-in cars, vans and quadricycles<sup>3</sup></b>	
<b>by location of registered keeper<sup>4</sup></b>	
Antrim	26
Ards	35
Armagh	18
Ballymena	30
Ballymoney	14
Banbridge	20
Belfast	231
Carrickfergus	19
Castlereagh	16
Coleraine	26
Cookstown	10
Craigavon	65
Derry	46
Down	34
Dungannon	19
Fermanagh	24
Larne	16
Limavady	9
Lisburn	59
Magherafelt	16
Moyle	7
Newry and Mourne	18
Newtownabbey	120
North Down	42
Omagh	24
Strabane	10
Unknown	16
<b>All locations</b>	<b>970</b>

Source: DfT

- 1 DfT uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. All vehicles with fully electric powertrains, and cars and vans with tail-pipe emissions below 75g/km of CO<sub>2</sub> have been included.
- 2 Section (a) of the table includes all vehicles of models that are eligible for the Plug-in Car and Van grants at 9<sup>th</sup> June 2016. The data may be changed retrospectively as models are added to the eligible list.
- 3 Section (b) of the table includes all models of cars, vans and quadricycles identified as being fully electric or plug in hybrid. Most but not all of these models are eligible for the Department for Transport Plug-in Car or Van Grants. For more details, see: <https://www.gov.uk/plug-in-car-van-grants/eligibility>
- 4 The location of the registered keeper is based on the contact address held by DVLA and does not necessarily reflect where the vehicle is kept.

**Table 1.4 Private Light Goods vehicles licensed by number of years registered, NI/GB comparison: 2015<sup>1, 2, 3</sup>**

Registered less than (years)	Number at 31 December			
	Northern Ireland		Great Britain	
	Number	%	Number	%
1	52,643	5.6	2,598,386	8.0
2	112,712	12.0	5,005,632	15.4
3	170,906	18.2	7,181,206	22.1
4	230,848	24.5	9,185,991	28.3
5	292,729	31.1	11,138,262	34.3
6	355,928	37.8	13,133,776	40.4
7	414,178	44.0	15,056,087	46.3
8	481,242	51.1	17,123,267	52.7
9	562,430	59.7	19,437,331	59.8
10	636,385	67.6	21,609,905	66.5
11	705,096	74.9	23,720,545	73.0
12	766,981	81.5	25,762,612	79.3
13	819,689	87.1	27,587,815	84.9
14	861,772	91.5	29,122,430	89.6
15	890,722	94.6	30,240,817	93.0
<b>All Private Light Goods</b>	<b>941,330</b>	<b>100.0</b>	<b>32,508,465</b>	<b>100.0</b>
<b>Average age of vehicles (years)<sup>4</sup></b>	<b>7.8</b>		<b>7.8</b>	

Sources: NI - DVA; GB - DfT

1 Excludes electric cars.

2 For 2015 data, the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e.

Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

3 The date of first registration relates to the UK for both Northern Ireland and Great Britain data (See User Information on page 9).

4 The age of vehicle is determined by using the date of first registration of the vehicle. While there is a known lag between the vehicle being manufactured and the date of registration, DVA believe that the date of registration provides a reliable point from which a proxy age of vehicle can be calculated (See User Information on page 9).

**Table 1.5 Private Light Goods vehicles licensed in NI by number of years registered: 2011-2015<sup>1</sup>**

Registered less than (years)	Number (Thousands) at 31 December									
	2011		2012		2013*		2014		2015	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	72	8.2	75	8.4	:	:	54	5.9	53	5.6
2	146	16.6	142	16.1	:	:	109	11.9	113	12.0
3	220	25.0	213	24.0	:	:	162	17.7	171	18.2
4	300	34.1	285	32.1	:	:	220	24.0	231	24.5
5	393	44.6	361	40.7	:	:	282	30.8	293	31.1
6	474	53.9	449	50.7	:	:	341	37.2	356	37.8
7	547	62.1	527	59.5	:	:	409	44.6	414	44.0
8	613	69.7	596	67.2	:	:	492	53.7	481	51.1
9	674	76.6	658	74.2	:	:	569	62.1	562	59.7
10	728	82.8	714	80.6	:	:	642	70.0	636	67.6
11	774	88.0	764	86.2	:	:	709	77.4	705	74.9
12	810	92.1	804	90.8	:	:	768	83.8	767	81.5
13	836	95.0	834	94.1	:	:	817	89.2	820	87.1
14	853	97.0	854	96.4	:	:	853	93.1	862	91.5
15	864	98.2	867	97.8	:	:	876	95.6	891	94.6
<b>All Private Light Goods Vehicles</b>	<b>880</b>	<b>100.0</b>	<b>886</b>	<b>100.0</b>	<b>:</b>	<b>:</b>	<b>917</b>	<b>100.0</b>	<b>941,330</b>	<b>100.0</b>

Source: DVA

1 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

\* Relevant data not available for 2013. See User Information section in 2013-14 edition of NI Transport Statistics.

**Table 1.6 Private Light Goods vehicles licensed by engine capacity and fuel type: 2011-2015<sup>1</sup>**

Engine capacity	Number at 31 December									
	2011		2012		2013*		2014		2015	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	26	0.0	1	0.0	:	:	0	0.0	122	0.0
Up to 1000cc	28,863	3.3	30,176	3.4	:	:	36,561	4.0	40,786	4.3
1001-1500cc	250,209	28.4	251,997	28.4	:	:	256,624	28.0	261,389	27.8
1501-2000cc	451,613	51.3	456,355	51.5	:	:	473,802	51.7	484,138	51.4
Over 2000cc	149,076	16.9	147,447	16.6	:	:	149,611	16.3	154,895	16.5
<b>All Private Light Goods Vehicles</b>	<b>879,787</b>	<b>100.0</b>	<b>885,976</b>	<b>100.0</b>	<b>901,357</b>	<b>100.0</b>	<b>916,598</b>	<b>100.0</b>	<b>941,330</b>	<b>100.0</b>
Petrol	400,632	45.5	395,277	44.6	392,409	43.5	387,883	42.3	386,218	41.0
Diesel	477,735	54.3	488,950	55.2	506,774	56.2	526,138	57.4	552,022	58.6
Other	1,420	0.2	1,749	0.2	2,174	0.2	2,577	0.3	3,090	0.3

Source: DVA

<sup>1</sup> 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

\* Data for engine capacity not available for 2013. See User Information section in 2013-14 edition of NI Transport Statistics.

**Table 1.7 Vehicles licensed by body type: 2011-2015**

Body type	Number at 31 December									
	2011		2012		2013		2014		2015	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	870,439	82.6	877,586	82.8	890,484	83.5	901,779	83.4	920,407	83.4
Taxi	670	0.1	610	0.1	579	0.1	556	0.1	550	0.0
Motorcycle	28,536	2.7	26,998	2.5	24,345	2.3	24,044	2.2	22,301	2.0
Tricycle	252	0.0	255	0.0	241	0.0	267	0.0	247	0.0
Light Goods Vehicle*	96,117	9.1	97,087	9.2	:	:	98,333	9.1	102,458	9.3
Heavy Goods Vehicle*	23,352	2.2	22,384	2.1	:	:	22,841	2.1	22,850	2.1
<b>All Goods Vehicles</b>	<b>119,469</b>	<b>11.3</b>	<b>119,471</b>	<b>11.3</b>	<b>117,498</b>	<b>11.0</b>	<b>121,174</b>	<b>11.2</b>	<b>125,308</b>	<b>11.4</b>
Bus/Coach	5,861	0.6	5,835	0.6	5,731	0.5	5,589	0.5	5,524	0.5
Agricultural Vehicle	21,896	2.1	23,169	2.2	22,411	2.1	24,268	2.2	24,591	2.2
Other	6,215	0.6	6,404	0.6	5,215	0.5	4,050	0.4	4,154	0.4
<b>All body types</b>	<b>1,053,338</b>	<b>100.0</b>	<b>1,060,328</b>	<b>100.0</b>	<b>1,066,504</b>	<b>100.0</b>	<b>1,081,727</b>	<b>100.0</b>	<b>1,103,082</b>	<b>100.0</b>

Source: DVA

\* Data not available for 2013 to split 'All Goods Vehicles' category into 'Light Goods Vehicles' and 'Heavy Goods Vehicles'. See User Information section in 2013-14 edition of NI Transport Statistics.

**Table 1.8 Vehicles licensed by body code: 2015**

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	1,597	51	Front dumper	102
2	4 door saloon	124,678	52	Skip loader	311
3	Saloon	5,760	53	Special mobile unit	35
4	Convertible	13,904	54	Light 4 by 4 utilities	8,257
5	Coupe	28,380	55	Airport support unit	9
6	Estate	126,182	56	Single decker bus/coach	1,894
7	Taxi	550	57	Double decker bus/coach	436
8	Invalid vehicle	255	58	Standee bus	2
9	Tricycle	244	59	Half decker bus/coach	29
10	Goods tricycle	3	60	Minibus	3,163
11	Hearse	163	61	Curtain sided	1,286
12	Limousine	213	62	Tourer	151
13	3 door hatchback	145,523	63	Agricultural tractor	22,631
14	5 door hatchback	403,715	64	Combine harvester	138
15	Moped	29	65	Root crop harvester	6
16	Scooter	1,418	66	Forage harvester	125
17	Scooter combination	27	68	Sprayer	11
18	Motorcycle	20,041	69	Viner/Picker	2
19	M/C combination	10	70	Agricultural machine	1,488
20	PCV	6	71	Mowing machine	190
21	Sports	1,669	72	Moped	776
22	Panel van	59,735	73	Road surfer	25
23	Box van	4,899	74	Road testing	6
24	Car derived van	13,145	75	Tractor	1,839
25	Light van	98	76	Ambulance	454
26	Pickup	9,847	77	Fire engine	201
27	Motor home/ Caravan	3,468	78	Bull dozer	2
28	Van/Side windows	1,964	79	Road stripper	2
29	Light goods	62	80	Tar sprayer	28
30	Pantehnicon	16	81	Line painter	25
31	Luton van	612	82	Roller	94
32	Insulated van	916	83	Street cleansing	315
33	Glass carrier	22	84	Gritting vehicle	232
34	Specially fitted van	141	85	Tower wagon	93
35	Van	3,105	86	Crane	120
36	Livestock carrier	428	87	Lift truck	399
37	Float	7	88	Snow plough	11
38	Flat lorry	950	89	Loading shovel	199
39	Dropside lorry	1,616	90	Rear digger	214
40	Tipper	3,924	91	Station tractor	1
41	Low loader	74	92	Tractor excavator	21
42	Truck	93	93	Hydraulic excavator	86
43	Breakdown truck	381	94	Cesspool emptier	6
44	Tanker	864	95	Skeletal vehicle	60
45	Solid bulk carrier	40	96	Multi purpose vehicle	68,472
46	Concrete mixer	313	97	Uncodable body type	47
47	Mobile plant	29	98	Not recorded	399
48	Car transporter	217	99	Special purpose	190
49	Refuse disposal	658	-	Missing	723
50	Goods	5,785			
				<b>All vehicles currently licensed</b>	<b>1,103,082</b>

Source: DVA

**Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2015<sup>1</sup>**

Number at 31 December

<b>Abarth</b>		<b>Bentley</b>		<b>Citroen- Cont'd</b>	
500	102	Arnage	13	C-Crosser	154
595	47	Continental	105	Dispatch	1,409
Punto	14	Flying Spur	11	DS	2,667
Other	1	Other	20	Nemo	314
<b>All Abarth</b>	<b>164</b>	<b>All Bentley</b>	<b>149</b>	Pluriel	10
<b>Adly</b>		<b>BMW</b>		Relay	1,293
Atv	5	1 Series	5,227	Saxo	568
<b>All Adly</b>	<b>5</b>	2 Series	345	Synergie	81
<b>Aixam</b>		3 Series	18,303	Xantia	98
<b>All Aixam</b>	<b>5</b>	4 Series	869	XM	6
<b>Alfa Romeo</b>		5 Series	8,236	Xsara	665
145/146	8	6 Series	534	Xsara Picasso	4,628
147	227	7 Series	510	ZX	52
155/156	175	8 Series	15	Other	983
159	232	I3	28	<b>All Citroen</b>	<b>39,619</b>
166	16	I8	8	<b>Dacia</b>	
Brera	50	M1	57	Duster	659
Giuletta	457	M2	21	Logan	175
GT	112	M3	476	Sandero	1,986
GTV	41	M4	87	Other	22
Mito	481	M5	139	<b>All Dacia</b>	<b>2,842</b>
Spider	53	M6	34	<b>Daewoo</b>	
Other	62	M Roadster	9	Kalos	93
<b>All Alfa Romeo</b>	<b>1,914</b>	X1	750	Lanos	33
<b>Aston Martin</b>		X3	1,288	Matiz	16
DB7	16	X4	72	Nubira	17
DB9	29	X5	2,640	Tacuma	10
DBS	5	X6	213	Other	12
Vantage	46	Z3	234	<b>All Daewoo</b>	<b>181</b>
Other	16	Z4	512	<b>Daihatsu</b>	
<b>All Aston Martin</b>	<b>112</b>	Other	685	Charade	87
<b>Audi</b>		<b>All BMW</b>	<b>41,292</b>	Copen	24
80	120	<b>Bomag</b>		Cuore	39
90	9	<b>All Bomag</b>	<b>8</b>	Extol	5
100	35	<b>Boom</b>		Fourtrak	316
A1	1,698	<b>All Boom</b>	<b>5</b>	HiJet	13
A2	247	<b>Cadillac</b>		Materia	22
A3	8,392	<b>All Cadillac</b>	<b>8</b>	Sirion	243
A4	17,522	<b>Caterham</b>		Sportrak	8
A5	2,665	<b>All Caterham</b>	<b>20</b>	Terios	389
A6	4,988	<b>Chevrolet</b>		YRV	136
A7	306	Aveo	707	Other	50
A8	421	Camaro	8	<b>All Daihatsu</b>	<b>1,332</b>
All Road	37	Captiva	357	<b>Daimler</b>	
Cabriolet	17	Cruze	480	Eagle	10
Coupe	62	Epica	30	Limousine	33
Q3	931	Kalos	299	Other	22
Q5	1,103	Lacetti	219	<b>All Daimler</b>	<b>65</b>
Q7	648	Matiz	468	<b>Dennis</b>	
Quattro	9	Orlando	163	<b>All Dennis</b>	<b>13</b>
R8	24	Spark	764	<b>Dodge</b>	
RS3	13	Tacuma	167	Avenger	21
RS4	98	Trax	93	Caliber	77
RS5	22	Other	119	Journey	90
RS6	41	<b>All Chevrolet</b>	<b>3,874</b>	Nitro	45
S1	13	<b>Chrysler</b>		Other	22
S3	161	300C	207	<b>All Dodge</b>	<b>255</b>
S4	101	Crossfire	64	<b>Ferrari</b>	
S5	54	Delta	28	360	5
S6	9	Grand Voyager	392	458	21
S8	24	Neon	17	F430/Spider	10
TT	2,014	PT Cruiser	164	California	14
Other	776	Sebring	57	Other	32
<b>All Audi</b>	<b>42,560</b>	Voyager	268	<b>All Ferrari</b>	<b>82</b>
<b>Austin / Leyland / Leyland Daf</b>		Ypsilon	117	<b>Fiat</b>	
<b>Triumph/ Leyland Cars</b>		Other	109	500	3,189
<b>Vanden Plas</b>		<b>All Chrysler</b>	<b>1,423</b>	500C	130
Dolomite	7	<b>CI Motorhome</b>		Auto-Trail	58
FA	65	<b>All CI Motorhome</b>	<b>44</b>	Barchetta	7
FT	37	<b>Citroen</b>		Brava	8
Metro	6	2CV	35	Bravo	184
Mini	1,544	AX	29	CI	9
Spitfire	12	Berlingo	9,664	Cinquecento	10
Stag	8	C1	2,262	Coupe	21
Taxi-Hire Car	28	C2	1,061	Croma	13
TR7	9	C3	4,512	Doblo	752
Other	177	C3 Picasso	1,155	Ducato	1,390
<b>All</b>	<b>1,893</b>	C4	3,608	Fiorino	153
<b>Auto-Trail</b>		C4 Grand Picasso	928	Grand Punto	206
Ducato	6	C4 Picasso	1,623	Idea	53
Other	28	C5	1,492	Multipla	94
<b>All Auto-Trail</b>	<b>34</b>	C6	21	Panda	1,254
		C8	301	Punto	2,431



**Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2015<sup>1</sup> - cont'd**

Number at 31 December

<b>Fiat (Cont'd)</b>		<b>Hummer</b>		<b>Kia</b>	
Qubo	23	<b>All Hummer 8</b>		Carens	546
Rollerteam	14	<b>Hymer</b>		Cee'd	2,070
Sciento	8	<b>All Hymer 6</b>		Cerato	185
Scudo	408	<b>Hyundai</b>		Magentis	126
Scudo Panorama	8	Accent	751	Optima	154
Sedici	61	Amica	845	Picanto	2,483
Seicento	112	Atoz	24	Pro Cee'd	531
Stilo	354	Coupe	855	Rio	2,310
Tribute	5	Elantra	120	Sedona	289
Ulysse	56	Getz	3,308	Shuma	10
X1/9	7	I10	4,958	Sorento	728
Other	636	I20	3,507	Soul	368
<b>All Fiat</b>	<b>11,654</b>	I30	4,263	Sportage	3,639
<b>Foden</b>		I40	1,406	Venga	808
<b>All Foden 12</b>		I800	131	Other	102
<b>Ford / Iveco Ford</b>		Iload	67	<b>All Kia 14,349</b>	
B-Max	417	IX20	776	<b>Lancia</b>	
Capri	54	IX35	3,201	<b>All Lancia 8</b>	
Cardinal Hearse	7	Lantra	22	<b>Land Rover</b>	
C-Max	2,422	Matrix	721	Defender	3,155
Cortina	10	Santa Fe	1,911	Discovery	2,852
Cougar	36	Sonata	74	Freelander	3,309
Ecosport	285	Terracan	167	Range Rover	2,675
Escort	354	Trajet	154	Range Rover Sport	1,301
Explorer	7	Tucson	1,034	Other	581
Fiesta	28,614	Veloster	118	<b>All Land Rover 13,873</b>	
Focus	27,187	Other	186	<b>LDV</b>	
Focus C-Max	1,488	<b>All Hyundai 28,599</b>		200 Series	14
Focus RS	129	<b>Infiniti</b>		400 Series	172
Fusion	1,523	FX	7	Cub	5
Galaxy	2,616	Other	6	Maxus	350
Granada	17	<b>All Infiniti 13</b>		Other	26
Grand C-Max	339	<b>Isuzu</b>		<b>All LDV 567</b>	
Ka	3,637	D-Max	462	<b>Lexus</b>	
Kuga	2,778	Grafter	11	CT	225
Maverick	33	NKR	12	GS	255
Mondeo	10,234	Pick-up	13	IS	1,911
Mustang	7	Rodeo	721	LS	98
Orion	8	Trooper	670	NX	71
Probe	9	Other	312	RX	393
Puma	173	<b>All Isuzu 2,201</b>		SC	27
Ranger	1,160	<b>Iveco</b>		Other	79
Rollerteam	5	35C	6	<b>All Lexus 3,059</b>	
Sapphire	9	Daily	942	<b>Lincoln</b>	
Scorpio	6	Turbo Daily	26	<b>All Lincoln 13</b>	
Sierra	121	Other	575	<b>Lotus</b>	
S-Max	2,137	<b>All Iveco 1,549</b>		Eclat	6
Sport Ka	22	<b>Jaguar</b>		Elan	7
Street Ka	135	4.2	6	Elise	43
Tourneo	122	Eagle	6	Esprit	8
Tourneo Connect	45	F-Type	45	Evora	6
Transit	18,298	Sovereign	35	Exige	6
Transit Connect	2,980	S-Type	595	Other	2
Zetec	19	XE	82	<b>All Lotus 78</b>	
Other	3,218	XF	1,279	<b>LTI</b>	
<b>All Ford/Iveco Ford 110,661</b>		XJ	487	TX1	329
<b>Great Wall</b>		XJL	19	TX4	6
Steed	80	XJR	34	TX11	33
<b>All Great Wall 80</b>		XJS	27	Other	5
<b>Honda</b>		XK	193	<b>All LTI 373</b>	
Accord	3,586	XKR	71	<b>Man</b>	
CB	9	X-Type	1,489	<b>All Man 169</b>	
Civic	9,983	Other	66	<b>Maserati</b>	
CR	189	<b>All Jaguar 4,434</b>		3200	6
CR-V	4,986	<b>Jeep</b>		Coupe	9
CR-X	7	Cherokee	446	Ghibli	35
CR-Z	56	Commander	23	Granturismo	26
FR-V	290	Compass	109	Quattroporte	13
HR-V	193	Grand Cherokee	546	Other	1
Insight	69	Patriot	165	<b>All Maserati 90</b>	
Integra	26	Renegade	67		
Jazz	4,151	Wrangler	78		
Legend	32	Other	26		
Logo	13	<b>All Jeep 1,460</b>			
Prelude	50	<b>Kawasaki</b>			
S2000	77	<b>All Kawasaki 6</b>			
Shuttle	7				
Stream	32				
Other	467				
<b>All Honda 24,223</b>					

**Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2015<sup>1</sup> - cont'd**

Number at 31 December

<b>Mazda</b>		<b>Microcar</b>		<b>Perodua</b>	
121	15	MC1	6	Kelisa	8
323	506	Other	1	Other	5
626	168	<b>All Microcar</b>	<b>7</b>	<b>All Perodua</b>	<b>13</b>
B Series	126	<b>Mini</b>		<b>Peugeot</b>	
BT50	79	Cooper	6,235	1007	89
CX-3	60	Cooper S	1,113	106	1,214
CX-5	526	First	356	107	3,371
CX-7	100	One	2,683	108	624
Demio	130	Other	34	2008	804
E2200	6	<b>All Mini</b>	<b>10,421</b>	205	138
Mazda 2	2,616	<b>Mitsubishi</b>		206	9,320
Mazda 3	2,908	3000 GT	7	206 CC	268
Mazda 5	787	ASX	436	206 SW	328
Mazda 6	3,736	Canter	28	207	9,189
MPS	9	Carisma	262	207 CC	488
MPV	28	Challenger	32	208	3,385
MX-3	7	Colt	1,305	3008	2,175
MX-5	1,657	Galant	26	305	6
Premacy	116	Grandis	88	306	1,664
RX-7	9	L200	2,888	307	6,396
RX-8	231	L300	5	307 CC	381
Tribute	20	Lancer	803	307 SW	387
Other	358	Mirage	135	308	6,289
<b>All Mazda</b>	<b>14,198</b>	Outlander	680	308 CC	134
<b>Mercedes</b>		Pajero	6	309	9
190	84	Shogun	2,498	4007	116
200	8	Shogun Pinin	126	405	98
208	38	Shogun Sport	511	406	2,031
220	15	Space Star	130	407	2,075
230	35	Space Wagon	19	407 SW	628
240	8	Other	825	5008	390
250	17	<b>All Mitsubishi</b>	<b>10,810</b>	508	846
260	6	<b>Morgan</b>		607	93
280	26	4-4	10	806	26
300	91	Plus Four	5	807	140
308	30	Plus 8	7	Bipper	381
312	28	Roadster	5	Boxer	1,054
320	7	Other	7	Buxy	6
350	5	<b>All Morgan</b>	<b>34</b>	Eurotaxi	5
420	6	<b>Nissan / Datsun</b>		Expert	1,175
500	16	200SX	26	Expert Tepee	49
A Class	2,608	350Z	184	Partner	4,338
B Class	943	370Z	47	Partner Combi	169
C Class	11,148	Almera	1,606	Partner Tepee	218
Citan	102	Almera Tino	686	RCZ	448
CL	95	Bluebird	5	Other	1,618
CLA Class	339	Cabstar	119	<b>All Peugeot</b>	<b>62,563</b>
CLC Class	235	Cube	25	<b>Pontiac</b>	
CLK	1,078	D22	199	Firebird	7
CLS	553	GT-R	36	Other	8
E Class	5,775	Interstar	40	<b>All Pontiac</b>	<b>15</b>
GL	264	Juke	3,668	<b>Porsche</b>	
M Class	1,269	Kubistar	121	911	520
R Class	86	Micra	7,037	911 GT3	9
S Class	798	Murano	89	924	17
SL Class	274	Navara	1,451	944	35
SLK	874	Note	3,402	968	9
Sprinter	3,734	NT400	50	Boxster	540
V Class	20	NV200	206	Carrera	11
Vaneo	22	Pathfinder	514	Cayenne	375
Viano	49	Patrol	82	Cayman	156
Vito	1,168	Petrol Di Sve	12	Macan	99
Other	2,050	Pixo	305	Panamera	47
<b>All Mercedes</b>	<b>33,904</b>	Primastar	419	Other	40
<b>MG</b>		Primera	938	<b>All Porsche</b>	<b>1,858</b>
3 Series	39	Pulsar	213	<b>Proton</b>	
6 Series	21	Qasqai	6,714	Compact	6
MGB/Midget	117	Qasqai +2	744	GEN-2	113
MGF	117	Serena	7	Impian	30
MGTF	184	Silvia	10	Jumbuck	9
MG ZR	439	Skyliner	10	Persona	37
MG ZS	104	Sunny	16	Satria	30
MG ZT	219	Terrano	1,155	Savvy	52
Other	20	Vanette	56	Wira	43
<b>All MG</b>	<b>1,260</b>	X-Trail	1,895	Other	19
		Other	1,540	<b>All Proton</b>	<b>339</b>
		<b>All Nissan / Datsun</b>	<b>33,627</b>		

**Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2015<sup>1</sup> - cont'd**

Number at 31 December

Regent		Seat (Cont'd)		Toyota	
<b>All Regent 8</b>		M 11	147	4 Runner	5
<b>Reliant</b>		Toledo	1,622	Altezza	10
<b>All Reliant 7</b>		Other	1,157	Auris	6,887
<b>Renault</b>		<b>All Seat 31,499</b>		Avensis	12,677
19	23	<b>Skoda</b>		Avensis Verso	96
20	10	Citigo	589	Aygo	2,485
4	5	Fabia	5,060	Camry	46
5	29	Felicia	100	Carina	425
9	5	Octavia	6,415	Celica	848
Captur	1,324	Rapid	649	Corolla	6,901
Clio	21,803	Roomster	261	Corolla Verso	1,370
Espace	284	Superb	2,208	Dyna	163
Expression	5	Yeti	628	GT86	109
Extra	7	Other	176	Hiace	1,692
Grand Espace	220	<b>All Skoda 16,086</b>		HiLux	2,623
Grand Modus	401	<b>Smart / MCC</b>		IQ	206
Grand Scenic	1,619	ForFour	139	Landcruiser	2,851
Kadjar	68	ForTwo	479	MR2	349
Kangoo	2,031	Passion	63	Paseo	12
Koleos	228	Pulse	38	Picnic	154
Laguna	2,124	Pure	30	Previa	131
LL29	251	Roadster	48	Prius	402
Master	1,384	Roadster Coupe	20	Proace	119
Megane	13,800	Other	31	RAV-4	5,100
Megane Coupe	284	<b>All Smart / MCC 848</b>		Starlet	492
Megane Scenic	2,247	<b>Ssangyong</b>		Supra	65
Modus	1,527	Korando	142	Urban Cruiser	138
Scenic	4,396	Kyron	78	Verso	764
Traffic	3,343	Rexton	161	Yaris	11,209
Twingo	751	Rodius	270	Yaris Verso	109
Vel Satis	13	Tivoli	43	Other	3,535
Wind Roadster	55	Other	83	<b>All Toyota 61,973</b>	
Other	2,931	<b>All Ssangyong 777</b>		<b>Trigano</b>	
<b>All Renault 61,168</b>		<b>Subaru</b>		<b>All Trigano 8</b>	
<b>Rolls Royce</b>		BRZ	10	<b>TVR</b>	
Ghost	5	Forester	298	Chimaera	16
Phantom	5	Impreza	775	Other	17
Silver Seraph	5	Justy	23	<b>All TVR 33</b>	
Other	36	Legacy	211	<b>Vauxhall / Opel / Bedford</b>	
<b>All Rolls Royce 51</b>		Levorg	5	Adam	724
<b>Rover</b>		Outback	123	Agila	2,539
25	885	Tribeca	14	Ampera	21
45	465	WRX	38	Antara	777
75	955	XV	56	Astra	26,636
100 Series	15	Other	183	Astra Twintop	238
200 Series	229	<b>All Subaru 1,736</b>		Astravan	76
400 Series	138	<b>Suzuki/Suzuki (Spain)</b>		Brava	12
600 Series	59	Alto	2,341	Calibra	24
800 Series	6	Baleno	22	Carlton	8
City Rover	85	Carry	21	Cascada	44
Mini	52	Celerio	330	Cavalier	176
Mini Cooper	42	Grand Vitara	3,194	Chevette/Kadett	13
Range Rover	14	Ignis	618	Combo	1,973
Streetwise	109	Jimny	320	Corsa	21,840
Other	213	Kizashi	7	Corsavan	50
<b>All Rover 3,267</b>		Liana	216	Frontera	201
<b>Saab</b>		Splash	716	Insignia	8,650
900	55	Swift	3,634	Manta	13
9000	19	SX4	1,680	Meriva	4,751
9-3	3,129	Vitara	223	Mokka	1,560
9-3X	7	Wagon R+	278	Monaro	8
9-5	677	X90	5	Monterrey	6
Other	62	Other	278	Movano	491
<b>All Saab 3,949</b>		<b>All Suzuki 13,883</b>		Nova	56
<b>Santana</b>		<b>Talbot</b>		Omega	195
<b>All Santana 6</b>		Express	97	Signum	179
<b>Seat</b>		Sunbeam	6	Tigra	360
Alhambra	2,070	Other	20	Vectra	9,669
Altea	1,756	<b>All Talbot 123</b>		Viva	110
Altea Freetrack	38	<b>Tata</b>		Vivaro	3,567
Altea XL	580	Safari	7	VX220	6
Arosa	200	Other	6	VXR8	11
Cordoba	165	<b>All Tata 13</b>		Zafira	8,517
Exeo	1,066			Other	2,691
Ibiza	9,847			<b>All Vauxhall 96,192</b>	
Inca	244				
Leon	12,607				

**Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2015<sup>1</sup> - cont'd**

Number at 31 December

Volkswagen			
1000	55		
800	61		
Amarok	360		
Beetle	2,191		
Bora	3,336		
Caddy	5,286		
California	16	<b>All Private Light Goods Vehicles</b>	<b>941,330</b>
Caravelle	200		
CC	707		
Clipper	5		
Corrado	32		
Crafter	1,306		
Derby	7		
EOS	283		
Fox	346		
Golf	35,448		
Golf Plus	1,385		
Jetta	4,857		
LT	553		
Lupo	300		
Motor Caravan	8		
Passat	19,365		
Passat CC	921		
Phaeton	52		
Polo	17,741		
Scirocco	1,595		
Sharan	1,413		
Tiguan	2,674		
Touareg	888		
Touran	2,626		
Transporter	3,951		
Up	1,194		
Urban Fox	348		
Vento	26		
Other	3,125		
<b>All Volkswagen</b>	<b>112,661</b>		
Volvo			
240	12		
245	5		
440	19		
480	6		
740	29		
850	54		
940	55		
960	18		
C30	823		
C70	187		
S40	1,886		
S60	1,391		
S70	26		
S80	564		
V40	1,103		
V50	887		
V60	426		
V70	1,001		
XC60	990		
XC70	250		
XC90	1,222		
Other	592		
<b>All Volvo</b>	<b>11,546</b>		
Westfield			
<b>All Westfield</b>	<b>21</b>		
Yamaha			
<b>All Yamaha</b>	<b>14</b>		
Miscellaneous			
<b>All Miscellaneous</b>	<b>1,028</b>		

Source: DVA

<sup>1</sup> For 2015 data, the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e. Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

**Table 1.10 Twenty most popular Private Light Goods vehicles in NI: 2015<sup>1</sup>**

Rank	Make and model	Number at 31 December	
		Number	%
1	Volkswagen Golf	35,448	3.8
2	Ford Fiesta	28,614	3.0
3	Ford Focus	27,187	2.9
4	Vauxhall Astra	26,636	2.8
5	Vauxhall Corsa	21,840	2.3
6	Renault Clio	21,803	2.3
7	Volkswagen Passat	19,365	2.1
8	BMW 3 Series	18,303	1.9
9	Ford Transit	18,298	1.9
10	Volkswagen Polo	17,741	1.9
11	Audi A4	17,522	1.9
12	Renault Megane	13,800	1.5
13	Toyota Avensis	12,677	1.3
14	Seat Leon	12,607	1.3
15	Toyota Yaris	11,209	1.2
16	Mercedes C Class	11,148	1.2
17	Ford Mondeo	10,234	1.1
18	Honda Civic	9,983	1.1
19	Seat Ibiza	9,847	1.0
20	Vauxhall Vectra	9,669	1.0
	<b>All Private Light Goods Vehicles</b>	<b>941,330</b>	

Source: DVA

<sup>1</sup> For 2015 data, the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e. Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

**Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2011-2015<sup>1, 2</sup>**

Vehicle Type	Number				
	2011	2012	2013	2014	2015
<b>Private Cars</b>					
New cars	47,766	47,990	52,951	59,232	57,737
Used cars	30,129	31,601	34,814	21,448	1,137
<b>All Private Cars</b>	<b>77,895</b>	<b>79,591</b>	<b>87,765</b>	<b>80,680</b>	<b>58,874</b>
<b>Buses</b>					
New buses	:	:	:	:	251
Used buses	:	:	:	:	57
<b>All Buses</b>	<b>319</b>	<b>411</b>	<b>584</b>	<b>594</b>	<b>308</b>
<b>Light Goods</b>					
New Light Goods	:	:	:	:	6,954
Used Light Goods	:	:	:	:	324
<b>All Light Goods</b>	<b>8,984</b>	<b>8,609</b>	<b>9,573</b>	<b>9,079</b>	<b>7,278</b>
<b>Heavy Goods</b>					
New Heavy Goods	:	:	:	:	1,054
Used Heavy Goods	:	:	:	:	173
<b>All Heavy Goods</b>	<b>2,509</b>	<b>2,531</b>	<b>2,973</b>	<b>2,232</b>	<b>1,227</b>
<b>Agricultural Vehicles<sup>3</sup></b>					
New Agricultural Vehicles	:	:	:	:	655
Used Agricultural Vehicles	:	:	:	:	162
<b>All Agricultural Vehicles</b>	<b>1,985</b>	<b>2,099</b>	<b>2,022</b>	<b>2,021</b>	<b>817</b>
<b>Motorcycles<sup>4</sup></b>					
New Motorcycles	:	:	:	:	1,514
Used Motorcycles	:	:	:	:	140
<b>All Motorcycles</b>	<b>2,198</b>	<b>2,011</b>	<b>2,048</b>	<b>2,080</b>	<b>1,654</b>
<b>Other Vehicles<sup>5</sup></b>					
New Other Vehicles	:	:	:	:	328
Used Other Vehicles	:	:	:	:	43
<b>All Other Vehicles</b>	<b>23</b>	<b>15</b>	<b>21</b>	<b>207</b>	<b>371</b>
New Vehicles	:	:	:	:	68,493
Used Vehicles	:	:	:	:	2,036
<b>All Vehicles</b>	<b>93,913</b>	<b>95,267</b>	<b>104,986</b>	<b>96,893</b>	<b>70,529</b>

Source: DVA

1 Prior to July 2014, any vehicle registered in NI for the first time, even if previously registered in GB, would have been counted as a first registration in NI. Since July 2014, only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

2 While figures for new vehicles are directly comparable, figures for used vehicles from July 2014 onwards are not directly comparable with previous figures due to the change in definition of a first registration (See User Information on page 11).

3 This category of vehicle body type has been changed to reflect the full coverage of agricultural vehicles (including tractors).

4 This category of vehicle body type also includes mopeds and scooters.

5 Prior to July 2014, this category of vehicle body type was classified as 'General Haulage and Special Types'. From July 2014 it is titled 'Other Vehicles' which brings the classification into line with the category presentation used by DfT. The category now includes special purpose vehicles, taxis, tricycles, not recorded and others.

**Table 1.12 Private cars registered for the first time in NI by make: 2015<sup>1</sup>**

	Number
<b>Make</b>	<b>Private Cars</b>
Abarth	43
Alfa Romeo	124
Audi	2,584
Austin	6
Bentley	22
BMW	2,690
Chevrolet	7
Chrysler	14
Citroen	2,102
Dacia	1,052
Ferrari	25
Fiat	859
Ford	7,477
Honda	1,006
Hyundai	3,352
Jaguar	296
Jeep	214
Kia	2,009
Land Rover	1,084
Lexus	248
Maserati	25
Mazda	972
Mercedes	1,895
MG	53
Mini	1,062
Mitsubishi	513
Morris	2
Nissan	3,361
Peugeot	2,919
Porsche	218
Renault	3,024
Rover	1
Saab	4
Seat	1,397
Skoda	1,655
Smart	93
Ssangyong	187
Subaru	106
Suzuki	1,267
Toyota	2,434
Triumph	2
Vauxhall	5,445
Volkswagen	6,141
Volvo	801
Wolseley	0
Other	83
<b>All makes</b>	<b>58,874</b>

Source: DVA

<sup>1</sup> Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

**Table 1.13 Light Goods vehicles registered for the first time in NI by make: 2015<sup>1</sup>**

	Number
<b>Make</b>	<b>Light Goods</b>
Austin	1
Citroen	988
Fiat	348
Ford	1,527
Great Wall	14
Honda	1
Hyundai	4
Isuzu	207
Iveco	68
Land Rover	232
Mercedes	356
Mitsubishi	217
Morris	0
Nissan	147
Peugeot	539
Polaris	3
Renault	608
Toyota	458
Vauxhall	593
Volkswagen	918
Volvo	2
Other	47
<b>All makes</b>	<b>7,278</b>

Source: DVA

<sup>1</sup> Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).



**Table 1.14 Heavy Goods vehicles registered for the first time in NI by make: 2015<sup>1</sup>**

	Number
<b>Make</b>	<b>Heavy Goods</b>
Daf Trucks	223
Dennis	25
Fiat	34
Hino	11
Isuzu	11
Isuzu Trucks	5
Iveco	110
JCB	0
MAN	81
Manitou	0
Mercedes	109
Mitsubishi	8
Mitsubishi Fuso	3
Renault Trucks	56
Scania	218
Thwaites	9
Vauxhall	8
Volkswagen	5
Volvo	271
Other	40
<b>All makes</b>	<b>1,227</b>

Source: DVA

<sup>1</sup> Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

**Table 1.15 Car<sup>1</sup> ownership levels in NI and England<sup>2</sup>: 2011-12 to 2015-16<sup>3</sup>**

Percentage

Year	Percentage of households with access to a car or van					
	<u>Only one car/van</u>		<u>Two or more car/vans</u>		<u>At least one car/van</u>	
	NI	England	NI	England	NI	England
2011-12	45	43	33	32	78	75
2012-13	45	44	34	31	79	75
2013-14	44	43	34	32	78	75
2014-15	42	43	36	32	78	76
2015-16	43	42	36	33	79	75

Sources: England - DfT National Travel Survey; NI - NISRA Continuous Household Survey

1 Includes cars and light vans.

2 From January 2013, the National Travel Survey changed its coverage from Great Britain to England only. Scotland and Wales are no longer sampled in the survey. The comparative figures in this table are therefore now for England instead of Great Britain. Note that England and Great Britain household car ownership percentages for 2011-12 to 2012-13 are the same and therefore these figures have not changed from previous publications.

3 Figures for England relate to calendar years whereas figures for Northern Ireland are for financial years.

**Table 1.16 Private Light Goods vehicles per 1,000 population<sup>1</sup> aged 17 years and over, NI/GB comparison: 2011-2015**

Year	Number at 31 December	
	NI	GB
2011	625	616
2012	625	618
2013	634	624
2014	640	630
2015	653	642

Sources: NI - NISRA, DVA; GB - Office for National Statistics, DfT

1 Data are based on the mid-year population estimate for the appropriate year.

## Chapter 2: Driver and Vehicle Testing

*Vehicle test appointments provided in Northern Ireland: 2011-12 to 2015-16*

*Full test and retest appointments provided in Northern Ireland: 2011-12 to 2015-16*

*Full test pass rates in Northern Ireland: 2011-12 to 2015-16*

*Car 'L' driving tests, NI/GB comparison: 2011-12 to 2015-16*

*Touch screen theory tests for private car drivers, NI/GB comparison: 2011-12 to 2015-16*

*Motorcycle 'L' driving tests, NI/GB comparison: 2011-12 to 2015-16*

*Touch screen theory tests for motorcyclists, NI/GB comparison: 2011-12 to 2015-16*

*Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2011-12 to 2015-16*

*Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2011-12 to 2015-16*

*Ordinary licences issued in Northern Ireland by type: 2011-12 to 2015-16*

*Vocational licences issued in Northern Ireland by type: 2011-12 to 2015-16*

During 2015-16, 1,075,386 vehicle test appointments were provided in NI. 901,537 (84%) were for full tests for which the pass rate was 80.3%.

During 2015-16, the overall pass rate for car 'Learner' driving tests in NI was 55%; 60% for males and 51% for females.

During 2015-16, the overall pass rate for car theory tests in NI was 47%; 46% for males and 49% for females.

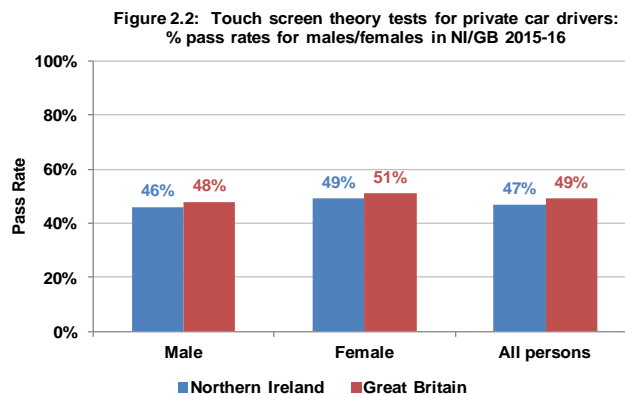
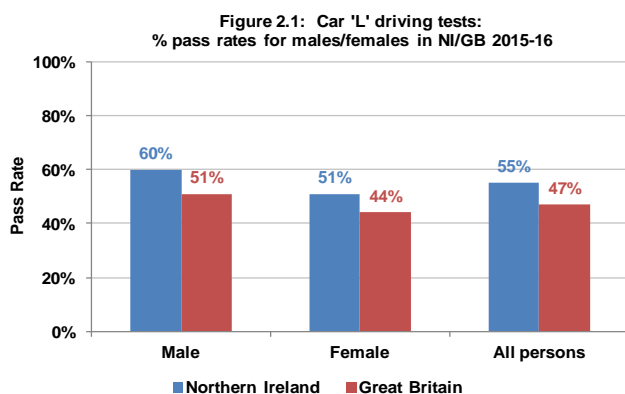
### Symbols and Conventions:

p Data are provisional

r Data have been revised from previous publication

## 2 Driver and Vehicle Testing

- 2.1 During 2015-16, the Driver and Vehicle Agency provided 1,075,386 vehicle test appointments across all vehicle testing categories, an increase of 4% from 1,033,259 tests in 2014-15. Of the 1,075,386 appointments, 901,537 (84%) were for full tests and 173,849 (16%) were for retests. The full test pass rate was 80.3% in 2015-16 (Tables 2.1 to 2.3).
- 2.2 There were 48,298 car 'Learner' driving tests conducted in Northern Ireland during 2015-16, an increase of 7% on the 45,308 tests conducted during 2014-15. The overall pass rate for car 'Learner' driving tests in Northern Ireland in 2015-16 was 55%, a decrease of 1 percentage point since 2014-15 (56%) and an increase of 3 percentage points since 2011-12 (52%). The overall pass rate in Great Britain in 2015-16 was 47%, the same as in each of the previous four years (47%). During 2015-16, the male pass rate for car 'Learner' driving tests in Northern Ireland was 60% compared to 51% for females (Table 2.4, Figure 2.1).
- 2.3 In Northern Ireland, the pass rate for touch screen theory tests for private car drivers in 2015-16 was 47%, a decrease of 2 percentage points since 2014-15 (49%) and a decrease of 14 percentage points since 2011-12 (61%). The Great Britain pass rate in 2015-16 was 49%, a decrease of 2 percentage points since 2014-15 (51%) and a decrease of 12 percentage points since 2011-12 (61%). In 2015-16, the female pass rate in Northern Ireland was 49% compared to 46% for males (Table 2.5, Figure 2.2).



- 2.4 In 2015-16, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 75%; 75% for males and 69% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 73% during 2015-16; 73% for males and 68% for females (Tables 2.6 & 2.7)
- 2.5 In Northern Ireland, for the practical driving tests for both cars and motorcycles and for the motorcycle touch screen theory test, the pass rate for males is higher than the pass rate for females. In contrast, for the car touch screen theory test, the pass rate for females is higher than the pass rate for males (Tables 2.4 to 2.7, Figures 2.1 & 2.2).
- 2.6 There were 2,985 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2015-16. The overall pass rate for all LGV and PCV driving tests was 70%, 1 percentage point less than the previous year (71%) (Table 2.8).
- 2.7 Of the 280,738 ordinary licences issued during 2015-16, 46% were expiry/ optional renewals, 14% were renewals to over 70's and 10% were each provisional licences and conversion of provisional to full. Of the 14,543 vocational licences issued, 53% were renewal licences and 14% were provisional licences (Tables 2.10 & 2.11).

**Table 2.1 Vehicle test appointments provided in Northern Ireland: 2011-12 to 2015-16<sup>1</sup>**

	Number				
	2011-12	2012-13	2013-14	2014-15	2015-16
Full Tests	837,846	834,419	856,289	866,295	901,537
Retests	184,364	178,923	175,822	166,964	173,849
<b>Total Tests</b>	<b>1,022,210</b>	<b>1,013,342</b>	<b>1,032,111</b>	<b>1,033,259</b>	<b>1,075,386</b>

Source: Driver and Vehicle Agency (DVA)

1 Includes Failed to Attend's (FTA's).

**Table 2.2 Full test and retest appointments provided in Northern Ireland: 2011-12 to 2015-16<sup>1, 2</sup>**

	Number									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest
Private Cars	690,326	147,434	691,510	144,316	710,885	142,387	719,209	135,568	751,677	142,935
Motorcycles	23,017	1,359	22,326	1,342	23,043	1,262	22,844	1,191	22,750	1,238
Light Goods	66,628	17,902	65,307	17,519	66,879	17,627	67,825	16,994	69,237	16,964
Heavy Goods	26,683	9,151	24,950	7,926	24,471	7,258	24,776	6,470	25,241	6,345
Trailers	14,921	3,531	14,545	3,126	15,195	3,048	15,803	2,931	16,676	2,824
Omnibus	2,581	810	2,759	916	2,749	842	2,778	807	2,695	726
Taxis	10,424	3,574	9,629	3,220	9,667	2,879	9,571	2,546	9,611	2,272
LPCV	2,909	540	2,847	496	2,820	458	2,865	404	2,968	496
SVA	129	51	273	57	190	40	180	43	228	38
CDG	228	12	273	5	390	21	444	10	454	11
<b>Total Tests</b>	<b>837,846</b>	<b>184,364</b>	<b>834,419</b>	<b>178,923</b>	<b>856,289</b>	<b>175,822</b>	<b>866,295</b>	<b>166,964</b>	<b>901,537</b>	<b>173,849</b>

Source: DVA

1 Includes Failed to Attend's (FTA'S).

2 See Vehicle Test Categories on page 113.

**Table 2.3 Full test pass rates in Northern Ireland: 2011-12 to 2015-16<sup>1, 2</sup>**

	Percentage				
	2011-12	2012-13	2013-14	2014-15	2015-16
Private Cars	78.4	78.8	79.8	80.8	80.5
Motorcycles	93.1	93.1	93.6	93.5	93.4
Light Goods	72.8	73.0	73.4	74.4	74.7
Heavy Goods	67.8	70.0	72.4	75.0	75.8
Trailers	77.5	79.4	80.7	82.1	83.5
Omnibus	76.8	77.4	78.0	79.9	79.5
Taxis	71.9	72.6	75.7	77.9	80.4
LPCV	81.5	82.9	83.3	85.2	83.4
SVA	64.3	78.7	79.3	77.0	82.7
CDG	95.1	98.1	93.7	96.4	96.9
<b>Overall</b>	<b>78.0</b>	<b>78.5</b>	<b>79.4</b>	<b>80.5</b>	<b>80.3</b>

Source: DVA

1 Excludes Failed to Attend's (FTA'S).

2 See Vehicle Test Categories on page 113.

**Table 2.4 Car 'L' driving tests, NI/GB comparison: 2011-12 to 2015-16<sup>1, 2, 3</sup>**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	23,636	744,487	21,484	682,699	19,854	706,757	21,179	733,161	22,886	736,261
Female	28,810	824,572	25,006	753,774	22,904	770,823	24,129	799,341	25,412	801,472
<b>All persons</b>	<b>52,446</b>	<b>1,569,069</b>	<b>46,490</b>	<b>1,436,481</b>	<b>42,758</b>	<b>1,477,585</b>	<b>45,308</b>	<b>1,532,504</b>	<b>48,298</b>	<b>1,537,735</b>
<b>Tests passed</b>										
Male	13,732	374,472	13,044	345,599	12,407	358,143	13,008	370,343	13,705	372,777
Female	13,639	361,685	12,739	331,653	11,651	337,436	12,216	348,367	13,051	350,667
<b>All persons</b>	<b>27,371</b>	<b>736,158</b>	<b>25,783</b>	<b>677,255</b>	<b>24,058</b>	<b>695,580</b>	<b>25,224</b>	<b>718,711</b>	<b>26,756</b>	<b>723,444</b>
<b>Percentage passed</b>										
Male	58	50	61	51	62	51	61	51	60	51
Female	47	44	51	44	51	44	51	44	51	44
<b>All persons</b>	<b>52</b>	<b>47</b>	<b>55</b>	<b>47</b>	<b>56</b>	<b>47</b>	<b>56</b>	<b>47</b>	<b>55</b>	<b>47</b>

Sources: NI - DVA; GB - Driver and Vehicle Standards Agency (DVSA)

1 For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. In the 2014-15 edition of this publication, historical totals for tests conducted and tests passed were revised accordingly. Care should therefore be taken when comparing figures against those in editions of this publication prior to 2014-15, as these figures, where they exclude special requirements, show an under reporting of total tests conducted.

2 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driving Test Categories on page 114. Note that these category groupings differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

3 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

**Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2011-12 to 2015-16**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	23,906	712,883	22,773	660,068	26,901	817,226	30,911	885,944	32,656	986,413
Female	22,137	658,611	20,943	583,984	23,679	724,615	26,777	794,285	28,792	914,260
<b>All persons</b>	<b>46,043</b>	<b>1,371,494</b>	<b>43,716</b>	<b>1,244,052</b>	<b>50,580</b>	<b>1,541,841</b>	<b>57,688</b>	<b>1,680,229</b>	<b>61,448</b>	<b>1,900,673</b>
<b>Tests passed</b>										
Male	14,004	414,107	12,941	371,314	13,046	398,865	14,357	431,607	14,894	470,739
Female	14,085	419,805	12,712	364,060	12,558	396,323	13,649	425,543	14,207	466,255
<b>All persons</b>	<b>28,089</b>	<b>833,912</b>	<b>25,653</b>	<b>735,374</b>	<b>25,604</b>	<b>795,188</b>	<b>28,006</b>	<b>857,150</b>	<b>29,101</b>	<b>936,994</b>
<b>Percentage passed</b>										
Male	59	58	57	56	48	49	46	49	46	48
Female	64	64	61	62	53	55	51	54	49	51
<b>All persons</b>	<b>61</b>	<b>61</b>	<b>59</b>	<b>59</b>	<b>51</b>	<b>52</b>	<b>49</b>	<b>51</b>	<b>47</b>	<b>49</b>

Sources: NI - DVA; GB - DVSA

**Table 2.6 Motorcycle 'L' driving tests, NI/GB comparison: 2011-12 to 2015-16<sup>1, 2, 3, 4, 5</sup>**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	4,112	105,345	2,677	117,517	1,881	81,351	2,198	91,572	2,513	98,756
Female	540	12,160	383	13,661	180	8,387	204	9,627	219	10,198
<b>All persons</b>	<b>4,652</b>	<b>117,505</b>	<b>3,060</b>	<b>131,178</b>	<b>2,061</b>	<b>89,738</b>	<b>2,402</b>	<b>101,199</b>	<b>2,732</b>	<b>108,954</b>
<b>Tests passed</b>										
Male	3,129	74,692	2,045	83,361	1,320	57,476	1,621	65,245	1,884	71,745
Female	380	7,265	270	8,110	106	4,801	125	5,572	152	5,967
<b>All persons</b>	<b>3,509</b>	<b>81,957</b>	<b>2,315</b>	<b>91,471</b>	<b>1,426</b>	<b>62,277</b>	<b>1,746</b>	<b>70,817</b>	<b>2,036</b>	<b>77,712</b>
<b>Percentage passed</b>										
Male	76	71	76	71	70	71	74	71	75	73
Female	70	60	70	59	59	57	61	58	69	59
<b>All persons</b>	<b>75</b>	<b>70</b>	<b>76</b>	<b>70</b>	<b>69</b>	<b>69</b>	<b>73</b>	<b>70</b>	<b>75</b>	<b>71</b>

Sources: NI - DVA; GB - DVSA

1 NI and GB figures are reported on the same basis, i.e. Module 1 and Module 2 tests combined, for all years presented in the table. In previous editions of this publication, GB figures represented Module 2 tests only. See User Information for details (page 14).

2 Motorcycle tests changed from a single test to a 2 module test where both modules must be passed. This change was introduced in NI on 8th December 2008 and in GB on 27th April 2009. All of the figures in this table relate to the time period after the change and therefore can be compared. However care should be taken if comparing figures with those prior to the change in previous publications.

3 For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. In the 2014-15 edition of this publication, historical totals for tests conducted and tests passed were revised accordingly. Care should therefore be taken when comparing figures against those in editions of this publication prior to 2014-15, as these figures, where they exclude special requirements, show an under reporting of total tests conducted.

4 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driving Test Categories on page 114. Note that these category groupings differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

5 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

**Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2011-12 to 2015-16**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	2,334	59,827	1,626	66,542	1,245	47,644	1,325	56,996	1,521	64,489
Female	299	6,467	217	7,062	110	4,674	149	5,809	157	6,680
<b>All persons</b>	<b>2,633</b>	<b>66,294</b>	<b>1,843</b>	<b>73,604</b>	<b>1,355</b>	<b>52,318</b>	<b>1,474</b>	<b>62,805</b>	<b>1,678</b>	<b>71,169</b>
<b>Tests passed</b>										
Male	1,769	47,330	1,190	49,190	918	35,918	998	42,062	1,111	46,302
Female	238	5,387	165	5,621	87	3,710	105	4,450	106	4,787
<b>All persons</b>	<b>2,007</b>	<b>52,717</b>	<b>1,355</b>	<b>54,811</b>	<b>1,005</b>	<b>39,628</b>	<b>1,103</b>	<b>46,512</b>	<b>1,217</b>	<b>51,089</b>
<b>Percentage passed</b>										
Male	76	79	73	74	74	75	75	74	73	72
Female	80	83	76	80	79	79	70	77	68	72
<b>All persons</b>	<b>76</b>	<b>80</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>76</b>	<b>75</b>	<b>74</b>	<b>73</b>	<b>72</b>

Sources: NI - DVA; GB - DVSA

**Table 2.8 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2011-12 to 2015-16<sup>1, 2</sup>**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	5,277	50,581	4,111	50,564	4,432	52,529	4,474	58,236	2,860	72,497
Female	372	4,424	276	4,844	334	4,780	248	5,156	125	6,483
<b>All persons</b>	<b>5,649</b>	<b>55,005</b>	<b>4,387</b>	<b>55,408</b>	<b>4,766</b>	<b>57,309</b>	<b>4,722</b>	<b>63,392</b>	<b>2,985</b>	<b>78,980</b>
<b>Tests passed</b>										
Male	3,480	26,486	2,897	26,743	3,146	28,382	3,202	32,130	2,010	40,180
Female	234	2,460	185	2,599	225	2,818	153	3,032	77	3,814
<b>All persons</b>	<b>3,714</b>	<b>28,946</b>	<b>3,082</b>	<b>29,342</b>	<b>3,371</b>	<b>31,200</b>	<b>3,355</b>	<b>35,162</b>	<b>2,087</b>	<b>43,994</b>
<b>Percentage passed</b>										
Male	66	52	70	53	71	54	72	55	70	55
Female	63	56	67	54	67	59	62	59	62	59
<b>All persons</b>	<b>66</b>	<b>53</b>	<b>70</b>	<b>53</b>	<b>71</b>	<b>54</b>	<b>71</b>	<b>55</b>	<b>70</b>	<b>56</b>

Sources: NI - DVA; GB - DVSA

1 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driving Test Categories on page 114. Note that these category groupings differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

1 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

**Table 2.9 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2011-12 to 2015-16<sup>1</sup>**

	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV
<b>Tests conducted</b>										
Male	4,762	515	3,680	431	3,845	587	3,988	486	2,617	243
Female	337	35	228	48	273	61	213	35	78	47
<b>All persons</b>	<b>5,099</b>	<b>550</b>	<b>3,908</b>	<b>479</b>	<b>4,118</b>	<b>648</b>	<b>4,201</b>	<b>521</b>	<b>2,695</b>	<b>290</b>
<b>Tests passed</b>										
Male	3,114	366	2,585	312	2,710	436	2,837	365	1,829	181
Female	214	20	153	32	182	43	130	23	49	28
<b>All persons</b>	<b>3,328</b>	<b>386</b>	<b>2,738</b>	<b>344</b>	<b>2,892</b>	<b>479</b>	<b>2,967</b>	<b>388</b>	<b>1,878</b>	<b>209</b>
<b>Percentage passed</b>										
Male	65	71	70	72	70	74	71	75	70	74
Female	64	57	67	67	67	70	61	66	63	60
<b>All persons</b>	<b>65</b>	<b>70</b>	<b>70</b>	<b>72</b>	<b>70</b>	<b>74</b>	<b>71</b>	<b>74</b>	<b>70</b>	<b>72</b>

Source: DVA

1 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driving Test Categories on page 114. Note that these category groupings differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.



**Table 2.10 Ordinary licences issued in Northern Ireland by type: 2011-12 to 2015-16**

Ordinary licences	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	24,981	13	24,692	13	25,792	13	25,359	12	27,068	10
Conversion of provisional to full	29,572	15	26,095	13	24,269	12	24,709	12	26,840	10
Expiry/ Optional renewals <sup>1</sup>	49,652	26	52,431	27	56,558	28	68,126	32	130,130	46
Renewals to over 70's <sup>1</sup>	34,866	18	35,021	18	37,767	19	39,185	18	39,473	14
Medical renewals <sup>1</sup>	5,354	3	6,015	3	5,915	3	6,307	3	6,955	2
Name & address change <sup>2</sup>	19,856	10	24,007	12	26,165	13	24,665	12	25,864	9
Replacement/ Duplicate licences <sup>2</sup>	24,861	13	23,121	12	20,995	10	19,726	9	18,699	7
Exchange licence <sup>2</sup>	5,046	3	5,470	3	5,503	3	5,234	2	5,709	2
<b>All Ordinary licences</b>	<b>194,188</b>	<b>100</b>	<b>196,852</b>	<b>100</b>	<b>202,964</b>	<b>100</b>	<b>213,311</b>	<b>100</b>	<b>280,738</b>	<b>100</b>

Source: DVA

1 These categories were previously presented as one category, 'Full licences (Renewal)'.

2 These categories were previously presented as one category, 'Replacement licences'.

**Table 2.11 Vocational licences issued in Northern Ireland by type: 2011-12 to 2015-16**

Vocational licences	Number/Percentage									
	2011-12		2012-13		2013-14		2014-15		2015-16	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	2,056	13	1,749	12	1,905	13	1,829	13	2,043	14
Conversion of provisional to full	1,423	9	1,257	8	1,305	9	1,269	9	1,367	9
Renewal licences	9,040	57	8,592	57	8,260	55	7,300	52	7,770	53
Replacement/ Duplicate/ Exchange licences <sup>1</sup>	1,909	12	1,850	12	1,790	12	1,841	13	1,750	12
Name & address change <sup>1</sup>	1,545	10	1,719	11	1,830	12	1,700	12	1,613	11
<b>All Vocational licences</b>	<b>15,973</b>	<b>100</b>	<b>15,167</b>	<b>100</b>	<b>15,090</b>	<b>100</b>	<b>13,939</b>	<b>100</b>	<b>14,543</b>	<b>100</b>

Source: DVA

1 These categories were previously presented as one category, 'Replacement licences'.

## Chapter 3: Road Network

*Road network summary lengths 2016 - All divisions*

*NI public road lengths by local government district and TransportNI division by type of road: 2016*

*Public expenditure on NI roads: 2011-12 to 2015-16*

At 1 April 2016, there were 25,591 kilometres of public road in Northern Ireland.

22% of NI road lengths were urban and 78% were rural at 1 April 2016.

£372 million was spent on our roads during 2015-16.

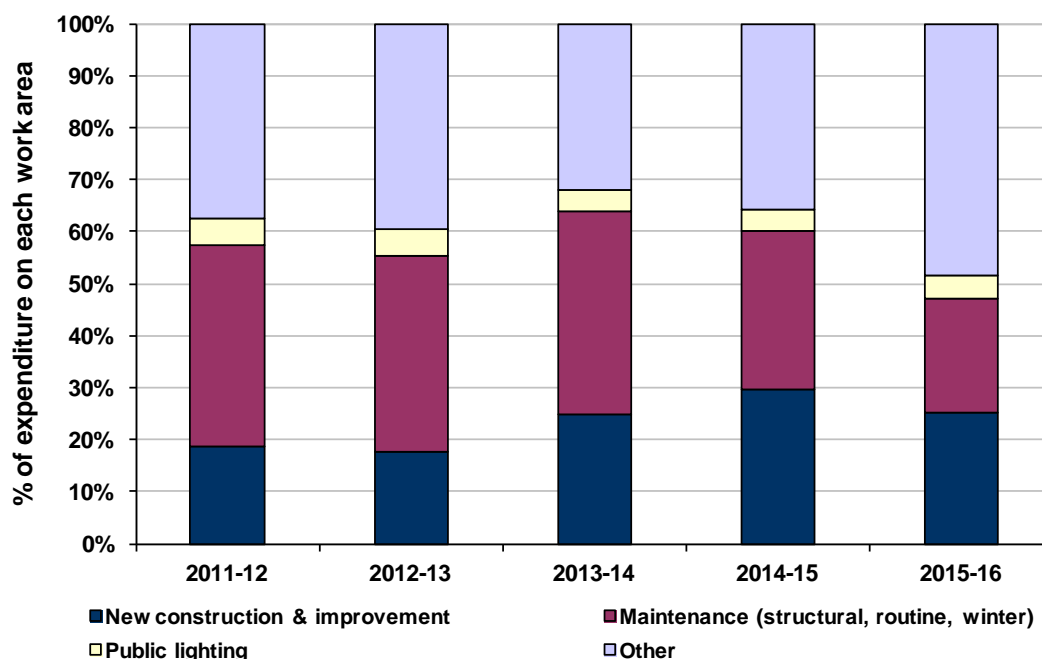
### **Symbols and Conventions:**

- p Data are provisional
- r Data have been revised from previous publication

### 3 Road Network

- 3.1 At 1 April 2016, there were 25,591 kilometres of public road in Northern Ireland. Unclassified roads accounted for the largest proportion (61%) of all roads followed by C roads (18%), B roads (11%), A roads (9%) and Motorways (<1%) (Table 3.1).
- 3.2 Analysis of the urban/ rural split of the road network reveals that 22% of road lengths are urban (speed limit of 40 mph or less) and 78% are rural (speed limit of more than 40 mph). This varies between the different road types with C roads having the highest proportion (94%) of rural road length and unclassified roads having the lowest proportion (72%) of rural road length (Table 3.1).
- 3.3 Thirty seven percent of all motorways in Northern Ireland are located within TransportNI Northern Division compared with 6% in Western Division. Within each TransportNI Division, Eastern Division has the highest percentage (70%) of unclassified roads, followed by Southern, Western and Northern Divisions with 61%, 60% and 57% respectively (Table 3.2).
- 3.4 During 2015-16, maintenance (structural, routine and winter) accounted for 22% of the £372 million spend on our roads. New construction and improvement accounted for 25% of the money spent, while public lighting accounted for 4%. There was a decrease of 12% in expenditure on the roads when compared to 2014-15.

**Figure 3.1: Public Expenditure on Northern Ireland Roads: 2011-12 to 2015-16**



**Table 3.1 Road network summary lengths 2016 - All divisions<sup>1</sup>**

Km					
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length <sup>2</sup>
Motorway <sup>3</sup>	Motorway	37.1	192.6	229.7	114.9
A Roads	Dual	116.0	301.7	417.7	208.9
A Roads	Single	511.9	1,574.5	2,086.4	2,086.4
B Roads	Dual	2.2	1.3	3.5	1.7
B Roads	Single	375.0	2,519.4	2,894.4	2,894.4
C Roads	Dual	2.5	0.0	2.5	1.3
C Roads	Single	284.0	4,437.6	4,721.6	4,721.6
Unclassified	Dual	1.9	0.0	1.9	0.9
Unclassified	Single	4,412.8	11,148.3	15,561.1	15,561.1
<b>All Road Classes<sup>4,5,6</sup></b>		<b>5,743.5</b>	<b>20,175.3</b>	<b>25,918.8</b>	<b>25,591.1</b>

Source: DfI TransportNI

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2016.

2 On Motorways and Dual Carriageways: 2 Carriageway Km = 1 Route Km.

3 Motorway figures exclude slip road lengths.

4 Stretches for car parks and footpaths are not included in these figures.

5 Road lengths recorded here are for adopted roads only.

6 See Technical Notes, page 106.

**Table 3.2 NI public road lengths by local government district and TransportNI division by type of road: 2016<sup>1, 2, 3</sup>**

Local government district/ TransportNI division	Km						
	Motorway <sup>4</sup>	A Roads		B Roads	C Roads	Unclassified	All road types <sup>5, 6, 7</sup>
		Dual c'way	Single c'way				
Antrim and Newtownabbey	35.3	14.0	111.5	150.3	239.2	809.1	1,359.3
Causeway Coast and Glens	0.0	5.0	292.3	451.7	441.8	1,442.8	2,633.7
Mid and East Antrim	7.3	25.9	163.6	236.2	309.0	996.0	1,737.9
<b>All Northern Division</b>	<b>42.6</b>	<b>44.9</b>	<b>567.4</b>	<b>838.2</b>	<b>990.0</b>	<b>3,247.8</b>	<b>5,731.0</b>
Ards and North Down	0.0	26.4	136.4	57.8	164.9	767.6	1,153.1
Armagh City, Banbridge and Craigavon	27.3	30.2	231.0	399.3	677.7	2,184.9	3,550.4
Newry, Mourne and Down	0.0	28.9	322.0	289.9	603.9	1,810.0	3,054.7
<b>All Southern Division</b>	<b>27.3</b>	<b>85.5</b>	<b>689.4</b>	<b>746.9</b>	<b>1,446.5</b>	<b>4,762.6</b>	<b>7,758.2</b>
Belfast	12.4	21.1	90.6	50.7	35.4	873.7	1,084.0
Lisburn and Castlereagh	25.6	11.9	112.8	142.2	227.6	835.1	1,355.1
<b>All Eastern Division</b>	<b>38.0</b>	<b>33.1</b>	<b>203.4</b>	<b>192.9</b>	<b>263.0</b>	<b>1,708.8</b>	<b>2,439.2</b>
Derry City and Strabane	0.0	17.4	91.7	257.2	451.3	1,494.7	2,312.3
Fermanagh and Omagh	0.0	0.6	320.2	445.7	884.2	2,326.7	3,977.4
Mid Ulster	7.1	27.4	214.3	415.2	687.8	2,021.4	3,373.1
<b>All Western Division</b>	<b>7.1</b>	<b>45.4</b>	<b>626.2</b>	<b>1,118.1</b>	<b>2,023.3</b>	<b>5,842.8</b>	<b>9,662.8</b>
<b>All Divisions</b>	<b>114.9</b>	<b>208.9</b>	<b>2,086.4</b>	<b>2,896.1</b>	<b>4,722.8</b>	<b>15,562.1</b>	<b>25,591.1</b>

Source: DfI TransportNI

1 Lengths are in route kilometres.

2 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2016.

3 Totals may not always exactly equal the sum of individual components, due to rounding.

4 Motorway figures exclude slip road lengths.

5 Stretches for car parks and footpaths are not included in these figures.

6 Road lengths recorded here are for adopted roads only.

7 See Technical Notes, page 106.

**Table 3.3 Public expenditure on NI roads: 2011-12 to 2015-16**

	£ Thousands				
	2011-12	2012-13	2013-14	2014-15	2015-16
New construction and improvement	74,888	70,223	107,651	124,430	93,104
Maintenance					
Structural <sup>1</sup>	115,677	105,740	125,829	88,597	49,804
Routine <sup>2</sup>	35,012	35,261	38,733	32,433	26,812
Winter <sup>3</sup>	4,602	7,871	6,157	7,767	5,396
Public lighting <sup>4</sup>	20,537	20,700	17,852	17,708	16,360
<b>All road expenditure<sup>5, 6</sup></b>	<b>400,223</b>	<b>396,745</b>	<b>436,147</b>	<b>421,780</b>	<b>372,278</b>

Source: DfI TransportNI

1 Structural maintenance: reconstruction, overlay, resurfacing, surface dressing, patching, footways, bridges.

2 Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, drainage, earthworks, fences.

3 Winter maintenance: salting, snow clearance.

4 Public lighting: maintenance and energy.

5 Includes other expenditure. The total is the full expenditure of TransportNI i.e. includes admin, resource & capital.

6 For further information on these figures, see Technical Notes on page 106.

## Chapter 4: Freight

*Road freight licences issued: 2011-12 to 2015-16*

*Road service (buses and coaches) licences issued: 2011-12 to 2015-16*

*Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2011-2015*

*International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2015*

*International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/loading: 2015*

*Freight handled at NI airports: 2006-2015*

*In 2015-16, 5,980 road freight operator licences were issued in NI.*

*In 2015, 45.1 million tonnes of freight were lifted within NI and transported by road in Heavy Goods Vehicles.*

*30,940 tonnes of freight were handled at NI airports in 2015.*

### **Symbols and Conventions:**

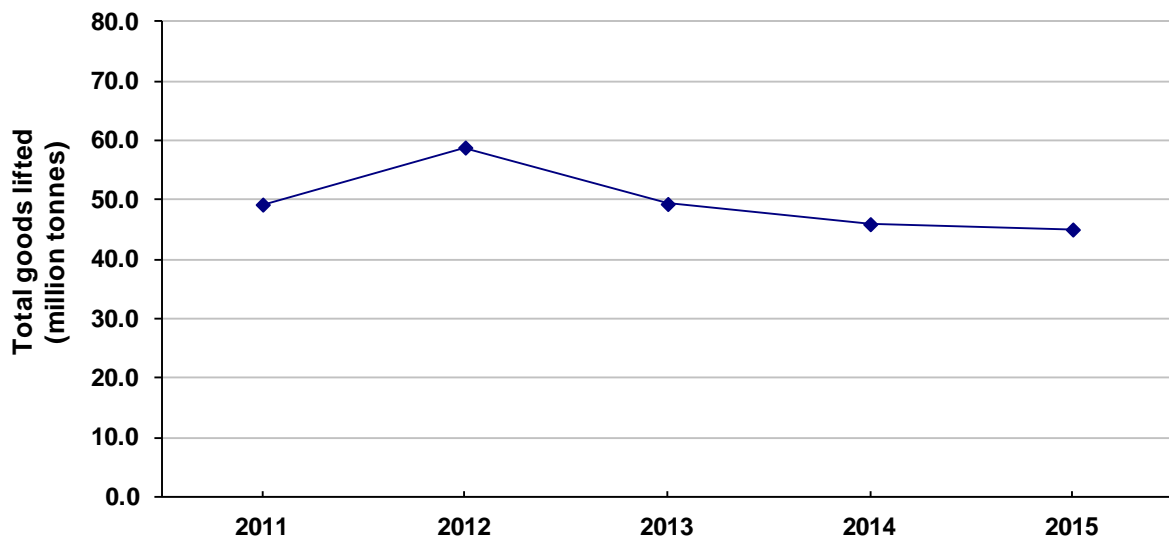
p Data are provisional

r Data have been revised from previous publication

## 4 Freight

- 4.1 During 2015-16 in Northern Ireland, 5,980 road freight operator licences were issued. Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. 66% of road freight licences issued in 2015-16 were Restricted licences or temporary permits remaining to be converted to full Restricted licences (Table 4.1).
- 4.2 During 2015-16 there were 200 bus and coach operator licences issued and 2,624 bus and coach vehicle licences issued. Of the bus and coach licences issued, 83% of operator licences and 96% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2015, 45.1 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, a decrease of 2% from 2014. 'Products of agriculture, forestry and raw materials' were the greatest single commodity transported within Northern Ireland, accounting for 16.0 million tonnes (35%) of all tonnes moved. 'Metal, mineral and chemical products' accounted for 10.3 million tonnes (23%) and 'Other products' (e.g. waste, mail and packaging) accounted for 8.5 million tonnes (19%) (Table 4.3, Figure 4.1).

**Figure 4.1: Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2011 to 2015**



- 4.4 During 2015, 4.8 million tonnes of freight were transported on international outward journeys from NI/ GB by NI registered hauliers. Of these, the largest commodities were 'Other products' (e.g. waste, mail and packaging) and 'metal, mineral and chemical products' each accounting for 1.1 million tonnes (24%). In 2015, 2.4 million tonnes were carried on international inward journeys to NI/ GB by NI registered heavy goods vehicles. 'Food products, including beverages and tobacco' was the largest commodity category, accounting for 0.6 million tonnes (26%) (Table 4.4).
- 4.5 30,940 tonnes of freight were handled at Northern Ireland airports in 2015, an increase of 1% from 2014 (30,565 tonnes) (Table 4.6).



**Table 4.1 Road freight licences issued: 2011-12 to 2015-16<sup>1</sup>**

	Number				
	2011-12	2012-13	2013-14	2014-15	2015-16
<b>Operator licences<sup>2</sup></b>					
Restricted <sup>3</sup>	-	4,724	4,046	3,825	3,973
National	360	394	377	374	380
International	1,774	1,453	1,507	1,540	1,627
<b>All Operator licences</b>	<b>2,134</b>	<b>6,571</b>	<b>5,930</b>	<b>5,739</b>	<b>5,980</b>
<b>Vehicle licences<sup>4</sup></b>					
National	465	-	-	-	-
International/National	6,565	-	-	-	-
<b>All Vehicle licences</b>	<b>7,030</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Source: DVA

1 These figures relate to the total current licences as a snapshot at the 31<sup>st</sup> March in Northern Ireland.

2 Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicle (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. See Technical Notes (page 107) for licence definitions.

3 The Restricted licences figure includes temporary permits. In 2015-16, there were 2 temporary permits remaining to be converted to full Restricted licences.

4 Vehicle licences ceased to be issued from 30<sup>th</sup> June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator's licence.

**Table 4.2 Road service (buses and coaches) licences issued: 2011-12 to 2015-16**

	Number				
	2011-12	2012-13	2013-14	2014-15	2015-16
<b>Operator licences</b>					
National	45	44	43	44	35
International	163	148	168	172	165
<b>All Operator licences</b>	<b>208</b>	<b>192</b>	<b>211</b>	<b>216</b>	<b>200</b>
<b>Vehicle licences</b>					
National	167	161	158	146	96
International	2,377	2,093	2,409	2,487	2,528
<b>All Vehicle licences</b>	<b>2,544</b>	<b>2,254</b>	<b>2,567</b>	<b>2,633</b>	<b>2,624</b>

Source: DVA

**Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2011-2015<sup>1</sup>**

	Thousand Tonnes				
<b>(a) By mode of working</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Mainly public haulage	20,385	28,489	23,053	20,665	23,185
Mainly own account	28,891	30,422	26,323	25,348	21,895
<b>All modes</b>	<b>49,276</b>	<b>58,910</b>	<b>49,376</b>	<b>46,013</b>	<b>45,080</b>
<b>(b) By gross weight of vehicle</b>					
<b>Rigid Vehicles</b>					
Over 3.5 to 17 tonnes	4,221	4,726	4,086	2,513	2,352
Over 17 to 25 tonnes	3,022	3,207	2,841	2,547	3,559
Over 25 tonnes	19,060	19,279	14,963	15,981	16,081
All rigids	26,303	27,211	21,890	21,042	1,531
<b>Articulated Vehicles</b>					
Over 3.5 to 33 tonnes	2,490	1,570	965	556	1,531
Over 33 tonnes	20,483	30,129	26,522	24,415	21,557
All artics	22,973	31,699	27,486	24,971	6,774
<b>All Vehicles</b>					
Over 3.5 to 25 tonnes	7,380	8,134	7,049	5,246	6,774
Over 25 tonnes	41,896	50,776	42,327	40,767	38,306
<b>All weights</b>	<b>49,276</b>	<b>58,910</b>	<b>49,376</b>	<b>46,013</b>	<b>45,080</b>
<b>(c) By commodity<sup>2</sup></b>					
<b>Products of agriculture, forestry and raw materials</b>					
Agricultural products	4,378	5,470	4,237	4,589	3,710
Coal and lignite	456	336	141	772	284
Metal ore and other mining and quarrying	9,866	12,418	10,393	12,816	11,967
<b>Subtotal</b>	<b>14,700</b>	<b>18,224</b>	<b>14,772</b>	<b>18,177</b>	<b>15,961</b>
<b>Food products, including beverages and tobacco</b>					
Food products	<b>8,236</b>	<b>10,528</b>	<b>8,665</b>	<b>6,282</b>	<b>7,638</b>
<b>Textile, leather and wood products</b>					
Textiles and textile products; leather and leather products	223	600	299	57	197
Wood products	1,064	995	1,300	498	1,613
<b>Subtotal</b>	<b>1,287</b>	<b>1,595</b>	<b>1,599</b>	<b>555</b>	<b>1,811</b>
<b>Metal, mineral and chemical products</b>					
Coke and refined petroleum products	1,920	5,432	4,683	4,295	3,389
Chemical products	1,516	1,400	1,491	1,400	1,407
Glass, cement and other non-metallic mineral products	4,557	5,792	3,719	4,040	4,082
Metal products	1,233	1,310	843	998	1,429
<b>Subtotal</b>	<b>9,226</b>	<b>13,935</b>	<b>10,736</b>	<b>10,733</b>	<b>10,308</b>
<b>Machinery and equipment, consumer durables</b>					
Machinery and equipment	1,727	1,715	599	250	317
Transport equipment	682	433	426	225	401
Furniture	523	454	152	272	170
<b>Subtotal</b>	<b>2,932</b>	<b>2,603</b>	<b>1,177</b>	<b>747</b>	<b>888</b>
<b>Other products</b>					
Waste related products	6,027	3,838	4,222	4,226	2,734
Mail, parcels	298	318	423	:	112
Empty containers, pallets and other packaging	834	1,162	885	508	851
Household and office removals	392	486	1,091	969	690
Grouped goods	5,321	6,161	5,414	3,101	3,475
Unidentifiable goods	:	:	393	589	595
Other goods	:	:	:	:	:
<b>Subtotal</b>	<b>12,896</b>	<b>12,026</b>	<b>12,427</b>	<b>9,519</b>	<b>8,475</b>
<b>All commodities</b>	<b>49,276</b>	<b>58,910</b>	<b>49,376</b>	<b>46,013</b>	<b>45,080</b>

Source: Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI), DfT

1 Totals may not always exactly equal the sum of individual components due to rounding.

2 Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years.

'-' = none recorded in the sample or not available due to small sample size.

Note: discontinuities in the series (denoted by dotted lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

[Methodology note](#)

**Table 4.4 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2015<sup>1, 2</sup>**

Outward journey <sup>3</sup>	Total traffic				of which: Hire or reward			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
Products of agriculture, forestry, raw materials	988	21	186	20	538	18	112	18
Food products, includ. beverages and tobacco	957	20	252	27	762	26	217	34
Textile, leather and wood products	427	9	61	6	367	13	52	8
Metal, mineral and chemical products	1,133	24	162	17	497	17	83	13
Machinery and equipment, consumer durables	135	3	28	3	:	:	:	:
Other products	1,143	24	263	28	675	23	157	25
<b>All commodities</b>	<b>4,782</b>	<b>100</b>	<b>952</b>	<b>100</b>	<b>2,907</b>	<b>100</b>	<b>636</b>	<b>100</b>

Inward journey <sup>3</sup>	Total traffic				of which: Hire or reward			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
Products of agriculture, forestry, raw materials	565	24	109	21	465	27	96	25
Food products, includ. beverages and tobacco	618	26	165	32	462	27	137	36
Textile, leather and wood products	287	12	66	13	:	:	:	:
Metal, mineral and chemical products	503	21	74	15	:	:	:	:
Machinery and equipment, consumer durables	:	:	:	:	:	:	:	:
Other products	380	16	86	17	327	19	77	20
<b>All commodities</b>	<b>2,381</b>	<b>100</b>	<b>509</b>	<b>100</b>	<b>1,718</b>	<b>100</b>	<b>384</b>	<b>100</b>

Source: CSRG T NI, DfT

1 Totals may not always exactly equal the sum of individual components due to rounding.

2 Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years.

3 An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere. An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

': ' = none recorded in the sample or not available due to small sample size.

**Table 4.5 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/ loading: 2015<sup>1</sup>**

Country	Outward journey <sup>2</sup>				Inward journey <sup>2</sup>			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
<b>European Community</b>								
Irish Republic	4,624	97	871	91	2,302	97	466	91
Other <sup>3</sup>	:	:	:	:	:	:	:	:
<b>All Countries</b>	<b>4,782</b>	<b>100</b>	<b>952</b>	<b>100</b>	<b>2,381</b>	<b>100</b>	<b>509</b>	<b>100</b>

Source: CSRG T NI, DfT

1 Countries (excluding Irish Republic) have been amalgamated due to small size samples involved. See Technical Notes (page 107) for further details.

2 An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere. An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

3 Other relates to other European countries excluding the Irish Republic.

': ' = none recorded in the sample or not available due to small sample size.

**Table 4.6 Freight<sup>1</sup> handled at NI airports: 2006-2015**

Tonnes

<b>Year</b>	<b>Belfast International</b>	<b>George Best Belfast City</b>	<b>City of Derry</b>	<b>All airports<sup>2</sup></b>
2006	38,417	827	0	39,244
2007	38,429	1,057	0	39,485
2008	36,115	168	0	36,282
2009	29,804	138	0	29,941
2010	29,716	155	0	29,871
2011	31,062	457	0	31,519
2012	29,095	581	0	29,676
2013	29,288	527	0	29,814
2014	30,073	491	0	30,565
2015	30,389	551	0	30,940

Source: CAA Statistics

1 Freight figures only. Mail is not included.

2 Individual figures may not sum exactly to "All airports" total due to rounding.

## Chapter 5: Road Safety

*Reported road traffic injury collisions by attribution: 2011-2015*

*Vehicles involved in reported road traffic injury collisions: 2011-2015*

*Deaths and injuries caused due to reported road traffic injury collisions: 2006-2015*

*Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015*

*Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015*

*Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015*

*In 2015, 80% of reported road traffic injury collisions were mainly attributable to drivers.*

*In 2015, there were 74 road deaths due to reported road traffic collisions, a decrease of 6% from 2014.*

*In 2015, there were 332 reported road traffic injury collisions per 100,000 population in NI, higher than England, Scotland or Wales.*

### **Data in Chapter 5 from National Statistics sources:**

(see User Information section (page 8) for definition)

All tables in Chapter 5 (Road Safety) are from National Statistics sources.

### **Symbols and Conventions:**

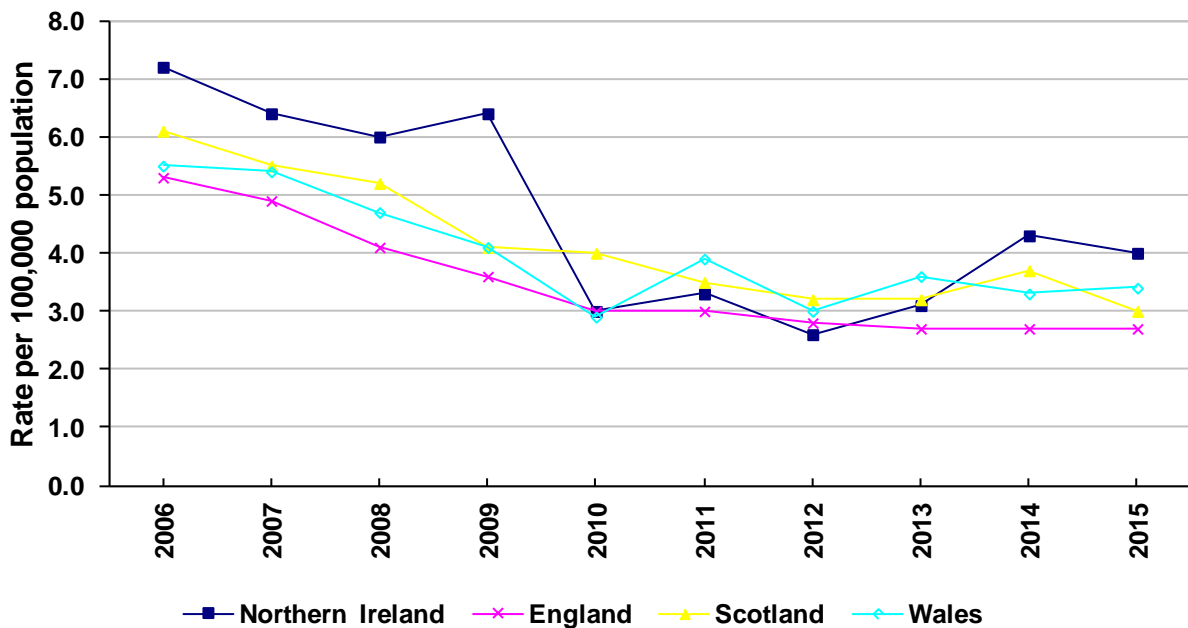
P Data are provisional

R Data have been revised from previous publication

## 5 Road Safety

- 5.1 In 2015, 80% of reported road traffic injury collisions were mainly attributable to drivers, 8% to passengers or pedestrians and 4% to road conditions (Table 5.1).
- 5.2 During 2015 there were 11,329 vehicles involved in reported road traffic injury collisions representing a 2% increase on the 11,133 vehicles during 2014. Cars accounted for 85% of vehicles involved in reported road traffic injury collisions (Table 5.2).
- 5.3 Between 2014 and 2015, the number of reported road casualties (killed, seriously or slightly injured) increased by 4% from 9,388 to 9,737 (Table 5.3).
- 5.4 The number of road deaths occurring as a result of reported road traffic collisions has decreased by 6% from 79 in 2014 to 74 in 2015 (Table 5.3).
- 5.5 There were 332 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2015, similar to the 2014 rate of 331. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2015 was 56 in Northern Ireland, 41 in England and 30 in both Scotland and Wales (Table 5.4).
- 5.6 In 2015, the reported road traffic injury collision death rate in Northern Ireland was 4.0 deaths per 100,000 population compared to the 2014 rate of 4.3 deaths. Wales had the second highest rate at 3.4 deaths per 100,000 population, followed by Scotland with a rate of 3.0 while England had the lowest rate of 2.7. At 0.7 per 10,000 vehicles, Northern Ireland had the highest rate of reported road traffic injury collision deaths in 2015. Scotland and Wales both had a slightly lower rate of 0.6 and England had the lowest rate of 0.5 deaths per 10,000 vehicles (Table 5.5, Figure 5.1).

**Figure 5.1: Road Traffic Injury Collision Deaths per 100,000 Population in Northern Ireland, England, Scotland and Wales: 2006 to 2015**



**Table 5.1 Reported road traffic injury collisions by attribution<sup>1</sup>: 2011-2015**

Mainly attributable to:	Number/Percentage									
	<u>2011</u>		<u>2012</u>		<u>2013</u>		<u>2014</u>		<u>2015</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,278	76	4,521	78	4,512	77	4,767	78	4,907	80
Passengers/Pedestrians	516	9	517	9	468	8	465	8	463	8
Motor cyclists	156	3	113	2	136	2	149	2	119	2
Pedal cyclists	106	2	91	2	82	1	96	2	101	2
Road conditions	281	5	217	4	295	5	263	4	258	4
Vehicle defects	68	1	59	1	78	1	80	1	70	1
Other causes	205	4	262	5	260	4	274	4	236	4
<b>All attributions<sup>1</sup></b>	<b>5,610</b>	<b>100</b>	<b>5,780</b>	<b>100</b>	<b>5,831</b>	<b>100</b>	<b>6,094</b>	<b>100</b>	<b>6,154</b>	<b>100</b>

Source: Police Service of Northern Ireland (PSNI)

<sup>1</sup> Due to the number of collisions where responsibility was shared by more than one party, the "All attributions" total may be more than the total number of collisions.

**Table 5.2 Vehicles involved in reported road traffic injury collisions: 2011-2015**

Type of vehicle	Number/Percentage									
	<u>2011</u>		<u>2012</u>		<u>2013</u>		<u>2014</u>		<u>2015</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars <sup>1</sup>	8,392	83	8,870	84	8,848	83	9,359	84	9,607	85
Motor cycles	370	4	309	3	339	3	309	3	302	3
Pedal cycles	262	3	284	3	266	3	338	3	285	3
Goods vehicles	727	7	731	7	788	7	774	7	830	7
PCVs <sup>2</sup>	193	2	177	2	206	2	205	2	170	2
Others <sup>3</sup>	163	2	164	2	150	1	148	1	135	1
<b>All vehicles</b>	<b>10,107</b>	<b>100</b>	<b>10,535</b>	<b>100</b>	<b>10,597</b>	<b>100</b>	<b>11,133</b>	<b>100</b>	<b>11,329</b>	<b>100</b>

Source: PSNI

<sup>1</sup> Includes motor cars used as taxis.

<sup>2</sup> Includes coaches, buses and minibuses.

<sup>3</sup> Includes motor caravans, tractors, invalid carriages, fire engines, black taxis etc and unknown vehicles.

**Table 5.3 Deaths and injuries caused due to reported road traffic injury collisions: 2006-2015**

							Number
Year	Children			All ages			All casualties
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	
2006	9	143	826	126	1,211	7,845	9,182
2007	5	101	894	113	1,097	8,226	9,436
2008	7	94	851	107	990	8,454	9,551
2009	4	116	860	115	1,035	8,617	9,767
2010	2	93	749	55	892	8,010	8,957
2011	2	91	837	59	825	7,876	8,760
2012	5	87	956	48	795	8,167	9,010
2013	2	71	858	57	720	8,410	9,187
2014	4	66	827	79	710	8,599	9,388
2015	5	67	853	74	711	8,952	9,737

Source: PSNI

**Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015**

									Units as indicated
Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles				
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales	
2006	323	329	253	291	59	60	51	52	
2007	340	314	239	277	59	56	47	49	
2008	350	291	234	257	61	52	46	45	
2009	349	278	221	234	60	50	43	41	
2010	314	261	195	225	54	47	38	40	
2011	308	254	188	210	53	46	37	37	
2012	317	243	182	194	54	44	36	34	
2013	318	230	169	191	55	42	33	33	
2014	331	242	164	190	56	43	31	33	
2015	332	230	158	179	56	41	30	30	

Sources: NI - NISRA, PSNI; GB - ONS, DfT

<sup>1</sup> Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.



**Table 5.5 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2006	7.2	5.3	6.1	5.5	1.3	1.0	1.2	1.0
2007	6.4	4.9	5.5	5.4	1.1	0.9	1.1	0.9
2008	6.0	4.1	5.2	4.7	1.0	0.7	1.0	0.8
2009	6.4	3.6	4.1	4.1	1.1	0.7	0.8	0.7
2010	3.0	3.0	4.0	2.9	0.5	0.5	0.8	0.5
2011	3.3	3.0	3.5	3.9	0.6	0.5	0.7	0.7
2012	2.6	2.8	3.2	3.0	0.5	0.5	0.6	0.5
2013	3.1	2.7	3.2	3.6	0.5	0.5	0.6	0.6
2014	4.3	2.7	3.7	3.3	0.7	0.5	0.7	0.6
2015	4.0	2.7	3.0	3.4	0.7	0.5	0.6	0.6

Sources: NI - NISRA, PSNI; GB - ONS, DfT

<sup>1</sup> Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

**Table 5.6 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2006-2015**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2006	527	448	334	425	96	81	67	76
2007	536	427	310	408	94	77	61	72
2008	537	394	299	370	93	71	58	65
2009	545	377	287	341	94	68	56	60
2010	496	352	253	326	85	64	50	57
2011	483	342	241	307	83	63	47	54
2012	494	326	237	279	85	60	46	49
2013	502	304	216	270	86	55	42	47
2014	510	322	210	265	87	58	40	45
2015	526	306	204	248	88	54	38	42

Sources: NI - NISRA, PSNI; GB - ONS, DfT

<sup>1</sup> Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

## Chapter 6: Public Transport

*Ulsterbus/ Metro transport: 2011-12 to 2015-16 - Vehicle stock*

*Ulsterbus/ Metro transport: 2011-12 to 2015-16 - Staff employed*

*Ulsterbus/ Metro transport: 2011-12 to 2015-16 – Passenger journeys, bus miles and kilometres*

*Ulsterbus/ Metro transport: 2011-12 to 2015-16 - Local stage passenger receipts*

*NI Rail service assets and staff: 2011-12 to 2015-16*

*NI Rail service passenger journeys, miles, kilometres and receipts: 2011-12 to 2015-16*

At the end of 2015-16, the average age of the Ulsterbus stock was 8.1 years and for Metro buses 7.9 years.

In 2015-16, there were 65.2 million bus passenger journeys, a decrease of 2% from 2014-15.

There were 13.5 million rail passenger journeys in 2015-16, similar to 2014-15.

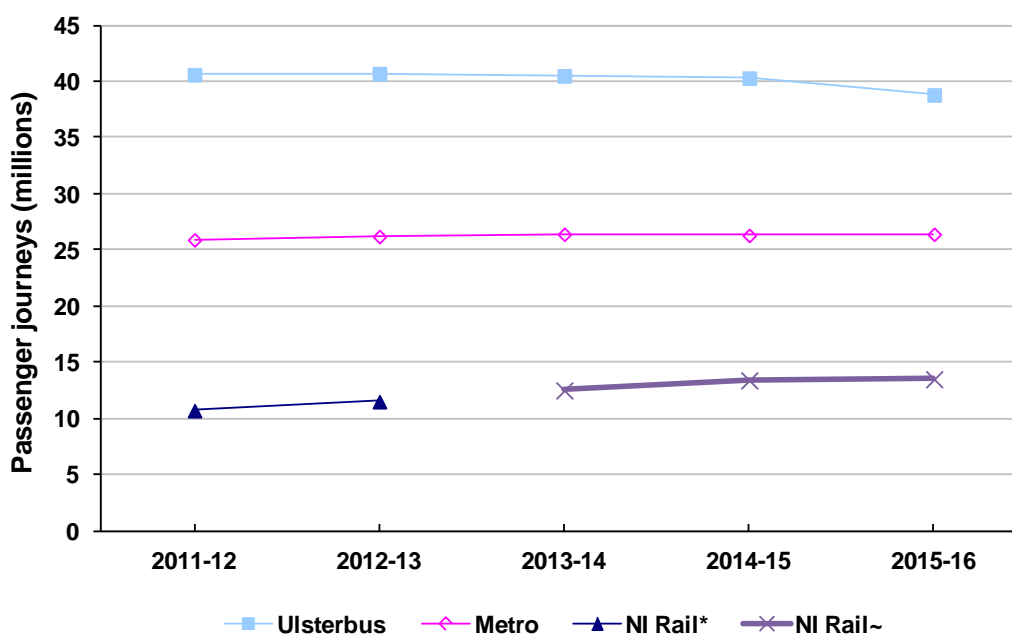
### **Symbols and Conventions:**

- p Data are provisional
- r Data have been revised from previous publication

## 6 Public Transport

- 6.1 At the end of 2015-16, there were 1,072 Ulsterbuses and 284 Metro buses on the roads which were, on average, 8.1 years and 7.9 years old respectively (Table 6.1).
- 6.2 During 2015-16, there were 38.8 million passenger journeys on Ulsterbus, a decrease of 4% from both last year (40.3 million) and 2011-12 (40.6 million). For Metro services, 26.4 million passenger journeys were taken in 2015-16, similar to 2014-15 (26.3 million) and an increase of 2% from 2011-12 (25.9 million) (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage bus passenger receipts in 2015-16 were £86.3 million, a decrease of 1% from 2014-15 (£87.1 million). Metro local stage bus passenger receipts increased by 5% from £35.5 million in 2014-15 to £37.1 million in 2015-16 (Table 6.4).
- 6.4 There were 13.5 million rail passenger journeys made in 2015-16, an increase of 1% from 2014-15 (13.4 million) (Table 6.6, Figure 6.1).
- 6.5 Railway passenger receipts increased by 3% from £43.6 million in 2014-15 to £45.0 million in 2015-16 (Table 6.6).

**Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys 2011-12 to 2015-16**



\* Figures calculated using old journey factors.

~ Figures calculated using new journey factors.

Note: There has been a discontinuity in this series due to a methodological change. Figures for NI Rail passenger journeys were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. Therefore, figures for NI Rail passenger journeys from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.

## Ulsterbus/ Metro transport: 2011-12 to 2015-16

**Table 6.1 Vehicle stock**

	Age/Number									
	<u>2011-12</u>		<u>2012-13</u>		<u>2013-14</u>		<u>2014-15<sup>P</sup></u>		<u>2015-16<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	6.6	8.9	6.5	7.5	6.8	8.5	7.5	7.1	8.1	7.9
Number of buses	1,135	282	1,136	284	1,126	288	1,126	294	1,072	284

Source: Translink

**Table 6.2 Staff employed**

	Number									
	<u>2011-12</u>		<u>2012-13</u>		<u>2013-14</u>		<u>2014-15<sup>P</sup></u>		<u>2015-16<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,234	731	2,259	733	2,276	723	2,269	722	2,169	701

Source: Translink

**Table 6.3 Passenger journeys, bus miles and kilometres**

	Millions									
	<u>2011-12</u>		<u>2012-13<sup>1</sup></u>		<u>2013-14</u>		<u>2014-15<sup>P</sup></u>		<u>2015-16<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	40.6	25.9	40.7	26.2	40.5	26.4	40.3	26.3	38.8	26.4
Bus miles	34.3	7.9	35.4	7.8	35.5	7.7	34.4	7.8	33.4	7.6
Bus kilometres	54.9	12.6	57.0	12.5	57.1	12.4	55.3	12.5	53.7	12.3

Source: Translink

<sup>1</sup> 2012-13 covers a 53 week period and the 2012-13 bus miles/ kilometres data are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years in the table cover 52 week periods.

**Table 6.4 Local stage passenger receipts**

	£ Millions									
	<u>2011-12</u>		<u>2012-13<sup>1</sup></u>		<u>2013-14</u>		<u>2014-15<sup>P</sup></u>		<u>2015-16<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	83.7	33.4	87.1	34.5	87.8	35.3	87.1	35.5	86.3	37.1

Source: Translink

<sup>1</sup> 2012-13 covers a 53 week period and the 2012-13 passenger receipts figure is based on this 53 week period. All other years in the table cover 52 week periods.

**Table 6.5 NI Rail service assets and staff: 2011-12 to 2015-16**

	Number				
	2011-12	2012-13	2013-14	2014-15 <sup>P</sup>	2015-16 <sup>P</sup>
Route miles of track	211	211	211	211	211
Rolling stock <sup>1</sup> :					
Locomotives	2 <sup>r</sup>	2 <sup>r</sup>	2 <sup>r</sup>	2 <sup>r</sup>	2
Passenger coaches	116 <sup>r</sup>	143 <sup>r</sup>	143 <sup>r</sup>	143 <sup>r</sup>	143
Stations	22	22	22	22	22
Staff employed	895	908	931	949	916

Source: Translink

<sup>1</sup> Includes only rolling stock which are currently in service. New cars, which have been brought into service over the last few years, all come fitted with an integrated engine and carry passengers and have therefore been included in the 'passenger coaches' category. The locomotive figure only includes those used for passenger services.

<sup>r</sup> Figures for rolling stock locomotives and passenger coaches have been revised back to 2011-12. Previously the figures incorrectly included old rolling stock (i.e. 450 class) which had been removed from service. New vehicles were brought into service between 2011-12 and 2012-13.

**Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2011-12 to 2015-16<sup>1</sup>**

	Millions/£ Thousands				
	2011-12	2012-13 <sup>2</sup>	2013-14	2014-15 <sup>P</sup>	2015-16 <sup>P</sup>
Passenger journeys (Millions)	10.7	11.5	12.5	13.4	13.5
Passenger miles (Millions)	202.9	216.1	237.2	258.7	271.2
Passenger kilometres (Millions)	326.7	347.8	381.9	416.5	436.6
Passenger receipts (£ Thousands)	32,868	35,738	41,313	43,597	44,991

Source: Translink

<sup>1</sup> Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. There was also a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.

<sup>2</sup> 2012-13 covers a 53 week period and the 2012-13 passenger miles/ kilometres and passenger receipts data are based on this 53 week period. However, the 2012-13 passenger journeys figure has been restated for a 52 week period. All other years in the table cover 52 week periods.

## Chapter 7: Air Transport

*Total aircraft movements and air transport movements at NI airports: 2006-2015*

*Air transport movements at NI airports: 2011-2015*

*Scheduled and chartered terminal passenger traffic via NI by airport: 2011-2015*

*UK airports by number of terminal passengers: 2010 and 2015*

*Scheduled direct weekly flights from NI airports: 2015 and 2016*

*International air passenger traffic to and from Belfast International airport: 2014 and 2015*

*International air passenger traffic to and from George Best Belfast City airport: 2014 and 2015*

*International air passenger traffic to and from City of Derry airport: 2014 and 2015*

*7.37 million terminal passengers passed through NI airports in 2015.*

*Palma de Mallorca was the most popular destination from Belfast International airport in 2015.*

*In 2015 Belfast International and George Best Belfast City were the 12<sup>th</sup> and 17<sup>th</sup> busiest commercial airports in the UK respectively.*

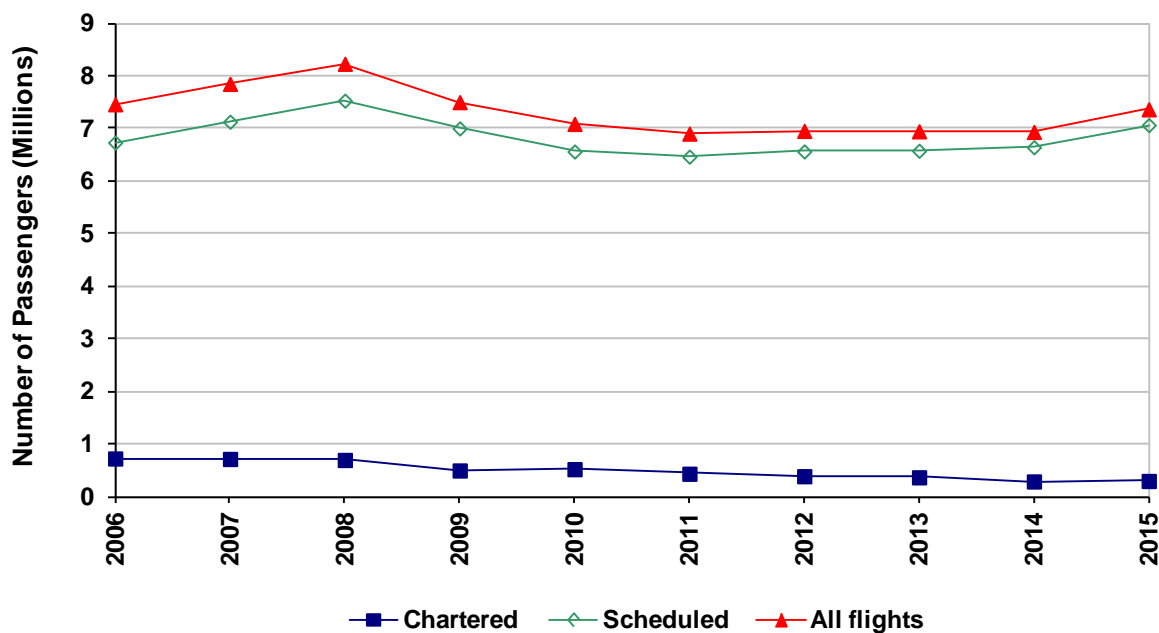
### **Symbols and Conventions:**

- p Data are provisional
- r Data have been revised from previous publication

## 7 Air Transport

- 7.1 There were 78,771 air transport movements (landings and takeoffs) during 2015, an increase of 7% from the 2014 figure of 73,384 (Table 7.1).
- 7.2 Between 2014 and 2015, air transport movements at Belfast International airport increased by 4%, George Best Belfast City airport increased by 13% and City of Derry airport decreased by 24%. In 2015, Belfast International airport accounted for 46% of all air transport movements, George Best Belfast City airport 52% and City of Derry airport 2%. Of the 78,771 air transport movements occurring during 2015, 93% were scheduled and 7% were chartered (Table 7.2).
- 7.3 During 2015, 7.37 million terminal passengers passed through Northern Ireland airports, slightly higher than the 2014 figure (6.94 million). Between 2014 and 2015 the number of passengers travelling on scheduled flights increased by 6% (6.65 million in 2014, 7.07 million in 2015) and passenger numbers on chartered flights increased by 3% from 0.29 million to 0.30 million (Table 7.3, Figure 7.1).

Figure 7.1: Terminal Passengers at NI Airports: 2006 to 2015



- 7.4 In 2015, Belfast International airport was the 12th busiest commercial airport in the UK with 4.39 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.69 million terminal passengers, accounting for 1% of all UK terminal passengers. In the 5 years between 2010 and 2015, Belfast International airport saw an increase of 9% in the number of terminal passengers while George Best Belfast City airport saw a decrease of 2% (Table 7.4).
- 7.5 Palma de Mallorca in Spain was the most popular international route from Belfast International airport with 137,405 passengers flying there and back during 2015. Malaga in Spain was the second most popular international route with 117,770 passengers and Alicante in Spain was the third most popular with 114,865 passengers (Table 7.6a).

**Table 7.1 Total aircraft movements and air transport movements at NI airports<sup>1</sup>:  
2006-2015**

Year	Belfast International		George Best Belfast City		City Of Derry		All Airports	
	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements
2006	77,652	48,212	39,411	36,862	11,941	4,747	129,004	89,821
2007	77,395	51,805	43,022	39,925	11,598	5,733	132,015	97,463
2008	77,943	53,631	42,990	40,205	13,035	5,823	133,968	99,659
2009	68,813	44,060	39,330	37,604	10,286	4,185	118,429	85,849
2010	60,742	39,230	40,324	38,702	9,948	3,848	111,014	81,780
2011	57,460	37,308	41,844	40,556	8,464	3,839	107,768	81,703
2012	58,011	39,120	37,189	35,921	7,355	3,114	102,555	78,155
2013	54,003	36,596	38,050	36,865	7,103	3,011	99,156	76,472
2014	50,973	34,795	37,112	36,052	5,764	2,537	93,849	73,384
2015	52,246	36,273	41,782	40,571	5,005	1,927	99,033	78,771

Source: CAA Statistics

<sup>1</sup> Excludes air taxi operations.



**Table 7.2 Air transport movements<sup>1</sup> at NI airports: 2011-2015**

	Number						
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2011	31,390	0	31,390	2,287	3,631	5,918	37,308
2012	33,144	0	33,144	2,077	3,899	5,976	39,120
2013	30,517	0	30,517	2,006	4,073	6,079	36,596
2014	29,187	0	29,187	1,545	4,063	5,608	34,795
2015	30,516	0	30,516	1,649	4,108	5,757	36,273

George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2011	40,383	0	40,383	173	0	173	40,556
2012	35,780	0	35,780	141	0	141	35,921
2013	36,732	0	36,732	133	0	133	36,865
2014	35,921	0	35,921	131	0	131	36,052
2015	40,476	0	40,476	95	0	95	40,571

City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2011	3,765	0	3,765	74	0	74	3,839
2012	3,042	0	3,042	72	0	72	3,114
2013	2,934	0	2,934	77	0	77	3,011
2014	2,503	0	2,503	34	0	34	2,537
2015	1,923	0	1,923	4	0	4	1,927

All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2011	75,538	0	75,538	2,534	3,631	6,165	81,703
2012	71,966	0	71,966	2,290	3,899	6,189	78,155
2013	70,183	0	70,183	2,216	4,073	6,289	76,472
2014	67,611	0	67,611	1,710	4,063	5,773	73,384
2015	72,915	0	72,915	1,748	4,108	5,856	78,771

Source: CAA Statistics

1 Excludes air taxi operations.

**Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport<sup>1</sup>:  
2011-2015**

Airport / Year	Passengers		Number
	Scheduled	Chartered	All flights
<b>Belfast International</b>			
2011	3,694,976	406,938	4,101,914
2012	3,947,716	364,725	4,312,441
2013	3,679,015	343,454	4,022,469
2014	3,762,444	269,241	4,031,685
2015	4,100,345	289,516	4,389,861
<b>George Best Belfast City</b>			
2011	2,379,697	17,573	2,397,270
2012	2,232,913	13,289	2,246,202
2013 <sup>f</sup>	2,528,237	13,485	2,541,722
2014	2,539,610	15,501	2,555,111
2015	2,682,431	10,282	2,692,713
<b>City Of Derry</b>			
2011	392,521	13,047	405,568
2012	385,224	12,985	398,209
2013	371,632	13,341	384,973
2014	344,317	5,940	350,257
2015	284,238	244	284,482
<b>All Airports</b>			
2011	6,467,194	437,558	6,904,752
2012	6,565,853	390,999	6,956,852
2013 <sup>f</sup>	6,578,884	370,280	6,949,164
2014	6,646,371	290,682	6,937,053
2015	7,067,014	300,042	7,367,056

Source: CAA Statistics

<sup>1</sup> Excludes air taxi operations.

**Table 7.4 UK airports by number of terminal passengers<sup>1</sup>: 2010 and 2015**

Number/Percentage

Rank	Airport	2015		2010		Percentage change (2015/2010)
		Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	
1	HEATHROW	74,954	29.8	65,745	31.2	14.0
2	GATWICK	40,260	16.0	31,342	14.9	28.5
3	MANCHESTER	23,095	9.2	17,663	8.4	30.8
4	STANSTED	22,513	9.0	18,562	8.8	21.3
5	LUTON	12,263	4.9	8,734	4.1	40.4
6	EDINBURGH	11,113	4.4	8,594	4.1	29.3
7	BIRMINGHAM	10,180	4.0	8,564	4.1	18.9
8	GLASGOW	8,710	3.5	6,522	3.1	33.5
9	BRISTOL	6,781	2.7	5,723	2.7	18.5
10	NEWCASTLE	4,560	1.8	4,346	2.1	4.9
11	EAST MIDLANDS INTERNATIONAL	4,446	1.8	4,111	2.0	8.1
12	<b>BELFAST INTERNATIONAL</b>	<b>4,390</b>	<b>1.7</b>	<b>4,011</b>	<b>1.9</b>	<b>9.4</b>
13	LONDON CITY	4,319	1.7	2,781	1.3	55.3
14	LIVERPOOL (JOHN LENNON)	4,296	1.7	5,008	2.4	-14.2
15	ABERDEEN	3,469	1.4	2,763	1.3	25.6
16	LEEDS BRADFORD	3,445	1.4	2,724	1.3	26.5
17	<b>BELFAST CITY (GEORGE BEST)</b>	<b>2,693</b>	<b>1.1</b>	<b>2,740</b>	<b>1.3</b>	<b>-1.7</b>
18	SOUTHAMPTON	1,776	0.7	1,734	0.8	2.4
19	CARDIFF WALES	1,158	0.5	1,398	0.7	-17.2
20	SOUTHEND <sup>2</sup>	901	0.4	4	0.0	22,425.0
	Other airports <sup>3</sup>	6,157	2.4	7,589	3.6	-18.8
	<b>All reporting UK airports<sup>3,4</sup></b>	<b>251,479</b>	<b>100</b>	<b>210,656</b>	<b>100</b>	<b>19.4</b>

Source: CAA Statistics

1 Excludes air taxi operations.

2 London Southend airport was sold in 2008 to Stobart Group and has undergone major redevelopment. More details are available at: <http://www.southendairport.com/about/about-us/>

3 'Other airports' and 'All reporting UK airports' excludes Alderney, Guernsey, Isle of Man and Jersey.

4 Individual figures may not sum to total due to rounding.

**Table 7.5 Scheduled direct weekly flights<sup>1</sup> from NI airports: 2015<sup>2</sup> and 2016**

Summer schedule

Destination	Belfast International <sup>3</sup>		George Best Belfast City		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2015	2016	2015	2016	2015	2016
Aberdeen	-	-	6	8	-	-
Alicante <sup>4</sup>	11	16	-	5	2	-
Amsterdam	7	9	7	7	-	-
Barcelona	4	4	3	-	-	-
Berlin	-	3	-	-	-	-
Birmingham	13	16	41	44	-	-
Bordeaux Merignac	1	2	-	-	-	-
Bristol	17	17	-	-	-	-
Brussels <sup>5</sup>	-	-	-	5	-	-
Cardiff	-	-	7	7	-	-
Dubrovnik	1	1	-	-	-	-
East Midlands	-	-	25	26	-	-
Edinburgh	19	20	25	36	-	-
Exeter	-	-	6	7	-	-
Faro	11	12	7	9	2	2
Fuerteventura	-	1	-	-	-	-
Gdansk	-	2	-	-	-	-
Glasgow	20	21	27	38	5	5
Ibiza	3	4	-	-	-	-
Inverness	-	-	6	7	-	-
Isle Of Man	-	-	22	20	-	-
Jersey	1	4	-	-	-	-
Katowice	2	2	-	-	-	-
Keflavik	2	2	-	-	-	-
Krakow	3	6	-	-	-	-
Lanzarote	2	6	-	-	-	-
Las Palmas	1	1	-	-	-	-
Leeds Bradford	-	-	25	30	-	-
Liverpool	30	32	23	33	4	5
London City	-	-	23	17	-	-
London Heathrow	-	-	63	59	-	-
London Gatwick <sup>6</sup>	34	63	20	-	-	-
London Stansted	22	28	-	-	7	7
Luton	34	24	-	-	-	-
Majorca (Palma)	13	13	2	5	-	-
Malaga	10	14	7	9	-	-
Malta	2	-	-	-	-	-
Manchester	17	18	46	44	-	-
Menorca (Mahon)	1	1	-	-	-	-
Milan	-	2	-	-	-	-
Murcia	2	2	-	-	-	-
Newcastle <sup>7</sup>	16	18	6	-	-	-
Newquay	-	-	1	1	-	-
New York (Newark)	7	7	-	-	-	-
Nice	3	2	-	-	-	-

**Table 7.5 Scheduled direct weekly flights<sup>1</sup> from NI airports: 2015<sup>2</sup> and 2016 – cont'd**

Summer schedule

Destination	Belfast International <sup>3</sup>		George Best Belfast City		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2015	2016	2015	2016	2015	2016
Paris	6	6	-	-	-	-
Pisa	1	1	-	-	-	-
Prague	2	-	-	-	-	-
Rome Fiumicino	2	-	-	-	-	-
Reus	2	3	-	-	-	-
Southampton	-	-	18	21	-	-
Split	1	1	-	-	-	-
Tenerife South	2	4	-	-	-	-
Verona	1	1	1	-	-	-
Vilnius	2	2	-	-	-	-
Warsaw	-	2	-	-	-	-
Wroclaw	-	2	-	-	-	-
Zakynthos	1	1	-	-	-	-

Sources: Belfast International airport, George Best Belfast City airport, City of Derry airport

- 1 Flights at least once a week during most of the timetable period.
- 2 Detail relating to 2015 data can be found in the footnotes of Table 7.5 in the 2014-15 edition of NI Transport Statistics.
- 3 Belfast International airport started new routes to Berlin, Fuerteventura, Gdansk, Milan, Warsaw and Wroclaw in 2016.
- 4 Aer Lingus flights from George Best Belfast City airport to Alicante started on 29<sup>th</sup> April 2016.
- 5 Brussels Airlines flights from George Best Belfast City airport to Brussels started on 27<sup>th</sup> March 2016.
- 6 Aer Lingus flights from George Best Belfast City airport to London Gatwick ceased on 26<sup>th</sup> March 2016.
- 7 Flybe flights from George Best Belfast City airport to Newcastle ceased on 1<sup>st</sup> July 2016.

**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>:  
2014 and 2015**

Country/Airport	Belfast International Airport						% Change of all flights
	2015			2014			
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<b>Austria</b>							
Salzburg	3,530	0	3,530	3,364	2,938	426	5
Vienna	256	256	0	141	0	141	82
<b>Belgium</b>							
Liege	0	0	0	41	0	41	-100
<b>Bulgaria</b>							
Burgas	13,208	0	13,208	11,636	0	11,636	14
Plovdiv	2,923	0	2,923	2,465	0	2,465	19
<b>Croatia</b>							
Dubrovnik	5,860	5,860	0	6,157	6,033	124	-5
Split	5,442	5,146	296	699	0	699	679
<b>Cyprus</b>							
Larnaca	19,327	0	19,327	12,734	0	12,734	52
<b>Czech Republic</b>							
Prague	19,641	19,641	0	0	0	0	-
<b>Denmark</b>							
Copenhagen	61	0	61	0	0	0	-
<b>Finland</b>							
Helsinki	360	0	360	0	0	0	-
Rovaniemi	1,692	0	1,692	1,256	0	1,256	35
<b>France</b>							
Bordeaux	7,299	7,299	0	3,408	3,408	0	114
Le Touquet	78	0	78	0	0	0	-
Lille	0	0	0	90	0	90	-100
Lyon	619	450	169	0	0	0	-
Nice	20,081	20,081	0	19,503	19,503	0	3
Paris (Charles De Gaulle)	77,969	77,912	57	79,820	79,706	114	-2
Paris (Le Bourget)	80	0	80	0	0	0	-
Tarbes-Lourdes International	6,668	0	6,668	7,140	0	7,140	-7
Toulon / Hyeres	347	0	347	187	0	187	86
Toulouse (Blagnac)	2,834	0	2,834	252	0	252	1,025
<b>Germany</b>							
Hamburg	272	0	272	80	0	80	240
Munich	0	0	0	223	223	0	-100
Paderborn	0	0	0	17	0	17	-100
<b>Greece</b>							
Athens	154	0	154	0	0	0	-
Corfu	12,135	0	12,135	7,323	0	7,323	66
Heraklion	13,697	0	13,697	13,027	0	13,027	5
Rhodes	4,841	0	4,841	5,192	0	5,192	-7
Zakinthos	4,672	4,672	0	0	0	0	-
<b>Hungary</b>							
Budapest	362	0	362	0	0	0	-
Debrecen	0	0	0	120	0	120	-100
<b>Ireland</b>							
Cork	35	0	35	0	0	0	-
Dublin	1,517	0	1,517	612	0	612	148
Ireland West (Knock)	0	0	0	24	0	24	-100
Shannon	271	0	271	30	0	30	803
<b>Italy</b>							
Genoa	0	0	0	248	0	248	-100
Milan (Malpensa)	0	0	0	46	0	46	-100
Parma	0	0	0	80	0	80	-100
Pisa	4,666	4,666	0	4,968	4,968	0	-6
Rome (Ciampino)	0	0	0	149	149	0	-100
Rome (Fiumicino)	14,981	14,938	43	46	0	46	32,467
Treviso	80	0	80	69	0	69	16
Venice	252	0	252	0	0	0	-
Verona Villafranca	4,768	4,768	0	5,645	5,226	419	-16
<b>Latvia</b>							
Riga	67	0	67	0	0	0	-
<b>Lithuania</b>							
Vilnius	21,777	21,777	0	0	0	0	-
<b>Malta</b>							
Malta	22,963	22,963	0	27,624	27,624	0	-17
<b>Netherlands</b>							
Amsterdam	101,894	101,833	61	97,381	97,381	0	5
Rotterdam	0	0	0	41	0	41	-100
<b>Poland</b>							
Gdansk	0	0	0	142	0	142	-100
Katowice	23,155	23,155	0	0	0	0	-
Krakow	44,157	44,157	0	44,742	44,742	0	-1

**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>: 2014 and 2015 – cont'd**

Country/Airport	Belfast International Airport						Number/Percentage
	2015			2014			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU cont'd</b>							
<u>Portugal (excluding Madeira)</u>							
Faro	113,758	113,758	0	115,963	115,963	0	-2
Lisbon	418	0	418	0	0	0	-
<u>Romania</u>							
Bucharest (Otopeni)	290	0	290	0	0	0	-
<u>Slovak Republic</u>							
Bratislava	250	52	198	0	0	0	-
Piestany	86	0	86	0	0	0	-
<u>Spain</u>							
Alicante	114,865	114,865	0	113,556	113,556	0	1
Almeria	45	0	45	0	0	0	-
Barcelona	37,924	37,805	119	42,725	42,606	119	-11
Girona	61	0	61	0	0	0	-
Ibiza	30,514	15,282	15,232	30,405	15,111	15,294	0
Madrid	170	0	170	180	0	180	-6
Mahon	11,403	4,825	6,578	19,158	4,899	14,259	-40
Malaga	117,770	110,258	7,512	116,572	109,156	7,416	1
Murcia San Javier	16,204	16,204	0	17,320	17,320	0	-6
Palma de Mallorca	137,405	98,040	39,365	140,373	102,247	38,126	-2
Reus	36,304	11,077	25,227	37,026	11,048	25,978	-2
Seville	0	0	0	80	0	80	-100
<u>Spain (Canary Islands)</u>							
Arrecife	75,784	58,721	17,063	57,167	49,301	7,866	33
Las Palmas	20,690	11,588	9,102	9,105	1,834	7,271	127
Tenerife (Surreina Sofia)	75,224	54,554	20,670	78,903	71,448	7,455	-5
<u>Sweden</u>							
Stockholm (Arlanda)	175	0	175	98	0	98	79
Stockholm (Bromma)	0	0	0	75	0	75	-100
<b>Europe-Other</b>							
<u>Albania</u>							
Tirana	60	0	60	0	0	0	-
<u>Belarus</u>							
Minsk Int'l	66	0	66	92	0	92	-28
<u>Faroe Islands</u>							
Vagar	70	0	70	714	0	714	-90
<u>Iceland</u>							
Keflavik	26,133	26,133	0	1,025	660	365	2,450
Reykjavik	0	0	0	768	768	0	-100
<u>Macedonia</u>							
Ohrid	136	0	136	0	0	0	-
<u>Norway</u>							
Oslo (Gardermoen)	110	110	0	0	0	0	-
Tromso	0	0	0	236	0	236	-100
<u>Switzerland</u>							
Geneva	25,552	25,418	134	25,891	25,891	0	-1
<u>Turkey</u>							
Antalya	0	0	0	8,217	0	8,217	-100
Bodrum (Milas)	9,214	0	9,214	10,784	0	10,784	-15
Dalaman	31,395	0	31,395	39,386	0	39,386	-20
<b>Rest of the World</b>							
<u>Lebanon</u>							
Beirut	51	0	51	0	0	0	-
<u>Egypt</u>							
Sharm El Sheikh (Ophira)	6,289	0	6,289	6,549	0	6,549	-4
<u>Tunisia</u>							
Enfidha - Hammamet Intl	2,902	0	2,902	11,427	0	11,427	-75
Monastir	0	0	0	205	0	205	-100
<u>Canada</u>							
Toronto	221	0	221	0	0	0	-
<u>U.S.A</u>							
Chicago (O'Hare)	260	0	260	0	0	0	-
Detroit	0	0	0	118	0	118	-100
Las Vegas	1,118	622	496	0	0	0	-
New York (JF Kennedy)	553	0	553	0	0	0	-
New York (Newark)	69,258	69,258	0	82,958	82,958	0	-17
Orlando	5,831	2,520	3,311	1,243	1,243	0	369
<b>All routes</b>	<b>1,433,550</b>	<b>1,150,664</b>	<b>282,886</b>	<b>1,325,041</b>	<b>1,057,910</b>	<b>267,131</b>	<b>8</b>

<sup>1</sup> Excludes air taxi operations.

Source: CAA Statistics

**Table 7.6b International air passenger traffic to and from George Best Belfast City airport<sup>1</sup>: 2014 and 2015**

Number/Percentage

Country/Airport	George Best Belfast City Airport						% Change of all flights
	2015			2014			
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<u>Austria</u>							
Salzburg	0	0	0	2,663	0	2,663	-100
<u>Finland</u>							
Helsinki	72	0	72	0	0	0	-
<u>France</u>							
Paris (Charles de Gaulle)	0	0	0	1,754	1,754	0	-100
Toulouse (Blagnac)	0	0	0	2,318	0	2,318	-100
<u>Greece</u>							
Athens	0	0	0	60	0	60	-100
<u>Italy</u>							
Verona Villafranca	9,530	0	9,530	10,319	0	10,319	-8
<u>Netherlands</u>							
Amsterdam	26,084	26,084	0	0	0	0	-
Maastricht	64	0	64	73	0	73	-12
<u>Portugal (excluding Madeira)</u>							
Faro	59,053	59,053	0	57,443	57,443	0	3
<u>Spain</u>							
Barcelona	10,456	10,456	0	0	0	0	-
Malaga	54,456	54,300	156	51,398	51,398	0	6
Palma de Mallorca	11,480	11,480	0	11,064	10,937	127	4
<b>Europe-Other</b>							
<u>Faroe Islands</u>							
Vagar	78	0	78	0	0	0	-
<u>Lithuania</u>							
Kaunas	0	0	0	136	0	136	-100
<b>All routes</b>	<b>171,273</b>	<b>161,373</b>	<b>9,900</b>	<b>137,228</b>	<b>121,532</b>	<b>15,696</b>	<b>25</b>

Source: CAA Statistics

1 Excludes air taxi operations.



**Table 7.6c International air passenger traffic to and from City of Derry airport<sup>1</sup>:  
2014 and 2015**

Number/Percentage

Country/Airport	City of Derry Airport						% Change of all flights
	2015			2014			
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<b>Denmark</b>							
Billund	0	0	0	96	0	96	-100
<b>Ireland</b>							
Dublin	28	28	0	0	0	0	-
Shanon	37	0	37	0	0	0	-
<b>Portugal (excluding Madeira)</b>							
Faro	2,902	2,902	0	23,807	23,807	0	-88
<b>Spain</b>							
Alicante	4,152	4,152	0	5,603	5,603	0	-26
Palma de Mallorca (Majorca)	0	0	0	5,844	0	5,844	-100
<b>All routes</b>	<b>7,119</b>	<b>7,082</b>	<b>37</b>	<b>35,350</b>	<b>29,410</b>	<b>5,940</b>	<b>-80</b>

Source: CAA Statistics

1 Excludes air taxi operations.

## Chapter 8: General Transport

*Employees in transport related employment in NI by gender: March 2016*

*Employees in transport related employment in NI: March 2012-2016*

*Method of travel to work, UK/NI comparison: 2015 Quarter 4*

*Method of travel to work, NI: 2011-2015*

*Car parking by council: 31<sup>st</sup> March 2016*

*HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2011-2015*

*Domestic sea passenger movements by ferry route: 2011-2015*

*Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2011-2015/16*

82% of the surveyed NI workforce travelled to work by car, van or minibus in October to December 2015.

Belfast Marine Rescue Co-ordination Centre carried out 1,399 search and rescue operations in 2015.

In 2015, there were 2.03 million sea passenger movements between NI and GB ports (including the Isle of Man), a 3% decrease from 2014.

### Data in Chapter 8 from National Statistics sources:

(see User Information section (page 8) for definition)

Tables 8.1 and 8.2 Employees in transport related employment

Tables 8.3 and 8.4 Method of travel to work

Table 8.7 Domestic sea passenger movements

### Symbols and Conventions:

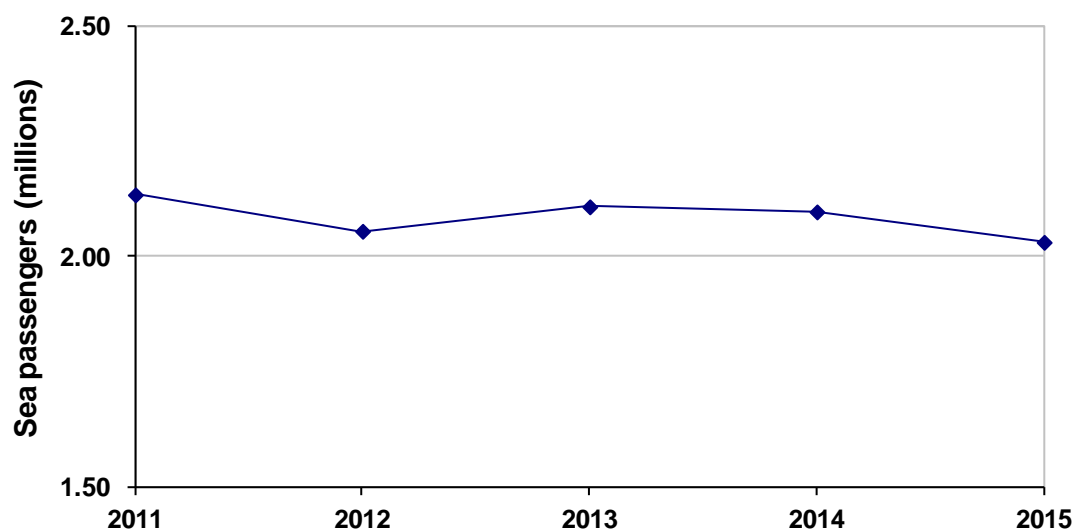
p Data are provisional

r Data have been revised from previous publication

## 8 General Transport

- 8.1 In March 2016, there were 44,340 people in transport related employment in Northern Ireland. Of these, 81% were male and 19% were female employees. Considering hours worked, 90% of males were full time employees compared to 61% of females. Land transport and transport via pipelines accounted for 32% of people in transport related employment in March 2016 with a further 28% of people employed in wholesale and retail trade and repair of motor vehicles and motorcycles (Table 8.1).
- 8.2 Over four-fifths (82%) of the Northern Ireland workforce interviewed in October to December 2015 reported that their method of travel to work was car, van or minibus. This compares to 69% in the United Kingdom as a whole (Table 8.3).
- 8.3 There were 1,399 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre (MRCC) in 2015, a 3% increase from 2014 (1,361) (Table 8.6).
- 8.4 In 2015, there were 2.03 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), a 3% decrease from the previous year (2.10 million) and a 5% decrease since 2011 (2.13 million) (Table 8.7, Figure 8.1).

**Figure 8.1: Domestic sea passenger movements between NI and GB ports (including the Isle of Man): 2011 to 2015**



- 8.5 During 2015-16, 78,239 passengers travelled between Ballycastle and Rathlin Island, an increase of 10% on 2014-15 (71,022) and 531,252 passengers used the Strangford Lough ferry, a decrease of 4% on 2014-15 (552,296) (Table 8.8).

**Table 8.1 Employees in transport related employment<sup>1</sup> in NI by gender: March 2016<sup>P</sup>**

Number

Class	Standard Industrial Classification 2007 <sup>2</sup>	Males			Females			All employees
		Full time	Part time	All males	Full time	Part time	All females	
29	Manufacture of motor vehicles, trailers and semi-trailers	3,760	40	<b>3,790</b>	260	50	<b>310</b>	<b>4,100</b>
30	Manufacture of other transport equipment	6,110	50	<b>6,160</b>	930	130	<b>1,070</b>	<b>7,230</b>
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	8,980	1,190	<b>10,180</b>	1,330	810	<b>2,140</b>	<b>12,320</b>
49	Land transport and transport via pipelines	10,000	1,640	<b>11,640</b>	1,240	1,440	<b>2,680</b>	<b>14,320</b>
50	Water transport	250	0	<b>260</b>	120	40	<b>150</b>	<b>410</b>
51	Air transport	250	30	<b>270</b>	220	120	<b>350</b>	<b>620</b>
52	Warehousing and support activities for transportation	3,210	560	<b>3,770</b>	930	640	<b>1,570</b>	<b>5,340</b>
<b>All employees</b>		<b>32,570</b>	<b>3,510</b>	<b>36,080</b>	<b>5,030</b>	<b>3,240</b>	<b>8,270</b>	<b>44,340</b>

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for this table. In publications prior to 2011-12, SIC 2003 was used.

**Table 8.2 Employees in transport related employment<sup>1</sup> in NI: March 2012-2016**

Number

Class	Standard Industrial Classification 2007 <sup>2</sup>	2012	2013	2014 <sup>r, P</sup>	2015 <sup>r, P</sup>	2016 <sup>P</sup>
29	Manufacture of motor vehicles, trailers and semi-trailers	2,930	3,140	3,340	3,730	4,100
30	Manufacture of other transport equipment	6,740	6,930	7,210	6,690	7,230
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	11,360	11,000	10,890	11,770	12,320
49	Land transport and transport via pipelines	13,940	14,290	13,400	13,500	14,320
50	Water transport	500	420	390	400	410
51	Air transport	720	570	530	580	620
52	Warehousing and support activities for transportation	4,600	4,710	4,180	5,080	5,340
<b>All employees</b>		<b>40,790</b>	<b>41,080</b>	<b>39,940</b>	<b>41,740</b>	<b>44,340</b>

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for this table. In publications prior to 2011-12, SIC 2003 was used.

**Table 8.3 Method of travel to work, UK/NI comparison<sup>1, 2</sup>: 2015 Quarter 4**

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	17,144	68.6	597	82.1
Motorbike, moped, scooter	175	0.7	*	*
Bicycle	824	3.3	*	*
Bus, coach	1,780	7.1	36	4.9
Taxi	87	0.3	*	*
Railway train	1,440	5.8	*	*
Underground train, tram	887	3.5	*	*
Walk	2,551	10.2	69	9.5
Other method	114	0.5	*	*
<b>All Methods of travel<sup>3, 4</sup></b>	<b>25,002</b>	<b>100.0</b>	<b>728</b>	<b>100.0</b>

Source: Labour Force Survey, October to December 2015 (UK - ONS; NI - NISRA)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 In 2016, a reweighting exercise revised data according to the latest population estimates. Data in this table have been revised accordingly.

3 Excludes those for whom method of travel is not known.

4 Data are rounded to the nearest thousand and may not sum due to rounding.

\* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

**Table 8.4 Method of travel to work, NI<sup>1, 2, 3</sup>: 2011-2015**

Method of travel	Percentage				
	2011	2012 <sup>r</sup>	2013 <sup>r</sup>	2014 <sup>r</sup>	2015
Car, van, minibus	82.9	84.3	81.1	81.1	82.1
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	3.5	3.1	3.8	5.0	4.9
Taxi	*	*	*	*	*
Railway train	1.4	*	1.2	1.4	*
Walk	10.1	9.1	10.7	9.2	9.5
Other method	*	*	*	*	*
<b>All Methods of travel</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

Source: Labour Force Survey (NI - NISRA)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 Figures based on Quarter 4 (October to December).

3 In 2016, a reweighting exercise revised data according to the latest population estimates. Data from 2012 onwards in this table have been revised accordingly.

\* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

**Table 8.5 Car parking by council<sup>1</sup>: 31<sup>st</sup> March 2016**

Council	Number					
	Fee paying		Free		All car parks	All spaces
	Car parks	Spaces	Car parks	Spaces		
Antrim and Newtownabbey	5	881	6	588	11	1,469
Ards and North Down	22	1,403	21	1,659	43	3,062
Armagh City, Banbridge and Craigavon <sup>2</sup>	18	2,004	33	1,874	51	3,878
Belfast City <sup>3</sup>	17	1,457	14	739	31	2,196
Causeway Coast and Glens <sup>4</sup>	16	2,187	50	3,679	66	5,866
Derry City and Strabane	14	1,059	15	892	29	1,951
Fermanagh and Omagh <sup>5</sup>	13	1,309	26	1,770	39	3,079
Lisburn and Castlereagh	8	738	4	233	12	971
Mid and East Antrim <sup>6</sup>	15	2,401	35	1,965	50	4,366
Mid Ulster	7	759	16	1,239	23	1,998
Newry, Mourne and Down	11	1,199	26	1,560	37	2,759
<b>All Councils</b>	<b>146</b>	<b>15,397</b>	<b>246</b>	<b>16,198</b>	<b>392</b>	<b>31,595</b>

Source: NI Councils

1 Responsibility for off-street car parks transferred from TransportNI to councils on 1<sup>st</sup> April 2015.

2 The number of fee paying spaces in Armagh City, Banbridge and Craigavon council has reduced since last year mainly due to a major road scheme which impacted on the Friary Road East car park in Armagh and reduced the number of spaces by over 100. Figures also include two additional free car parks, one in Keady and the other in Markethill, which were not counted last year.

3 Belfast City council figures include the addition of two fee paying car parks that were not included within the transfer scheme (Corporation Street and Frederick Street North) and the inclusion of a free car park owned by Belfast City Council (Stranmillis Road). There has been a decrease in the number of spaces in car parks due to the inclusion of additional family friendly and disabled parking bays, as part of the upgrade of transferring assets.

4 Causeway Coast and Glens council figures are a result of a validation exercise in which all car parks were surveyed to ensure complete information was captured. Last years figures, sourced from TransportNI, did not account for car parks which the council already owned prior to the additional car parks transfer from DRD (now DfI).

5 The number of spaces in the fee paying car parks have decreased since last year due to the refurbishment of Drumragh Avenue car park in Omagh. The refurbished layout has less spaces than original. Regarding the free car parks, two car parks in Lisnaskea (i.e. Fair Green and Upper Fairgreen) were designated as one car park previously.

6 There has been an increase in the number of free car parks counted in the Mid and East Antrim council since last year. The figures include car parks which have been split into two parts i.e. previously they were counted as fee paying although a large separate section of the car park was free (for example, Riverdale East and Riverdale West, Larne) and car parks which have been separated out rather than counted as one (for example, Curran Road East and Curran Road West, Larne).

**Table 8.6 HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2011-2015<sup>1</sup>**

	Number				
	2011	2012	2013	2014	2015
<b>Search and rescue operations</b>					
Commercial vessels	15	22	57	53	36
Fishing vessels	28	35	44	45	41
Pleasure craft	227	243	426	326	320
Incidents to persons	148	207	305	291	273
Medical evacuations	51	105	430	403	459
Other craft	35	21	197	146	153
No persons or craft involved	173	171	81	97	117
<b>All Search and rescue operations</b>	<b>677</b>	<b>804</b>	<b>1,540</b>	<b>1,361</b>	<b>1,399</b>
<b>Persons involved in incidents</b>					
Persons rescued	251	183	264	205	239
Persons assisted	908	1,055	1,532	2,086	1,237
Lives lost	12	14	23	30	15
<b>All Persons involved in incidents</b>	<b>1,171</b>	<b>1,252</b>	<b>1,819</b>	<b>2,321</b>	<b>1,491</b>

Source: Maritime and Coastguard Agency

<sup>1</sup> Clyde MRCC closed on 18<sup>th</sup> December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19<sup>th</sup> December 2012, this area of operation is included in the figures in the table. Therefore, figures from 19<sup>th</sup> December 2012 are not directly comparable with previous figures.

**Table 8.7 Domestic sea passenger movements by ferry route: 2011-2015<sup>1</sup>**

		Thousands				
NI Port	GB Port	2011	2012	2013	2014	2015 <sup>P</sup>
Belfast	Heysham	9	9	7	6	6
Belfast	Liverpool	235	207	241	267	262
Belfast	Stranraer <sup>2</sup>	922	-	-	-	-
Belfast	Cairnryan <sup>2</sup>	96	1,116	1,150	1,124	1,126
Larne	Cairnryan	631	524	501	492	472
Larne	Troon	208	169	180	178	131
Larne	Heysham <sup>3</sup>	4	1	-	-	-
Warrenpoint	Heysham	7	7	8	7	7
<b>All NI to GB Routes</b>		<b>2,113</b>	<b>2,033</b>	<b>2,086</b>	<b>2,075</b>	<b>2,004</b>

		Thousands				
NI Port	Isle of Man Port	2011	2012	2013	2014	2015
Belfast	Douglas	17	18	18	17	16
Larne	Douglas	3	4	4	3	5
<b>All NI to IOM Routes</b>		<b>20</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>

Source: Maritime Statistics DfT

1 Totals may not always exactly equal the sum of individual components due to rounding.

2 Belfast - Cairnryan route opened in November 2011 replacing sailings from Belfast to Stranraer.

3 Larne - Heysham route closed in October 2012.

**Table 8.8 Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2011-2015/16<sup>1</sup>**

	Number				
	2011	2012-13	2013-14	2014-15	2015-16
Rathlin Island Ferry	79,623	73,690	79,205	71,022	78,239
Strangford Lough Ferry <sup>2</sup>	559,770	525,229	550,060	552,296	531,252
<b>All passenger journeys</b>	<b>639,393</b>	<b>598,919</b>	<b>629,265</b>	<b>623,318</b>	<b>609,491</b>

Source: DfI

1 Figures in this table refer to 2011 calendar year and 2012-13 to 2015-16 financial years for both Rathlin Island Ferry and Strangford Lough Ferry.

2 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.



## Chapter 9: Transport and Disability

*Concessionary travel passes (SmartPasses) held and used by older people and people with a disability in Northern Ireland: 2011-12 to 2015-16*

*Valid Blue Badges held by category of entitlement in Northern Ireland: 2011-12 to 2015-16*

*Buses and coaches used as Public Service Vehicles – compliance with accessibility regulations: 2013-14 to 2015-16*

*Railway carriages used as Public Service Vehicles: 2013-14 to 2015-16*

*Mobility difficulties by age and gender, Northern Ireland: 2012-2014*

*Travel by mobility status and main mode/ mode, Northern Ireland: 2012-2014*

*Travel by mobility status and journey purpose, Northern Ireland: 2012-2014*

*In 2015-16, 321,215 SmartPasses were held by eligible people. 95% of these were held by people aged 60+.*

*In 2015-16, 98% of buses and coaches used as Public Service Vehicles were wheelchair accessible.*

*On average those with a mobility difficulty made 589 journeys per year in 2012-2014, 41% less than those without a mobility difficulty.*

### **Symbols and Conventions:**

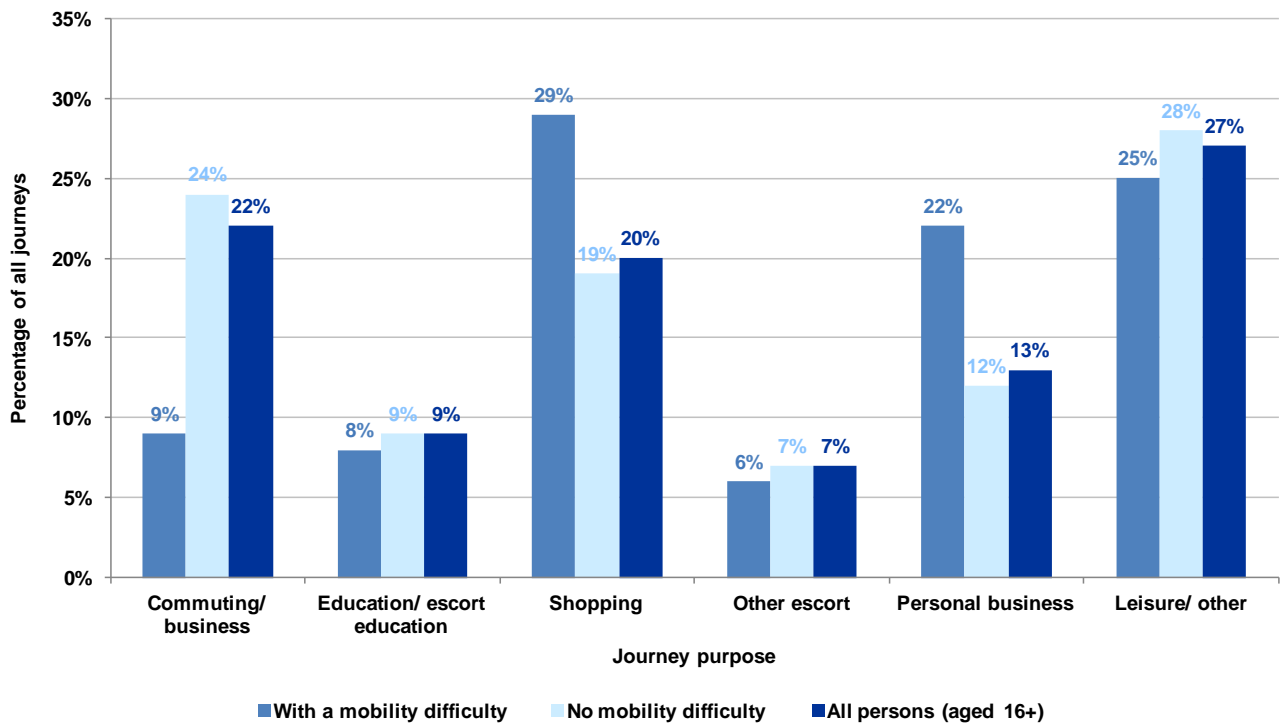
p Data are provisional

r Data have been revised from previous publication

## 9 Transport and Disability

- 9.1 In 2015-16, 321,215 SmartPasses were held by eligible people in Northern Ireland, an increase of 5% from 2014-15 (307,110 SmartPasses) and an increase of 8% from 2011-12 (297,300 SmartPasses). Of these, 95% were held by older people and 5% by people with a disability. Of the 321,215 SmartPasses held in 2015-16, 219,742 (68%) were used at least once during the year (Table 9.1).
- 9.2 In 2015-16, 305,137 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2015 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses (Table 9.1).
- 9.3 In 2015-16, 117,738 Blue Badges were held in Northern Ireland, an increase of 3% from 2014-15 (114,775) and an increase of 9% from 2011-12 (108,159). Of these, 61,341 (52%) were held by people who automatically qualified for a Blue Badge, 55,408 (47%) were held as a result of further assessment and 989 (1%) were held by organisations (Table 9.2)
- 9.4 In 2015-16, 1,236 buses and coaches were used as Public Service Vehicles in Northern Ireland, a decrease of 4% from 2014-15 (1,294). Of these, 1,074 (87%) were low-floor wheelchair accessible buses and 133 (11%) were wheelchair accessible coaches. 143 railway carriages were used as Public Service Vehicles in Northern Ireland in 2015-16, the same as in 2014-15. Of these, all (100%) were wheelchair accessible carriages (Tables 9.3 & 9.4).
- 9.5 In 2012-2014, almost a fifth (18%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 589 journeys per year in 2012-2014, 41% less than those without a mobility difficulty (992 journeys per year) (Table 9.5).
- 9.6 In 2012-2014, the majority of journeys were made by car for both those with a mobility difficulty and those without a mobility difficulty. However, car journeys accounted for a higher proportion of the journeys made by those with a mobility difficulty (82% of all journeys made) than those without a mobility difficulty (72% of all journeys made). Walks accounted for 7% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (18%) (Table 9.6).
- 9.7 In 2012-2014, the largest proportion of journeys made by those with a mobility difficulty was for shopping (29%), higher than the proportion of shopping journeys made by those without a mobility difficulty (19%). The largest proportion of journeys made by those without a mobility difficulty was for leisure or other purposes (28%), higher than the proportion of leisure/ other journeys made by those with a mobility difficulty (25%) (Table 9.7, Figure 9.1).

**Figure 9.1: Proportion of all journeys taken by mobility status and journey purpose, Northern Ireland: 2012 to 2014**



**Table 9.1 Concessionary travel passes (SmartPasses)<sup>1</sup> held<sup>2</sup> and used<sup>3</sup> by older people<sup>4</sup> and people with a disability<sup>5</sup> in Northern Ireland: 2011-12 to 2015-16**

Financial year (figures as at end year, 31 March)	Number/Percentage Uptake					
	SmartPasses Held		SmartPasses Used (at least once)		All SmartPasses Held	All SmartPasses Used (at least once)
	by older people	by people with a disability	by older people	by people with a disability		
2011-12	282,892	14,408	184,493	10,507	<b>297,300</b>	<b>195,000</b>
2012-13	278,702	15,073	189,165	10,627	<b>293,775</b>	<b>199,792</b>
2013-14	282,317	15,345	196,406	11,083	<b>297,662</b>	<b>207,489</b>
2014-15	291,636	15,474	205,169	11,614	<b>307,110</b>	<b>216,783</b>
2015-16	305,137	16,078	207,885	11,857	<b>321,215</b>	<b>219,742</b>
	<b>Uptake of SmartPasses by eligible older population<sup>6</sup> (%)</b>		<b>Usage of SmartPasses by eligible older population<sup>7</sup> (%)</b>			
2011-12	<b>79</b>		<b>51</b>			
2012-13	<b>76</b>		<b>52</b>			
2013-14	<b>76</b>		<b>53</b>			
2014-15	<b>77</b>		<b>54</b>			
2015-16	<b>79</b>		<b>54</b>			

Source: Translink

1 Concessionary fares passes for older people and people with a disability meeting the eligibility criteria.

2 The number of SmartPasses held at 31<sup>st</sup> March.

3 The number of SmartPasses used at least once during the financial year.


4 SmartPasses held/ used by older people includes holders/ users of the 60+ SmartPass or Senior (65+) SmartPass.

5 SmartPasses held/ used by people with a disability includes holders/ users of the Registered Blind SmartPass and the War Disablement SmartPass (who may be aged under or over 60) or holders/ users of any category of Half Fare SmartPass (who are aged between 16 and 59) (see Technical Notes, page110).

6 Uptake is calculated as the number of SmartPasses held by older people divided by the eligible older population. The "eligible older population" is approximated as the number of persons aged 60 and over according to the NISRA mid-year population estimates for the appropriate year e.g. for 2015-16, the population estimates for mid 2015 were used.

7 Usage is calculated as the number of SmartPasses used by older people divided by the eligible older population. For "eligible older population" see footnote 6 above.

**Table 9.2 Valid Blue Badges held by category of entitlement in Northern Ireland:  
2011-12 to 2015-16**

Number/Percentage				
Financial year  (figures as at end year, 31 March)	Valid Blue Badges held without further assessment <sup>1</sup>	Valid Blue Badges held subject to further assessment <sup>2</sup>	Valid Blue Badges held by organisations <sup>3</sup>	Total valid Blue Badges held
<b>Valid badges</b>				
2011-12	54,031	52,899	1,229	<b>108,159</b>
2012-13	56,821	50,964	1,115	<b>108,900</b>
2013-14	58,789	53,743	1,199	<b>113,731</b>
2014-15	59,125	54,536	1,114	<b>114,775</b>
2015-16	61,341	55,408	989	<b>117,738</b>
<b>Percentage of valid badges</b>				
2011-12	50	49	1	<b>100</b>
2012-13	52	47	1	<b>100</b>
2013-14	52	47	1	<b>100</b>
2014-15	52	48	1	<b>100</b>
2015-16	52	47	1	<b>100</b>

Source: DfI TransportNI

- 1 Persons who automatically qualify for a Blue Badge as they are in receipt of the higher rate of the mobility component of the Disability Living Allowance, are registered blind or receive a War Pensioner's Mobility Supplement.
- 2 Persons who applied for a Blue Badge who did not meet the automatic criteria, but met other criteria (see Technical Notes, page 110) where a discretionary decision has to be made or more information has been requested from their GP.
- 3 Organisations which care for people with disabilities and meet one of the criteria (see Technical Notes, page 110).

**Table 9.3 Buses and coaches used as Public Service Vehicles<sup>1</sup> - compliance with accessibility regulations<sup>2</sup>: 2013-14 to 2015-16**

				Number/Percentage
Financial year (figures as at end year, 31 March)	Low floor buses <sup>3</sup> (Wheelchair accessible)	Coaches <sup>4</sup> (Wheelchair accessible)	Coaches <sup>5</sup> (Non wheelchair accessible)	Total number of vehicles
2013-14	1,121	131	30	<b>1,282</b>
2014-15	1,134	131	29	<b>1,294</b>
2015-16	1,074	133	29	<b>1,236</b>
<b>Percentage of all vehicles<sup>6</sup></b>				
2013-14	87	10	2	<b>100</b>
2014-15	88	10	2	<b>100</b>
2015-16	87	11	2	<b>100</b>

Source: Translink

1 Figures do not include school coaches (non wheelchair accessible) and reserve fleet vehicles. In 2015-16, there were 57 and 63 respectively.

2 Based on compliance with Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI).

3 Compliant with Schedules 1 & 2 of PSVAR NI.

4 Compliant with Schedules 1 & 3 of PSVAR NI.

5 Compliant with Schedule 3 only of PSVAR NI.

6 Percentages may not sum to 100% due to rounding.

**Table 9.4 Railway carriages used as Public Service Vehicles: 2013-14 to 2015-16**

				Number/Percentage
Financial year (figures as at end year, 31 March)	TSI PRM compliant vehicles <sup>1</sup>	RVAR compliant carriages <sup>2</sup>	Wheelchair accessible carriages	Total number of carriages
2013-14	129	129	143	<b>143</b>
2014-15	129	129	143	<b>143</b>
2015-16	129	129	143	<b>143</b>
<b>Percentage of all vehicles<sup>3</sup></b>				
2013-14	90	90	100	<b>100</b>
2014-15	90	90	100	<b>100</b>
2015-16	90	90	100	<b>100</b>

Source: Translink

1 Based on compliance with Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014).

2 Based on compliance with Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI).

**Table 9.5 Mobility difficulties<sup>1</sup> by age and gender, Northern Ireland: 2012-2014**

		Percent/Journeys				
	Mobility status <sup>1</sup>	16-49	50-59	60-69	70+	All aged 16+ <sup>2</sup>
<b>Males<sup>2</sup> (aged 16+)</b>	With a mobility difficulty	7	16	25	40	<b>16</b>
	No mobility difficulty	93	84	75	60	<b>84</b>
	<b>All males<sup>2</sup> (aged 16+)</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Females<sup>2</sup> (aged 16+)</b>	With a mobility difficulty	8	19	28	46	<b>19</b>
	No mobility difficulty	92	81	72	54	<b>81</b>
	<b>All females<sup>2</sup> (aged 16+)</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>All adults<sup>2</sup> (aged 16+)</b>	With a mobility difficulty	8	18	26	44	<b>18</b>
	No mobility difficulty	92	82	74	56	<b>82</b>
	<b>All adults<sup>2</sup> (aged 16+)</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average number of journeys per person per year:</b>						
	With a mobility difficulty	762	*	589	470	<b>589</b>
	No mobility difficulty	1,017	1,018	932	893	<b>992</b>
	<b>All adults<sup>2</sup> (aged 16+)</b>	<b>998</b>	<b>948</b>	<b>843</b>	<b>708</b>	<b>921</b>

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 Only includes those who answered the questions on mobility difficulties.

**Table 9.6 Travel by mobility status<sup>1</sup> and main mode<sup>2</sup>/ mode<sup>3</sup>, Northern Ireland: 2012-2014**

Travel mode <sup>4</sup>	Average number of journeys per person per year by main mode <sup>2</sup>			Average distance travelled per person per year by mode <sup>3</sup> (miles)		
	With a mobility difficulty <sup>1</sup>	No mobility difficulty <sup>1</sup>	All persons <sup>5</sup> (aged 16+)	With a mobility difficulty <sup>1</sup>	No mobility difficulty <sup>1</sup>	All persons <sup>5</sup> (aged 16+)
	Journeys/Miles					
Walk	44	175	<b>152</b>	34	197	<b>168</b>
Bicycle	-	7	<b>5</b>	*	37	<b>31</b>
Car driver	339	586	<b>542</b>	2,135	4,467	<b>4,054</b>
Car passenger	145	126	<b>129</b>	979	1,139	<b>1,111</b>
Car undefined	-	-	-	*	*	*
Motorcycle	1	1	<b>1</b>	*	15	<b>14</b>
Other private	15	44	<b>39</b>	160	523	<b>458</b>
Metro and Ulsterbus	16	30	<b>27</b>	84	266	<b>233</b>
Other bus	5	4	<b>4</b>	37	59	<b>55</b>
NI Railways	2	7	<b>6</b>	*	134	<b>119</b>
Black taxi	-	-	-	*	*	*
Taxi	21	12	<b>14</b>	85	49	<b>56</b>
Other public	-	-	-	*	*	*
Undefined mode	-	-	-	*	*	*
<b>All modes</b>	<b>589</b>	<b>992</b>	<b>921</b>	<b>3,574</b>	<b>6,889</b>	<b>6,301</b>

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 Main mode is the form of transport used for the greatest length of the journey. For example, if the journey had 2 stages, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode and therefore the journey is assigned to the "NI Railways" category.

3 Mode of travel is the form of transport used for a stage of a journey. For example, if a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to the "walk" mode of travel and 10 miles to the "NI Railways" mode of travel.

4 Definitions of the types of modes of travel can be found in the Travel Survey for Northern Ireland In-depth Report 2012-2014 (see Associated Publications section on page 115).

5 Only includes those who answered the questions on mobility difficulties.



**Table 9.7 Travel by mobility status<sup>1</sup> and journey purpose<sup>2</sup>, Northern Ireland: 2012-2014**

Journey purpose <sup>2</sup>	Journeys/Miles					
	Average number of journeys per person per year by journey purpose <sup>2</sup>			Average distance travelled per person per year by journey purpose <sup>2</sup> (miles)		
	With a mobility difficulty <sup>1</sup>	No mobility difficulty <sup>1</sup>	All persons <sup>3</sup> (aged 16+)	With a mobility difficulty <sup>1</sup>	No mobility difficulty <sup>1</sup>	All persons <sup>3</sup> (aged 16+)
Commuting / business	55	240	<b>207</b>	565	2,462	<b>2,125</b>
Education / escort education	46	92	<b>84</b>	151	332	<b>300</b>
Shopping	169	192	<b>188</b>	813	905	<b>889</b>
Other escort	38	72	<b>66</b>	237	398	<b>369</b>
Personal business	132	122	<b>124</b>	693	735	<b>728</b>
Leisure / other	148	275	<b>252</b>	1,117	2,057	<b>1,890</b>
<b>All purposes</b>	<b>589</b>	<b>992</b>	<b>921</b>	<b>3,574</b>	<b>6,889</b>	<b>6,301</b>

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means, for example, the purpose of a journey from the shops to home is 'shopping'. Definitions of the types of journey purpose can be found in the Travel Survey for Northern Ireland In-depth Report 2012-2014 (see Associated Publications section on page 115).

3 Only includes those who answered the questions on mobility difficulties.

## Technical Notes

This section contains definitions of terms used in the publication tables and some general information, for example, how the vehicle testing process works.

### CHAPTER 1 VEHICLE REGISTRATIONS

#### Table 1.3a

**Tax Class 61 - Not licensed:** Tax class printed on a registration book for a vehicle which has not been licensed with DVA.

**Tax Class 70 - Exempt (No licence):** Vehicles used exclusively on roads not repairable at public expense.

**Tax Class 88 – Historic vehicle:** Certain types of vehicles more than 25 years old.

**Tax Class 91 – Personal export private:** Exempt when acquired by foreign national for use in foreign country but may be driven for up to 2 months by that owner prior to exportation.

**Tax Class 92 - Direct export private:** A motor car which is exported directly from the manufacturer.

**Tax Class 93 – D or P export bicycle:** As Tax Class 92 but relates to motorcycles. DVA advised that this tax class should be included in the Motorcycles, Scooters and Mopeds taxation group.

#### Table 1.3b

Plug-in car grant eligibility guidance is available at:

<https://www.gov.uk/government/publications/plug-in-car-grant>

This guidance is for manufacturers of plug-in cars. It explains

- the technical criteria that cars must meet to be eligible for the plug-in grant scheme
- how to register a vehicle to be eligible under the scheme.

A list of eligible cars and information about buying one is available at:

<https://www.gov.uk/plug-in-car-van-grants>

### CHAPTER 2 DRIVER AND VEHICLE TESTING

#### Tables 2.1 to 2.3

The number of full tests and retests provided during the year include those tests where the customers failed to attend (FTA). If the vehicle fails the full test, the owner has 21 days to apply for the vehicle to be retested. Most of the retests in the year will be as a result of vehicles failing the full test during the year. However, some of the retests carried out during the current year will be a result of failing the full test in the previous year while other retests will not be carried out until the next year. There may also be multiple failures of the same vehicle and vehicles that do not return to be retested.

The full test pass rates are derived using data on the actual outcome of the test. Note these figures exclude FTA's.

There were some changes to car, light and heavy goods vehicle testing under the European Commission Directive (2010) which introduced a number of mandatory new test requirements mainly as a result of the increased number of electrical safety systems fitted to modern vehicles. The majority of the changes were implemented by each EU Member State by 31<sup>st</sup> December 2011.

Vehicle Test Categories are detailed on page 113.

### **Tables 2.4, 2.6 and 2.8 (GB data)**

**Driver testing:** For Great Britain practical driving test data, the “All persons” total includes cases where gender was not recorded. In publications prior to 2011-12, the “All persons” total for Great Britain only included cases where gender had been recorded. Notes and definitions for the GB data can be found at:

<https://www.gov.uk/government/collections/driving-tests-and-instructors-statistics>

### **Tables 2.4, 2.6, 2.8 and 2.9 (NI data)**

Driving Test Categories are detailed on page 114.

### **Tables 2.5 and 2.7**

Touch screen theory tests began on 1<sup>st</sup> January 2000. The hazard perception element was introduced on 6<sup>th</sup> January 2003. Theory tests consist of a multiple choice element and a hazard perception element, both of which must be passed.

The theory test changed in January 2012. It is now made up of multiple choice questions which are no longer published in learning materials. From January 2013, the suite of questions used in the DVA theory test were changed, these remain unpublished.

### **Table 2.6**

Both the current NI and GB motorcycle driving licence test contains 2 test Modules, both of which must be successfully completed to attain the licence. Module 1 is an off the road manoeuvring test which must be successfully passed, before undertaking Module 2 which is the road driving test. When the candidate has successfully completed Module 1, they may undertake Module 2. The 2 Module test was first introduced in NI on the 8<sup>th</sup> December 2008 and in GB on 27<sup>th</sup> April 2009.

In this 2015-16 edition, NI and GB figures are reported on the same basis i.e. Module 1 and Module 2 tests combined.

Note that in previous editions of this publication, NI and GB figures were not reported on the same basis. From 8<sup>th</sup> December 2008, the NI figures were based on Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2. From 27<sup>th</sup> April 2009, the GB figures were based on Module 2 tests only i.e. number taking Module 2 tests and number passing Module 2.

In Northern Ireland, from February 2011, learner moped and motorcycle riders have to complete a Compulsory Basic Training course with an Approved Motorcycle Instructor before they can take their practical test.

The main EU 3DLD (Third Driving Licence Directive) changes, relating to motorcycle driver testing came into force on 19<sup>th</sup> January 2013. This has introduced a number of restrictions including:

- Mopeds must not be faster than 28mph (or 50 km/h)
- New A2 category of medium sized motorcycles, with a minimum age requirement of 19.
- It will no longer be possible to automatically move to an unrestricted bike two years from acquiring an A (restricted) licence - without first taking a practical test.
- The minimum age for Direct Access to the largest motorcycles is set at 24.

- The minimum and maximum power output for testing vehicles changes for the practical A2 and A tests.

### **Tables 2.10 and 2.11**

Renewal licences: There is a requirement to renew your licence at set periods depending on the licence categories held and medical circumstances. For most categories, the renewal period is 10 years.

## **CHAPTER 3 ROAD NETWORK**

### **Tables 3.1 and 3.2**

- All route lengths are shown in kilometres.
- Slip roads are not included in the motorway route lengths. Slip road route lengths add up to approximately 19km.
- Adopted roads are maintained by TransportNI.
- The locations of council boundaries do not coincide with boundaries used by TransportNI for motorway maintenance purposes. The figures given here for motorway lengths within council areas are a close approximation.
- Urban roads are defined as having a speed limit of 40 mph (miles per hour) or less. Rural roads are defined as having a speed limit of 41 mph or more.

### **Table 3.3**

- 2011-12 represents the first year of a new 4 year budget settlement and the new construction and improvement budget was reduced. Budgets could increase as the schemes progress.
- From 2012-13 to 2013-14, the structural maintenance spend increased due to increased budget and the capital figure increased due to large Strategic Road Improvement schemes such as the A2 and A8.
- From 2013-14 to 2014-15, the increase in the new construction and improvement spend is broadly related to expenditure on the A2 Shore Rd, Greenisland and A8 Belfast to Larne roads, together with preparatory works for the A31 Magherafelt By-Pass and A26 Glarryford. The decrease in the structural maintenance expenditure is indicative of the level of funding made available during the 2014-2015 year; the heavily constrained resource funding position has resulted in a significant decrease in TransportNI's expenditure, a trend that looks likely to continue in the 2015-2016 year.
- From 2014-15 to 2015-16, the structural maintenance spend has decreased due to reduced budget being made available. The decrease in the new construction and improvement figure is largely due to major capital schemes, namely the A8 Belfast to Larne and the A2 Shore Road Greenisland, being opened to the public in that year. Investment continues in other major capital schemes such as the A26 Glarryford, the A31 Magherafelt Bypass and the A5 Western Transport Corridor.

## **CHAPTER 4 FREIGHT**

### **Table 4.1**

From July 2012, the Goods Vehicle (Licensing of Operators) Act (NI) 2010 came into effect. This requires that all vehicles with a gross weight over 3,500kg used to transport goods as part of a business or trade (own account or hire or reward) must be covered by an operator's licence. Prior to this, a road freight licence was needed only by operators who used a vehicle of more than 3,500kg to carry goods for hire or reward.

There are 3 types of operator's licence:

- Restricted Licence - for those who only carry their own goods or materials in connection with their trade or business. This licence covers all transport operations in the UK. A temporary permit scheme was introduced to allow "own account" business owners to operate pending the processing of their full Restricted Licence application. It was expected that all temporary permits would be converted to full licences by April 2015. However, in 2015-16, there were 2 temporary permits remaining to be converted to full Restricted Licences.
- Standard (National) Licence - for those who carry their own goods or materials in connection with their trade or business and/ or carry goods for hire or reward. This licence covers all transport operations in the UK. A Transport Manager CPC qualification is required to be held by somebody in or employed by the company.
- Standard (International) Licence - same as above except this licence covers transport operations throughout Europe.

With the introduction of the Goods Vehicle (Licensing of Operators) Act (NI) 2010, vehicle identity discs were issued to all those holding a valid operator's licence.

#### **Table 4.2**

A Road Service Licence is required by any person or company wishing to use a bus or coach to carry passengers by road for reward. Each licence specifies the fleet which the holder may use and the services he wishes to operate.

#### **Tables 4.3 to 4.5**

Tables 4.3 - 4.5 show results from the Continuing Survey of Road Goods Transport (CSRGT) NI which is conducted by DfT. This survey provides information on the loads and journeys made by NI registered goods vehicles of over 3.5 tonnes. CSRGT NI was implemented after a National Statistics Quality Review into road freight statistics in 2003 and has been in place since 2004.

#### **Tables 4.4 and 4.5**

**Tonne-kms:** For end-to-end journeys this is a result of multiplying the weight of goods carried by the distance (in kilometres) they were carried.

**Outward Journey:** An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere.

**Inward journey:** An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

#### **Table 4.5**

The other European countries excluding the Irish Republic could include Austria, Belgium, Denmark, Germany, Finland, France, Greece, Italy, Netherlands, Spain, Sweden and Portugal.

#### **Table 4.6**

Freight handled by Northern Ireland airports includes air freight carried into and out of the airports. Mail is not included.

## **CHAPTER 5 ROAD TRAFFIC INJURY COLLISIONS**

**Reported road traffic injury collisions:** Figures include only those road traffic injury collisions that are brought to the attention of the police (see User Information section page 18). Road traffic injury collisions are collisions involving personal injury occurring on the

public highway (including footpaths) in which a vehicle is involved.

**Killed:** Died within 30 days from injuries received in an accident.

**Serious injury:** An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations or severe general shock requiring medical treatment.

**Slight injury:** An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

**Casualty:** A person who sustains a slight, serious or fatal injury.

**Children:** Under 16 years of age.

## CHAPTER 6 PUBLIC TRANSPORT

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- 2012-13 covers a 53 week period and 2012-13 bus miles/ kilometres, rail passenger miles/ kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods.
- Figures for rolling stock locomotives and passenger coaches have been revised back to 2011-12. Previously the figures incorrectly included old rolling stock (i.e. 450 class) which had been removed from service. New vehicles were brought into service between 2011-12 and 2012-13.
- Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. There was also a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.
- Translink figures are financial period based. The financial year end date varies each year, but is always the last Sunday in March. The financial year end dates for 2011-12 to 2015-16 data are as follows:

Year	Year End Date
2011-12	25/03/2012
2012-13	31/03/2013
2013-14	30/03/2014
2014-15	29/03/2015
2015-16	27/03/2016

## CHAPTER 7 AIR TRANSPORT

**Aircraft movement:** An aircraft take-off or landing at an airport. These could be either commercial or non-commercial flights. For airport traffic purposes, one arrival and one departure are counted as two movements.

**Air transport movements:** Landings or takeoffs of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements including empty aircraft, loaded charter and air taxi movements are included. (Note that CAA statistics exclude air taxi operations).

**Air taxi movement:** Movement by a light aircraft operating on a non-scheduled service. These are predominantly sole-use charter operations.

**Passengers:** All revenue and non-revenue passengers on air transport movement flights.  
**Terminal passengers:** Travellers who board or disembark an aircraft on a commercial flight at the reporting airport. It therefore excludes transit passengers who remain on board aircraft which land at the airport and then depart for another destination. A passenger travelling between two reporting airports is counted twice, once at each airport.  
**Scheduled services:** Those performed according to a published timetable, available for use by the general public.  
**Charter services:** All other services.

#### **Tables 7.5 to 7.6c**

Routes which do not have recorded flights for the stated years in these tables are omitted, but routes will be included if flights are recorded in future years.

## **CHAPTER 8 GENERAL TRANSPORT**

#### **Tables 8.1 and 8.2**

**Standard Industrial Classification (SIC):** Standard Industrial Classification is used for classifying business establishments and other statistical units by the type of activity in which they are engaged. The classification provides a framework for the collection, tabulation, presentation and analysis of data. Regular reviews of the standard classifications are conducted to ensure that economic and social changes are reflected in the classification. The SIC has been revised a number of times since it was first introduced including in 2003 and in 2007. SIC 2007 is used in the tables in the NI Transport Statistics from 2011-12 onwards. SIC 2003 was used in NI Transport Statistics reports prior to 2011-12. SIC 2003 and SIC 2007 are not directly comparable as the categories within each classification vary.

#### **Tables 8.3 and 8.4**

The Labour Force Survey (LFS) is a sample survey of approximately 60,000 private households in the United Kingdom each quarter. Respondents are asked questions about their economic activity and related issues. In Great Britain, the survey has been conducted quarterly since spring 1992. In Northern Ireland, the survey was carried out annually until the winter of 1994-95, when a quarterly survey was introduced.

#### **Table 8.6**

**Other craft:** Includes incidents involving military vessels, military aircraft, civilian aircraft etc.  
**No person or craft involved:** Includes incidents in which no craft or person was involved such as hoaxes, false alarms and the misuse of pyrotechnics.

#### **Table 8.7**

The figures in this table show the number of ferry traffic passengers travelling on each route, to and from Northern Ireland. Any routes which ceased to operate prior to the published time period have been removed from the table. 2015 figures are provisional and will be finalised as part of *Final sea passenger statistics: 2015* released on 9<sup>th</sup> November 2016.

#### **Table 8.8**

- The Rathlin Island ferry runs from Ballycastle to Rathlin Island.
- The Strangford Lough ferry runs from Portaferry to Strangford. 2011 figures for Strangford Lough ferry are a best estimate. From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.

## CHAPTER 9 TRANSPORT AND DISABILITY

**Table 9.1**

**Concessionary Fares Scheme:** People who are aged 60 and over, or have a disability may be entitled to concessionary travel on bus and railway journeys within Northern Ireland (and across all of Ireland if aged 65 and over). The Concessionary Fares scheme was established to promote accessible public transport for members of the community who are most at risk of social exclusion, through discounted fares. Currently the following concessions are provided:

**Free travel for:**

- everyone aged 60 and over
- people who are registered blind
- war disablement pensioners

**Half fare travel for people:**

- who are in receipt of the mobility component of Disability Living Allowance (DLA)
- who have had a driving licence refused or revoked on medical grounds
- who have a learning disability
- who are partially sighted

To be eligible for any of the above concessions, a concessionary travel card, called a SmartPass, must be applied for and received.

Half Fare SmartPass holders are aged between 16 and 59. Once a Half Fare SmartPass holder approaches the age of 60 years they are issued with a 60+/ Senior (65+) application form to complete as this SmartPass is more beneficial to them since it allows full concession within Northern Ireland.

There are no data available as to how many older people (60+/Senior (65+)) holding SmartPasses have or would consider themselves to have a disability.

Scheme members holding either Registered Blind or War Disablement SmartPasses are issued renewal forms on expiry as both these passes allow full concession regardless of age, i.e. they may be under or over 60. While renewal forms are issued automatically upon expiry of current SmartPasses, the onus to complete and ensure return of the forms remains with the SmartPass holder.

**Table 9.2**

The Blue Badge scheme provides on-street parking concessions for badge holders who travel either as drivers or passengers.

You qualify for a Blue Badge if:

- you receive the higher rate of the mobility component of Disability Living Allowance (DLA)
- you are registered blind
- you receive a War Pensioner's Mobility Supplement
- you receive a lump sum benefit under the Armed Forces and Reserve Forces (Compensation) Scheme within tariff levels 1-8 (inclusive) and have been assessed and certified by the Service Personnel and Veterans Agency (SPVA) as having a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking.
- you are in receipt of 8 points or more under the "moving around activity" for the mobility component of Personal Independence Payment (PIP)



- you have a permanent and substantial disability which means you cannot walk, or have very considerable difficulty walking - in this case your doctor may be asked to answer a series of questions to confirm your eligibility for a badge
- you drive a vehicle regularly, have a severe disability in both arms and are unable to operate, or have considerable difficulty operating, all or some types of parking meter
- children under the age of three, if they have a disability due to a medical condition and need to travel with bulky equipment, or to be close to a vehicle for emergency medical treatment, may be eligible for a badge

Organisations which care for people with disabilities and meet one of the above criteria may be eligible for a badge.

Once issued, a badge is normally valid for three years. However, if an applicant is granted a badge on the basis of a time-bound award of DLA, PIP or a War Pension the badge validity will only last as long as the award.

The badges can be used throughout the UK and while travelling abroad within the European Union (EU) and in some other European and non-European countries.

The Blue Badge scheme does not apply to off-street car parks, private roads or at most airports.

From 1st April 2016 a Blue Badge will cost £10.00.

A guide on the Blue Badge Scheme, detailing information on the rights and responsibilities of a blue badge holder and also where a badge can and can't be used is available at:

<https://www.nidirect.gov.uk/articles/blue-badge-scheme-guide-badge-holders>

### **Table 9.3**

Data on the number of buses and coaches used as Public Service Vehicles are based on compliance with the Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI) as follows:

- Low floor buses (wheelchair accessible) are compliant with Schedules 1 & 2 of PSVAR NI. These are single or double decked buses.
- Coaches (wheelchair accessible) are compliant with Schedules 1 & 3 of PSVAR NI. These are single or double decked coaches that meet step, handhold and destination screen requirements and are wheelchair accessible.
- Coaches (non wheelchair accessible) are compliant with Schedule 3 only of PSVAR NI. These are single decked coaches built between 2003 and 2005 that meet step, handhold and destination screen requirements so that they are accessible to people with certain disabilities, albeit not wheelchair accessible.

PSVAR NI 2003 legislation is available at:

<http://www.legislation.gov.uk/nisr/2003/37/contents/made>

### **Table 9.4**

Data on the number of railway carriages used as Public Service Vehicles are based on compliance with the Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014) and the Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI).

Further information on TSI PRM is available at:

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R1300>

RVAR NI 2014 legislation is available at:

<http://www.legislation.gov.uk/nisr/2014/45/contents/made>

The terminology “railway carriages” used in Table 9.4 is interchangeable with “passenger coaches” as used in Table 6.5.

### **Tables 9.5 to 9.7**

The Travel Survey for Northern Ireland (TSNI) is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). As the sample size is relatively small, 3 years of data need to be combined to ensure the analysis carried out is robust. Further information on the TSNI and definitions used can be found in the TSNI reports at:

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

## Vehicle Test Categories

Type	BSP Category	Type	BSP Category		
CDG (Carriage of Dangerous Goods)	CDG (HGV) CDG (Trailer)	Omnibus	Bus M2 (max mass not exceeding 5 tonnes) Bus M3 (2 axle, max mass exceeding 5 tonnes) Bus M3 (3 axle, max mass exceeding 5 tonnes) Free M2, M3 Initial Bus Test Initial Bus Test DDA Initial Bus Test 17-35 seatbelt Initial Bus Test 36+ seatbelt Omnibus 17-35 Seatbelt Omnibus 36+ Seatbelt Omnibus 9-16 Seatbelt Omnibus First Time Omnibus Standard Omnibus Standard Articulated PSV DDA Dual schedule (General AND Wheelchair) Retest Omnibus Standard Dual DDA Omnibus Standard Single DDA		
Heavy Goods	Artic 2 Artic 2 - RPC/VED Artic 3 Artic 3 - RPC/VED Breakdown Vehicle Heavy Goods N3-max mass >12t Heavy Motor Car/Truck Heavy Goods N2-max mass>3.5t but not exceeding 12 HGV2 HGV2 - RPC/VED HGV3 HGV3 - RPC/VED HGV4 HGV4 - RPC/VED MOT Other Road Construction Vehicle Tower Vehicle VED/RPC (S)		Private Car	Private Car Private Car – Other	
Light Goods	Light Goods Light Goods - Other		SVA (Single Vehicle Approval)	Basic IVA, M1 (Kit Car) Basic IVA, N1 (Kit LGV) Free M1 Free NI Free N2, N3 General accessibility only General and wheelchair accessibility Partial MSVA (pre) Standard IVA, M1 (Production Car) Standard IVA, N1 (Production LGV) SVA 2 Wheeled moped/motorcycle SVA Low Powered Moped SVA 3 or 4 Wheeled moped/motorcycle SVA Basic SVA SVA Basic SVA Æ» Kit Car/Disabled Person Vehicle SVA Basic SVA Æ» Production Vehicle/Other SVA Enhanced with Model Report SVA Enhanced without Model Report SVA MC Retest SVA Production Vehicles SVA Retest (Basic/Enhanced) SVA Retest vehicle with ECWVTA & no Cert. Of Conf.	
LPCV (Large Passenger Carrying Vehicle)	LPCV / 17-35 Seatbelt LPCV / Minibus (more than 8 passenger seats) LPCV / Minibus 9-16 Seatbelt LPCV / Minibus 9-16 Seatbelt RPC LPCV / Minibus RPC			Taxis	Stretched Limousine – Taxi Taxi Stretched/ Heavy Taxi
Motorcycles	Motorcycle – Other Motorcycle I Motorcycle II Quadricycle Tricycle				
Trailers	One Axle Trailer Two Axle Trailer Three Axle Trailer Trailer – Other Light Trailer O2-max mass >0.75t but not exceeding Heavy Trailers O4-max mass >10t Heavy Trailers O3-max mass >3.5t but not exceeding Light Trailer O1-max mass < 0.75t Free O1,O2,O3 & O4				

## Driving Test Categories

Type	BSP Category
L Test Motorcycles	Moped <sup>1</sup> Off-Road Moped <sup>1</sup> Light Motorcycle (75cc to 120cc) <sup>1</sup> Off Road Light Motorcycle (75cc to 120cc) <sup>1</sup> Motorcycle (over 120cc but less than 125cc) <sup>1</sup> Off Road Motorcycle (over 120cc but less than 125cc) <sup>1</sup>
	Moped <sup>2</sup> Off-Road Moped <sup>2</sup> Small Sized Motorcycle (120cc to 125cc) <sup>2</sup> Off-Road Small Sized Motorcycle (120cc to 125cc) <sup>2</sup> Medium Sized Motorcycle (395cc) <sup>2</sup> Off-Road Medium Sized Motorcycle (395cc) <sup>2</sup> Large Sized Motorcycle (595cc) <sup>2</sup> Off-Road Large Sized Motorcycle (595cc) <sup>2</sup> Extended Motorcycle <sup>2</sup>
L Test Private Cars	Motorcar
LGV (Large Goods Vehicle)	Goods Vehicle 3500kg-7500kg Goods Vehicle 3500kg-7500kg + Trailer over 750kg Goods Vehicle over 7500kg + Trailer over 750kg Large Goods Vehicle over 7500kg
Miscellaneous Test Categories	Agricultural Tractor Extended Motorcar Show + Tell Large Goods Vehicle over 7500kg Show + Tell Motor Vehicle with over 8 passenger seats Tracked Vehicle Motorcar + Trailer over 750kgs
PCV (Passenger Carrying Vehicle)	Minibus 9-16 seats Motor Vehicle + Trailer over 750kgs Motor Vehicle with over 8 passenger seats

1. Pre 19 January 2013 test categories.
2. Post 19 January 2013 test categories.

## Associated Publications

### **Travel Survey for Northern Ireland**

Available in both electronic  
and hard copy:

Analysis, Statistics and Research Branch  
Department for Infrastructure  
Clarence Court  
10-18 Adelaide Street  
BELFAST BT2 8GB

Telephone: 028 9054 0799 (Text relay prefix 18001)

Website: <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

E-mail: [ASRB@infrastructure-ni.gov.uk](mailto:ASRB@infrastructure-ni.gov.uk)

### **Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation/ Regional Transportation Strategy for Northern Ireland 2002-2012**

Available in both electronic  
and hard copy:

Regional Transportation Unit  
Department for Infrastructure  
Clarence Court  
10-18 Adelaide Street  
BELFAST BT2 8GB

Telephone: 028 9054 0685 (Text relay prefix 18001)

Website:

<https://www.infrastructure-ni.gov.uk/articles/regional-transport-strategy-northern-ireland>

### **Northern Ireland Ports Traffic**

Available in both electronic  
and hard copy:

Economic and Labour Market Statistics Branch  
NISRA  
Netherleigh  
Massey Avenue  
BELFAST BT4 2JP

Telephone: 028 9052 9311

Website: <https://www.economy-ni.gov.uk/articles/ports-traffic>

E-mail: [ashehelpline@finance-ni.gov.uk](mailto:ashehelpline@finance-ni.gov.uk)

## **Transport Statistics Great Britain**

Available in electronic copy:

Department for Transport  
Transport Statistics  
Zone 2/27, Great Minster House  
33 Horseferry Road  
LONDON SW1P 4DR

Telephone: 020 7944 4847

Fax: 020 7944 2165

Website: <https://www.gov.uk/government/collections/transport-statistics-great-britain>

E-mail: [publicationgeneral.enq@dft.gsi.gov.uk](mailto:publicationgeneral.enq@dft.gsi.gov.uk)

## **ROI Road Freight Transport Survey/ Transport Omnibus**

Available in electronic copy:

Central Statistics Office  
Transport Section  
Skehard Road  
Cork T12 X00E  
IRELAND

Telephone: 00353 2145 35000

Fax: 00353 2145 35555

Website: <http://www.cso.ie/en/releasesandpublications/e/p/p-rfts/roadfreighttransportsurvey2015/index.html>

E-mail: [transport@cso.ie](mailto:transport@cso.ie)

## **PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI**

Available in electronic copy:

Website:

<https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics/>

## Sources Used for Publications and Useful Websites

Tables 1.1 to 1.14, 1.16, 2.1 to 2.11, 4.1 to 4.2

DVA – Driver and Vehicle Agency (DfI Analysis, Statistics and Research Branch)

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/driver-vehicle-agency-statistics>

Table 1.3b

DfT - Department for Transport

<https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Table 1.16 (population)

NISRA – Northern Ireland Statistics and Research Agency

[www.nisra.gov.uk](http://www.nisra.gov.uk)

GB figures for Tables 1.2, 1.4, 1.15, 1.16, 4.3 to 4.5, 5.4 to 5.6, 8.7  
and GB & UK transport statistics publications

DfT - Department for Transport

[www.gov.uk/government/organisations/department-for-transport](http://www.gov.uk/government/organisations/department-for-transport)

Tables 2.4 to 2.8

DVSA – Driver and Vehicle Standards Agency

[www.gov.uk/government/organisations/driver-and-vehicle-standards-agency](http://www.gov.uk/government/organisations/driver-and-vehicle-standards-agency)

Tables 3.1 to 3.3, 8.8, 9.2

DfI TransportNI

<https://www.infrastructure-ni.gov.uk/transportni-overview-0>

Tables 4.6, 7.1 to 7.4, 7.6a, 7.6b, 7.6c

CAA - Civil Aviation Authority

[www.caa.co.uk](http://www.caa.co.uk)

Tables 5.1 to 5.6

PSNI - Police Service of Northern Ireland

[www.psni.police.uk](http://www.psni.police.uk)

Tables 6.1 to 6.6, 9.1, 9.3, 9.4

Translink

[www.translink.co.uk](http://www.translink.co.uk)

Table 7.5

Belfast International airport

George Best Belfast City airport

City of Derry airport

[www.belfastairport.com/en/](http://www.belfastairport.com/en/)

[www.belfastcityairport.com/](http://www.belfastcityairport.com/)

[www.cityofderryairport.com/](http://www.cityofderryairport.com/)

*Tables 8.1 to 8.4*

NISRA Economic and Labour Market Statistics

<https://www.economy-ni.gov.uk/topics/statistics-and-economic-research>

*Table 8.5*

NI councils

<https://www.nidirect.gov.uk/contacts/local-councils-in-northern-ireland>

*Table 8.6*

Maritime and Coastguard Agency

[www.gov.uk/government/organisations/maritime-and-coastguard-agency](http://www.gov.uk/government/organisations/maritime-and-coastguard-agency)

*Tables 9.5 to 9.7, Travel Survey for Northern Ireland publications*

DfI - Department for Infrastructure

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

*NI road safety statistics publications*

DfI - Department for Infrastructure

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-statistics>

*Republic of Ireland statistics*

Central Statistics Office

[www.cso.ie](http://www.cso.ie)