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Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

NORTHERN IRELAND TRANSPORT STATISTICS

2020-2021



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NATIONAL STATISTICS STATUS

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

The Northern Ireland Transport Statistics were designated as National Statistics in March 2011, following a [full assessment](#) against the [Code of Practice for Statistics](#).

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Introduced a chapter on Transport & Disability, in response to user need, from the 2013-2014 report onwards.
- Added a summary page of infographics to summarize the key points in the report in an easily accessible format from the 2015-2016 report onwards.

- Moved from a 2 star to a 3 star rating on the Tim Berners-Lee 5-star rating of linked open data. This was achieved by making the publication tables available in ODS (Open Document Spreadsheet) format from the 2016-2017 report onwards.
- Carried out a [user consultation](#) to seek the views of users. Following this, a number of chapters were discontinued from the 2017-2018 report onwards.
- Produced a [Background Quality Report](#) which details further information relating to the pillars and principles of the Code of Practice for Statistics.
- Carried out a further [user engagement](#) during 2021 to determine the requirement for future official statistics on public transport.

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ROAD NETWORK

25,790 km of public road at 1 April 2021



Urban 23%
(Speed limit ≤ 40mph)



Rural 77%
(Speed limit > 40mph)

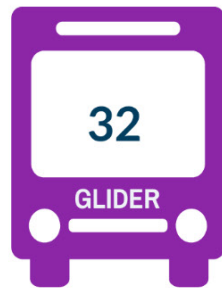
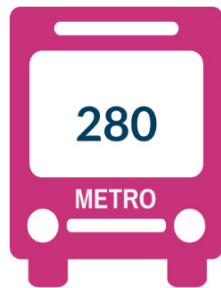
£450 million



spent on our roads during 2020-21

PUBLIC TRANSPORT

Stock on the road at the end of March 2021:



Average age of Stock

10.2 years

8.5 years

2.7 years

Number of passenger journeys

12.2 million

7.5 million

2.7 million



22.4 million
bus passenger
journeys
in 2020-21



3.3 million
rail passenger
journeys
in 2020-21



*decrease from 2019-20**

TRANSPORT AND DISABILITY

100%

Translink trains



100%

Translink buses/coaches



T Translink

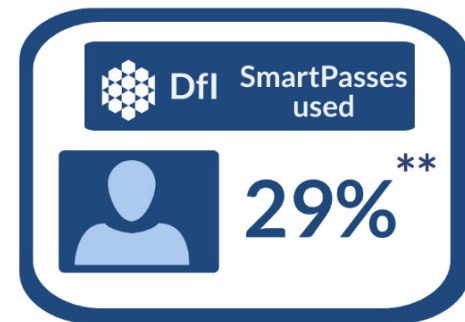
used by the public were wheelchair accessible at 31 March 2021

346,494

SmartPasses held
at 31 March 2021

330,437

SmartPasses held
by older people



Travel Survey Northern Ireland 2017-2019

Those with a mobility difficulty made an average of 423 (42%) fewer journeys per year than those without a mobility difficulty

Average journeys per year



No mobility difficulty

997



Mobility difficulty

574

**During 2020-2021 there were movement restrictions in place across NI due to COVID-19

NORTHERN IRELAND TRANSPORT STATISTICS 2020-21

KEY POINTS

CHAPTER 1: ROAD NETWORK

- At 1 April 2021, there were 25,790 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 (less than 1%).
- Analysis of the urban/ rural split of the road network reveals that 23% of carriageway road lengths are urban (speed limit of 40 mph or less) and 77% are rural (speed limit of more than 40 mph).
- During 2020-21, new construction and improvement accounted for 32% of the £450 million spend on our roads. Maintenance (structural, routine and winter) accounted for 30% of the money spent, while public lighting accounted for 3%. There was an increase of less than 1% in expenditure on the roads when compared to 2019-20 (£447 million).

CHAPTER 2: PUBLIC TRANSPORT

- At the end of 2020-21, there were 1,089 Ulsterbuses, 280 Metro buses and 32 Gliders on the roads which were, on average, 10.2 years, 8.5 years and 2.7 years old respectively.
- The number of staff employed at the end of March 2021 was 2,183 (Ulsterbus), 772 (Metro) and 105 (Glider); the corresponding figures for March 2020 were higher at 2,256 (Ulsterbus), 795 (Metro) and 109 (Glider).
- From late March 2020 and during the reporting year 2020-21 there were movement restrictions in place across Northern Ireland due to the Coronavirus (COVID-19) pandemic. This has resulted in a reduction in passenger journeys on public transport during 2020-21 when compared to previous years.
- During 2020-21, there were a total of 25.7 million bus and rail passenger journeys; 22.4 million bus passenger journeys (Ulsterbus, Metro and Glider), a decrease of 67% from 2019-20 (68.3 million), and 3.3 million rail passenger journeys, a decrease of 78% from 2019-20 (15.1 million).
- Of the 22.4 million bus passenger journeys during 2020-21, 12.2 million were on Ulsterbus, a decrease of 68% from 2019-20 (37.9 million) and 7.5 million were on Metro,

a decrease of 67% since 2019-20 (22.7 million), 2.7 million passenger journeys were on Glider services, a decrease of 65% since 2019-20 (7.7 million).

- The number of NI Rail staff employed at the end of March 2021 was 992, compared with 1,005 at the end of March 2020.

CHAPTER 3: TRANSPORT AND DISABILITY

- At 31 March 2021, 346,494 SmartPasses were held by eligible people in Northern Ireland of these 330,437 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). The percentage of SmartPasses used at least once during 2020-21 was 29% (99,684) much lower than in the previous year 71% (245,577). This decrease is a result of the fall in passenger numbers due to the travel restrictions in operation during the COVID-19 pandemic.
- At 31 March 2021, 1,329 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 1% from 31 March 2020 (1,310). Of the 1,329 buses and coaches, 1,163 (88%) were low-floor wheelchair accessible buses and 166 (12%) were wheelchair accessible coaches.
- At 31 March 2021, 143 railway carriages were used as Public Service Vehicles in Northern Ireland; this was equivalent to the figure at 31 March 2020. Of the 143 railway carriages used as Public Service Vehicles, all (100%) were wheelchair accessible.
- In 2017-2019, just over one sixth (18%) of persons aged 16 and over, who were surveyed in the Travel Survey for Northern Ireland, reported having a mobility difficulty. On average those with a mobility difficulty made 574 journeys per year in 2017-2019, 42% less than those without a mobility difficulty (997 journeys per year).

INTRODUCTION

This statistical report is a compendium publication produced by the Analysis, Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI). It brings together information on the road network, public transport and accessible transport in Northern Ireland and is published each year around September/October.

The report is used for a range of purposes; DfI uses the information to inform policy, set objectives and monitor performance in relation to transport in Northern Ireland. The report may also be used by private companies and academics to study trends or for research purposes.

The first annual report was produced in the 1990s and was modelled on corresponding transport publications in the UK. The publication series is available on the [DfI website](#). In recent years, the report has been updated to reflect user needs.

The report includes management information and national statistics as highlighted within each chapter. The name of the department or organisation responsible for providing each series of statistics is also shown under the appropriate data table.

ASRB statisticians carried out a user engagement consultation in June / July 2021, seeking views on the cessation of this statistical publication in its current format and on proposals for a new official statistics publication on public transport.

The main outcome of the engagement was that this report will be the final report published in this series. Work will now commence on developing a new Official Statistics bulletin on public transport in Northern Ireland. The publication of official statistics on public transport, rather than management information, will give users further confidence in the trustworthiness and quality of the statistics published. The feedback from the user engagement will inform the content of any future bulletins.

More details on the [outcome of the user engagement](#) and plans for the way forward can be found on the DfI website.

CHAPTER 1: ROAD NETWORK



CHAPTER 1: ROAD NETWORK

- 1.1 The data presented in this chapter relate to the length of roads in Northern Ireland maintained by DfI Roads and the public expenditure on these roads. The data are management information and are provided by [DfI Roads](#).
- 1.2 At 1 April 2021, there were 25,790 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 1.1).
- 1.3 Analysis of the urban / rural split of the road network reveals that 23% of carriageway road lengths are urban (speed limit of 40 mph or less) and 77% are rural (speed limit of more than 40 mph). This urban / rural split varies between the different road types with C roads having the highest proportion (94%) of rural carriageway road length and unclassified roads having the lowest proportion (71%) of rural carriageway road length (Table 1.1).
- 1.4 Thirty seven percent of all motorways in Northern Ireland are located within DfI Roads Northern Division compared with 8% in Western Division. Within each DfI Roads Division, Eastern Division has the highest percentage (70%) of unclassified roads, followed by Southern, Western and Northern Divisions with 62%, 61% and 57% respectively (Table 1.2).
- 1.5 During 2020-21, new construction and improvement accounted for 32% of the £450 million spend on our roads. Maintenance (structural, routine and winter) accounted for 30% of the money spent, while public lighting accounted for 3% (Figure 1.1). There was an increase of less than 1% in expenditure on the roads when compared to 2019-20 (£447 million) (Table 1.3).

Table 1.1 Road network summary lengths: 2021 - All Dfl Roads divisions^{1,2}

Kms

Road Class ³	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length) ⁴	Total Route Length ⁵
Motorway ⁶	Motorway	37.0	192.6	229.6	114.8
A Roads	Dual	129.0	336.4	465.4	232.7
A Roads	Single	506.1	1,559.7	2,065.8	2,065.8
B Roads	Dual	2.5	1.2	3.7	1.8
B Roads	Single	379.0	2,531.7	2,910.8	2,910.8
C Roads	Dual	2.3	0.0	2.3	1.1
C Roads	Single	302.2	4,422.9	4,725.1	4,725.1
Unclassified	Dual	1.9	0.0	1.9	0.9
Unclassified	Single	4,578.1	11,161.2	15,739.3	15,739.3
All Road Classes^{7,8}		5,938.0	20,205.7	26,143.7	25,792.3

Source: Dfl Roads

¹ The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2021.

² Totals may not always exactly equal the sum of individual components, due to rounding.

³ For definitions of A, B, C and unclassified roads, see [User Guidance](#).

⁴ Carriageway length (Kms) is the sum of the lengths of each carriageway of a dual or motorway section. On motorways and dual carriageways: 2 Carriageway Km = 1 Route Km.

⁵ Route length (Kms) is the distance between two points on the road network, regardless of whether the section is motorway or dual carriageway.

⁶ Motorway figures exclude slip road lengths.

⁷ Stretches for car parks and footpaths are not included in these figures.

⁸ Road lengths recorded here are for adopted roads only i.e. those maintained by Dfl Roads.

Table 1.2 NI public road lengths by Local Government District and DfI Roads division by type of road: 2021^{1, 2, 3}

Local government district/ DfI Roads division	Motorway ⁴	A Roads		B Roads	C Roads	Unclassified	Kms
		Dual c'way	Single c'way				All road types ^{5, 6, 7}
Antrim and Newtownabbey	35.2	21.7	107.8	149.9	238.3	823.1	1,376.1
Causeway Coast and Glens	0.0	8.8	287.7	453.7	445.9	1,450.0	2,646.1
Mid and East Antrim	7.3	38.1	152.1	235.8	308.6	1,009.8	1,751.8
All Northern Division	42.5	68.6	547.7	839.4	992.9	3,282.9	5,773.9
Ards and North Down	0.0	26.4	136.3	57.8	165.2	779.2	1,164.9
Armagh City, Banbridge and Craigavon	25.5	29.9	231.6	397.2	677.2	2,215.1	3,576.5
Newry, Mourne and Down	0.0	29.4	320.6	290.0	604.8	1,827.6	3,072.4
All Southern Division	25.5	85.7	688.4	745.0	1,447.2	4,821.9	7,813.7
Belfast	12.4	21.1	92.2	50.8	35.8	879.6	1,091.9
Lisburn and Castlereagh	25.6	11.9	111.3	141.8	227.6	855.6	1,373.7
All Eastern Division	38.0	33.1	203.5	192.5	263.4	1,735.2	2,465.7
Derry City and Strabane	0.0	17.4	91.3	260.9	452.0	1,516.5	2,338.2
Fermanagh and Omagh	0.0	0.6	319.3	454.9	878.6	2,338.5	3,991.9
Mid Ulster	8.9	27.4	215.6	419.8	692.0	2,045.2	3,409.0
All Western Division	8.9	45.3	626.2	1,135.7	2,022.7	5,900.3	9,739.0
All Divisions	114.8	232.7	2,065.8	2,912.6	4,726.2	15,740.2	25,792.3

Source: DfI Roads

¹ Route lengths are in kilometres.

² The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2021.

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

⁴ Motorway figures exclude slip road lengths.

⁵ For definitions of A, B, C and unclassified roads, see [User Guidance](#).

⁶ Stretches for car parks and footpaths are not included in these figures.

⁷ Road lengths recorded here are for adopted roads only i.e. those maintained by DfI Roads.

Table 1.3 Public expenditure on NI roads: 2016-17 to 2020-21

	£Thousands				
Description	2016-17	2017-18	2018-19	2019-20	2020-21^P
New construction and improvement ¹	92,441	107,393	129,110	140,227	143,680
Maintenance					
Structural & Bridges ²	82,240	62,012	101,575	99,826	94,673
Routine ³	28,640	28,593	30,048	31,475	31,713
Winter ⁴	5,399	9,699	5,313	6,763	8,531
Public lighting ⁵	16,003	17,604	17,412	18,095	15,663
All road expenditure⁶	388,123	367,456	436,515	446,558	449,897

Source: DfI Roads

¹ The new construction and improvement spend has increased from 2019-20 due to strategic road improvements between Randalstown and Derry.

² Structural & Bridges: includes reconstruction, overlay, resurfacing, surface dressing, patching of carriageways and footways, and repairs to bridges and other highways structures. The reduction in spend between 2019-20 and 2020-21 is a result of budget availability and the impact of COVID-19 restrictions in the early months of 2020-21.

³ Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, capital & resource maintenance of drainage infrastructure, earthworks, fences and capital investment in the structural stability of embankments.

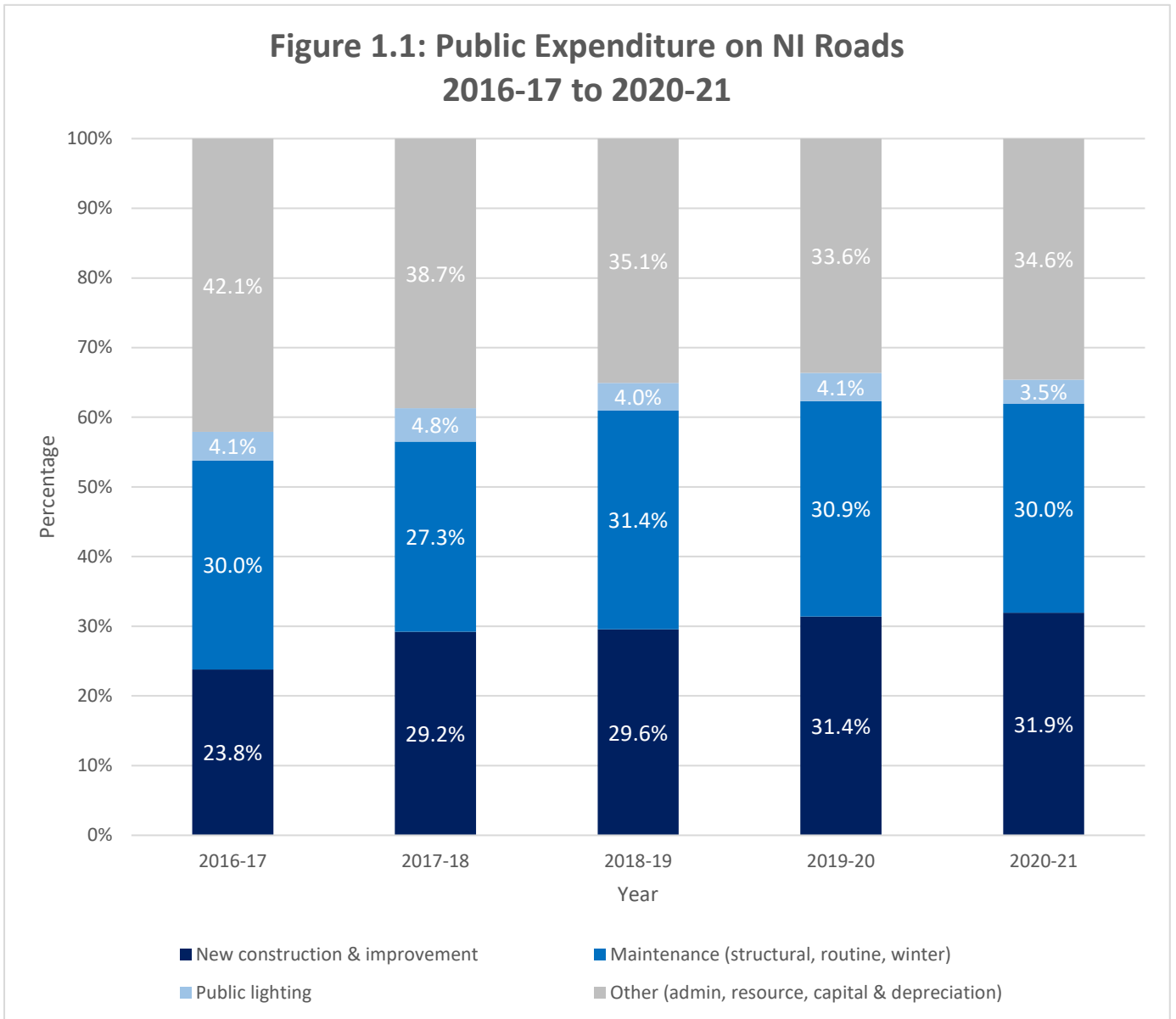
⁴ Winter maintenance: salting, snow clearance. 2020-21 reflects snow events in January and also the expenditure impact of COVID-19 related safe systems of work, this explains the increased spend from previous years, apart from 2017-18, when winter was more severe.

⁵ Public lighting: includes maintenance and energy. Decrease in costs due to a drop in cost of energy during 2020-21, largely as a result of COVID-19. There are also energy and maintenance savings accruing from the use of LED lanterns due to longer lamp life.

⁶ Includes other expenditure. The total is the full expenditure of DfI Roads i.e. includes admin, resource, capital and depreciation.

p = provisional data

Figure 1.1: Public Expenditure on NI Roads 2016-17 to 2020-21



Source: DfI Roads

CHAPTER 2: PUBLIC TRANSPORT



CHAPTER 2: PUBLIC TRANSPORT

- 2.1 The data presented in this chapter relate to vehicle stock, staff employed and all journeys taken during the year on Ulsterbus, Metro, Glider and NI Railways services. The data are management information and are provided by [Translink](#). This chapter includes data on public transport passenger journeys during the Coronavirus (COVID-19) pandemic. From late March 2020 and during the reporting year 2020-21 there were movement restrictions in place across Northern Ireland; the timetable operated by Translink was therefore flexed according to demand and COVID-19 lockdown restriction. For further detail see the [User Guidance](#).
- 2.2 At the end of 2020-21, there were 1,089 Ulsterbuses, 280 Metro buses and 32 Gliders on the roads which were, on average, 10.2 years, 8.5 years and 2.7 years old respectively. The number of staff employed at the end of March 2021 was 2,183 (Ulsterbus), 772 (Metro) and 105 (Glider); the corresponding figures for March 2020 were higher at 2,256 (Ulsterbus), 795 (Metro) and 109 (Glider). (Table 2.1).
- 2.3 During 2020-21, there were a total of 25.7 million bus and rail passenger journeys, a decrease of 69% from 2019-20 (83.4 million); 22.4 million bus passenger journeys (Ulsterbus, Metro and Glider), a decrease of 67% from 2019-20 (68.3 million) (Tables 2.2 and 2.5) and; 3.3 million rail passenger journeys, a decrease of 78% from 2019-20 (15.1 million) (Table 2.4, Figure 2.1). These declines in public transport passenger journeys are as a result of the travel restrictions due to COVID-19.
- 2.4 Of the 22.4 million bus passenger journeys during 2020-21, 12.2 million were on Ulsterbus, a decrease of 68% from 2019-20 (37.9 million) and 7.5 million were on Metro, a decrease of 67% since 2019-20 (22.7 million). There were also 2.7 million passenger journeys on Glider services during 2020-21, a decrease of 65% since 2019-20 (7.7 million)(Table 2.2, Figure 2.1).
- 2.5 Ulsterbus passenger receipts in 2020-21 were £50.9 million, a decrease of 43% from 2019-20 (£90.0 million). Metro passenger receipts in 2020-21 were £11.7 million, a decrease of 63% from 2019-20 (£31.3 million). Glider passenger receipts in 2020-21 were £3.5 million, a decrease of 61% from 2019-20 (£9.0 million). These decreases were as a result of the fall in passenger numbers due to the travel restrictions in operation during the COVID-19 pandemic. (Table 2.2).
- 2.6 The number of NI Rail staff employed at the end of March 2021 was 992, compared with 1,005 at the end of March 2020. There was also a decrease for NI Rail passenger receipts of 76% from £51.1 million in 2019-20 to £12.3 million in 2020-21. (Table 2.4)

Table 2.1 Ulsterbus/ Metro/ Glider vehicle stock and staff: 2016-17 to 2020-21¹

	Age/Number												
	<u>2016-17</u>		<u>2017-18</u>		<u>2018-19</u>			<u>2019-20</u>			<u>2020-21^p</u>		
	U/B	Metro	U/B	Metro	U/B	Metro	Glider ²	U/B	Metro	Glider	U/B	Metro	Glider
Average age of buses	9.1	8.9	9.4	8.8	10.1	8.3	0.8	10.5	8.3	1.7	10.2	8.5	2.7
Number of buses	1,076	285	1,087	296	1,093	286	30	1,098	275	32	1,089	280	32
Staff Employed	2,124	709	2,154	756	2,254	779	123	2,256	795	109	2,183	772	105

Source: Translink

¹The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

²Glider was introduced on 3 September 2018.

U/B = Ulsterbus.

p = Provisional data.

Table 2.2 Ulsterbus/ Metro/ Glider passenger journeys, bus miles, kilometres and receipts: 2016-17 to 2020-21

	Millions/£Millions												
	<u>2016-17</u>		<u>2017-18</u>		<u>2018-19</u>			<u>2019-20</u>			<u>2020-21^P</u>		
	U/B	Metro	U/B	Metro	U/B	Metro	Glider	U/B	Metro	Glider	U/B	Metro	Glider
Passenger journeys	38.4	27.3	38.1	28.0	38.7	26.2	3.7	37.9	22.7	7.7	12.2	7.5	2.7
Bus miles	33.3	7.6	33.6	7.9	34.2	7.4	1.0	33.8	6.9	1.7	15.7	5.5	1.6
Bus kilometres	53.6	12.2	54.0	12.7	55.1	11.8	1.7	54.5	11.1	2.7	25.2	8.9	2.6
Passenger receipts	88.0	37.0	89.3	39.0	93.6	37.1	4.9	90.0	31.3	9.0	50.9	11.7	3.5

Source: Translink

¹The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

²Glider was introduced on 3 September 2018. Glider figures relate to Glider vehicles and dedicated feeder services.

U/B = Ulsterbus.

p = Provisional data.

The sharp decreases observed from 2019-20 to 2020-21 were as a result of travel restrictions in place due to COVID-19 – see [User Guidance](#).

Table 2.3 NI Rail service assets and staff: 2016-17 to 2020-21¹

	Number				
	2016-17	2017-18	2018-19	2019-20	2020-21 ^P
Route miles of track	211	211	211	211	211
Rolling stock ² :					
Locomotives	2	2	2	2	2
Passenger coaches	143	143	143	143	143
Stations	22	22	22	22	22
Staff employed	911	942	990	1005	992

Source: Translink

¹The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

²Rolling stock is any rail vehicle which is used for passenger service.

p = Provisional data.

Table 2.4 NI Rail service passenger journeys, miles, kilometres and receipts: 2016-17 to 2020-21¹

	Millions/£Millions				
	2016-17	2017-18	2018-19	2019-20	2020-21 ^p
Passenger journeys (Millions)	14.2	15.0	15.8	15.1	3.3
Passenger miles (Millions)	281.6	299.7	314.6	299.9	54.1
Passenger kilometres (Millions)	453.4	482.5	506.6	482.8	87.1
Passenger receipts (£ Thousands)	46,946	49,455	54,853	51,127	12,299

Source: Translink

¹The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

p = Provisional data.

The sharp decreases observed from 2019-20 to 2020-21 were as a result of travel restrictions in place due to COVID-19.

Table 2.5 Public transport passenger journeys: 2016-17 to 2020-21

Millions

	2016-17	2017-18	2018-19	2019-20	2020-21 ^P
Total Bus Passenger journeys	65.7	66.1	68.7	68.3	22.4
Total Bus and Rail Passenger Journeys	79.9	81.1	84.5	83.4	25.7

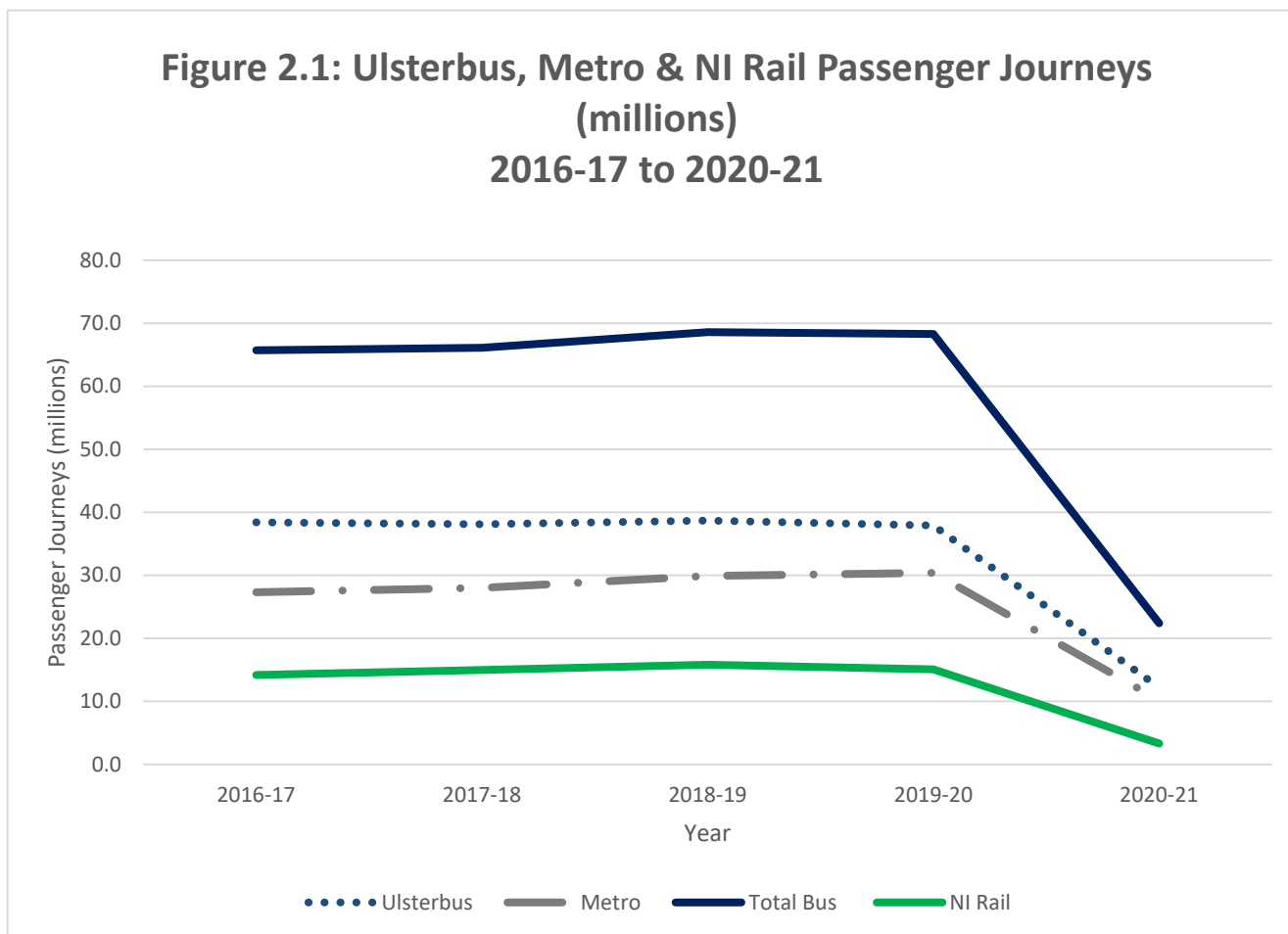
Source: Translink

¹The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

p = Provisional data.

The sharp decreases observed from 2019-20 to 2020-21 were as a result of travel restrictions in place due to COVID-19 - see [User Guidance](#).

Figure 2.1: Ulsterbus, Metro & NI Rail Passenger Journeys (millions) 2016-17 to 2020-21.



Source: Translink

* Metro includes 3.7 million passenger journeys on Glider vehicles in 2018-19, 7.7 million passenger journeys in 2019-20 and 2.7 million passenger journeys in 2020-21. Glider vehicles were introduced on 3 September 2018.

The sharp decreases in passenger journeys observed from 2019-20 to 2020-21 were as a result of travel restrictions imposed due to COVID-19. See [User Guidance](#).

CHAPTER 3: TRANSPORT AND DISABILITY



CHAPTER 3: TRANSPORT AND DISABILITY

3.1 The data presented in this chapter relate to concessionary travel passes (SmartPasses), Blue Badges and buses, coaches and railway carriages used as public service vehicles. These data are management information and are provided by [Translink](#) and the [Blue Badge Unit](#) in DfI Roads. Data are also presented on travel by mobility status and age/ gender/ mode of travel/ journey purpose. These data are sourced from the [Travel Survey for Northern Ireland \(TSNI\)](#). TSNI reports were designated as National Statistics in March 2011 following a full assessment against the [Code of Practice for Statistics](#).

SmartPasses, Blue Badges and Public Service Vehicles

3.2 At 31 March 2021, 346,494 SmartPasses were held by eligible people in Northern Ireland, a decrease of under 1%, from 31 March 2020 (347,549 SmartPasses). Of the 346,494 SmartPasses held at 31 March 2021, 95% were held by older people and 5% by people with a disability. The percentage of SmartPasses used at least once during 2020-21 was 29% (99,684) much lower than in the previous year 71% (245,577). This decline in usage is an effect of the COVID-19 pandemic and the overall fall in public transport journeys with travel restrictions in place. Further detail on Translink's operating timetable during 2020-21 can be found in the [User Guidance](#) (Table 3.1).

3.3 At 31 March 2021, 330,437 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2020 mid-year population estimate of those persons aged 60 and over (428,969 persons), there was an approximately 77% uptake of these SmartPasses (Table 3.1).

3.4 At 31 March 2021, 125,828 valid Blue Badges were held in Northern Ireland, a decrease of 3% from 31 March 2020 (129,819). Of the 125,828 valid Blue Badges held at 31 March 2021, 67,510 (54%) were held by people who automatically qualified for a Blue Badge, 57,437 (46%) were held as a result of further assessment and 881 (1%) were held by organisations (Table 3.2).

3.5 At 31 March 2021, 1,329 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 1% from 31 March 2020 (1,310). Of the 1,329 buses and coaches, 1,163

(88%) were low-floor wheelchair accessible buses and 166 (12%) were wheelchair accessible coaches (Table 3.3).

3.6 At 31 March 2021, 143 railway carriages were used as Public Service Vehicles in Northern Ireland; this figure is equivalent to the figure at 31 March 2020 and previous years. Of the 143 railway carriages used as Public Service Vehicles, all (100%) were wheelchair accessible (Table 3.4).

TRAVEL SURVEY FOR NORTHERN IRELAND (TSNI)

Findings from the 2017-2019 TSNI show that:

- 3.7 In 2017-2019, just over one sixth (18%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 574 journeys per year in 2017-2019, 42% less than those without a mobility difficulty (997 journeys per year). (Table 3.5). For further information on journeys, see [TSNI](#).
- 3.8 In 2017-2019, 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 (76% of all journeys made) than those without a mobility difficulty (71% of all journeys made). Walks accounted for 11% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (19%). (Table 3.6)
- 3.9 In 2017-2019, the top reasons for making a journey for those with a mobility difficulty were shopping (28% of all journeys made) and leisure/other purpose (28% of all journeys made). The proportion of shopping journeys made by those with a mobility difficulty (28%) was higher than the proportion of shopping journeys made by those without a mobility difficulty (18%). The proportion of leisure/other journeys made by those with a mobility difficulty (28%) was around the same as the proportion of leisure/other journeys made by those without a mobility difficulty (29%).(Table 3.7, Figure 3.1).

Table 3.1 Concessionary travel passes (SmartPasses¹) held² and used³ by older people⁴ and people with a disability⁵ in Northern Ireland: 2016-17 to 2020-21

Financial year (figures as at end year, 31 March)	Number/Percentage Uptake					
	SmartPasses held by older people	SmartPasses held by people with a disability	SmartPasses used by older people (at least once)	SmartPasses used by people with a disability (at least once)	All SmartPasses Held	All SmartPasses Used (at least once)
2016-17	312,593	16,405	216,406	12,146	328,998	228,552
2017-18	316,880	16,819	222,995	12,307	333,699	235,302
2018-19	324,808	17,301	231,735	12,786	342,109	244,521
2019-20	330,557	16,992	232,902	12,675	347,549	245,577
2020-21	330,437	16,057	93,124	6,560	346,494	99,684
	Uptake of SmartPasses by eligible older population ⁶ (%)		Usage of SmartPasses by eligible older population ⁷ (%)			
2016-17	79		55			
2017-18	79		55			
2018-19	79		56			
2019-20	80		57			
2020-21	77		22			

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 31st March (approx.).

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 [User Guidance](#)).

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 2020-21, the population estimates for mid-2020 were used. See Correction Notice below.

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. See Correction Notice below.

Note: All management information figures provided by Translink (see [User Guidance](#)).

Correction Notice

During the production of the NI Transport Statistics 2020-21 report, errors were noticed in the calculation of the uptake and usage of SmartPasses by eligible older population for 2019-20. The figures reported were 79% for uptake of SmartPasses and 55% for the usage of SmartPasses by the eligible older population; the corrected figures are 80% and 57% respectively as per Table 3.1. The errors were caused by incorrect formulae on a spreadsheet which were not picked up at the time of production; the relatively small difference in the published figures compared to the corrected figures would suggest that the impact of these errors is likely to be low. Please feel free to contact the responsible statistician for further information.

Table 3.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2016-17 to 2020-21

Financial year (figures as at end year, 31 March)	Valid Blue Badges held without further assessment ¹	Valid Blue Badges held subject to further assessment ²	Valid Blue Badges held by organisations ³	Number/Percentage
				Total valid Blue Badges held
Valid badges				
2016-17	60,608	56,440	830	117,878
2017-18 ⁴	64,605	57,263	949	122,817
2018-19 ^{5,6}	67,949	57,424	1,045	126,418
2019-20	69,460	59,398	961	129,819
2020-21	67,510	57,437	881	125,828
2016-17	51	48	1	100
2017-18	53	47	1	100
2018-19 ⁶	54	46	1	100
2019-20	54	46	1	100
2020-21	54	46	1	100

Source: Blue Badge Unit, DfI Roads

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, or receive 8 points for the "moving around" activity in the mobility component of Personal Independence Payment, 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 [User Guidance](#)) 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 [User Guidance](#)).

⁴ A backlog of processing blue badge applications was cleared during mid-2016 to early 2017.

⁵ The increase in the number of 'Valid Blue Badges held without further assessment' at 31 March 2019 may be due to a number of factors such as the completion of the roll-out of Personal Independence Payment in Northern Ireland in 2018-19.

⁶ 2018-19 figures have been revised as previously published data incorrectly allocated PIP blue badges. This has been corrected in table 3.2 above.

Note: All management information figures provided by Blue Badge Unit, DfI Roads (see [User Guidance](#)).

Table 3.3 Buses and coaches used as Public Service Vehicles¹ compliance with accessibility regulations²: 2016-17 to 2020-21

Number/Percentage				
Financial year (figures as at end year, 31 March)	Low floor buses³ (Wheelchair accessible)	Coaches⁴ (Wheelchair accessible)	Coaches⁵ (Non wheelchair accessible)	Total number of vehicles
2016-17	1,079	136	30	1,245
2017-18	1,079	137	30	1,246
2018-19	1,143	130	30	1,303
2019-20	1,144	154	12	1,310
2020-21	1,163	166	0	1,329
Percentage of all vehicles⁶				
2016-17	87	11	2	100
2017-18	87	11	2	100
2018-19	88	10	2	100
2019-20	87	12	1	100
2020-21	88	12	0	100

Source: Translink

¹ The management information figures provided by Translink (see [User Guidance](#)) do not include school coaches (non wheelchair accessible) of which there were 30 in 2020-21, 45 in 2019-20, 52 in 2018-19, 55 in 2017-18, 59 in 2016-17 and 57 in 2015-16. Reserve fleet (vehicles withdrawn from service) are also not included.

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 3.4 Railway carriages used as Public Service Vehicles: 2016-17 to 2020-21

Number/Percentage

Financial year (figures as at end year, 31 March)	TSI PRM compliant vehicles¹	RVAR compliant carriages²	Wheelchair accessible carriages	Total number of carriages
2016-17	129	129	143	143
2017-18	129	129	143	143
2018-19	129	129	143	143
2019-20	129	129	143	143
2020-21	129	129	143	143
Percentage of all vehicles				
2016-17	<i>90</i>	<i>90</i>	<i>100</i>	<i>100</i>
2017-18	<i>90</i>	<i>90</i>	<i>100</i>	<i>100</i>
2018-19	<i>90</i>	<i>90</i>	<i>100</i>	<i>100</i>
2019-20	<i>90</i>	<i>90</i>	<i>100</i>	<i>100</i>
2020-21	<i>90</i>	<i>90</i>	<i>100</i>	<i>100</i>

Source: Translink

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

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

Note: All management information figures provided by Translink (see [User Guidance](#)).

Table 3.5 Mobility status¹ by age and gender, Northern Ireland: 2017-2019

		Percent/Journeys				
Mobility status ¹		16-49	50-59	60-69	70+	All aged 16+ ²
Males² (aged 16+)	With a mobility difficulty	7	16	23	33	16
	No mobility difficulty	93	84	77	67	84
	All males² (aged 16+)	100	100	100	100	100
Females² (aged 16+)	With a mobility difficulty	8	17	25	46	19
	No mobility difficulty	92	83	75	54	81
	All females² (aged 16+)	100	100	100	100	100
All adults² (aged 16+)	With a mobility difficulty	7	16	24	40	18
	No mobility difficulty	93	84	76	60	82
	All adults² (aged 16+)	100	100	100	100	100
Average number of journeys per person per year:						
	With a mobility difficulty	*	*	603	451	574
	No mobility difficulty	993	1,047	1,021	914	997
	All adults² (aged 16+)	975	978	922	731	923

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.

* = sample size too small for reliable estimates.

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

Table 3.6 Travel by mobility status¹ and main mode²/ mode³, Northern Ireland: 2017-2019

Travel mode ⁴	Average number of journeys per person per year by main mode ²			Average distance travelled per person per year by mode ³ (miles)		
	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)
Walk	65	194	171	49	205	178
Bicycle	4	8	7	6	45	38
Car driver	293	588	536	1,832	4,833	4,306
Car passenger	143	120	124	1,051	1,135	1,121
Car undefined	1	-	-	*	*	*
Motorcycle	1	2	2	*	16	14
Other private	14	31	28	87	425	366
Metro and Ulsterbus	24	32	31	152	266	246
Other bus	3	3	3	*	46	44
NI Railways	2	8	7	*	169	144
Black taxi	1	1	1	*	2	2
Taxi	23	10	13	76	41	47
Other public	-	-	-	*	*	*
Undefined mode	-	-	-	*	*	*
All modes	574	997	923	3,324	7,187	6,509

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 2017-2019](#)

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

- = negligible (less than 0.5 (including 0)).

* = sample size too small for reliable estimates.

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

Table 3.7 Travel by mobility status¹ and journey purpose², Northern Ireland: 2017-2019

Journey purpose ²	Journeys/Miles					
	Average number of journeys per person per year by journey purpose ²			Average distance travelled per person per year by journey purpose ² (miles)		
	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)
Commuting / business	53	250	215	403	2,663	2,267
Education / escort education	33	81	73	89	295	259
Shopping	159	178	175	687	835	809
Other escort	41	67	62	256	427	397
Personal business	127	131	130	770	825	815
Leisure / other ⁴	161	291	268	1,118	2,141	1,962
All purposes	574	997	923	3,324	7,187	6,509

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.

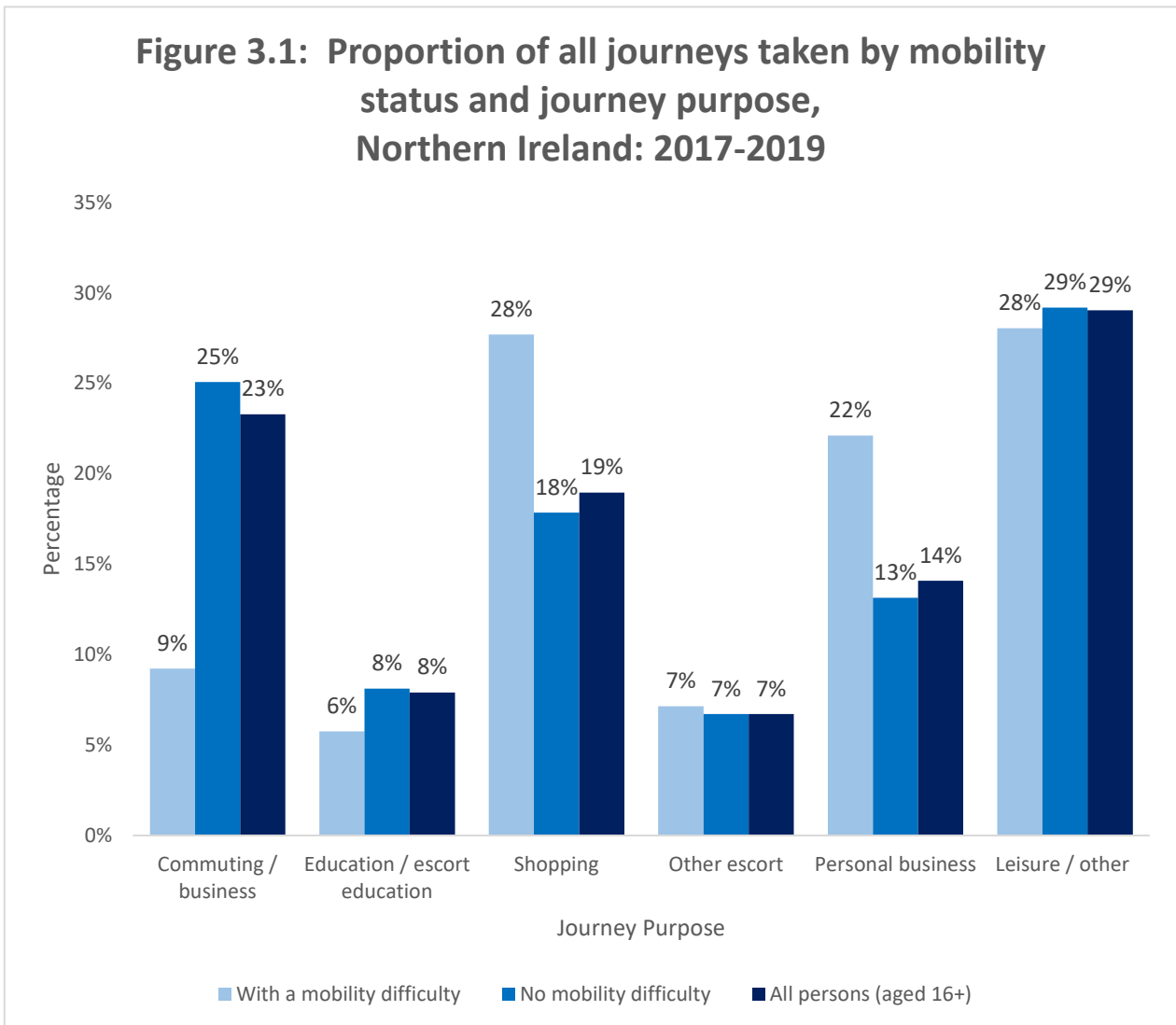
² The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means, for example, the purpose of a journey from the shops to home is 'shopping'. Definitions of the types of journey purpose can be found in the [Travel Survey for Northern Ireland In-depth Report 2017-2019](#).

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

⁴ The 'Leisure / other' category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

Figure 3.1: Proportion of all journeys taken by mobility status and journey purpose, Northern Ireland: 2017-2019



Source: Travel Survey for Northern Ireland, DfI

USER GUIDANCE

This section contains some information about the background to the publication, the quality of the data contained in it and some definitions of terms used in the data tables.

Data collection and timeliness

To inform this publication, data are supplied from various sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers.

Due to the nature of compendium publications, some data are available earlier than others. 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.

Rounding of figures

- All calculations have been undertaken on the basis of unrounded figures.
- 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.

Symbols

The following symbols are used throughout:

- negligible (less than 0.5 (including 0))
- * sample size too small for reliable estimates
- p provisional data

2020-21 denotes the financial year 1 April 2020 to 31 March 2021.

Data Quality

Data in this edition range from management information to National Statistics. In summary, the data sourced from DfI Roads (Chapter 1 and Table 3.2) and Translink (Chapter 2 and Tables 3.1, 3.3 and 3.4) should be viewed as management information rather than Official Statistics. Data presented in Tables 3.5-3.7 are sourced from the Travel Survey for Northern Ireland, the

reports of which were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

The sections below provide a summary of the quality of the data presented in each chapter.

For further information relating to the pillars and principles of the Code of Practice for Statistics, including information on the data source accuracy, reliability and accessibility, see the associated [Background Quality Report](#).

Chapter 1: Road Network

Description of the data

The data presented in chapter 1 relate to the length of roads in Northern Ireland maintained by DfI Roads and public expenditure on these roads. The data are management information and are provided by [DfI Roads](#).

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

- All lengths are shown in kilometres.
- The figures only cover adopted roads i.e. public roads which are maintained by DfI Roads.
- Slip roads are not included in motorway route lengths. Slip road route lengths add up to approximately 19km.
- Data exclude car parks and footpaths.
- Urban-rural data are based on road speed limits. 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 more than 40 mph.

- The locations of council boundaries do not coincide with boundaries used by DfI Roads for motorway maintenance purposes. Therefore, the figures presented in Table 1.2 for motorway road lengths by Local Government District are a close approximation.

Table 1.3

- From 2016-17 to 2017-18, the structural maintenance spend decreased due to less budget being made available in 2017-18. 2017-18 was an exceptional year hence reason for increased winter maintenance spend from previous years.
- From 2017-18 to 2018-19, the new construction and improvement spend increased due to strategic road improvements between Randalstown and Derry, the structural maintenance spend increased due to more budget being made available and the routine maintenance spend increased due to road markings and signs to promote road safety measures.
- From 2018-19 to 2019-20, the new construction and improvement spend has increased in 2019-20 due to strategic road improvements between Randalstown and L'derry/Derry.
 - The new construction and improvement spend has increased from 2019-20 due to strategic road improvements between Randalstown and Derry.
 - Structural Maintenance : The reduction in spend between 2019-20 to 2020-21 is a result of budget availability and the impact of COVID-19 restrictions in the early months of 2020-21
 - Winter maintenance: 2020-21 reflects snow events in January and also the expenditure impact of COVID-19 related safe systems of work, this explains the increased spend from previous years, apart from 2017-18, when winter was more severe.
 - Public lighting: Decrease in costs due to a drop in cost of energy during 2020-21, largely as a result of the COVID-19 pandemic. There are also energy and maintenance savings accruing from the use of LED lanterns due to longer lamp life.

Definitions

- Road classifications:
 - A roads - major roads intended to provide large-scale transport links within or between areas.
 - B roads - roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.

C roads - smaller roads intended to connect together unclassified roads with A and B roads.

Unclassified roads - local roads intended for local traffic.

- Route kms is the distance between two points on the road network, regardless of whether the section is motorway or dual carriageway.
- Carriageway kms is the sum of the lengths of each carriageway of a dual or motorway section.

Chapter 2: Public Transport

Description of the data

The data presented in chapter 2 relate to vehicle stock, staff employed and all journeys taken during the year on Ulsterbus, Metro, Glider and NI Railways services. The data are management information and are provided 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. Only aggregate data are supplied by Translink.

Guidance on using the data

- The data presented in Chapter 2 include data on the use of public transport during the Coronavirus (COVID-19) pandemic.
- Only scheduled (timetabled) services are included, but non-scheduled services (such as private hire or tours) only account for a small part of Translink’s services.
- 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.
- The average age of the bus fleet in Table 2.1 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 be partly driven by pupil numbers.

- The number of journeys taken using weekly, monthly and annual rail tickets are not electronically recorded and are therefore estimated using journey factors.
- The Belfast Rapid Transit (BRT) system is operated by Translink under the brand name Glider. It connects West Belfast, East Belfast and Titanic Quarter via the city centre along the BRT corridor and became operational on 3 September 2018.
- Glider figures relate to Glider vehicles and the dedicated feeder services that are essential to running the Glider services. Metro and Urby services on the BRT corridors are included in the Metro and Ulsterbus figures respectively.
- Ulsterbus figures include Goldline and other Ulsterbus services.
- All years in Tables 2.1 to 2.5 cover 52 week periods.
- 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 2016-17 to 2020-21 data are as follows:

Year	Year End Date
2016-17	26/03/2017
2017-18	25/03/2018
2018-19	31/03/2019
2019-20	29/03/2020
2020-21	28/03/2021

Travel restrictions due to COVID-19

During the financial year 2020-21 Translink operated bus and train services for essential workers.

The operating timetable was flexed according to demand and COVID-19 lockdown restrictions and the below gives a high level overview of the timetable in 2020-21 compared to 2019-20;

April 2020 to June 2020 (schools were closed) -operating timetable was 51% of previous year;

July 2020 to August 2020 (timetable increased to assist with "Eat Out to Help Out") -operating timetable was 64% of previous year;

September 2020 to December 2020 (schools were open) – operating timetable was 78% of previous year;

January 2021 to March 2021 - schools were closed – operating timetable was 59% of previous year.

(Source: Translink)

Chapter 3: Transport and Disability

The data presented in chapter 3 relate to concessionary travel passes (SmartPasses), Blue Badges and buses, coaches and railway carriages used as public service vehicles. These data are management information and are provided by [Translink](#) and the [Blue Badge Unit](#) in DfI Roads. Data are also presented on travel by mobility status and age/ gender/ mode of travel/ journey purpose; these data are sourced from the [Travel Survey for Northern Ireland \(TSNI\)](#). TSNI reports were designated as National Statistics in March 2011 following a [full assessment](#) against the [Code of Practice for Statistics](#).

Concessionary travel passes (SmartPasses) (Table 3.1)

Description of the data

Data on the number of concessionary travel passes (SmartPasses) held at 31 March (approx.) and used at least once during the financial year are management information and 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. Only aggregate data are supplied to statisticians.

Guidance on using the data

- 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.

- Adults eligible for the NI Concessionary Fares Scheme apply for a concessionary travel card called a SmartPass.
- The number of SmartPass holders is a fluid number at any given time during the year as new SmartPasses are both issued and inactivated on a continual basis. Therefore the number of SmartPass holders is a snapshot taken at a specific date around the end of the financial year.
- Please see the Correction Notice for Table 3.1 (page 27).
- Information is available on the [NI Concessionary Fares Scheme](#)

Blue Badges (Table 3.2)

Description of the data

These data refer to the number of Blue Badges held by both individuals and organisations at 31 March each year. These data are management information and are extracted from the internal Blue Badge database hosted by DfI in a SQL 2012 environment and provided by the [Blue Badge Unit](#) in DfI Roads.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. Only aggregate data are supplied to statisticians.

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 DfI Roads.
- 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.

- Information on the Blue Badge Scheme, including Blue Badge eligibility criteria and the [rights and responsibilities](#) of Blue Badge holders.

Buses and coaches used as Public Service Vehicles (Table 3.3)

Description of the data

Data on the number of buses and coaches used as Public Service Vehicles at 31 March are management information and 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. Only aggregate data are supplied by Translink.

Guidance on using the data

- Data are presented in Table 3.3 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). Figures are not directly comparable with those presented in editions of this publication prior to 2015-16 as the categories are different.
- 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](#).

Railway carriages used as Public Service Vehicles (Table 3.4)

Description of the data

Data on the number of railway carriages used as Public Service Vehicles at 31 March are management information and 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. Only aggregate data are supplied by Translink.

Guidance on using the data

- Data on railway carriages used as Public Service Vehicles were included for the first time in the 2015-16 edition of this publication.
- 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](#) on TSI PRM
- RVAR NI 2014 [legislation](#)

Travel by mobility status (Tables 3.5 to 3.7)

Description of the data

The data on travel by mobility status and age/ gender/ mode of travel/ journey purpose 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 and the analysis is produced by ASRB in DfI.

Data quality assessment

Very Good – these data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various

validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the [Code of Practice for Statistics](#). The standard reports produced by ASRB from this survey ([TSNI Headline Report and TSNI In-depth Report](#)) are classified as National Statistics.

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.
- Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results.
- Further information on the TSNI and definitions can be found in the [TSNI reports](#).

Historical Change to the Publication

Following the publication of the Northern Ireland Transport Statistics 2016-2017 report, ASRB sought the views of users on its continued publication via a [user consultation](#). Following careful consideration of the feedback received, ASRB took the decision to retain the report but to considerably reduce its content. The [outcome of the user consultation](#) has been published alongside the publication series on the DfI website. Sources and useful information/ websites relating to former chapters can be found in the [2017-2018 edition of the report](#).

Associated Publications

[Travel Survey for Northern Ireland](#)

[Transport Statistics Great Britain](#)

[ROI Transport Omnibus](#)

Revisions Policy

The data presented in this bulletin are revised by exception; therefore any revisions to the figures in this report will typically be as a result of definitional changes or corrections to errors and the impact will be quantified where possible.

The Revisions and Errors Policy for statistics produced by DfI is available on the [DfI Website](#).

Conversion factors for miles and kilometres

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Accessibility

Accessibility is the ease with which users are able to access the data, also reflecting the format in which the data are available and the availability of supporting information.

This publication is published in PDF format and every effort has been made to comply with the AA standard under the [Web Content Accessibility Guidelines \(WCAG\) 2.1](#).

This statistical report and associated documents are available to [download](#) free of charge.

If any document is not in a format that meets your needs, please contact [ASRB](#) with your requirements.

Acknowledgements

ASRB acknowledge the assistance received from colleagues in DfI and Translink and would like to thank them for their contributions to this publication.

User Feedback

We welcome feedback from users on this statistical report. Please send any comments you may have to ASRB@nisra.gov.uk.

Users can also provide feedback through our ongoing [ASRB Customer Survey](#).

Cessation of this report

User Engagement June/July 2021

In line with the [Statistics User Engagement Strategy](#), ASRB statisticians carried out a user engagement consultation in June / July 2021, seeking views on the cessation of this statistical publication in its current format and on proposals for a new official statistics publication on public transport.

The main outcome of the engagement was that this bulletin is the final report in this series.

More details on the user engagement can be found on the [DfI website](#).

For further information contact the responsible statistician.