



Department for
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Northern Ireland Transport Statistics 2014-15



Introductory Notes

The annual Transport Statistics 2014-15 publication has been prepared by Central Statistics and Research Branch, Department for Regional Development.

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

2014-15 denotes the financial year ending 31 March 2015.

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.

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Overall Summary

Chapter 1 Vehicle Registrations

- At 31 December 2014, there were 1,081,727 vehicles licensed in Northern Ireland, an increase of 1% from last year (1,066,504) and an increase of 2% since 2010 (1,050,481). 85% were Private Light Goods (PLG) vehicles and 9% were exempt from duty. Over the period 2004 to 2014, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 23% in Northern Ireland, compared with 15% in Scotland, 12% in Wales and 11% in England.
- In 2014, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 640, an increase of 2% since 2010 (627). Over the same time period, there has been an increase of 1% in Great Britain (621 in 2010, 630 in 2014). 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 2014-15 was 56%, the same as in 2013-14 and an increase of 5 percentage points since 2010-11 (51%). The overall pass rate in Great Britain in 2014-15 was 47%, the same as the previous year (47%) and similar to 2010-11 (46%).
- In Northern Ireland, the pass rate for touch screen theory tests for private car drivers in 2014-15 was 49%, slightly lower than 2013-14 (51%) and a decrease of 14 percentage points since 2010-11 (63%). The Great Britain pass rate in 2014-15 was 51%, similar to the previous year (52%) and a decrease of 12 percentage points since 2010-11 (63%).
- 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 61% of males passing the practical car driving test in 2014-15 compared to 51% of females. In contrast, for touch screen theory tests, the pass rate for females is higher than the pass rate for males. In 2014-15, 51% of females compared to 46% of males passed the car touch screen theory test.

Chapter 3 Road Network

- During 2014-15, maintenance (structural, routine and winter) accounted for 31% of the £422 million spend on our roads. New construction and improvement accounted for 30% of the money spent, while public lighting accounted for 4%. There was a decrease of 3% in expenditure on the roads when compared to 2013-14. This is indicative of the level of funding made available during the 2014-15 year.

Chapter 4 Freight

- During 2013, 49.4 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, a decrease of 16% from 2012.

Chapter 5 Road Safety

- The number of road deaths occurring as a result of reported road traffic collisions has increased by 39% from 57 in 2013 to 79 in 2014.

Chapter 6 Public Transport

- During 2014-15, there were 40.3 million passenger journeys on Ulsterbus, around the same as last year (40.5 million) and a 1% decrease from 2010-11 (40.8 million). For Metro services, 26.3 million passenger journeys were taken in 2014-15, similar to 2013-14 (26.4 million) and a 2% increase from 2010-11 (25.8 million).
- There were 13.4 million rail passenger journeys made in 2014-15, an increase of 7% from 2013-14 (12.5 million).

Chapter 7 Air Transport

- In 2014, Belfast International airport was the 12th busiest commercial airport in the UK with 4.0 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 2.6 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 140,373 passengers flying there and back during 2014. Malaga in Spain was the second most popular international route with 116,572 passengers and Faro in Portugal was the third most popular with 115,963 passengers.

Chapter 8 General Transport

- In 2014, there were 2.10 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), similar to the previous year (2.11 million) and a 6% decrease since 2010 (2.23 million).

Chapter 9 Transport and Disability

- In 2014-15, 291,636 SmartPasses were held by older people (60+ SmartPass and Senior SmartPass). Comparing this to the 2014 mid-year population estimate of those persons aged 60 and over, there was an approximately 77% uptake of these SmartPasses.
- In 2011-2013, 18% of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 597 journeys per year in 2011-2013, 40% less than those without a mobility difficulty (989 journeys per year).

User Information

This section contains some information about the background to the publication and the quality of the data used in the Transport Statistics publication including 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 new section on "Transport and Disability". The publication currently includes vehicle registrations, driver and vehicle testing, 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, 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 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 uses the petrol and diesel car figures in the Annual 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. CSRB have consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at:

http://www.drdni.gov.uk/index/statistics/transport_statistics_users_group.htm

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

The Northern Ireland Transport Statistics compendium publication is badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. Northern Ireland Road and Rail Transport Statistics has undergone assessment 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: <http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

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.

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/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 below and are also highlighted 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 and 9.2) should be viewed as management information rather than Official Statistics, however these data are still of high quality.

A short assessment of the data quality of each of the datasets used in the publication has been included in the following sections.

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, 1.16)

Recent developments

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

Description of the data

Up to July 2014, data on vehicles licensed in Northern Ireland was 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 relates to the 31st December each year. Equivalent figures for Great Britain are produced by the Department for Transport (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 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 refers to the number of vehicles currently licensed at 31st December of the year stated and reflects 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. Note however that the categorisation of taxation groups for Northern Ireland in this publication differs to that used by DfT i.e. In Private Light Goods, DfT include tax classes 10, 23 and 53 and exclude 91 and 92.
- 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 31st 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 number of PLGs by number aged 17 and over from the mid-year estimate of population for the appropriate year and multiplying by 1,000.

Future developments

It is intended to investigate the differences between the categorization of tax classes presented in this publication with that used by DfT. The aim will be to adopt a common set of tax group definitions to ensure that all information published at this level for Northern Ireland will be exactly comparable with Great Britain.

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 the Driver and Vehicle Agency.

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 in 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 now on a UK wide basis. This affects the definition of a first registration. 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 will no longer be first registrations which are solely referenced with respect to NI. All first registrations will now be with reference to the UK as a whole i.e. a vehicle first registered in GB and subsequently used in NI will no longer be counted as a NI first registration. A NI first registration will now only be recorded as such if that vehicle has never previously been registered anywhere else in the UK.
- There are 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).
- During the migration of NI records from DVA to DVLA in July 2014 there was a 95.5% success rate. The remaining records required human intervention where there may have been incomplete or duplicate records for the same vehicle on both NI and GB systems. All outstanding cases which required human intervention are being processed with the expectation that these records will be updated to fully complete the migration.

Impact of the change

This unavoidable definitional change to NI first registrations has 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. The new and used vehicle splits are no longer 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 supports the breakdown into exempt government owned and exempt non-government owned vehicles as was provided in previous publications.
- 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 the Department for Transport 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 the Driver and Vehicle Agency (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)

Change to vehicle testing data

Previously, data presented in Tables 2.1 to 2.3 on full tests and retests completed were not directly comparable with data published by DVA/ DOE as the data categories were grouped differently. Vehicle testing data presented in this publication are now in line with that published by DVA/ DOE and details full test and retest appointments provided and full test pass rates.

Impact of the change

Data presented in Tables 2.1 to 2.3 are not directly comparable with previous editions of this publication but are now in line with data published by DVA/ DOE.

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.
- 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 106.
- For further description of the vehicle testing data, see Technical Notes on Tables 2.1 to 2.3 (page 99).

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

Changes to the driving test data

For Northern Ireland data, improved extraction options now allow 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.

In previous editions of this publication, 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/ DOE. However, looking at the car, large goods vehicle and passenger carrying vehicle practical driving tests separately, the figures did not match due to slightly different groupings being used. In this edition, figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been provided in line with DVA/ DOE classifications.

Impact of the change

Historical totals for tests conducted and tests passed have been revised. Figures in previous publications, where they exclude special requirements, show an under reporting of total tests conducted. Data presented in Tables 2.4, 2.8 and 2.9 are not directly comparable with previous editions of this publication. The figures published in each of these tables are now in line with data published by DVA/ DOE.

Guidance on using the data

- 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 107.
- 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 100). This was introduced in NI on 8th December 2008 and in GB on 27th 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.
- In addition, from 2008-09, GB and NI figures are not directly comparable - Great Britain currently supplies data for Module 2 tests only. Northern Ireland supplies data for both Module 1 and Module 2 tests combined.

Future developments

It is intended for future publications to investigate whether the Northern Ireland data can be separated into module 1 test data and module 2 test data or if it would be more appropriate for the Great Britain module 1 test data and module 2 test data to be combined. This would enable comparisons with GB to be made on a like-for-like basis (i.e. either NI and GB data are both based on only Module 2 test data or NI and GB data are both based on combined Module 1 and Module 2 test data). Note that the Northern Ireland Driver and Vehicle Agency currently includes combined Module 1 and Module 2 test results for Great Britain in their publications.

Touch screen theory tests (Tables 2.5 and 2.7)

Changes 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% and increased by 1 percentage point to 75% in 2014-15.

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).

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.

Change to the licences data

The categories in these tables have been expanded as follows:

- In Table 2.10, previous editions of this publication listed 'Full licences (Renewal)' as a category. This has now been separated into 'Expiry/ Optional renewals', 'Renewals to over 70's' and 'Medical renewals'. Also, 'Replacement licences' has now been separated into 'Name & address change', 'Replacement/ Duplicate licences' and 'Exchange licence'.
- In Table 2.11, previous editions of this publication listed 'Passenger carrying vehicles (PCV)' and 'Large goods vehicles (LGV)' as categories. These are now presented within the categories 'Provisional licences' and 'Renewal licences'. Previously 'Replacement licences' was also listed as a category. This has now been separated into 'Replacement/ Duplicate/ Exchange licences' and 'Name & address change'.

Impact of the change

Data in Tables 2.10 and 2.11 are now presented in greater detail than previous editions of this publication. While the PCV and LGV split is no longer presented in Table 2.11, it can be made available, for the years presented in the table, on request by contacting DVA (see website details on page 110).

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 101).
- 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.
- Note that with the change from 26 LGDs to 11 LGDs in April 2015, Table 3.2 now reports figures for the 11 new LGDs. In previous publications, figures in this table were for the historical 26 LGDs.
- Details on the road expenditure data can be found in the Technical Notes on page 101.

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” below) and road service (buses and coaches) operator and vehicle licences issued. These data are provided by DOE Transport Regulation Unit and DOE Road Transport Licensing Division.

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 “Changes to road freight licences data” section below 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 101) 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 101) for licence definitions.
- Vehicle licences ceased to be issued from 30 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 is 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. However, the number issued in 2014-15 is still 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 is 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 during 2015.

Description of the data

The figures 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 the Department for Transport.

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 (Table 4.3).
- Data refer only to freight carried by Northern Ireland registered heavy goods vehicles (over 3.5 tonnes).
- The Department for Transport plans to publish 2014 data from the Continuing Survey of Road Goods Transport (NI) in November 2015. Therefore 2013 data are the latest figures currently available. The 2014 data will be published in the next edition of this publication (2015-16).
- 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 the Department for Transport.

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 the Department for Transport 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 and 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

- 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 which have been declining in recent years for post primary pupils (although primary school pupil numbers have increased recently).
- There was a fare increase in April 2012, May 2013 and February 2015 on Metro, Ulsterbus and NIR services.
- 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 13th March 2015.

Change to NIR passenger journeys and miles data

- Figures for passenger journeys and miles have been 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 have recently been reviewed and revised down.
- There has also been 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 passenger journeys and miles are not directly comparable with figures prior to April 2013 which were calculated using higher journey factors.
- The table overleaf 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.

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

* 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 come from the Civil Aviation Authority (supplied by the Department for Transport).

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 103). In general, the data refers 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 the 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 requested (June/ July) 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

- 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 the 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 and Personnel (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 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 these tables. In publications prior to 2011-12, SIC 2003 was used.

Car parks (Table 8.5)

Description of the data

Data are provided by TransportNI on the number of fee paying and free car parks and spaces managed by TransportNI in each local government district.

Data quality assessment

Very Good – data were collated to represent the situation at 1st April 2015 when the 11 new councils took over from the previous 26 and also took on responsibility of car parks from TransportNI, under the programme of local government reform.

Guidance on using the data

- These data only include car parks/ spaces managed by TransportNI. 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

A review of the previously published car parking information identified both quality and coverage issues. For this reason figures are no longer presented on DRD and private sector spaces, car parks and on-street spaces. Instead, figures have been presented in Table 8.5 of this publication on the number of TransportNI fee paying and free car parks and spaces in each LGD.

Impact of the change

The information presented in this publication is not directly comparable with that published in previous editions. The categories of information have changed and the figures are now broken down by the 11 new LGDs which came into effect in April 2015, rather than the historical 26 LGDs. Therefore, care should be taken when comparing figures taken from previous publications.

Future developments

CSRB will explore with the councils if both fee paying and free car parking information can continue to be provided in future editions of this publication.

Petroleum (Table 8.6)

Data at UK level are National Statistics.

Description of the data

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources each year. The Department of Energy and Climate Change (DECC) is the source for these data. The data are derived from DECC's Downstream Oil Reporting System (DORS).

Data quality assessment

These data are initially compiled and collated on a UK-basis and data quality is considered to be very good at this level. However, the robustness of the data at individual country level is not routinely audited by DECC and, as such, it is not usually possible to get an explanation for large variations from source providers. Care should therefore be taken when interpreting changes in the trend at NI level.

Guidance on using the data

- These figures refer to the amount of petrol and diesel delivered to Northern Ireland. However, because of onward deliveries and possible stockpiling of fuel, this will not equate to the amount of fuel consumed in Northern Ireland during the period.
- They only represent deliveries from UK sources and therefore imports of petrol and diesel from other countries are not included. Any fluctuation in the trend does not therefore necessarily represent a fluctuation in consumer demand but may also, in part, reflect a shift in the balance of deliveries from UK and non-UK sources.

Future cessation of NI data

DECC undertook a review of the DORS system in Autumn 2014 which identified several data quality issues at sub-national (individual country) level. Following this, they concluded that they will be ceasing the provision of NI level data from 2015 onwards. However, they have provided 2014-15 financial year information for this bulletin by estimating figures relating to January to March 2015. It should be noted that the Petroleum table (Table 8.6) will cease to be included in any future editions of this publication.

Sea rescues (Table 8.7)

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 19th 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 18th 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 19th 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.
- 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 increased substantially.

Sea passengers (Table 8.8)

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 the Department for Transport.

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 the current publication.

Local ferry passengers (Table 8.9)

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 the Department for Regional Development (Public Transport Services Division) and for the Strangford Lough ferry by TransportNI within the Department for Regional Development.

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

- 2010 was the first year these data were provided.
- 2010 and 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.
- Previously calendar year figures relating to 2012 and 2013 were supplied for Rathlin Island Ferry. To enable comparisons with Strangford Lough Ferry, financial year figures relating to 2012-13 and 2013-14 have now been supplied and the table has been updated accordingly.
- Figures in this table refer to 2010 and 2011 calendar years and 2012-13, 2013-14 and 2014-15 financial years for both Rathlin Island Ferry and Strangford Lough Ferry.

Concessionary travel passes (Table 9.1)

Description of the data

Data on the number of concessionary travel passes (SmartPasses) held at 31st 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.

Guidance on using the data

- SmartPasses held by older people includes holders of the 60+ SmartPass or Senior SmartPass.
- SmartPasses held by people with a disability includes holders 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 2014-15, the population estimates for mid 2014 were used.

Disability accessible Public Service Vehicles (Table 9.2)

Description of the data

Data on the number of disability accessible or low-floor buses at 31st March have been supplied by Translink. It incorporates both Ulsterbus and Metro fleets.

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 disability accessible public service vehicles data

- Accessibility certificates are no longer used by certifying authorities. Currently, accessibility is included with the certificate of conformity aspect of the European Whole Vehicle Type approval.
- The data exclude buses used for private hire, tours, driver training purposes and those buses withdrawn from public service awaiting disposal.

Impact of the change

- Data are no longer presented on 'buses with accessibility certificate'.
- The data presented in the previous edition of this report included buses used for private hire, tours, driver training purposes and those buses withdrawn from public service awaiting disposal. Data for 2010-11 to 2013-14 have therefore been revised in Table 9.2 of this report.
- Figures are not directly comparable with those presented in the previous edition of this report.

Guidance on using the data

- The category 'Buses with low floor access' refers to buses which have a low floor design suitable for wheelchair access.
- Buses certified as "accessible" meet step, handhold and destination screen requirements so that they are accessible to people with certain disabilities, albeit not wheelchair accessible.

Mobility difficulties (Tables 9.3 to 9.5)

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 Central Statistics and Research Branch in the Department for Regional Development.

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 108 for details).

Summary of changes since previous publication

<i>Change:</i>	<i>See details on page:</i>
Tables 1.11 to 1.14 – 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.	10
Tables 2.1 to 2.3 - Vehicle testing data presented are now in line with that published by DVA/ DOE. The data details full test and retest appointments provided and full test pass rates.	12
Tables 2.4, 2.6, 2.8 and 2.9 - Historical totals for tests conducted and tests passed have been revised to include tests conducted where a special requirement was requested. Also, Northern Ireland figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been presented in line with DOE classifications.	13
Tables 2.10 and 2.11 - The categories used to present data on the number of licences issued during the year have been expanded to provide more detail.	15
Chapter 4 –The National Statistics designation of the freight data was temporarily removed at the end of 2014 pending a re-assessment against the Code of Practice for Official Statistics during 2015. Commodity data from 2013 have also been coded using a different coding frame (NST 2007) with classifications being retrospectively applied to earlier years (Tables 4.3 and 4.4).	17
<i>Table 6.6</i> - Figures for NIR passenger journeys and miles have been revised and updated back to April 2013. There has also been a revision and update of the commuter mileage calculations from April 2013 onwards which only affects the passenger miles data.	19
Table 8.5 - Figures are no longer presented on DRD and private sector spaces, car parks and on-street spaces. Instead, figures are presented on the number of TransportNI fee paying and free car parks and spaces in each LGD.	22
Table 9.2 - Data are no longer presented on ‘buses with accessibility certificate’. Data for 2010-11 to 2013-14 have been revised so that all data now exclude buses used for private hire, tours, driver training purposes and those buses withdrawn from public service awaiting disposal.	26

Chapter 1: Vehicle Registrations

Vehicles licensed by taxation group: 2010-2014

UK indices (2004=100) of licensed vehicle stock: 2004-2014

Vehicles licensed by taxation class and fuel type: 2014

Private Light Goods vehicles licensed by year of first registration, NI/GB comparison: 2014

Private Light Goods Tax Group licensed by year of first registration in NI:2010-2014

Private Light Goods Tax Group licensed by engine capacity and fuel type: 2010-2014

Vehicles licensed by body type: 2010-2014

Vehicles licensed by body code: 2014

Private Light Goods vehicles licensed in NI by make and model: 2014

Twenty most popular Private Light Goods vehicles in NI: 2014

Motor vehicles registered for the first time in NI by vehicle type: 2010-2014

Private cars registered for the first time in NI by make: 2014

Light Goods vehicles registered for the first time in NI by make: 2014

Heavy Goods vehicles registered for the first time in NI by make: 2014

Car ownership levels in NI and England: 2010-11 to 2014-15

Private Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2010-2014

At 31 December 2014, 1,081,727 vehicles were licensed in NI, of which 85% were Private Light Goods vehicles.

At 31 December 2014, 58% of all licensed vehicles in NI were fuelled by diesel.

During 2014-15, 78% of households in Northern Ireland had access to a car or van, compared to 76% 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:

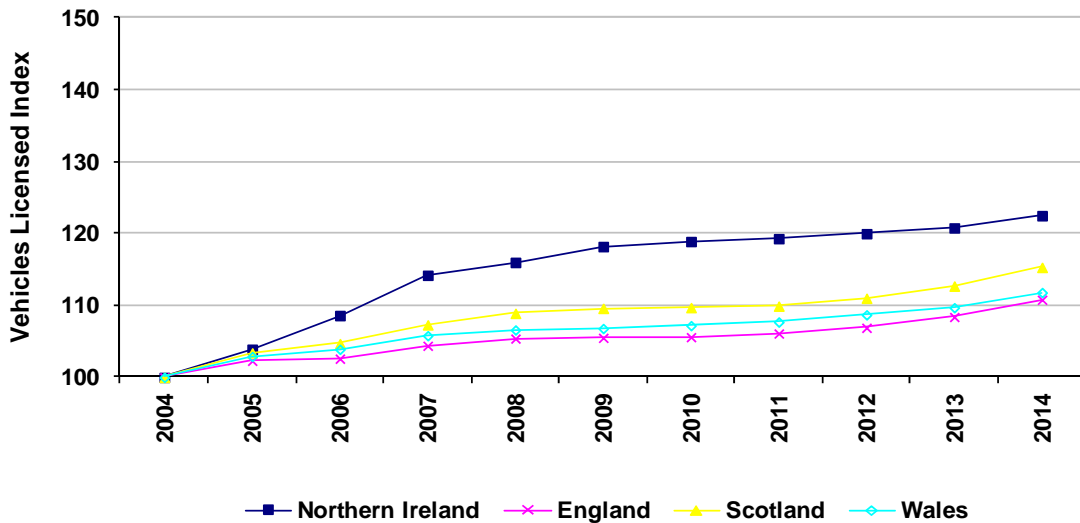
p Data are provisional

r Data have been revised from previous publication

1 Vehicle Registrations

1.1 At 31 December 2014, there were 1,081,727 vehicles licensed in Northern Ireland, an increase of 1% from last year (1,066,504) and an increase of 2% since 2010 (1,050,481). 85% were Private Light Goods (PLG) vehicles and 9% were exempt from duty. Over the period 2004 to 2014, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 23% in Northern Ireland, compared with 15% in Scotland, 12% in Wales and 11% in England (Tables 1.1 & 1.2, Figure 1.1).

Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2004 to 2014 (2004=100)



- 1.2 At 31 December 2014, 58% of all licensed vehicles were fuelled by diesel, 41% by petrol and less than 1% by other types of fuel (Table 1.3).
- 1.3 At 31 December 2014, the average age of a currently licensed PLG vehicle in Northern Ireland was 7.7 years, the same as in Great Britain (7.7 years) (Table 1.4).
- 1.4 Of the 1,081,727 vehicles licensed at 31 December 2014, 83% were cars, 11% goods vehicles, 2% motorcycles and 2% agricultural vehicles (Table 1.7).
- 1.5 During 2014, 96,893 vehicles were registered for the first time in Northern Ireland representing an 8% decrease from 2013 (104,986). Of these 96,893 vehicles, 61% were new cars and 22% were used cars (Table 1.11).
- 1.6 Of the 80,680 cars registered for the first time during 2014, Ford was the most popular make (11%), followed by Vauxhall (11%) and Volkswagen (11%) (Table 1.12).
- 1.7 During 2014-15, 78% of households in Northern Ireland had access to a car or van, the same as 2010-11 (78%). In England 76% of households had access to a car or van in 2014, an increase of one percentage point since 2010 (75%) (Table 1.15).
- 1.8 In 2014, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 640, an increase of 2% since 2010 (627). Over the same time period, there has been an increase of 1% in Great Britain (621 in 2010, 630 in 2014). 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 2004 to 2014

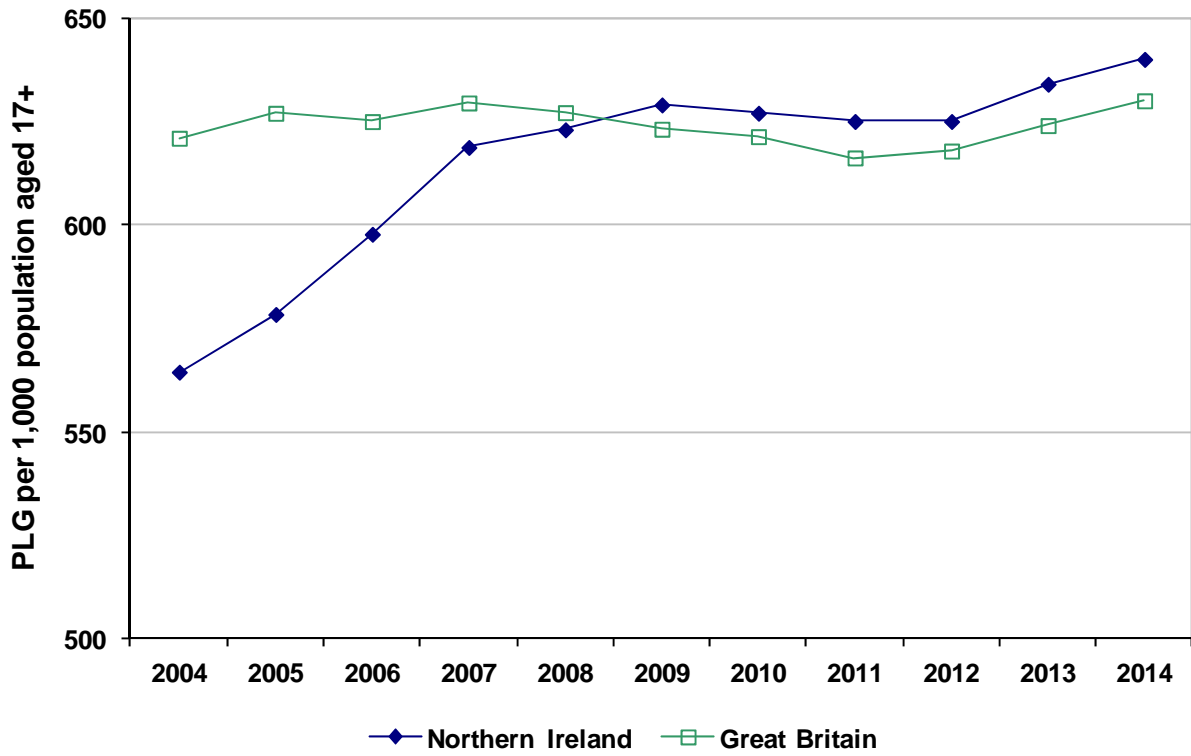


Table 1.1 Vehicles licensed by taxation group: 2010-2014

Number at 31 December

Taxation Group (Taxation Classes)	2010		2011		2012		2013		2014	
	Number	%	Number	%	Number	%	Number	%	Number	%
Private Light Goods (11, 36, 39, 48, 49, 59, 91, 92)	877,034	83.5	879,787	83.5	885,976	83.6	901,357	84.5	916,598	84.7
Motorcycles, Scooters & Mopeds (17, 18, 93)	26,771	2.5	25,196	2.4	23,560	2.2	22,745	2.1	22,151	2.0
General (HGV) Goods (1, 2, 10, 23, 45, 46, 53)	23,863	2.3	23,084	2.2	22,114	2.1	22,052	2.1	21,868	2.0
Bus (34, 38)	3,035	0.3	3,015	0.3	3,094	0.3	3,315	0.3	3,262	0.3
Agricultural/Tractors (40 & 44)	17,059	1.6	18,555	1.8	19,775	1.9	20,784	1.9	21,963	2.0
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82)	2,180	0.2	2,159	0.2	2,154	0.2	2,200	0.2	2,426	0.2
Crown (60)	7,488	0.7	7,646	0.7	7,862	0.7	1,936	0.2	1,855	0.2
Exempt (>60 except 79, 81, 82, 91, 92, 93)	93,051	8.9	93,896	8.9	95,793	9.0	92,115	8.6	91,604	8.5
All Vehicles	1,050,481	100.0	1,053,338	100.0	1,060,328	100.0	1,066,504	100.0	1,081,727	100.0

Source: Driver and Vehicle Agency (DVA)

Table 1.2 UK indices (2004=100) of licensed vehicle stock: 2004-2014

Thousands

Year	England	Index	Scotland	Index	Wales	Index	NI	Index
2004	27,393	100.0	2,448	100.0	1,617	100.0	883	100.0
2005	28,022	102.3	2,531	103.4	1,664	102.9	917	103.9
2006	28,118	102.6	2,564	104.7	1,680	103.9	959	108.6
2007	28,585	104.4	2,627	107.3	1,711	105.8	1,008	114.2
2008	28,875	105.4	2,665	108.9	1,723	106.6	1,024	116.0
2009	28,888	105.5	2,684	109.6	1,727	106.8	1,044	118.2
2010	28,939	105.6	2,685	109.7	1,733	107.2	1,050	118.9
2011	29,069	106.1	2,691	109.9	1,742	107.7	1,053	119.3
2012	29,275	106.9	2,717	111.0	1,757	108.7	1,060	120.0
2013	29,692	108.4	2,759	112.7	1,774	109.7	1,067	120.8
2014	30,361	110.8	2,821	115.3	1,807	111.8	1,082	122.5

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

Table 1.3 Vehicles licensed by taxation class and fuel type: 2014

Number at 31 December

Code	Taxation Class ¹	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	38	19,105	4	19,147
2	Trailer HGV	0	311	0	311
10	Private/Heavy Goods	15	1,342	1	1,358
11	Private/Light Goods (PLG)	43,247	37,023	128	80,398
14	Special vehicle	9	1,240	13	1,262
15	Special trailer	0	2	0	2
17	Bicycle	22,134	17	0	22,151
19	Electric motorcycle	0	0	5	5
23	HGV CT	2	313	0	315
34	Bus	5	3,252	0	3,257
36	Euro 4 Light	8	2,780	5	2,793
37	Steam vehicle	0	0	8	8
38	RPV bus	0	5	0	5
39	LGV	182	76,660	52	76,894
40	Agricultural machine	401	21,427	11	21,839
44	Mowing machine	1	123	0	124
45	RPV HGV	2	694	0	696
46	RPV trailer HGV	0	9	1	10
47	Recovery vehicle	4	381	1	386
48	Petrol car	344,444	0	0	344,444
49	Diesel car	0	409,630	0	409,630
50	Tricycle	246	3	1	250
53	RPV HGV CT	1	30	0	31
55	General haulage	0	4	0	4
56	RPV general	0	0	0	0
57	Special types	0	107	0	107
58	RPV special types	0	4	0	4
59	Alternative fuel	0	0	2,392	2,392
60	Crown vehicle	53	1,802	0	1,855
61	Not licensed	41	56	2	99
65	Ambulance	7	436	0	443
66	Fire engine	5	89	0	94
70	Exempt (No licence)	0	0	0	0
71	Fire service	1	300	0	301
72	Lifeboat haulage	0	3	0	3
76	Police	600	1,063	0	1,663
77	Limited use	430	3,287	2	3,719
78	Disabled	29,811	44,918	372	75,101
79	Electric	0	0	343	343
81	Gritting vehicle	0	54	0	54
82	Snow plough	0	1	0	1
85	Disabled passenger	25	516	4	545
87	Health service vehicle	8	1,143	0	1,151
88	Historic vehicle	5,629	2,777	66	8,472
90*	Exempt (Nil licence)	4	9	0	13
91	Personal export private	1	39	0	40
92	Direct export private	0	0	0	0
93	D or P export bicycle	0	0	0	0
-	Not allocated [#]	1	6	0	7
All Taxation Classes		447,355	630,961	3,411	1,081,727

Source: DVA

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

In 2014, 7 vehicles were not allocated to a taxation class. 1 was fuel type 'petrol' and 6 were fuel type 'diesel'.

Table 1.4 Private Light Goods vehicles ¹ licensed by year of first registration ², NI/GB comparison: 2014 ³

Registered less than (Years)	Number at 31 December			
	Northern Ireland		Great Britain	
	Number	%	Number	%
1	53,870	5.9	2,407,223	7.6
2	109,068	11.9	4,582,710	14.5
3	161,812	17.7	6,525,531	20.6
4	219,590	24.0	8,448,057	26.7
5	282,233	30.8	10,462,858	33.0
6	340,967	37.2	12,413,491	39.2
7	409,205	44.6	14,529,095	45.9
8	492,305	53.7	16,911,915	53.4
9	569,037	62.1	19,170,113	60.5
10	641,772	70.0	21,404,162	67.6
11	709,062	77.4	23,619,848	74.6
12	768,173	83.8	25,659,975	81.0
13	817,361	89.2	27,443,106	86.6
14	853,019	93.1	28,808,066	90.9
15	876,045	95.6	29,726,380	93.8
All Private and Light Goods	916,598	100.0	31,682,458	100.0
Average age of vehicles (years)	7.7		7.7	

Sources: NI - DVA; GB - DfT

1 Excludes electric cars.

2 Prior to July 2014, for Northern Ireland, year of first registration in Northern Ireland and for Great Britain, year of first registration in Great Britain. From July 2014, year of first registration in the UK for both Northern Ireland and Great Britain.

3 Taxation groups are determined by the taxation class of the vehicle. Note however that the categorisation of taxation groups for Northern Ireland differs to that used for Great Britain by DfT. In Private Light Goods, DfT include tax classes 10, 23 and 53 and exclude 91 and 92 (See User Information on page 9).

Table 1.5 Private Light Goods Tax Group licensed by year of first registration in NI: 2010-2014

Registered less than (years)	Number (Thousands) at 31 December									
	2010		2011		2012		2013*		2014	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	78	8.9	72	8.2	75	8.4	:	:	54	5.9
2	156	17.8	146	16.6	142	16.1	:	:	109	11.9
3	239	27.3	220	25.0	213	24.0	:	:	162	17.7
4	336	38.3	300	34.1	285	32.1	:	:	220	24.0
5	421	48.0	393	44.6	361	40.7	:	:	282	30.8
6	498	56.7	474	53.9	449	50.7	:	:	341	37.2
7	568	64.7	547	62.1	527	59.5	:	:	409	44.6
8	633	72.2	613	69.7	596	67.2	:	:	492	53.7
9	692	78.9	674	76.6	658	74.2	:	:	569	62.1
10	743	84.7	728	82.8	714	80.6	:	:	642	70.0
11	785	89.5	774	88.0	764	86.2	:	:	709	77.4
12	817	93.1	810	92.1	804	90.8	:	:	768	83.8
13	840	95.7	836	95.0	834	94.1	:	:	817	89.2
14	854	97.4	853	97.0	854	96.4	:	:	853	93.1
15	863	98.4	864	98.2	867	97.8	:	:	876	95.6
All Private and Light Goods Vehicles	877	100.0	880	100.0	886	100.0	:	:	917	100.0

Source: DVA

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

Table 1.6 Private Light Goods Tax Group licensed by engine capacity and fuel type: 2010-2014

Engine capacity	Number at 31 December									
	2010		2011		2012		2013*		2014	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	247	0.0	26	0.0	1	0.0	:	:	0	0.0
Up to 1000cc	29,118	3.3	28,863	3.3	30,176	3.4	:	:	36,561	4.0
1001-1500cc	248,751	28.4	250,209	28.4	251,997	28.4	:	:	256,624	28.0
1501-2000cc	448,526	51.1	451,613	51.3	456,355	51.5	:	:	473,802	51.7
Over 2000cc	150,392	17.1	149,076	16.9	147,447	16.6	:	:	149,611	16.3
All Private and Light Goods Vehicles	877,034	100.0	879,787	100.0	885,976	100.0	901,357	100.0	916,598	100.0
Petrol	407,084	46.4	400,632	45.5	395,277	44.6	392,409	43.5	387,883	42.3
Diesel	468,788	53.5	477,735	54.3	488,950	55.2	506,774	56.2	526,138	57.4
Other	1,162	0.1	1,420	0.2	1,749	0.2	2,174	0.2	2,577	0.3

Source: DVA

* 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: 2010-2014

Body type	Number at 31 December									
	2010		2011		2012		2013		2014	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	868,135	82.6	870,439	82.6	877,586	82.8	890,484	83.5	901,779	83.4
Taxi	732	0.1	670	0.1	610	0.1	579	0.1	556	0.1
Motorcycle	30,001	2.9	28,536	2.7	26,998	2.5	24,345	2.3	24,044	2.2
Tricycle	240	0.0	252	0.0	255	0.0	241	0.0	267	0.0
Light Goods Vehicle*	94,741	9.0	96,117	9.1	97,087	9.2	:	:	98,333	9.1
Heavy Goods Vehicle*	24,222	2.3	23,352	2.2	22,384	2.1	:	:	22,841	2.1
All Goods Vehicles	118,963	11.3	119,469	11.3	119,471	11.3	117,498	11.0	121,174	11.2
Bus/Coach	5,940	0.6	5,861	0.6	5,835	0.6	5,731	0.5	5,589	0.5
Agricultural Vehicle	20,463	1.9	21,896	2.1	23,169	2.2	22,411	2.1	24,268	2.2
Other	6,007	0.6	6,215	0.6	6,404	0.6	5,215	0.5	4,050	0.4
All body types	1,050,481	100.0	1,053,338	100.0	1,060,328	100.0	1,066,504	100.0	1,081,727	100.0

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: 2014

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	1,801	51	Front dumper	100
2	4 door saloon	125,227	52	Skip loader	321
3	Saloon	6,390	53	Special mobile unit	35
4	Convertible	13,998	54	Light 4 by 4 utilities *	7,890
5	Coupe	27,251	55	Airport support unit	4
6	Estate	119,842	56	Single decker bus/coach	1,972
7	Taxi	556	57	Double decker bus/coach	425
8	Invalid vehicle	198	58	Standee bus	3
9	Tricycle	265	59	Half decker bus/coach	33
10	Goods tricycle	2	60	Minibus	3,156
11	Hearse	160	61	Curtain sided	1,254
12	Limousine	231	62	Tourer	144
13	3 door hatchback	149,765	63	Agricultural tractor	22,499
14	5 door hatchback	387,866	64	Combine harvester	144
15	Moped	56	65	Root crop harvester	4
16	Scooter	1,606	66	Forage harvester	119
17	Scooter combination	31	68	Sprayer	12
18	Motorcycle	20,839	69	Viner/Picker	2
19	M/C combination	12	70	Agricultural machine	1,286
20	PCV	7	71	Mowing machine	202
21	Sports	1,792	72	Moped	1,500
22	Panel van	55,783	73	Road surfacer	26
23	Box van	5,111	74	Road testing	6
24	Car derived van	13,884	75	Tractor	782
25	Light van	121	76	Ambulance	425
26	Pickup	9,265	77	Fire engine	199
27	Motor home/ Caravan	3,330	78	Bull dozer	3
28	Van/Side windows	1,645	79	Road stripper	3
29	Light goods	83	80	Tar sprayer	34
30	Pantehnicon	19	81	Line painter	28
31	Luton van	567	82	Roller	76
32	Insulated van	922	83	Street cleansing	313
33	Glass carrier	25	84	Gritting vehicle	236
34	Specially fitted van	135	85	Tower wagon	99
35	Van	3,674	86	Crane	115
36	Livestock carrier	446	87	Lift truck	360
37	Float	8	88	Snow plough	12
38	Flat lorry	966	89	Loading shovel	212
39	Dropside lorry	1,541	90	Rear digger	269
40	Tipper	3,891	92	Tractor excavator	21
41	Low loader	77	93	Hydraulic excavator	68
42	Truck	100	94	Cesspool emptier	7
43	Breakdown truck	409	95	Skeletal vehicle	56
44	Tanker	869	96	Multi purpose vehicle	67,312
45	Solid bulk carrier	48	97	Uncodable body type	22
46	Concrete mixer	289	98	Not recorded	455
47	Mobile plant	20	99	Special purpose	221
48	Car transporter	201	-	Missing	635
49	Refuse disposal	665			
50	Goods	6,638		All vehicles currently licensed	1,081,627

Source: DVA

* In 2014, the description of code 54 changed to 'Light 4 by 4 utilities'. Previously it was 'Landrover/Jeep'.

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2014

Number at 31 December

Abarth		Bentley		Citroen- Cont'd	
500	91	Arnage	13	C4	3,245
595	26	Continental	90	C4 Grand Picasso	749
Punto	13	Flying Spur	7	C4 Picasso	1,545
Other	1	Turbo	6	C5	1,671
All Abarth	131	Other	16	C6	24
Access		All Bentley		C8	339
All Access		132		C-Crosser	153
Alfa Romeo		BMW		Dispatch Combi	1,326
145/146	8	1 Series	4,878	DS	1,987
147	276	2 Series	97	GS	5
155/156	249	3 Series	18,434	Nemo Multispace	276
159	235	4 Series	317	Pluriel	11
166	12	5 Series	7,905	Relay	1,161
Brera	49	6 Series	514	Saxo	857
Giulietta	380	7 Series	514	Synergie	111
GT	125	8 Series	13	Xantia	138
GTV	42	I3	9	XM	12
Mito	437	M Coupe	5	Xsara	922
Spider	55	M1	52	Xsara Picasso	5,027
Other	85	M2	12	ZX	74
All Alfa Romeo	1,953	M3	495	Other	1,198
Aston Martin		M4	35	All Citroen	38,112
DB7	16	M5	132	Dacia	
DB9	36	M6	23	Duster	455
Rapide	5	M Roadster	7	Logan	76
Vantage	48	X1	644	Sandero	1,319
Other	16	X3	1,180	Other	21
All Aston Martin	121	X4	9	All Dacia	1,871
Audi		X5	2,480	Daewoo	
80	159	X6	195	Kalos	110
'90	7	Z3	233	Lanos	45
100	39	Z4	500	Matiz	20
A1	1,353	Other	739	Musso	5
A2	250	All BMW	39,422	Nubira	22
A3	7,525	Cadillac		Tacuma	21
A4	16,728	All Cadillac		Other	17
A5	2,194	9		All Daewoo	240
A6	4,482	Caterham		Daihatsu	
A7	215	All Caterham		Charade	98
A8	396	20		Copen	23
All Road	42	Chevrolet		Cuore	57
Cabriolet	22	Aveo	710	Fourtrak	390
Coupe	75	Blazer	5	HiJet	14
Q3	643	Camaro	6	Materia	23
Q5	871	Captiva	356	Sirion	253
Q7	613	Cruze	466	Sportrak	9
Quattro	17	Epica	29	Terios	446
R8	22	Kalos	329	YRV	179
RS4	88	Lacetti	239	Other	61
RS5	12	Matiz	518	All Daihatsu	1,553
RS6	23	Orlando	114	Daimler	
S1	5	Spark	774	Eagle	8
S3	110	Tacuma	208	Limousine	35
S4	89	Trax	97	Sovereign	6
S5	45	Other	113	Other	19
S6	10	All Chevrolet	3,964	All Daimler	68
S8	25	Chrysler		Dennis	
TT	1,863	300C	222	All Dennis	
Other	842	Crossfire	69	10	
All Audi	38,765	Delta	24	Dodge	
Austin / Leyland / Leyland Daf		Grand Voyager	450	Avenger	25
Triumph/ Leyland Cars		Neon	25	Caliber	90
Vanden Plas		PT Cruiser	196	Journey	101
Acclaim	5	Sebring	62	Nitro	45
Dolomite	6	Sunbeam	7	Other	26
Metro	6	Voyager	328	All Dodge	287
Mini	1,648	Ypsilon	111	Ferrari	
Spitfire	13	Other	124	360	5
Stag	9	All Chrysler	1,618	458	19
Taxi/Hire Car	62	CI Motorhome		F430/Spider	14
TR7	13	All CI Motorhome		California	11
Other	56	36		Other	31
All	1,818	Citroen		All Ferrari	80
Auto-Trail		1800	5		
All Auto-Trail		2CV	30		
23		AX	39		
		Berlingo	8,801		
		C1	1,858		
		C2	1,133		
		C3	4,426		
		C3 Picasso	989		

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2014 - cont'd

			Number at 31 December			
Fiat			Great Wall		Jaguar (Cont'd)	
500	2,293		Steed	66	XJ	535
500C	119				XJL	15
850	5		All Great Wall	66	XJR	33
Auto-Trail	12		Honda		XJ S	10
Barchetta	6		Accord	3,797	XK	204
Brava	14		CB	10	XKR	73
Bravo	196		Civic	10,017	X Type	1,597
CI	8		CR	227	Other	73
Cinquecento	16		CR-V	4,678	All Jaguar	4,349
Coupe	23		CR-X	9		
Croma	15		CR-Z	55	Jeep	
Doblo	695		FR-V	285	Cherokee	424
Ducato	1,105		HR-V	153	Commander	27
Fiorino	118		Insight	69	Compass	108
Grand Punto	209		Integra	42	Grand Cherokee	538
Idea	59		Jazz	3,926	Patriot	161
Multipla	120		Legend	35	Wrangler	73
Panda	1,174		Logo	16	Other	19
Punto	2,798		Prelude	56	All Jeep	1,350
Qubo	24		S2000	82	Kawasaki	
Sciento	12		Shuttle	9	All Kawasaki	6
Scudo	404		Stream	33	Kia	
Scudo Panorama	10		Other	508	Carens	503
Sedici	59		All Honda	24,007	Cee'D	1,827
Seicento	142		Hummer		Cerato	200
Stilo	439		All Hummer	9	Magentis	141
Tribute	6		Hyundai		Optima	112
Ulysse	68		Accent	1,002	Picanto	2,322
Uno	9		Amica	904	Pride	6
X1/9	5		Atoz	42	Pro Cee'D	481
Other	601		Coupe	926	Rio	2,085
All Fiat	10,764		Elantra	170	Sedona	331
Ford / Iveco Ford			Getz	3,481	Shuma	10
12M/15M	5		H100	6	Sorento	641
Auto-Trail	5		I10	4,349	Soul	302
B-Max	301		I20	2,980	Sportage	2,891
Capri	51		I30	3,656	Venga	656
Cardinal Hearse	5		I40	932	Other	114
C-Max	2,046		I800	117	All Kia	12,622
Cortina	13		Iload	64	Lancia	
Cougar	52		IX20	594	Delta	5
Courier	9		IX35	2,407	Other	7
Dorchester	5		Lantra	41	All Lancia	12
Ecosport	63		Matrix	821	Land Rover	
Escort	504		Santa Fe	1,784	Defender	3,083
Explorer	8		Sonata	80	Discovery	2,612
Fiesta	27,748		Terracan	177	Freelander	3,379
Focus	27,038		Trajet	197	Range Rover	2,192
Focus C-Max	1,560		Tucson	863	Range Rover Sport	1,104
Focus RS	142		Veloster	122	Other	585
Fusion	1,559		Other	204	All Land Rover	12,955
Galaxy	2,672		All Hyundai	25,919	LDV	
Granada	20		Infiniti		200 Series	15
Grand C-Max	271		FX	5	400 Series	223
Ka	4,059		Other	6	Cub	12
Kuga	2,280		All Infiniti	11	Maxus	365
Maverick	47		Isuzu		Other	26
Mondeo	10,930		D-Max	259	All LDV	641
Orion	9		Grafter	9	Lexus	
Probe	11		NKR	14	CT	188
Puma	237		Pick-up	16	GS	260
Ranger	1,025		Rodeo	734	IS	1,883
RollerTEAM	5		Trooper	751	LS	101
Sapphire	6		Other	330	NX	11
Scorpio	8		All Isuzu	2,113	RX	377
Sierra	126		Iveco		SC	25
S-Max	1,919		35C	5	Other	70
Sport Ka	34		Daily	883	All Lexus	2,915
Street Ka	154		Turbo Daily	27	Lincoln	
Tourneo	32		Other	614	All Lincoln	12
Tourneo Connect	31		Jaguar		Lotus	
Transit	17,884		4.2	6	Elan	8
Transit Connect	2,828		Eagle	6	Elise	35
Tricon	41		F-Type	26	Esprit	12
Zetec	24		Sovereign	40	Exige	9
Other	3,568		S-Type	629	Other	10
All Ford/Iveco Ford	109,335		XF	1,102	All Lotus	74

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2014 - cont'd

Number at 31 December

LTI		Mercedes - Cont'd		Nissan / Datsun (Cont'd)	
TX1	283	Vito	1,138	Pixo	306
TX4	5	Other	2,165	Primastar	431
TX11	35	All Mercedes	32,335	Primera	1,188
Other	8	Metrocab		Pulsar	26
All LTI	331	All Metrocab	6	Qashqai	5,770
Man		MG		All Nissan / Datsun	
All Man	66	6 Series	10	Qashqai +2	636
Maserati		MGB/Midget	128	Serena	10
3,200	6	MGF	136	Silvia	10
Coupe	9	MG TF	205	Skyline	14
Ghibli	21	MG ZR	596	Sunny	22
Granturismo	21	MG ZS	122	Terrano	1,407
Quattroporte	13	MG ZT	238	Vanette	84
Other	4	MG ZT-T	39	X-Trail	1,836
All Maserati	74	Other	32	Other	1,798
Mazda		All MG	1,506	All Nissan / Datsun	32,893
121	26	Microcar		Perodua	
323	729	MC1 Dynamic	6	Kellisa	8
626	267	All Microcar	6	Other	3
B Series	145	Mini		All Perodua	11
BT-50	76	Cooper	3,517	Peugeot	
CX-5	357	Cooper S	942	1007	98
CX-7	103	First	365	106	1,672
Demio	175	One	4,599	107	3,425
E 2200	9	Other	26	108	144
Eunos	6	All Mini	9,449	2008	368
Mazda 2	2,432	Mitsubishi		205	167
Mazda 3	2,790	3000 GT	11	206	10,807
Mazda 5	796	ASX	312	206 CC	287
Mazda 6	3,843	Canter	27	206 SW	439
MPS	8	Carisma	348	207	8,943
MPV	33	Challenger	49	207CC	507
MX-3	16	Colt	1,399	208	2,336
MX-5	1,661	Galant	36	3008	1,691
Premacy	155	Grandis	94	305	7
RX-7	13	L200	2,651	306	2,296
RX-8	278	L300	6	307	6,926
Tribute	22	Lancer	832	307 CC	403
Xedos	10	Mirage	112	307 SW	408
Other	437	Outlander	587	308	5,682
All Mazda	14,387	Pajero	6	308 CC	119
Mercedes		Shogun	2,539	309	13
190	109	Shogun Pinin	137	4007	118
200	11	Shogun Sport	548	405	126
208	46	Space Star	161	406	2,631
220	17	Space Wagon	24	407	2,282
230	38	Other	966	407 SW	665
240	6	All Mitsubishi	10,845	5008	330
250	19	Morgan		505	5
260	7	4-4	13	508	795
280	19	Plus Four	6	607	109
300	87	Plus 8	7	806	35
308	34	Other	10	807	173
312	33	All Morgan	36	Bipper	324
320	6	Nissan / Datsun		Boxer	899
420	6	200SX	26	Buxy	7
500	15	300ZX	5	Expert	1,130
A Class	2,318	350Z	192	Expert Teepee	51
B Class	817	370Z	39	Partner	3,842
C Class	10,651	Almera	1,934	Partner Combi	183
Citan	66	Almera Tino	813	Partner Teepee	154
CL	106	Cabstar	138	RCZ	369
CLA Class	202	Cube	29	Other	1,921
CLC Class	238	D22	211	All Peugeot	62,887
CLK	1,151	GT-R	32	Pontiac	
CLS	501	Interstar	43	Firebird	7
E Class	5,472	Juke	2,989	Other	4
GL	140	Kubistar	134	All Pontiac	11
M Class	1,258	Micra	7,442	Porsche	
R Class	90	Murano	102	911	530
S Class	773	Navara	1,400	911 GT3	8
SL Class	292	Note	2,995	924	17
SLK	827	NV200	172	944	37
Sprinter	3,587	NV400	23	968	9
V Class	16	Pathfinder	518	Boxster	553
Vaneo	21	Patrol	105	Carrera	14
Viano	53	Petrol Di Sve	13	Cayenne	330
				Cayman	135

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2014 - cont'd

Number at 31 December

Porsche - Cont'd		Saab		Suzuki/Suzuki (Spain) - Cont'd	
Macan	28	900	73	X-90	8
Panamera	33	9000	25	Other	291
Other	43	9-3	3,366	All Suzuki	13,414
All Porsche	1,737	9-3X	9	Talbot	
Proton		9-5	778	Express	100
Compact	7	Other	72	Sunbeam	8
GEN-2	127	All Saab	4,323	Other	16
Impian	37	Seat		All Talbot	124
Jumbuck	9	Alhambra	2,143	Tata	
Persona	53	Altea	1,709	Safari	14
Satria	14	Altea Freetrack	41	TL4	5
Satria Neo	14	Altea XL	556	Other	5
Savvy	57	Arosa	239	All Tata	24
Wira	54	Cordoba	198	Toyota	
Other	22	Exeo	892	4 Runner	7
All Proton	394	Ibiza	9,215	Altezza	10
Regent		Inca	299	Auris	6,197
All Regent	7	Leon	11,001	Avensis	12,948
Reliant		M11	115	Avensis Verso	109
Scimitar	7	Toledo	1,830	Aygo	2,121
Other	3	Other	1,364	Camry	57
All Reliant	10	All Seat	29,602	Carina	544
Renault		Skoda		Celica	942
19	25	Citago	417	Corolla	7,555
20	11	Fabia	4,788	Corolla Verso	1,388
25	5	Felecia	142	Dyna	170
4	6	Octavia	6,057	GT86	92
5	30	Rapid	452	Hiace	1,828
Avantime	5	Roomster	249	Hilux	2,275
Captur	702	Superb	1,998	IQ	203
Clio	23,062	Yeti	488	Land Cruiser	2,896
Espace	356	Other	197	Liteace	6
Extra	7	All Skoda	14,788	MR2	371
Grand Espace	221	Smart / MCC		Paseo	20
Grand Modus	388	Forfour	93	Picnic	200
Grand Scenic	1,727	Fortwo	467	Previa	143
Kangoo	2,085	Passion	82	Prius	431
Koleos	229	Pulse	41	Proace	49
Laguna	2,599	Pure	37	RAV-4	4,795
Master	1,253	Roadster	48	Space Cruiser	5
Maxity	5	Roadster Coupe	18	Starlet	567
Megane	14,968	Other	33	Supra	65
Megane Coupe	392	All Smart / MCC	819	Urban Cruiser	130
Megane Scenic	2,880	Ssangyong		Verso	621
Modus	1,581	Korando	67	Yaris	10,661
Safrane	7	Kyron	95	Yaris Verso	111
Scenic	4,621	Rexton	163	Other	3,916
Traffic	3,316	Rodius	243	All Toyota	61,433
Twingo	587	Other	87	Trigano	
Vel Satis	18	All Ssangyong	655	All Trigano	7
Wind Roadster	53	Subaru		TVR	
Other	3,325	BRZ	10	Chimaera	18
All Renault	64,464	Forester	290	Other	18
Rolls Royce		Impreza	845	All TVR	36
Ghost	6	Justy	26	Vauxhall / Opel / Bedford	
Silver Seraph	5	Legacy	219	Adam	555
Other	38	Outback	99	Agila	2,586
All Rolls Royce	49	Tribeca	15	Ampera	21
Rover		WRX	26	Antara	693
25	1,171	XV	43	Astra	26,937
45	589	Other	198	Astra Twintop	252
75	1,158	All Subaru	1,771	Astravan	80
100 Series	30	Suzuki/Suzuki (Spain)		Brava	12
200 Series	391	Alto	2,361	Calibra	32
400 Series	204	Baleno	29	Carlton/Rekord	11
600 Series	87	Carry	24	Cascade	39
800 Series	7	Grand Vitara	3,367	Cavalier	226
3500	6	Ignis	669	Chevette/Kadett	20
City Rover	130	Jimny	341	Combo	2,076
Metro	10	Kizashi	7	Corsa	21,765
Mini	65	Liana	236	Corsavan	59
Mini Cooper	45	SJ	6	Frontera	236
Streetwise	132	Splash	732	Insignia	7,264
Other	209	Swift	3,416	Manta	10
All Rover	4,234	SX4	1,570	Meriva	4,697
		Vitara	50	Mokka	984
		Wagon R+	307	Monaro	8

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2014 - cont'd

Number at 31 December

Vauxhall / Opel / Bedford - Cont'd		Westfield	
Monterey	7	All Westfield	24
Movano	399	Yamaha	
Nova	63	All Yamaha	10
Omega	251	Miscellaneous	
Signum	200	All Miscellaneous	637
Tigra	397		
Vectra	11,009	All Private Light Goods Vehicles	916,598
Viva	7		
Vivaro	3,095		
VX220	8		
VXR8	13		
Zafira	8,864		
Other	3,321		
All Vauxhall	96,197		
Volkswagen			
1000	62		
800	66		
Amarok	233		
Beetle	2,147		
Bora	3,758		
Caddy	4,914		
California	15		
Caravelle	208		
CC	486		
Clipper	5		
Corrado	34		
Crafter	1,069		
Derby	7		
Eos	276		
Fastback	36		
Fox	355		
Golf	33,289		
Golf Plus	1,364		
Jetta	4,376		
LT	617		
Lupo	336		
Motor Caravan	8		
Passat	19,245		
Passat CC	786		
Phaeton	52		
Polo	16,814		
Scirocco	1,350		
Sharan	1,440		
Tiguan	2,111		
Touareg	804		
Touran	2,468		
Transporter	3,861		
Up	892		
Urban Fox	354		
Vento	30		
Other	3,380		
All Volkswagen	107,248		
Volvo			
240	19		
245	5		
440	23		
460	6		
480	7		
740	30		
850	61		
940	65		
960	20		
C30	820		
C70	194		
S40	1,962		
S60	1,356		
S70	24		
S80	597		
V40	886		
V50	931		
V60	328		
V70	991		
XC60	719		
XC70	229		
XC90	1,202		
Other	345		
All Volvo	10,820		

Source: DVA

Table 1.10 Twenty most popular Private Light Goods vehicles in NI: 2014

Number at 31 December			
Rank	Make and model	Number	%
1	Volkswagen Golf	33,289	3.6
2	Ford Fiesta	27,748	3.0
3	Ford Focus	27,038	2.9
4	Vauxhall Astra	26,937	2.9
5	Renault Clio	23,062	2.5
6	Vauxhall Corsa	21,765	2.4
7	Volkswagen Passat	19,245	2.1
8	BMW 3 Series	18,434	2.0
9	Ford Transit	17,884	2.0
10	Volkswagen Polo	16,814	1.8
11	Audi A4	16,728	1.8
12	Renault Megane	14,968	1.6
13	Toyota Avensis	12,948	1.4
14	Vauxhall Vectra	11,009	1.2
15	Seat Leon	11,001	1.2
16	Ford Mondeo	10,930	1.2
17	Peugeot 206	10,807	1.2
18	Toyota Yaris	10,661	1.2
19	Mercedes C Class	10,651	1.2
20	Honda Civic	10,017	1.1
	All Private and Light Goods Vehicles	916,598	

Source: DVA

Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2010-2014 ¹

Vehicle Type	Number				
	2010	2011	2012	2013	2014
Private Cars					
New cars	54,443	47,766	47,990	52,951	59,232
Used cars	30,450	30,129	31,601	34,814	21,448
All Private Cars	84,893	77,895	79,591	87,765	80,680
Buses	486	319	411	584	594
Light Goods	8,058	8,984	8,609	9,573	9,079
Heavy Goods	2,606	2,509	2,531	2,973	2,232
Agricultural Vehicles²	1,963	1,985	2,099	2,022	2,021
Motorcycles³	2,648	2,198	2,011	2,048	2,080
Other Vehicles⁴	25	23	15	21	207
All Vehicles	100,679	93,913	95,267	104,986	96,893

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 now classed as NI first registrations, in line with the UK definition (See User Information section on page 10).

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

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

4 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: 2014 ¹

	Number
Make	Private Cars
Abarth	39
Alfa Romeo	197
Audi	4,402
Austin	57
Bentley	33
BMW	4,063
Chevrolet	396
Chrysler	103
Citroen	2,705
Dacia	1,200
Ferrari	30
Fiat	1,038
Ford	8,885
Honda	1,719
Hyundai	3,881
Jaguar	357
Jeep	122
Kia	2,450
Land Rover	1,274
Lexus	267
Maserati	36
Mazda	1,168
Mercedes	2,813
MG	49
Mini	1,126
Mitsubishi	549
Morris	37
Nissan	4,147
Peugeot	4,763
Porsche	227
Renault	3,186
Rover	51
Saab	126
Seat	2,787
Skoda	2,291
Smart	64
Ssangyong	55
Subaru	101
Suzuki	1,561
Toyota	3,458
Triumph	11
Vauxhall	8,716
Volkswagen	8,591
Volvo	1,292
Wolseley	7
Other	250
All makes	80,680

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 now classed as NI first registrations, in line with the UK definition (See User Information section on page 10).

Table 1.13 Light Goods vehicles registered for the first time in NI by make: 2014 ¹

	Number
Make	Light Goods
Austin	10
Citroen	1,361
Fiat	237
Ford	1,969
Great Wall	36
Honda	4
Hyundai	12
Isuzu	169
Iveco	92
Land Rover	199
Mercedes	543
Mitsubishi	288
Morris	3
Nissan	217
Peugeot	943
Polaris	6
Renault	402
Toyota	563
Vauxhall	682
Volkswagen	1,238
Volvo	5
Other	100
All makes	9,079

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 now classed as NI first registrations, in line with the UK definition (See User Information section on page 10).

Table 1.14 Heavy Goods vehicles registered for the first time in NI by make: 2014 ¹

	Number
Make	Heavy Goods
Daf Trucks	407
Dennis	20
Fiat	38
Hino	23
Isuzu	10
Isuzu Trucks	5
Iveco	193
JCB	19
MAN	157
Manitou	2
Mercedes	301
Mitsubishi	28
Mitsubishi Fuso	10
Renault Trucks	68
Scania	280
Thwaites	6
Vauxhall	16
Volkswagen	12
Volvo	512
Other	125
All makes	2,232

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 now classed as NI first registrations, in line with the UK definition (See User Information section on page 10).

Table 1.15 Car¹ ownership levels in NI and England^{2,3} : 2010-11 to 2014-15

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 ²	NI	England ²	NI	England ²
2010-11	45	42	34	33	78	75
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

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 2010-11 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 population¹ aged 17 years and over, NI/GB comparison: 2010-2014

Year	Number at 31 December	
	NI	GB
2010	627	621
2011	625	616
2012	625	618
2013	634	624
2014	640	630

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: 2010-11 to 2014-15

Full test and retest appointments provided in Northern Ireland: 2010-11 to 2014-15

Full test pass rates in Northern Ireland: 2010-11 to 2014-15

Car 'L' driving tests, NI/GB comparison: 2010-11 to 2014-15

Touch screen theory tests for private car drivers, NI/GB comparison: 2010-11 to 2014-15

Motorcycle 'L' driving tests, NI/GB comparison: 2010-11 to 2014-15

Touch screen theory tests for motorcyclists, NI/GB comparison: 2010-11 to 2014-15

Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests NI/GB comparison: 2010-11 to 2014-15

Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2010-11 to 2014-15

Ordinary licences issued in Northern Ireland by type: 2010-11 to 2014-15

Vocational licences issued in Northern Ireland by type: 2010-11 to 2014-15

During 2014-15, 1,033,259 vehicle test appointments were provided in NI. 866,295 (84%) were for full tests for which the pass rate was 80.5%.

In NI the overall pass rate for car 'Learner' driving tests was 56% in 2014-15, 61% for males and 51% for females.

In NI the overall pass rate for car theory tests in NI was 49% in 2014-15, 46% for males and 51% 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 2014-15, the Driver and Vehicle Agency provided 1,033,259 vehicle test appointments across all vehicle testing categories, a small increase of 0.1% from 1,032,111 tests in 2013-14. Of the 1,033,259 appointments, 866,295 (84%) were for full tests and 166,964 (16%) were for retests. The full test pass rate was 80.5% in 2014-15 (Tables 2.1 to 2.3).
- 2.2 There were 45,308 car 'Learner' driving tests conducted in Northern Ireland during 2014-15, an increase of 6% on the 42,758 tests conducted during 2013-14. The overall pass rate for car 'Learner' driving tests in Northern Ireland in 2014-15 was 56%, the same as in 2013-14 and an increase of 5 percentage points since 2010-11 (51%). The overall pass rate in Great Britain in 2014-15 was 47%, the same as the previous year (47%) and similar to 2010-11 (46%). During 2014-15, the male pass rate for car 'Learner' driving tests in Northern Ireland was 61% 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 2014-15 was 49%, slighter lower than 2013-14 (51%) and a decrease of 14 percentage points since 2010-11 (63%). The Great Britain pass rate in 2014-15 was 51%, similar to the previous year (52%) and a decrease of 12 percentage points since 2010-11 (63%). In 2014-15 the female pass rate in Northern Ireland was 51% compared to 46% for males (Table 2.5, Figure 2.2).

Figure 2.1: Car 'L' driving tests:
% pass rates for males/females in NI/GB 2014-15

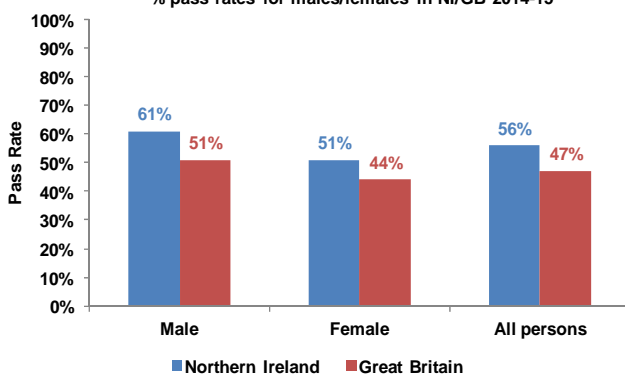
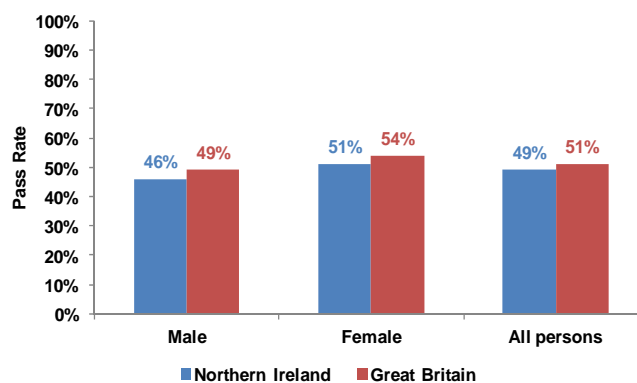


Figure 2.2: Touch screen theory tests for private car drivers:
% pass rates for males/females in NI/GB 2014-15



- 2.4 In 2014-15, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 73%, 74% for males and 61% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 75% during 2014-15, 75% for males and 70% 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 4,722 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2014-15. The overall pass rate for all LGV and PCV driving tests was 71%, the same as the previous year (Table 2.8).
- 2.7 Of the 213,311 ordinary licences issued during 2014-15, 32% were expiry/ optional renewals, 18% were renewals to over 70's and 12% were each provisional licences, conversion of provisional to full and due to name & address change. Of the 13,939 vocational licences issued, 52% were renewal licences and 13% were each provisional licences and replacement/ duplicate/ exchange licences (Tables 2.10 & 2.11).

Table 2.1 Vehicle test appointments provided in Northern Ireland: 2010-11 to 2014-15¹

	Number				
	2010-11	2011-12	2012-13	2013-14	2014-15
Full Tests	799,495	837,846	834,419	856,289	866,295
Retests	173,339	184,364	178,923	175,822	166,964
Total	972,834	1,022,210	1,013,342	1,032,111	1,033,259

Source: DVA

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

Table 2.2 Full test and retest appointments provided in Northern Ireland: 2010-11 to 2014-15^{1, 2}

	Number									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest
Private Cars	654,222	138,175	690,326	147,434	691,510	144,316	710,885	142,387	719,209	135,568
Motorcycles	21,657	1,331	23,017	1,359	22,326	1,342	23,043	1,262	22,844	1,191
Light Goods	64,342	16,510	66,628	17,902	65,307	17,519	66,879	17,627	67,825	16,994
Heavy Goods	27,600	9,226	26,683	9,151	24,950	7,926	24,471	7,258	24,776	6,470
Trailers	14,863	3,339	14,921	3,531	14,545	3,126	15,195	3,048	15,803	2,931
Omnibus	2,666	795	2,581	810	2,759	916	2,749	842	2,778	807
Taxis	10,740	3,360	10,424	3,574	9,629	3,220	9,667	2,879	9,571	2,546
LPCV	2,936	552	2,909	540	2,847	496	2,820	458	2,865	404
SVA	274	44	129	51	273	57	190	40	180	43
CDG	195	7	228	12	273	5	390	21	444	10
Total Tests	799,495	173,339	837,846	184,364	834,419	178,923	856,289	175,822	866,295	166,964

Source: DVA

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

2 See Vehicle Test Categories on page 106.

Table 2.3 Full test pass rates in Northern Ireland: 2010-11 to 2014-15^{1, 2, 3}

	Number				
	2010-11	2011-12	2012-13	2013-14	2014-15
Private Cars	78.5%	78.4%	78.8%	79.8%	80.8%
Motorcycles	92.9%	93.1%	93.1%	93.6%	93.5%
Light Goods	73.9%	72.8%	73.0%	73.4%	74.4%
Heavy Goods	68.1%	67.8%	70.0%	72.4%	75.0%
Trailers	78.2%	77.5%	79.4%	80.7%	82.1%
Omnibus	76.6%	76.8%	77.4%	78.0%	79.9%
Taxis	72.9%	71.9%	72.6%	75.7%	77.9%
LPCV	81.6%	81.5%	82.9%	83.3%	85.2%
SVA	75.3%	64.3%	78.7%	79.3%	77.0%
CDG	95.9%	95.1%	98.1%	93.7%	96.4%
Overall	78.1%	78.0%	78.5%	79.4%	80.5%

Source: DVA

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

2 See Vehicle Test Categories on page 106.

3 A new European Directive (2010) introduced changes to testing requirements for cars, light and heavy goods vehicles. These were to be implemented by 31 December 2011.

Table 2.4 Car 'L' driving tests, NI¹/GB comparison: 2010-11 to 2014-15

	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	NI ^r	GB ²	NI ^r	GB ²	NI ^r	GB ²	NI ^r	GB ²	NI	GB ²
Tests conducted										
Male	26,027	772,551	23,636	744,487	21,484	682,699	19,854	706,757	21,179	733,161
Female	31,224	833,040	28,810	824,572	25,006	753,774	22,904	770,823	24,129	799,341
All persons	57,251	1,605,599	52,446	1,569,069	46,490	1,436,481	42,758	1,477,585	45,308	1,532,504
Tests passed										
Male	14,815	383,417	13,732	374,472	13,044	345,599	12,407	358,143	13,008	370,343
Female	14,384	360,639	13,639	361,685	12,739	331,653	11,651	337,436	12,216	348,367
All persons	29,199	744,058	27,371	736,158	25,783	677,255	24,058	695,580	25,224	718,711
Percentage passed										
Male	57	50	58	50	61	51	62	51	61	51
Female	46	43	47	44	51	44	51	44	51	44
All persons	51	46	52	47	55	47	56	47	56	47

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

1 For Northern Ireland data, improved extraction options now allow compilation and reporting of tests conducted where a special requirement was requested. This has resulted in the revision of historical totals for tests conducted and tests passed. Care should be taken when comparing figures taken from previous publications. Figures in previous publications, where they exclude special requirements, show an under reporting of total tests conducted.

2 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.

r Northern Ireland figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been provided in line with DOE classifications. See Driving Test Categories on page 107. Note that these category groupings differ slightly from those used in previous editions of NI Transport Statistics. Care should therefore be taken if comparing these figures with those in previous publications.

Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2010-11 to 2014-15

	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	24,976	707,354	23,906	712,883	22,773	660,068	26,901	817,226	30,911	885,944
Female	23,057	638,838	22,137	658,611	20,943	583,984	23,679	724,615	26,777	794,285
All persons	48,033	1,346,192	46,043	1,371,494	43,716	1,244,052	50,580	1,541,841	57,688	1,680,229
Tests passed										
Male	15,326	427,118	14,004	414,107	12,941	371,314	13,046	398,865	14,357	431,607
Female	15,120	421,912	14,085	419,805	12,712	364,060	12,558	396,323	13,649	425,543
All persons	30,446	849,030	28,089	833,912	25,653	735,374	25,604	795,188	28,006	857,150
Percentage passed										
Male	61	60	59	58	57	56	48	49	46	49
Female	66	66	64	64	61	62	53	55	51	54
All persons	63	63	61	61	59	59	51	52	49	51

Sources: NI - DVA; GB - DVSA

Table 2.6 Motorcycle 'L' driving tests¹, NI²/GB comparison: 2010-11 to 2014-15

	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	NI ^r	GB ³	NI ^r	GB ³	NI ^r	GB ³	NI ^r	GB ³	NI	GB ³
Tests conducted										
Male	2,983	44,991	4,112	52,619	2,677	59,237	1,881	40,052	2,198	45,211
Female	449	4,654	540	5,292	383	5,891	180	3,423	204	3,983
All persons	3,432	49,645	4,652	57,911	3,060	65,128	2,061	43,475	2,402	49,194
Tests passed										
Male	2,279	31,236	3,129	36,367	2,045	40,871	1,320	28,110	1,621	31,847
Female	293	3,249	380	3,559	270	4,018	106	2,343	125	2,709
All persons	2,572	34,485	3,509	39,926	2,315	44,889	1,426	30,453	1,746	34,556
Percentage passed										
Male	76	69	76	69	76	69	70	70	74	70
Female	65	70	70	67	70	68	59	68	61	68
All persons	75	69	75	69	76	69	69	70	73	70

Sources: NI - DVA; GB - DVSA

1 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 8 December 2008 and in GB on 27 April 2009. All of the figures in this table relate to the time period after the change and therefore, within each country, can be compared. Care should be taken if comparing figures with previous publications. Note that NI and GB figures are not reported on the same basis: NI figures are for Module 1 and Module 2 tests combined whereas GB figures are for Module 2 tests only. See User Information section for details (page 14).

2 For Northern Ireland data, improved extraction options now allow compilation and reporting of tests conducted where a special requirement was requested. This has resulted in the revision of historical totals for tests conducted and tests passed. Care should be taken when comparing figures taken from previous publications. Figures in previous publications, where they exclude special requirements, show an under reporting of total tests conducted.

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.

r Northern Ireland figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been provided in line with DOE classifications. See Driving Test Categories on page 107. Note that these category groupings differ slightly from those used in previous editions of NI Transport Statistics. Care should therefore be taken if comparing these figures with those in previous publications.

Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2010-11 to 2014-15

	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	1,835	51,971	2,334	59,827	1,626	66,542	1,245	47,644	1,325	56,996
Female	230	6,162	299	6,467	217	7,062	110	4,674	149	5,809
All persons	2,065	58,133	2,633	66,294	1,843	73,604	1,355	52,318	1,474	62,805
Tests passed										
Male	1,441	42,050	1,769	47,330	1,190	49,190	918	35,918	998	42,062
Female	200	5,245	238	5,387	165	5,621	87	3,710	105	4,450
All persons	1,641	47,295	2,007	52,717	1,355	54,811	1,005	39,628	1,103	46,512
Percentage passed										
Male	79	81	76	79	73	74	74	75	75	74
Female	87	85	80	83	76	80	79	79	70	77
All persons	79	81	76	80	74	74	74	76	75	74

Sources: NI - DVA; GB - DVSA

Table 2.8 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2010-11 to 2014-15

	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	NI ^r	GB ¹	NI ^r	GB ¹	NI ^r	GB ¹	NI ^r	GB ¹	NI	GB ¹
Tests conducted										
Male	4,502	48,142	5,277	50,581	4,111	50,564	4,432	52,529	4,474	58,236
Female	303	4,298	372	4,424	276	4,844	334	4,780	248	5,156
All persons	4,805	52,440	5,649	55,005	4,387	55,408	4,766	57,309	4,722	63,392
Tests passed										
Male	2,820	24,840	3,480	26,486	2,897	26,743	3,146	28,382	3,202	32,130
Female	165	2,424	234	2,460	185	2,599	225	2,818	153	3,032
All persons	2,985	27,264	3,714	28,946	3,082	29,342	3,371	31,200	3,355	35,162
Percentage passed										
Male	63	52	66	52	70	53	71	54	72	55
Female	54	56	63	56	67	54	67	59	62	59
All persons	62	52	66	53	70	53	71	54	71	55

Sources: NI - DVA; GB - DVSA

^r Northern Ireland figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been provided in line with DOE classifications. See Driving Test Categories on page 107. Note that these category groupings differ slightly from those used in previous editions of NI Transport Statistics. Care should therefore be taken if comparing these figures with those in previous publications.

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: 2010-11 to 2014-15

	Number/Percentage									
	2010-11 ^r		2011-12 ^r		2012-13 ^r		2013-14 ^r		2014-15	
	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV
Tests conducted										
Male	3,927	575	4,762	515	3,680	431	3,845	587	3,988	486
Female	262	41	337	35	228	48	273	61	213	35
All persons	4,189	616	5,099	550	3,908	479	4,118	648	4,201	521
Tests passed										
Male	2,416	404	3,114	366	2,585	312	2,710	436	2,837	365
Female	142	23	214	20	153	32	182	43	130	23
All persons	2,558	427	3,328	386	2,738	344	2,892	479	2,967	388
Percentage passed										
Male	62	70	65	71	70	72	70	74	71	75
Female	54	56	64	57	67	67	67	70	61	66
All persons	61	69	65	70	70	72	70	74	71	74

Source: DVA

^r Northern Ireland figures relating to 2010-11 to 2013-14 have been revised and figures relating to 2014-15 have been provided in line with DOE classifications. See Driving Test Categories on page 107. Note that these category groupings differ slightly from those used in previous editions of NI Transport Statistics. Care should therefore be taken if comparing these figures with those in previous publications.

Table 2.10 Ordinary licences issued in Northern Ireland by type: 2010-11 to 2014-15

Ordinary licences	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	27,228	14	24,981	13	24,692	13	25,792	13	25,359	12
Conversion of provisional to full	29,629	15	29,572	15	26,095	13	24,269	12	24,709	12
Expiry/ Optional renewals ¹	49,792	26	49,652	26	52,431	27	56,558	28	68,126	32
Renewals to over 70's ¹	32,234	17	34,866	18	35,021	18	37,767	19	39,185	18
Medical renewals ¹	5,490	3	5,354	3	6,015	3	5,915	3	6,307	3
Name & address change ²	19,224	10	19,856	10	24,007	12	26,165	13	24,665	12
Replacement/ Duplicate licences ²	24,857	13	24,861	13	23,121	12	20,995	10	19,726	9
Exchange licence ²	5,591	3	5,046	3	5,470	3	5,503	3	5,234	2
All Ordinary licences	194,045	100	194,188	100	196,852	100	202,964	100	213,311	100

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: 2010-11 to 2014-15

Vocational licences	Number/Percentage									
	2010-11		2011-12		2012-13		2013-14		2014-15	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences ¹	2,240	16	2,056	13	1,749	12	1,905	13	1,829	13
Conversion of provisional to full	1,428	10	1,423	9	1,257	8	1,305	9	1,269	9
Renewal licences ¹	6,461	47	9,040	57	8,592	57	8,260	55	7,300	52
Replacement/ Duplicate/ Exchange licences ²	2,049	15	1,909	12	1,850	12	1,790	12	1,841	13
Name & address change ²	1,504	11	1,545	10	1,719	11	1,830	12	1,700	12
All Vocational licences	13,682	100	15,973	100	15,167	100	15,090	100	13,939	100

Source: DVA

¹ These categories were previously combined and presented by PCV and LGV splits. While the PCV and LGV split is no longer presented, it can be made available, for the years presented in the table above, on request by contacting DVA (see website details on page 110).

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

Chapter 3: Road Network

Road network summary lengths 2015 - All divisions

NI public road lengths by local government district and TransportNI division by type of road: 2015

Public expenditure on NI roads: 2010-11 to 2014-15

At 1 April 2015, there were 25,557 kilometres of public road in Northern Ireland.

22% of NI road lengths were urban and 78% were rural at 1 April 2015.

£422 million was spent on our roads during 2014-15.

Symbols and Conventions:

p Data are provisional

r Data have been revised from previous publication

3 Road Network

- 3.1 At 1 April 2015, there were 25,557 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 the motorways in Northern Ireland are located within the 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 2014-15, maintenance (structural, routine and winter) accounted for 31% of the £422 million spend on our roads. New construction and improvement accounted for 30% of the money spent, while public lighting accounted for 4%. There was a decrease of 3% in expenditure on the roads when compared to 2013-14. This is indicative of the level of funding made available during the 2014-15 year (Table 3.3).

Figure 3.1: Public Expenditure on Northern Ireland Roads 2010-11 to 2014-15

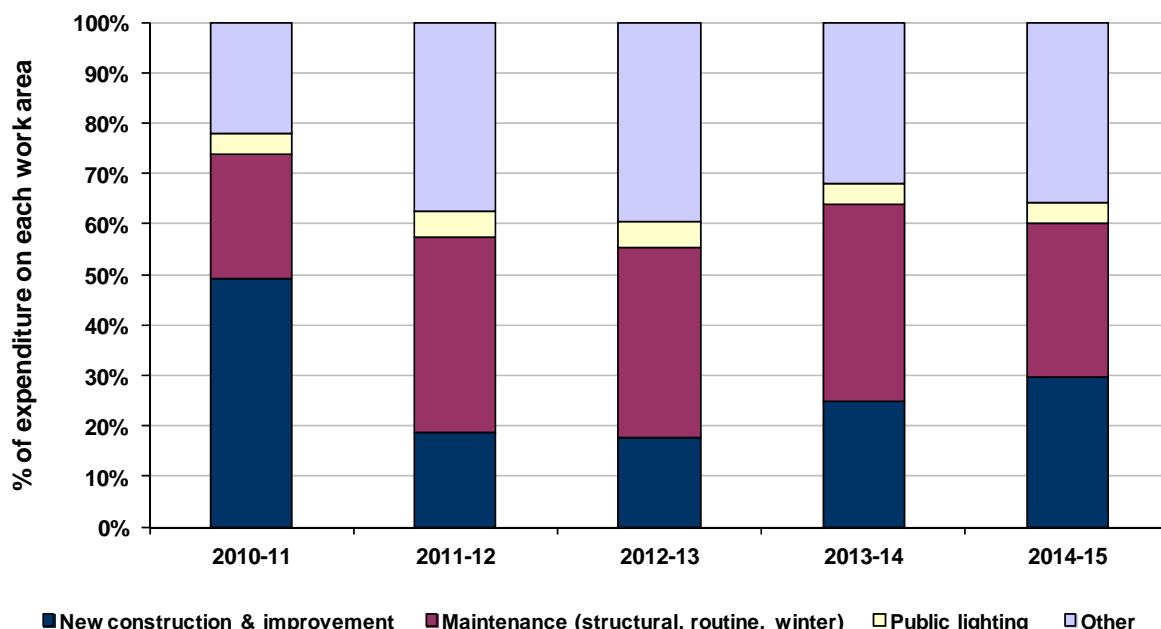


Table 3.1 Road network summary lengths 2015 - All divisions ¹

						Km
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length ²	
Motorway ³	Motorway	37.1	192.6	229.7	114.9	
A Roads	Dual	115.0	303.3	418.3	209.1	
A Roads	Single	509.5	1,586.7	2,096.1	2,096.1	
B Roads	Dual	2.2	1.3	3.5	1.7	
B Roads	Single	377.9	2,505.8	2,883.7	2,883.7	
C Roads	Dual	2.5	0.0	2.5	1.3	
C Roads	Single	283.2	4,439.5	4,722.7	4,722.7	
Unclassified	Dual	1.9	0.0	1.9	0.9	
Unclassified	Single	4,377.8	11,148.3	15,526.1	15,526.1	
All Road Classes ^{4,5,6}		5,707.2	20,177.3	25,884.5	25,556.6	

Source: DRD TransportNI

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2015.

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 100.

Table 3.2 NI public road lengths by local government district and TransportNI division by type of road: 2015^{1,2}

Local government district ³ / TransportNI division	Motorway ⁴	A Roads		B Roads	C Roads	Unclassified	All road types ^{5,6,7}
		Dual c'way Single c'way					
		Dual c'way	Single c'way				
Antrim and Newtownabbey	35.3	14.0	111.5	150.3	239.2	806.9	1,357.1
Causeway Coast and Glens	0.0	5.0	292.4	451.7	443.2	1,440.2	2,632.5
Mid and East Antrim	7.3	25.9	163.6	236.2	308.8	993.4	1,735.2
All Northern Division	42.6	44.9	567.4	838.2	991.2	3,240.5	5,724.8
Ards and North Down	0.0	26.5	136.5	57.8	164.9	765.9	1,151.6
Armagh City, Banbridge and Craigavon	27.3	30.4	232.4	399.3	677.7	2,178.9	3,545.9
Newry, Mourne and Down	0.0	28.9	322.4	289.9	603.9	1,805.8	3,050.9
All Southern Division	27.3	85.7	691.2	746.9	1,446.5	4,750.7	7,748.3
Belfast	12.4	21.1	90.6	50.6	35.4	868.6	1,078.7
Lisburn and Castlereagh	25.6	11.9	112.8	142.3	227.6	831.9	1,352.2
All Eastern Division	38.0	33.1	203.4	192.9	263.0	1,700.6	2,430.9
Derry City and Strabane	0.0	17.5	91.7	257.2	451.2	1,495.3	2,312.8
Fermanagh and Omagh	0.0	0.0	317.5	446.7	884.3	2,321.9	3,970.4
Mid Ulster	7.1	28.0	225.0	403.5	687.8	2,018.1	3,369.4
All Western Division	7.1	45.4	634.1	1,107.4	2,023.2	5,835.3	9,652.6
All Divisions	114.9	209.1	2,096.1	2,885.5	4,723.9	15,527.0	25,556.6

Source: DRD 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 2015.

3 From 1 April 2015, 11 new LGDs took over from the previous 26 under a programme of reform.

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 100.

Table 3.3 Public expenditure on NI roads: 2010-11 to 2014-15

	£ Thousands				
	2010-11	2011-12	2012-13	2013-14	2014-15
New construction and improvement	252,682	74,888	70,223	107,651	124,430
Maintenance					
Structural ¹	84,119	115,677	105,740	125,829	88,597
Routine ²	30,936	35,012	35,261	38,733	32,433
Winter ³	10,613	4,602	7,871	6,157	7,767
Public lighting ⁴	21,457	20,537	20,700	17,852	17,708
All road expenditure^{5, 6}	512,568	400,223	396,745	436,147	421,780

Source: DRD 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.

6 For further information on these figures, see Technical Notes on page 100.

Chapter 4: Freight

Road freight licences issued: 2010-11 to 2014-15

Road service (buses & coaches) licences issued: 2010-11 to 2014-15

Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2009-2013

International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2013

International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/loading: 2013

Freight handled at NI airports: 2005-2014

In 2014-15, 5,739 road freight operator licences were issued in NI.

In 2013, 49.4 million tonnes of freight were lifted within NI and transported by road in Heavy Goods Vehicles.

30,565 tonnes of freight were handled at NI airports in 2014.

Symbols and Conventions:

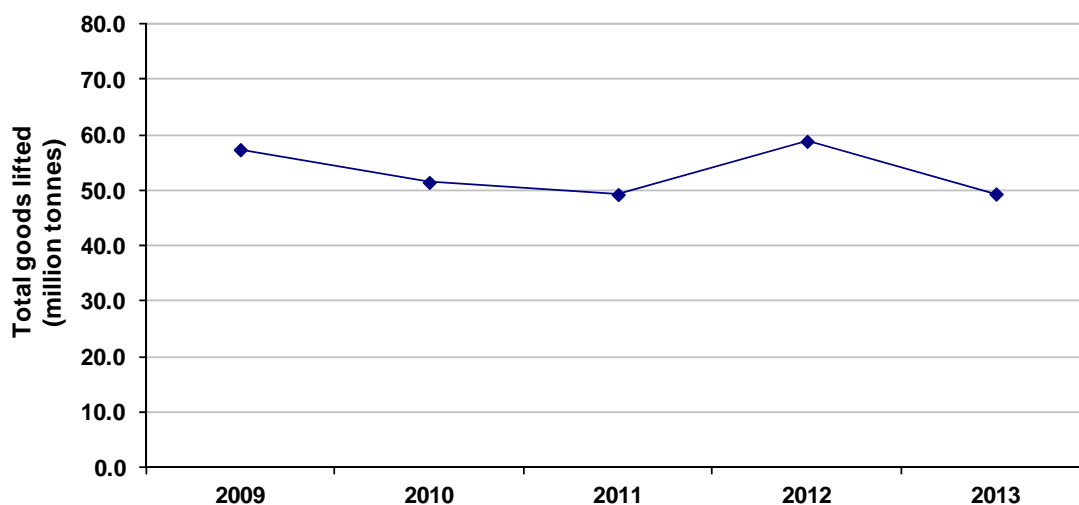
p Data are provisional

r Data have been revised from previous publication

4 Freight

- 4.1 During 2014-15 in Northern Ireland, 5,739 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. 67% of road freight licences issued in 2014-15 were Restricted licences or temporary permits remaining to be converted to full Restricted licences (Table 4.1).
- 4.2 During 2014-15 there were 216 bus and coach operator licences issued and 2,633 bus and coach vehicle licences issued. Of the bus and coach licences issued, 80% of operator licences and 94% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2013, 49.4 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, a decrease of 16% from 2012. Products of agriculture, forestry and raw materials were the greatest single commodity transported within Northern Ireland and accounted for 14.8 million tonnes, 30% of all tonnes moved. 'Other products' (e.g. waste, mail and packaging) accounted for 12.4 million tonnes (25%) and metal, mineral and chemical materials accounted for 10.7 million tonnes (22%) (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 2009 to 2013



- 4.4 During 2013, 5.2 million tonnes of freight were transported on international outward journeys from NI/ GB by NI registered hauliers. Of these, the single largest commodity was 'Other products' (e.g. waste, mail and packaging) accounting for 1.6 million tonnes (30%). In 2013, 2.7 million tonnes were carried on international inward journeys to NI/ GB by NI registered heavy goods vehicles. 'Other products' was the largest commodity category, accounting for 0.8 million tonnes (30%) (Table 4.4).
- 4.5 30,565 tonnes of freight were handled at Northern Ireland airports in 2014, an increase of 3% from 2013 (29,814 tonnes) (Table 4.6).

Table 4.1 Road freight licences issued: 2010-11 to 2014-15

	Number				
	2010-11	2011-12	2012-13	2013-14	2014-15
Operator licences¹					
Restricted ²	-	-	4,724	4,046	3,825
National	376	360	394	377	374
International	1,837	1,774	1,453	1,507	1,540
All Operator licences	2,213	2,134	6,571	5,930	5,739
Vehicle licences³					
National	402	465	-	-	-
International/National	6,229	6,565	-	-	-
All Vehicle licences	6,631	7,030	-	-	-

Source: Prior to 2012-13 - DOE Road Transport Licensing Division (RTLTD);
2012-13 onwards - DOE Transport Regulation Unit

1 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 101) for licence definitions.

2 The Restricted licences figure includes temporary permits. In 2014-15, there were 9 temporary permits remaining to be converted to full Restricted licences. It is expected that all permits will be converted to full licence by April 2015.

3 Vehicle licences ceased to be issued from 30 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: 2010-11 to 2014-15

	Number				
	2010-11	2011-12	2012-13	2013-14	2014-15
Operator licences					
National	34	45	44	43	44
International	153	163	148	168	172
All Operator licences	187	208	192	211	216
Vehicle licences					
National	152	167	161	158	146
International	2,353	2,377	2,093	2,409	2,487
All Vehicle licences	2,505	2,544	2,254	2,567	2,633

Source: DOE-RTLTD

Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2009-2013 ^{1,2}

	Thousand Tonnes				
(a) By mode of working	2009	2010	2011	2012	2013
Mainly public haulage	21,456	23,467	20,385	28,489	23,053
Mainly own account	35,967	28,062	28,891	30,422	26,323
All modes	57,423	51,529	49,276	58,910	49,376
(b) By gross weight of vehicle					
Rigid Vehicles					
Over 3.5 to 17 tonnes	4,858	4,127	4,221	4,726	4,086
Over 17 to 25 tonnes	2,294	2,310	3,022	3,207	2,841
Over 25 tonnes	21,559	19,807	19,060	19,279	14,963
All rigids	28,710	26,244	26,303	27,211	21,890
Articulated Vehicles					
Over 3.5 to 33 tonnes	2,626	1,770	2,490	1,570	965
Over 33 tonnes	26,086	23,515	20,483	30,129	26,522
All artics	28,712	25,285	22,973	31,699	27,486
All Vehicles					
Over 3.5 to 25 tonnes	7,272	6,521	7,380	8,134	7,049
Over 25 tonnes	50,151	45,008	41,896	50,776	42,327
All weights	57,423	51,529	49,276	58,910	49,376
(c) By commodity ³					
Products of agriculture, forestry, raw materials					
Agricultural products	3,168	6,859	4,378	5,470	4,237
Coal and lignite	1,008	523	456	336	141
Metal ore and other mining and quarrying	17,432	12,659	9,866	12,418	10,393
Subtotal	21,608	20,041	14,700	18,224	14,772
Food products, includ. beverages and tobacco					
Food products	7,617	6,840	8,236	10,528	8,665
Textile, leather and wood products					
Textiles and textile products; leather and leather products	304	299	223	600	299
Wood products	1,949	1,913	1,064	995	1,300
Subtotal	2,254	2,213	1,287	1,595	1,599
Metal, mineral and chemical products					
Coke and refined petroleum products	3,152	2,951	1,920	5,432	4,683
Chemical products	966	1,183	1,516	1,400	1,491
Glass, cement and other non-metallic mineral products	7,384	7,669	4,557	5,792	3,719
Metal products	1,252	1,162	1,233	1,310	843
Subtotal	12,754	12,965	9,226	13,935	10,736
Machinery and equipment, consumer durables					
Machinery and equipment	1,752	1,143	1,727	1,715	599
Transport equipment	414	227	682	433	426
Furniture	309	292	523	454	152
Subtotal	2,475	1,662	2,932	2,603	1,177
Other products					
Waste related products	4,702	3,094	6,027	3,838	4,222
Mail, parcels	286	126	298	318	423
Empty containers, pallets and other packaging	771	630	834	1,162	885
Household and office removals	:	:	392	486	1,091
Grouped goods	4,920	3,939	5,321	6,161	5,414
Unidentifiable goods	:	:	:	:	393
Other goods	:	:	:	:	:
Subtotal	10,715	7,807	12,896	12,026	12,427
All commodities	57,423	51,529	49,276	58,910	49,376

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

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

2 DfT plans to publish 2014 data in November 2015. As this is after the publication of this edition of NI Transport Statistics, the data will be published in the next edition (2015-16).

3 Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years.

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

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: 2013^{1, 2, 3}

Units as indicated

Outward journey ⁴	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
Products of agriculture, forestry, raw materials	755	15	110	12	485	13	95	13
Food products, includ. beverages and tobacco	1,425	27	254	28	1,088	28	199	27
Textile, leather and wood products	287	6	62	7	167	4	40	5
Metal, mineral and chemical products	1,065	21	149	16	739	19	118	16
Machinery and equipment, consumer durables	:	:	:	:	:	:	:	:
Other products	1,580	30	300	33	1,312	34	263	35
All commodities	5,186	100	904	100	3,854	100	744	100

Inward journey ⁴	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
Products of agriculture, forestry, raw materials	607	23	130	24	471	22	108	23
Food products, includ. beverages and tobacco	779	29	153	28	566	27	135	29
Textile, leather and wood products	204	8	51	9	165	8	39	8
Metal, mineral and chemical products	241	9	41	8	191	9	36	8
Machinery and equipment, consumer durables	:	:	:	:	:	:	:	:
Other products	819	30	162	30	677	32	138	30
All commodities	2,687	100	543	100	2,102	100	462	100

Source: CSRG T (NI): DfT

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

2 DfT plans to publish 2014 data in November 2015. As this is after the publication of this edition of NI Transport Statistics, the data will be published in the next edition (2015-16).

3 Commodity data from 2013 have been coded using a different coding frame, with classifications being retrospectively applied to earlier years.

4 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: 2013^{1, 2}

Units as indicated

Country	Outward journey ³				Inward journey ³			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
European Community								
Irish Republic	5,040	97	805	89	2,545	95	465	86
Other ⁴	:	:	:	:	142	5	78	14
All Countries	5,186	100	904	100	2,687	100	543	100

Source: CSRG T (NI): DfT

1 Countries (excluding Irish Republic) have been amalgamated due to small size samples involved. See Technical Notes (page 102) for further details.

2 DfT plans to publish 2014 data in November 2015. As this is after the publication of this edition of NI Transport Statistics, the data will be published in the next edition (2015-16).

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.

4 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 ¹ handled at NI airports: 2005-2014

Tonnes				
Year	Belfast International	George Best Belfast City	City of Derry	All airports²
2005	37,878	516	0	38,394
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

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: 2010-2014

Vehicles involved in reported road traffic injury collisions: 2010-2014

Deaths and injuries caused due to reported road traffic injury collisions: 2005-2014

Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2005-2014

Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2005-2014

Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2005-2014

In 2014, 78% of reported road traffic injury collisions were mainly attributable to drivers.

In 2014, there were 79 road deaths due to reported road traffic collisions, an increase of 39% from 2013.

In 2014, there were 331 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 2014, 78% 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 2014 there were 11,133 vehicles involved in reported road traffic injury collisions representing a 5% increase on the 10,597 vehicles during 2013. Cars accounted for 84% of vehicles involved in reported road traffic injury collisions (Table 5.2).
- 5.3 Between 2013 and 2014, the number of reported road casualties (killed, seriously or slightly injured) increased by 2% from 9,187 to 9,388 (Table 5.3).
- 5.4 The number of road deaths occurring as a result of reported road traffic collisions has increased by 39% from 57 in 2013 to 79 in 2014 (Table 5.3).
- 5.5 There were 331 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2014, a 4% increase on the 2013 rate of 318. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2014 was 56 in Northern Ireland, 43 in England, 33 in Wales and 31 in Scotland (Table 5.4).
- 5.6 In 2014, the reported road traffic injury collision death rate in Northern Ireland was 4.3 deaths per 100,000 population compared to the 2013 rate of 3.1 deaths. Scotland had the second highest rate at 3.7 deaths per 100,000 population, followed by Wales with a rate of 3.3 while England had the lowest rate of 2.7. At 0.7 per 10,000 vehicles, Northern Ireland had the joint highest rate of reported road traffic injury collision deaths in 2014 along with Scotland. Wales 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: 2005 to 2014

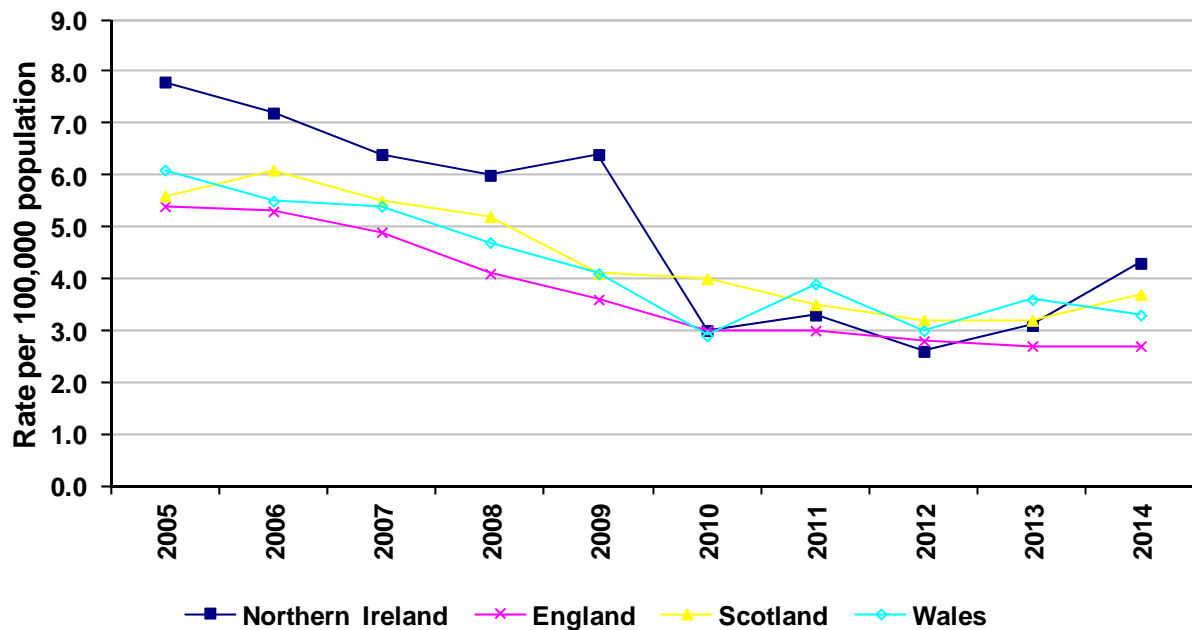


Table 5.1 Reported road traffic injury collisions by attribution ¹: 2010-2014

Mainly attributable to:	Number/Percentage									
	<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</u>		<u>2014</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,352	76	4,278	76	4,521	78	4,512	77	4,767	78
Passengers/Pedestrians	463	8	516	9	517	9	468	8	465	8
Motor cyclists	175	3	156	3	113	2	136	2	149	2
Pedal cyclists	79	1	106	2	91	2	82	1	96	2
Road conditions	385	7	281	5	217	4	295	5	263	4
Vehicle defects	62	1	68	1	59	1	78	1	80	1
Other causes	174	3	205	4	262	5	260	4	274	4
All attributions¹	5,690	100	5,610	100	5,780	100	5,831	100	6,094	100

Source: Police Service of Northern Ireland (PSNI)

¹ 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: 2010-2014

Type of vehicle	Number/Percentage									
	<u>2010</u>		<u>2011</u>		<u>2012</u>		<u>2013</u>		<u>2014</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars ¹	8,654	83	8,392	83	8,870	84	8,848	83	9,359	84
Motor cycles	395	4	370	4	309	3	339	3	309	3
Pedal cycles	218	2	262	3	284	3	266	3	338	3
Goods vehicles	825	8	727	7	731	7	788	7	774	7
PCVs ²	187	2	193	2	177	2	206	2	205	2
Others ³	163	2	163	2	164	2	150	1	148	1
All vehicles	10,442	100	10,107	100	10,535	100	10,597	100	11,133	100

Source: PSNI

¹ Includes motor cars used as taxis.

² Includes coaches, buses and minibuses.

³ 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: 2005-2014

							Number
Year	Children			All ages			
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	All casualties
2005	15	114	788	135	1,073	6,951	8,159
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

Source: PSNI

Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2005-2014

									Units as indicated
Year	Per 100,000 population ¹				Per 10,000 vehicles				
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales	
2005	286	349	262	294	65	63	53	52	
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	

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

¹ 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: 2005-2014

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2005	7.8	5.4	5.6	6.1	1.8	1.0	1.1	1.1
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

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

¹ 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: 2005-2014

Units as indicated

Year	Per 100,000 population ¹				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2005	472	475	348	429	107	86	70	77
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

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

¹ 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: 2010-11 to 2014-15 - Vehicle stock

Ulsterbus/ Metro transport: 2010-11 to 2014-15 - Staff employed

Ulsterbus/ Metro transport: 2010-11 to 2014-15 – Passenger journeys, bus miles and kilometres

Ulsterbus/ Metro transport: 2010-11 to 2014-15 - Local stage passenger receipts

NI Rail service assets and staff: 2010-11 to 2014-15

NI Rail service passenger journeys, miles, kilometres and receipts: 2010-11 to 2014-15

At 31 March 2015, the average age of the Ulsterbus stock was 7.5 years and for Metro buses 7.1 years.

In 2014-15, there were 66.6 million bus passenger journeys, similar to 2013-14.

There were 13.4 million rail passenger journeys in 2014-15, an increase of 7% from 2013-14.

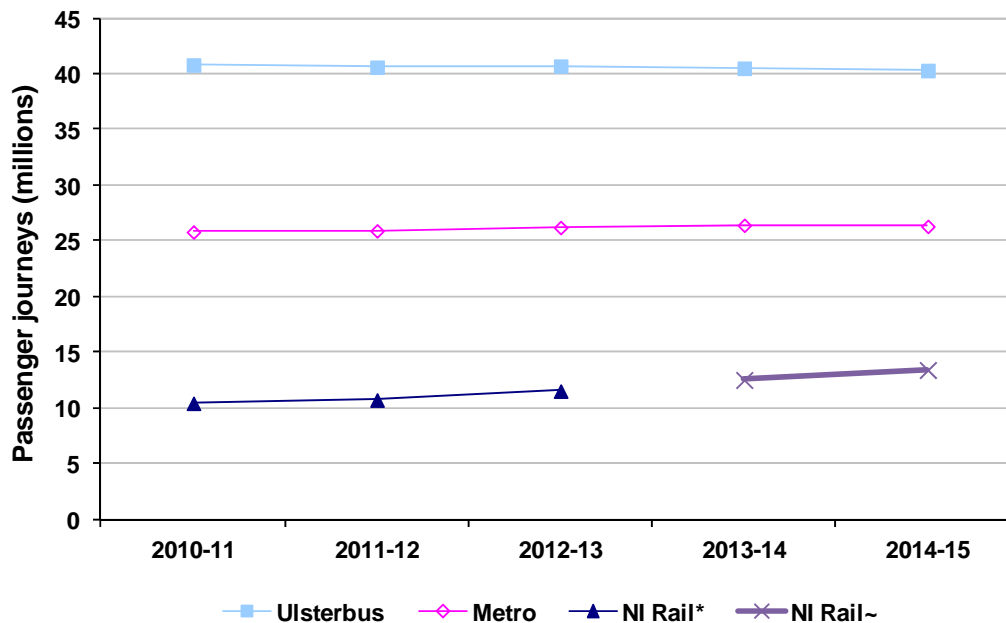
Symbols and Conventions:

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

6 Public Transport

- 6.1 At the end of 2014-15 there were 1,126 Ulsterbuses and 294 Metro buses on the roads which were, on average, 7.5 years and 7.1 years old respectively (Table 6.1).
- 6.2 During 2014-15, there were 40.3 million passenger journeys on Ulsterbus, around the same as last year (40.5 million) and a 1% decrease from 2010-11 (40.8 million). For Metro services, 26.3 million passenger journeys were taken in 2014-15, similar to 2013-14 (26.4 million) and a 2% increase from 2010-11 (25.8 million) (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage bus passenger receipts in 2014-15 were £87.1 million, a decrease of 1% from 2013-14 (£87.8 million). Metro local stage bus passenger receipts increased by 1% from £35.3 million in 2013-14 to £35.5 million in 2014-15 (Table 6.4).
- 6.4 There were 13.4 million rail passenger journeys made in 2014-15, an increase of 7% from 2013-14 (12.5 million) (Table 6.6, Figure 6.1).
- 6.5 Railway passenger receipts increased by 6% from £41.3 million in 2013-14 to £43.6 million in 2014-15 (Table 6.6).

Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys 2010-11 to 2014-15



* 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 have been 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 have been revised down. Therefore, figures for NI Rail passenger journeys in 2013-14 and 2014-15 are not directly comparable with figures in previous years which were calculated using higher journey factors.

Ulsterbus/ Metro transport: 2010-11 to 2014-15

Table 6.1 Vehicle stock

	Age/Number									
	<u>2010-11</u>		<u>2011-12</u>		<u>2012-13</u>		<u>2013-14^P</u>		<u>2014-15^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	6.2	8.0	6.6	8.9	6.5	7.5	6.8	8.5	7.5	7.1
Number of buses	1,175	294	1,135	282	1,136	284	1,126	288	1,126	294

Source: Translink

Table 6.2 Staff employed

	Number									
	<u>2010-11</u>		<u>2011-12</u>		<u>2012-13</u>		<u>2013-14^P</u>		<u>2014-15^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,290	759	2,234	731	2,259	733	2,276	723	2,269	722

Source: Translink

Table 6.3 Passenger journeys, bus miles and kilometres

	Millions									
	<u>2010-11</u>		<u>2011-12</u>		<u>2012-13¹</u>		<u>2013-14^P</u>		<u>2014-15^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	40.8	25.8	40.6	25.9	40.7	26.2	40.5	26.4	40.3	26.3
Bus miles	35.1	8.2	34.3	7.9	35.4	7.8	35.5	7.7	34.4	7.8
Bus kilometres	56.4	13.3	54.9	12.6	57.0	12.5	57.1	12.4	55.3	12.5

Source: Translink

¹ 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>2010-11</u>		<u>2011-12</u>		<u>2012-13¹</u>		<u>2013-14^P</u>		<u>2014-15^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	83.7	33.6	83.7	33.4	87.1	34.5	87.8	35.3	87.1	35.5

Source: Translink

¹ 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: 2010-11 to 2014-15

	Number				
	2010-11	2011-12	2012-13	2013-14 ^P	2014-15 ^P
Route miles of track	211	211	211	211	211
Rolling stock ¹ :					
Locomotives	20	14	14	14	14
Passenger coaches	116	142	169	169	169
Stations	22	22	22	22	22
Staff employed	909	895	908	931	949

Source: Translink

¹ 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.

Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2010-11 to 2014-15

	Millions/£ Thousands				
	2010-11	2011-12	2012-13 ¹	2013-14 ^{P,r}	2014-15 ^P
Passenger journeys (Millions)	10.4	10.7	11.5	12.5	13.4
Passenger miles (Millions)	190.5	202.9	216.1	237.2	258.7
Passenger kilometres (Millions)	306.7	326.7	347.8	381.9	416.5
Passenger receipts (£ Thousands)	31,588	32,868	35,738	41,313	43,597

Source: Translink

¹ 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.

^r Figures for NI Rail passenger journeys and miles have been 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 have been revised down. There has also been a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles in 2013-14 and 2014-15 are not directly comparable with figures in previous years which were calculated using higher journey factors.

Chapter 7: Air Transport

Total aircraft movements and air transport movements at NI airports: 2005-2014

Air transport movements at NI airports: 2010-2014

Scheduled and chartered terminal passenger traffic via NI by airport: 2010-2014

UK airports by number of terminal passengers: 2009 and 2014

Scheduled direct weekly flights from NI airports: 2014 and 2015

International air passenger traffic to and from Belfast International airport: 2013 and 2014

International air passenger traffic to and from George Best Belfast City airport: 2013 and 2014

International air passenger traffic to and from City of Derry airport: 2013 and 2014

6.94 million terminal passengers passed through NI airports in 2014.

Palma De Mallorca was the most popular destination from Belfast International airport in 2014.

In 2014 Belfast International and George Best Belfast City were the 12th and 17th busiest commercial airports in the UK respectively.

Symbols and Conventions:

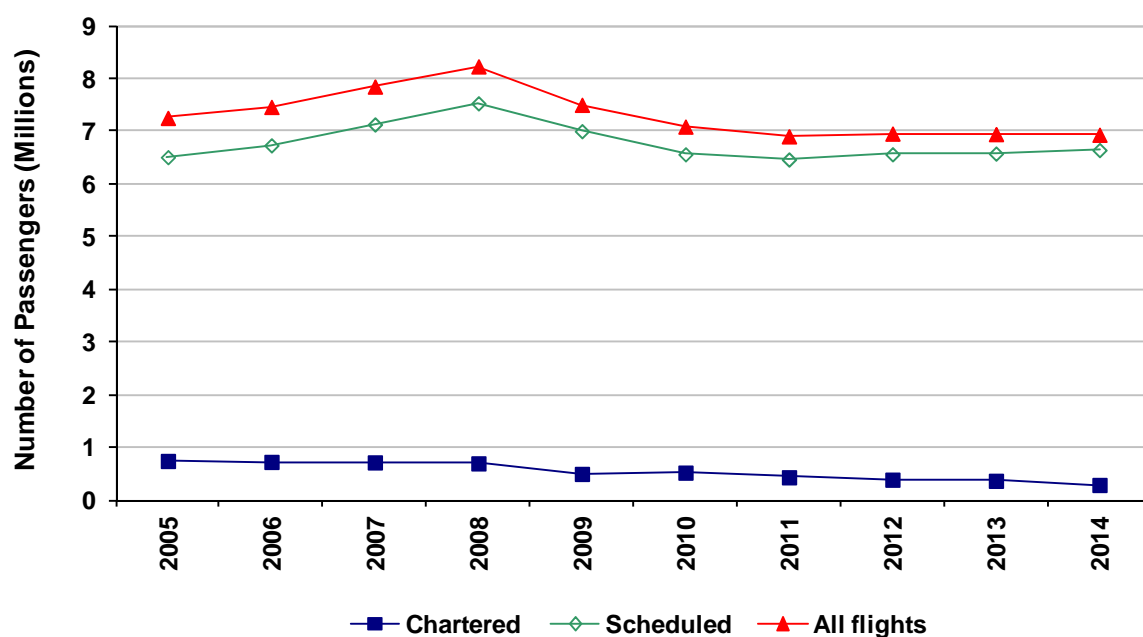
p Data are provisional

r Data have been revised from previous publication

7 Air Transport

- 7.1 There were 73,384 air transport movements (landings and takeoffs) during 2014, a decrease of 4% from the 2013 figure of 76,472 (Table 7.1).
- 7.2 Between 2013 and 2014, air transport movements at Belfast International airport decreased by 5%, George Best Belfast City airport decreased by 2% and City of Derry airport decreased by 16%. In 2014, Belfast International airport accounted for 47% of all air transport movements, George Best Belfast City airport 49% and City of Derry airport 3%. Of the 73,384 air transport movements occurring during 2014, 92% were scheduled and 8% were chartered (Table 7.2).
- 7.3 During 2014, 6.94 million terminal passengers passed through Northern Ireland airports, very similar to the 2013 figure (6.95 million). Between 2013 and 2014 the number of passengers travelling on scheduled flights increased by 1% (6.58 million in 2013, 6.65 million in 2014) and passenger numbers on chartered flights decreased by 21% from 0.37 million to 0.29 million (Table 7.3, Figure 7.1).

Figure 7.1: Terminal Passengers at NI Airports: 2005 to 2014



- 7.4 In 2014, Belfast International airport was the 12th busiest commercial airport in the UK with 4.0 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 2.6 million terminal passengers, accounting for 1% of all UK terminal passengers. In the 5 years between 2009 and 2014, Belfast International airport saw a decrease of 11% in the number of terminal passengers while George Best Belfast City airport saw a decrease of 3% (Table 7.4).
- 7.5 Palma De Mallorca in Spain was the most popular international route from Belfast International airport with 140,373 passengers flying there and back during 2014. Malaga in Spain was the second most popular international route with 116,572 passengers and Faro in Portugal was the third most popular with 115,963 passengers (Table 7.6a).

**Table 7.1 Total aircraft movements and air transport movements at NI airports ¹:
2005-2014**

Year	Number							
	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
2005	81,350	47,695	40,443	37,298	12,016	4,146	133,809	89,139
2006 ^f	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 ^f	58,011	39,120	37,189	35,921	7,355	3,114	102,555	78,155
2013 ^f	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

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.2 Air transport movements ¹ at NI airports: 2010-2014

							Number
	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
Belfast International							
2010	32,859	34	32,893	2,855	3,482	6,337	39,230
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
George Best Belfast City							
2010	38,516	0	38,516	186	0	186	38,702
2011	40,383	0	40,383	173	0	173	40,556
2012	35,780	0	35,780	141	0	141	35,921
2013 ^f	36,732	0	36,732	133	0	133	36,865
2014	35,921	0	35,921	131	0	131	36,052
City of Derry							
2010	3,755	0	3,755	93	0	93	3,848
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
All Airports							
2010	75,130	34	75,164	3,134	3,482	6,616	81,780
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 ^f	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

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport ¹: 2010-2014

Airport / Year	Passengers		Number
	Scheduled	Chartered	All flights
Belfast International			
2010	3,517,054	493,918	4,010,972
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
George Best Belfast City			
2010	2,722,673	17,632	2,740,305
2011	2,379,697	17,573	2,397,270
2012	2,232,913	13,289	2,246,202
2013 ^f	2,528,292	13,485	2,541,777
2014	2,539,610	15,501	2,555,111
City Of Derry			
2010	325,159	13,346	338,505
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
All Airports			
2010	6,564,886	524,896	7,089,782
2011	6,467,194	437,558	6,904,752
2012	6,565,853	390,999	6,956,852
2013 ^f	6,578,939	370,280	6,949,219
2014	6,646,371	290,682	6,937,053

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.4 UK airports by number of terminal passengers ¹: 2009 and 2014

		2014		2009		Number/Percentage
Rank	Airport	Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	Percentage change (2014/2009)
1	Heathrow	73,371	30.8	65,907	30.2	11.3
2	Gatwick	38,094	16.0	32,361	14.9	17.7
3	Manchester	21,950	9.2	18,630	8.6	17.8
4	Stansted	19,958	8.4	19,950	9.2	0.0
5	Luton	10,482	4.4	9,115	4.2	15.0
6	Edinburgh	10,159	4.3	9,043	4.2	12.3
7	Birmingham	9,698	4.1	9,093	4.2	6.7
8	Glasgow	7,709	3.2	7,213	3.3	6.9
9	Bristol	6,333	2.7	5,615	2.6	12.8
10	Newcastle	4,513	1.9	4,569	2.1	-1.2
11	East Midlands International	4,507	1.9	4,653	2.1	-3.1
12	Belfast International	4,032	1.7	4,536	2.1	-11.1
13	Liverpool (John Lennon)	3,984	1.7	4,879	2.2	-18.4
14	Aberdeen	3,723	1.6	2,984	1.4	24.8
15	London City	3,648	1.5	2,797	1.3	30.4
16	Leeds Bradford	3,263	1.4	2,553	1.2	27.8
17	Belfast City (George Best)	2,555	1.1	2,622	1.2	-2.5
18	Southampton	1,830	0.8	1,789	0.8	2.2
19	Southend ²	1,102	0.5	4	0.0	27819.5
20	Cardiff Wales	1,020	0.4	1,625	0.7	-37.2
	Other airports ³	6,455	2.7	8,188	3.7	-18.9
	All reporting UK Airports^{3,4}	238,385	100.0	218,126	100.0	9.4

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 Isle of Man is now excluded from 'Other airports' and 'All reporting UK Airports' total.

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

Table 7.5 Scheduled direct weekly flights¹ from NI airports: 2014 and 2015

Summer schedule

Destination	Belfast International		George Best Belfast City		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2014	2015	2014	2015	2014	2015
Aberdeen	-	-	7	6	-	-
Alicante ²	11	11	-	-	2	2
Amsterdam ³	7	7	-	7	-	-
Barcelona ⁴	4	4	-	3	-	-
Birmingham	15	13	43	41	4	-
Bordeaux Merignac	1 ^r	1	-	-	-	-
Bristol	19	17	-	-	-	-
Cardiff	-	-	7	7	-	-
Doncaster/Sheffield ⁵	-	-	11	-	-	-
Dubrovnik	1	1	-	-	-	-
East Midlands	-	-	25	25	-	-
Edinburgh	22	19	25	25	-	-
Exeter	-	-	7	6	-	-
Faro ⁶	12	11	7	7	3	2
Glasgow	24	20	27	27	-	5
Glasgow Prestwick	-	-	-	-	6	-
Ibiza ⁷	3	3	-	-	-	-
Inverness	-	-	6	6	-	-
Isle Of Man	-	-	20	22	-	-
Jersey ⁸	1	1	-	-	-	-
Katowice ⁹	-	2	-	-	-	-
Keflavik ¹⁰	-	2	-	-	-	-
Krakow	3	3	-	-	-	-
Lanzarote	2	2	-	-	-	-
Las Palmas ¹¹	-	1	-	-	-	-
Leeds Bradford	-	-	25	25	-	-
Liverpool ¹²	35	30	-	23	6	4
London City ¹³	-	-	-	23	-	-
London Heathrow	-	-	61	63	-	-
London Gatwick	34	34	20	20	-	-
London Stansted ¹⁴	23	22	-	-	7	7
Luton	19	34	-	-	-	-
Majorca (Palma) ¹⁵	16	13	2	2	1	-
Malaga ¹⁶	11	10	6	7	-	-
Malta	2	2	-	-	-	-
Manchester	16	17	46	46	-	-
Menorca (Mahon)	1	1	-	-	-	-
Murcia	2	2	-	-	-	-
Newcastle	19	16	6	6	-	-
Newquay	-	-	1	1	-	-
New York (Newark)	7	7	-	-	-	-
Nice	2	3	-	-	-	-

Table 7.5 Scheduled direct weekly flights¹ from NI airports: 2014 and 2015 – cont'd

Destination	Summer schedule					
	Belfast International		George Best Belfast City		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2014	2015	2014	2015	2014	2015
Paris ¹⁷	6	6	-	-	-	-
Pisa	1	1	-	-	-	-
Prague ¹⁸	-	2	-	-	-	-
Rome Fiumicino ¹⁹	-	2	-	-	-	-
Reus	2	2	-	-	-	-
Southampton	-	-	19	18	-	-
Split ²⁰	-	1	-	-	-	-
Tenerife South	2	2	-	-	-	-
Verona ²¹	-	1	3	1	-	-
Vilnius ²²	-	2	-	-	-	-
Zakynthos ²³	-	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 Flights to Alicante from City of Derry airport operated June & July only.
- 3 Flights to Amsterdam from George Best Belfast City airport commenced 18 May 2015.
- 4 Flights to Barcelona from George Best Belfast City airport commenced 7 May 2015.
- 5 Flights to Doncaster/ Sheffield from George Best Belfast City airport commenced April 2014 and ceased on 29 December 2014.
- 6 Flights to Faro from George Best Belfast City airport commenced March 2013. Flights to Faro from City of Derry airport operated July only.
- 7 Flights to Ibiza operate between June and September only.
- 8 Flights to Jersey from George Best Belfast City airport ceased Summer 2014.
- 9 Flights to Katowice from Belfast International airport commenced 31 March 2015.
- 10 Flights to Keflavik from Belfast International airport commenced 12 December 2014.
- 11 Flights to Las Palmas from Belfast International airport commenced 12 May 2015.
- 12 Flights to Liverpool from George Best Belfast City airport commenced 2 Feb 2015.
- 13 Flights to London City from George Best Belfast City airport commenced 20 Oct 2014.
- 14 Flights to London Stansted from City of Derry airport operating 9 flights per week/ LPL operating 5 sectors/ during winter schedule.
- 15 Flights to Majorca (Palma) from George Best Belfast City airport commenced April 2013.
- 16 Flights to Malaga from George Best Belfast City airport commenced March 2013.
- 17 Flights to Paris from George Best Belfast City airport ceased March 2014.
- 18 Flights to Prague from Belfast International airport commenced 30 April 2015.
- 19 Flights to Rome Fiumicino from Belfast International airport commenced 2 April 2015.
- 20 Flights to Split from Belfast International airport commenced 20 May 2015.
- 21 In addition to the 1 weekly charter flight from Belfast City airport to Verona which is operated by Volotea, Aer Lingus are operating flights on 26 May-16 June and 1-22 September under charter to Belfast Telegraph holiday.
- 22 Flights to Vilnius from Belfast International airport commenced 22 April 2015.
- 23 Flights to Zakynthos from Belfast International airport commenced 27 May 2015.

Table 7.6a International air passenger traffic to and from Belfast International airport ¹: 2013 and 2014

Number/Percentage

Country/Airport	Belfast International Airport						% Change of all flights
	2014			2013			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Austria</u>							
Innsbruck	0	0	0	2,073	0	2,073	-100
Klagenfurt	0	0	0	180	0	180	-100
Salzburg	3,364	2,938	426	3,732	396	3,336	-10
Vienna	141	0	141	1,552	0	1,552	-91
<u>Belgium</u>							
Brussels	0	0	0	79	0	79	-100
Liege	41	0	41	0	0	0	-
<u>Bulgaria</u>							
Burgas	11,636	0	11,636	13,813	0	13,813	-16
Plovdiv	2,465	0	2,465	2,572	0	2,572	-4
<u>Croatia</u>							
Dubrovnik	6,157	6,033	124	10,641	10,314	327	-42
Split	699	0	699	89	0	89	685
<u>Cyprus</u>							
Larnaca	12,734	0	12,734	14,957	0	14,957	-15
<u>Finland</u>							
Enontekio	0	0	0	336	0	336	-100
Rovaniemi	1,256	0	1,256	1,230	0	1,230	2
<u>France</u>							
Bordeaux	3,408	3,408	0	0	0	0	-
Lille	90	0	90	207	0	207	-57
Montpellier	0	0	0	127	0	127	-100
Nice	19,503	19,503	0	19,986	19,986	0	-2
Paris (Charles de Gaulle)	79,820	79,706	114	79,907	79,907	0	0
Pau	0	0	0	1,529	0	1,529	-100
Tarbes-Lourdes International	7,140	0	7,140	4,963	0	4,963	44
Toulon/Hyeres	187	0	187	0	0	0	-
Toulouse (Blagnac)	252	0	252	296	0	296	-15
<u>Germany</u>							
Berlin (Schonefeld)	0	0	0	438	0	438	-100
Hamburg	80	0	80	0	0	0	-
Ingolstadt-Manching	0	0	0	72	0	72	-100
Munich	223	223	0	0	0	0	-
Paderborn	17	0	17	0	0	0	-
<u>Greece</u>							
Corfu	7,323	0	7,323	0	0	0	-
Heraklion	13,027	0	13,027	8,176	0	8,176	59
Kavala	0	0	0	196	0	196	-100
Rhodes	5,192	0	5,192	4,586	0	4,586	13
<u>Hungary</u>							
Debrecen	120	0	120	0	0	0	-
<u>Ireland (Republic)</u>							
Dublin	612	0	612	439	0	439	39
Ireland West (Knock)	24	0	24	0	0	0	-
Kerry County	0	0	0	1,053	0	1,053	-100
Shannon	30	0	30	94	0	94	-68
<u>Italy</u>							
Bergamo	0	0	0	2,495	0	2,495	-100
Genoa	248	0	248	0	0	0	-
Milan (Malpensa)	46	0	46	0	0	0	-
Parma	80	0	80	72	0	72	11
Pisa	4,968	4,968	0	8,535	8,535	0	-42
Rome (Ciampino)	149	149	0	0	0	0	-
Rome (Fiumicino)	46	0	46	0	0	0	-
Treviso	69	0	69	228	0	228	-70
Verona Villafranca	5,645	5,226	419	4,070	0	4,070	39
<u>Luxembourg</u>							
Luxembourg	0	0	0	8	0	8	-100
<u>Malta</u>							
Malta	27,624	27,624	0	28,708	28,708	0	-4
<u>Netherlands</u>							
Amsterdam	97,381	97,381	0	104,575	104,575	0	-7
Rotterdam	41	0	41	0	0	0	-
<u>Poland</u>							
Gdansk	142	0	142	146	0	146	-3
Krakow	44,742	44,742	0	46,406	46,406	0	-4

¹ Excludes air taxi operations.

Table 7.6a International air passenger traffic to and from Belfast International airport ¹: 2013 and 2014 – cont'd

Country/Airport	Belfast International Airport						Number/Percentage
	2014			2013			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU cont'd							
<u>Portugal (excluding Madeira)</u>							
Faro	115,963	115,963	0	99,862	99,862	0	16
Lisbon	0	0	0	137	0	137	-100
<u>Portugal (Madeira)</u>							
Funchal	0	0	0	998	0	998	-100
<u>Spain</u>							
Alicante	113,556	113,556	0	107,550	107,550	0	6
Barcelona	42,725	42,606	119	48,341	48,199	142	-12
Ibiza	30,405	15,111	15,294	21,992	13,578	8,414	38
Lleida	0	0	0	1,299	0	1,299	-100
Madrid	180	0	180	0	0	0	-
Mahon	19,158	4,899	14,259	17,444	4,224	13,220	10
Malaga	116,572	109,156	7,416	101,672	94,546	7,126	15
Murcia San Javier	17,320	17,320	0	22,373	22,373	0	-23
Palma De Mallorca	140,373	102,247	38,126	138,361	101,423	36,938	1
Reus	37,026	11,048	25,978	27,098	4,686	22,412	37
Seville	80	0	80	0	0	0	-
Valladolid	0	0	0	1,059	0	1,059	-100
<u>Spain (Canary Islands)</u>							
Arrecife (Lanzarote)	57,167	49,301	7,866	45,014	12,924	32,090	27
Las Palmas	9,105	1,834	7,271	22,699	0	22,699	-60
Tenerife (Surreina Sofia)	78,903	71,448	7,455	71,631	22,930	48,701	10
<u>Sweden</u>							
Stockholm (Arlanda)	98	0	98	0	0	0	-
Stockholm (Bromma)	75	0	75	0	0	0	-
Europe-Other							
<u>Belarus</u>							
Minsk Int'l	92	0	92	0	0	0	-
<u>Faroe Islands</u>							
Vagar	714	0	714	69	0	69	935
<u>Iceland</u>							
Keflavik	1,025	660	365	430	0	430	138
Reykjavik	768	768	0	0	0	0	-
<u>Norway</u>							
Tromsoe	236	0	236	268	0	268	-12
Trondheim (Vaernes)	0	0	0	43	0	43	-100
<u>Russia</u>							
Moscow (Sheremetyevo)	0	0	0	52	0	52	-100
St Petersburg	0	0	0	25	0	25	-100
<u>Switzerland</u>							
Geneva	25,891	25,891	0	30,940	30,514	426	-16
<u>Turkey</u>							
Antalya	8,217	0	8,217	12,219	0	12,219	-33
Bodrum (Milas)	10,784	0	10,784	17,354	0	17,354	-38
Dalaman	39,386	0	39,386	30,314	0	30,314	30
Rest of the World							
<u>Barbados</u>							
Bridgetown	0	0	0	512	0	512	-100
<u>Egypt</u>							
Sharm El Sheikh (Ophira)	6,549	0	6,549	6,107	0	6,107	7
<u>Tunisia</u>							
Enfidha - Hammamet Int'l	11,427	0	11,427	5,467	0	5,467	109
Monastir	205	0	205	0	0	0	-
<u>U.S.A</u>							
Boston	0	0	0	101	0	101	-100
Detroit	118	0	118	0	0	0	-
New York (Newark)	82,958	82,958	0	85,146	85,146	0	-3
Orlando	1,243	1,243	0	0	0	0	-
All routes	1,325,041	1,057,910	267,131	1,285,143	946,782	338,361	3

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.6b International air passenger traffic to and from George Best Belfast City airport ¹: 2013 and 2014

Country/Airport	George Best Belfast City Airport						% Change of all flights
	2014			2013			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Austria</u>							
Salzburg	2,663	0	2,663	2,787	0	2,787	-4
<u>France</u>							
Paris (Charles de Gaulle)	1,754	1,754	0	19,837	19,837	0	-91
Toulouse (Blagnac)	2,318	0	2,318	351	0	351	560
<u>Greece</u>							
Athens	60	0	60	0	0	0	0
<u>Italy</u>							
Verona Villafranca	10,319	0	10,319	7,000	0	7,000	47
<u>Luxembourg</u>							
Luxembourg	0	0	0	52	0	52	-100
<u>Netherlands</u>							
Maastricht	73	0	73	50	0	50	46
<u>Portugal (excluding Madeira)</u>							
Faro	57,443	57,443	0	60,966	60,966	0	-6
<u>Spain</u>							
Malaga	51,398	51,398	0	53,601	53,439	162	-4
Palma De Mallorca	11,064	10,937	127	13,596	13,596	0	-19
Europe-Other							
<u>Norway</u>							
Trondheim (Vaernes)	0	0	0	120	0	120	-100
<u>Lithuania</u>							
Kaunas	136	0	136	0	0	0	-
All routes	137,228	121,532	15,696	158,360	147,838	10,522	-13

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.6c International air passenger traffic to and from City of Derry airport ¹: 2013 and 2014

Country/Airport	City of Derry Airport						% Change of all flights
	2014			2013			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Denmark</u>							
Billund	96	0	96	0	0	0	-
<u>Portugal (excluding Madeira)</u>							
Faro	23,807	23,807	0	23,695	23,508	187	0
<u>Spain</u>							
Alicante	5,603	5,603	0	5,456	5,456	0	3
Palma De Mallorca (Majorca)	5,844	0	5,844	6,255	0	6,255	-7
<u>Spain (Canary Islands)</u>							
Arrecife	0	0	0	6,473	0	6,473	-100
Rest of the World							
<u>Egypt</u>							
Sharm El Sheikh (Ophira)	0	0	0	171	0	171	-100
All routes	35,350	29,410	5,940	42,050	28,964	13,086	-16

Source: CAA Statistics

¹ Excludes air taxi operations.

Chapter 8: General Transport Statistics

Employees in transport related employment in NI by gender: March 2015

Employees in transport related employment in NI: March 2011-2015

Method of travel to work, UK/NI comparison: 2014 Quarter 4

Method of travel to work, NI: 2010-2014

TransportNI car parking by local government district: 1st April 2015

Deliveries of petrol and diesel for use in NI: 2010-11 to 2014-15

HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2010-2014

Domestic sea passenger movements by ferry route: 2010-2014

Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2010-2014-15

81% of the surveyed NI workforce travelled to work by car, van or minibus in October to December 2014.

Belfast Marine Rescue Co-ordination Centre carried out 1,361 search and rescue operations in 2014.

In 2014, there were 2.10 million sea passenger movements between NI and GB ports (including the Isle of Man), similar to 2013.

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 8.8 Domestic sea passenger movements

Symbols and Conventions:

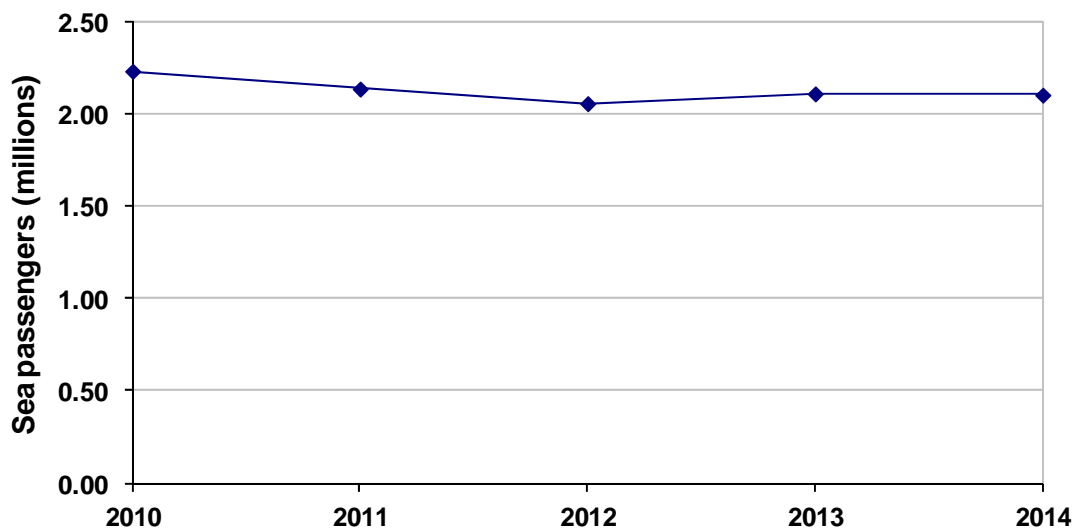
p Data are provisional

r Data have been revised from previous publication

8 General Transport Statistics

- 8.1 In March 2015, there were 41,510 people in transport related employment in Northern Ireland. Of these, 83% were male and 17% were female employees. Considering hours worked, 92% of males were full time employees compared to 68% of females. Land transport and transport via pipelines accounted for 34% of people in transport related employment in March 2015 with a further 27% of people employed in wholesale and retail trade and repair of motor vehicles and motorcycles (Table 8.1).
- 8.2 Over four-fifths (81%) of the Northern Ireland workforce interviewed in October to December 2014 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 During 2014-15, 847,640 tonnes of petrol and diesel were delivered for use in Northern Ireland, 5% more than the 805,528 tonnes in 2013-14. In 2014-15, 36% of tonnes delivered were petrol and 64% were diesel (Table 8.6).
- 8.4 There were 1,361 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre (MRCC) in 2014, a 12% decrease from 2013 (1,540) (Table 8.7).
- 8.5 In 2014, there were 2.10 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), similar to the previous year (2.11 million) and a 6% decrease since 2010 (2.23 million) (Table 8.8, Figure 8.1).

Figure 8.1: Domestic sea passenger movements between NI and GB ports (including the Isle of Man) 2010 to 2014



- 8.6 During 2014-15, 71,022 passengers travelled between Ballycastle and Rathlin Island, a decrease of 10% on 2013-14 (79,205) and 552,296 passengers used the Strangford Lough ferry, similar to 2013-14 (550,060) (Table 8.9).

Table 8.1 Employees in transport related employment ¹ in NI by gender: March 2015 ^P

Class	Standard Industrial Classification 2007 ²	Number						All employees
		Males			Females			
		Full time	Part time	All males	Full time	Part time	All females	
29	Manufacture of motor vehicles, trailers and semi-trailers	3,680	30	3,720	270	50	330	4,050
30	Manufacture of other transport equipment	6,040	20	6,070	910	80	980	7,050
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	8,420	530	8,950	1,530	540	2,060	11,010
49	Land transport and transport via pipelines	10,470	1,660	12,130	1,060	980	2,040	14,170
50	Water transport	240	10	250	110	30	150	400
51	Air transport	220	30	250	190	100	290	540
52	Warehousing and support activities for transportation	2,670	420	3,090	730	490	1,210	4,310
All employees		31,750	2,710	34,450	4,790	2,260	7,060	41,510

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 in NI ¹: March 2011-2015

Class	Standard Industrial Classification 2007 ²	Number				
		2011	2012 ^r	2013 ^r	2014 ^{r,P}	2015 ^P
29	Manufacture of motor vehicles, trailers and semi-trailers	2,810	2,930	3,140	3,630	4,050
30	Manufacture of other transport equipment	6,620	6,740	6,930	7,120	7,050
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	11,460	11,360	11,000	10,690	11,010
49	Land transport and transport via pipelines	14,140	13,940	14,290	13,400	14,170
50	Water transport	480	500	420	390	400
51	Air transport	720	720	570	530	540
52	Warehousing and support activities for transportation	5,100	4,600	4,710	4,180	4,310
All employees		41,330	40,790	41,080	39,940	41,510

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 ^{1, 2}: 2014 Quarter 4

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,846	68.8	548	81.2
Motorbike, moped, scooter	174	0.7	*	*
Bicycle	783	3.2	*	*
Bus, coach	1,774	7.2	33	4.9
Taxi	63	0.3	*	*
Railway train	1,356	5.5	9	1.4
Underground train, tram	875	3.6	*	*
Walk	2,508	10.2	62	9.2
Other method	120	0.5	*	*
All Methods of travel ^{3, 4}	24,500	100.0	675	100.0

Source: Labour Force Survey, October to December 2014 (UK - ONS; NI - DFP)

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 2014, a reweighting exercise revised data according to the 2011 Census of 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 ^{1, 2, 3}: 2010-2014

Method of travel	Percentage				
	2010 ^r	2011 ^r	2012 ^r	2013 ^r	2014
Car, van, minibus	82.9	82.9	84.3	81.2	81.2
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	3.6	3.5	3.1	3.8	4.9
Taxi	*	*	*	*	*
Railway train	1.5	1.4	*	1.2	1.4
Walk	9.8	10.1	9.1	10.7	9.2
Other method	*	*	*	*	*
All Methods of travel	100.0	100.0	100.0	100.0	100.0

Source Labour Force Survey (NI - DFP)

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 2014, a reweighting exercise revised data according to the 2011 Census of population estimates. Data 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 TransportNI car parking by local government district: 1st April 2015

Local government district ¹	Number					
	Fee paying		Free		All car parks	All spaces
	Car parks	Spaces	Car parks	Spaces		
Antrim and Newtownabbey	5	872	6	610	11	1,482
Ards and North Down	22	1,403	21	1,659	43	3,062
Armagh City, Banbridge and Craigavon	18	2,158	31	1,794	49	3,952
Belfast City	15	1,223	13	650	28	1,873
Causeway Coast and Glens	12	1,872	25	1,692	37	3,564
Derry City and Strabane	14	1,016	15	879	29	1,895
Fermanagh and Omagh	13	1,335	25	1,770	38	3,105
Lisburn and Castlereagh	8	738	4	234	12	972
Mid and East Antrim	15	2,416	12	760	27	3,176
Mid Ulster	7	844	16	1,146	23	1,990
Newry, Mourne and Down	11	1,199	26	1,560	37	2,759
All Councils	140	15,076	194	12,754	334	27,830

Source: DRD TransportNI

¹ From 1 April 2015, 11 new LGDs took over from the previous 26 under a programme of reform.

Table 8.6 Deliveries of petrol and diesel for use in NI: 2010-11 to 2014-15

	Tonnes/Percentage									
	2010-11		2011-12		2012-13		2013-14 ^P		2014-15 ^{P, *}	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
PETROL										
Unleaded petrol¹										
Super ²	27,318	3.4	25,779	3.4	61,322	8.0	35,138	4.4	32,307	3.8
Premium (95 Ron) ³	286,894	36.1	284,137	37.5	237,883	31.1	254,832	31.6	269,196	31.8
All unleaded petrol	314,213	39.6	309,916	40.9	299,205	39.1	289,970	36.0	301,503	35.6
Sulphur free⁴ petrol										
Super ²	588	0.1	0	0.0	0	0.0	0	0.0	0	0.0
Premium (95 Ron) ³	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All sulphur free petrol	588	0.1	0	0.0	0	0.0	0	0.0	0	0.0
Leaded petrol										
LRP ⁵	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All leaded petrol	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
All Petrol	314,801	39.6	309,916	40.9	299,205	39.1	289,970	36.0	301,503	35.6
DIESEL										
ULSD ⁶	448,401	56.5	429,164	56.6	465,551	60.9	515,559	64.0	546,137	64.4
Sulphur free ^{4, 7}	31,085	3.9	18,834	2.5	0	0.0	0	0.0	0	0.0
All Diesel	479,485	60.4	447,998	59.1	465,551	60.9	515,559	64.0	546,137	64.4
All Petrol and Diesel	794,286	100.0	757,914	100.0	764,756	100.0	805,528	100.0	847,640	100.0

Source: Department of Energy and Climate Change (DECC)

* 2014-15 figures include estimated data for January-March 2015 (see User Information page 23).

1 Finished motor spirit with a sulphur content not exceeding 50 parts per million (0.005% by weight).

2 Finished motor spirit with an octane number (research method) not less than 97.

3 Finished motor spirit with an octane number (research method) not less than 95.

4 Sulphur content does not exceed 10 parts per million (0.001% by weight).

5 Lead Replacement Petrol: finished motor spirit containing an alternative to lead as an anti-wear additive.

6 Ultra Low Sulphur Diesel: a grade of DERV (Diesel Engined Road Vehicle) fuel with a sulphur content not exceeding 50 parts per million (0.005% by weight).

7 The company that delivered sulphur free diesel to Northern Ireland ended its sales contract on 31 December 2011.

Table 8.7 HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2010-2014

	Number				
	2010	2011	2012 ¹	2013 ¹	2014 ¹
Search and rescue operations					
Commercial vessels	10	15	22	57	53
Fishing vessels	27	28	35	44	45
Pleasure craft	229	227	243	426	326
Incidents to persons	134	148	207	305	291
Medical evacuations	53	51	105	430	403
Other craft	17	35	21	197	146
No persons or craft involved	186	173	171	81	97
All Search and rescue operations	656	677	804	1,540	1,361
Persons involved in incidents					
Persons rescued	234	251	183	264	205
Persons assisted	930	908	1,055	1,532	2,086
Lives lost	22	12	14	23	30
All Persons involved in incidents	1,186	1,171	1,252	1,819	2,321

Source: Maritime and Coastguard Agency

¹ Clyde MRCC closed on 18th 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 19th December 2012, this area of operation is included in the figures in the table.

Table 8.8 Domestic sea passenger movements by ferry route: 2010-2014

		Thousands				
NI Port	GB Port	2010	2011	2012	2013	2014 ^P
Belfast	Heysham		9	9	7	6
Belfast	Liverpool	221	235	207	241	267
Belfast	Stranraer ¹	1,084	922	-	-	-
Belfast	Cairnryan ¹	-	96	1,116	1,150	1,124
Larne	Cairnryan	611	631	524	501	492
Larne	Fleetwood ²	51	-	-	-	-
Larne	Troon	225	208	169	180	178
Larne	Heysham ³	2	4	1	-	-
Warrenpoint	Heysham	8	7	7	8	7
All NI to GB Routes		2,207	2,113	2,033	2,086	2,075

		Thousands				
NI Port	Isle of Man Port	2010	2011	2012	2013	2014
Belfast	Douglas	20	17	18	18	17
Larne	Douglas ⁴	2	3	4	4	3
All NI to IOM Routes		22	20	21	21	21

Source: Maritime Statistics DfT

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

2 Larne - Fleetwood route closed in January 2011.

3 Larne - Heysham route opened in July 2010 and closed in October 2012.

4 Larne - Douglas route closed in June 2008 and reopened in 2010.

Table 8.9 Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2010-2014-15¹

	Number				
	2010	2011	2012-13	2013-14	2014-15
Rathlin Island Ferry	85,889	79,623	73,690 ^r	79,205 ^r	71,022
Strangford Lough Ferry ²	564,144	559,770	525,229	550,060	552,296
All passenger journeys	650,033	639,393	598,919	629,265	623,318

Source: DRD, TransportNI

1 Previously calendar year figures relating to 2012 and 2013 were supplied for Rathlin Island Ferry. To enable comparisons with Strangford Lough Ferry, financial year figures relating to 2012-13 and 2013-14 have now been supplied and the table has been updated accordingly. Therefore, figures in this table refer to 2010 and 2011 calendar years and 2012-13, 2013-14 and 2014-15 financial years for both Rathlin Island Ferry and Strangford Lough Ferry.

2 2010 and 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.

r Figures have been revised to represent financial year.

Chapter 9: Transport and Disability

Concessionary travel passes held by older people and people with a disability by type of pass, Northern Ireland: 2010-11 to 2014-15

Number of disability accessible or low floor buses used as Public Service Vehicles in Northern Ireland: 2010-11 to 2014-15

Mobility difficulties by age and gender, Northern Ireland: 2011-2013

Travel by mobility status and main mode/ mode, Northern Ireland: 2011-2013

Travel by mobility status and journey purpose, Northern Ireland: 2011-2013

In 2014-15, 307,110 SmartPasses were held by eligible people, 95% of these were held by people aged 60+.

In 2014-15, all (100%) buses used as Public Service Vehicles had low floor access or were disability accessible.

On average those with a mobility difficulty made 597 journeys per year in 2011-2013, 40% 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 2014-15, 307,110 SmartPasses were held by eligible people in Northern Ireland, an increase of 3% from 2013-14 (297,662 SmartPasses) and an increase of 4% from 2010-11 (294,603 SmartPasses). Of these, 95% were held by older people and 5% by people with a disability (Table 9.1).
- 9.2 In 2014-15, 291,636 SmartPasses were held by older people (60+ SmartPass and Senior SmartPass). Comparing this to the 2014 mid-year population estimate of those persons aged 60 and over, there was an approximately 77% uptake of these SmartPasses (Table 9.1).
- 9.3 In 2014-15, all (100%) buses used as Public Service Vehicles in Northern Ireland had low floor access or were disability accessible. This is the same as in 2013-14 (100%) and an increase of 9 percentage points from 2010-2011 (91%) (Table 9.2).
- 9.4 In 2011-2013, 18% of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 597 journeys per year in 2011-2013, 40% less than those without a mobility difficulty (989 journeys per year) (Table 9.3).
- 9.5 The majority of journeys were made by car for both those with a mobility difficulty and those without a mobility difficulty in 2011-2013. However, car journeys accounted for a higher proportion of the journeys made by those with a mobility difficulty (80% of all journeys made) than those without a mobility difficulty (72% of all journeys made). Walks accounted for 9% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (17%) (Table 9.4)
- 9.6 The largest proportion of journeys made by those with a mobility difficulty was for shopping (31%), higher than the proportion of shopping journeys made by those without a mobility difficulty (20%). The largest proportion of journeys made by those without a mobility difficulty was for leisure or other purposes (27%), around the same proportion of leisure/ other journeys made by those with a mobility difficulty (25%) (Table 9.5, Figure 9.1).

Figure 9.1: Proportion of all journeys taken by mobility status and journey purpose: Northern Ireland, 2011-2013

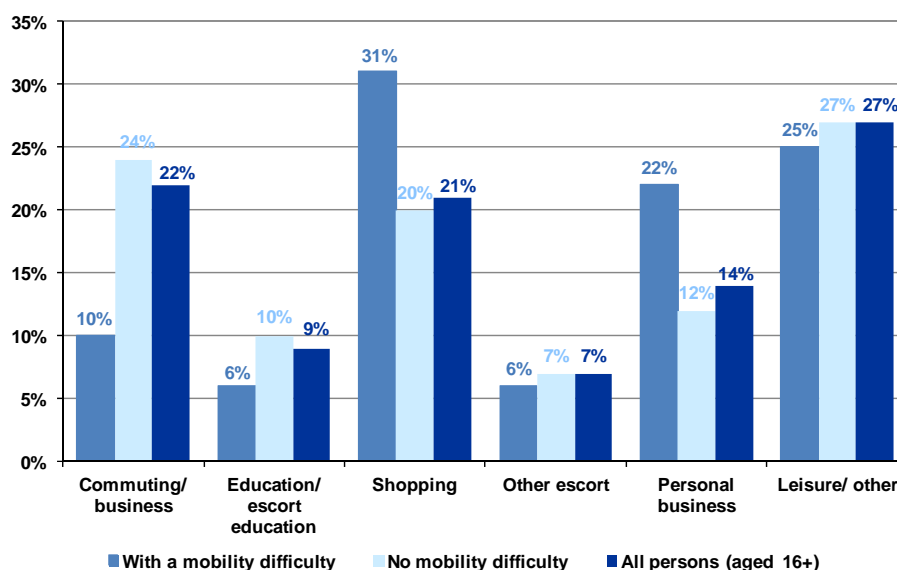


Table 9.1 Concessionary travel passes ¹ held by older people and people with a disability by type of pass, Northern Ireland: 2010-11 to 2014-15

Financial year (figures as at end year, 31 March)	Number/Percentage Uptake		
	SmartPasses held by older people ²	SmartPasses held by people with a disability ³	All SmartPasses
2010-11	280,661	13,942	294,603
2011-12	282,892	14,408	297,300
2012-13	278,702	15,073	293,775
2013-14	282,317	15,345	297,662
2014-15	291,636	15,474	307,110
Uptake of SmartPasses by eligible older population⁴ (%)			
2010-11	80		
2011-12	79		
2012-13	76		
2013-14	76		
2014-15	77		

Source: Translink

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

2 Includes holders of the 60+ SmartPass or Senior SmartPass.

3 Includes holders of the Registered Blind SmartPass, the War Disablement SmartPass or any of the Half Fare SmartPasses (see Technical Notes, page 104).

4 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 2014-15, the population estimates for mid 2014 were used.

Table 9.2 Number of disability accessible or low floor buses used as Public Service Vehicles in Northern Ireland ¹: 2010-11 to 2014-15

Financial year (figures as at end year, 31 March)	Buses with low floor access ²	Number/ Percentage	
		Total accessible ³ or low floor buses	Total number of buses
2010-11 ^r	918	1,261	1,390
2011-12 ^r	901	1,245	1,343
2012-13 ^r	917	1,304	1,344
2013-14 ^r	902	1,349	1,349
2014-15	915	1,356	1,356
Percentage of all buses			
2010-11 ^r	66	91	100
2011-12 ^r	67	93	100
2012-13 ^r	68	97	100
2013-14 ^r	67	100	100
2014-15	67	100	100

Source: Translink

1 Figures incorporate both Ulsterbus and Metro fleets and exclude buses used for private hire, tours, driver training purposes and those buses withdrawn from public service awaiting disposal.

2 Buses with low floor access are wheelchair accessible.

3 Buses certified as accessible meet step, handhold and destination screen requirements so that they are accessible to people with certain disabilities, albeit not wheelchair accessible.

Table 9.3 Mobility difficulties ¹ by age and gender, Northern Ireland: 2011-2013

Mobility status ¹	Percent/Journeys				
	16-49	50-59	60-69	70+	All aged 16+ ²
Males² (aged 16+)					
With a mobility difficulty	8	16	24	41	16
No mobility difficulty	92	84	76	59	84
All males² (aged 16+)	100	100	100	100	100
Females² (aged 16+)					
With a mobility difficulty	8	19	31	48	20
No mobility difficulty	92	81	69	52	80
All females² (aged 16+)	100	100	100	100	100
All adults² (aged 16+)					
With a mobility difficulty	8	18	28	45	18
No mobility difficulty	92	82	72	55	82
All adults² (aged 16+)	100	100	100	100	100
Average number of journeys per person per year:					
With a mobility difficulty	706	*	608	489	597
No mobility difficulty	1,004	1,025	955	887	989
All adults² (aged 16+)	980	962	858	709	917

Source: Travel Survey for Northern Ireland, DRD

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 9.4 Travel by mobility status ¹ and main mode ²/ mode ³, Northern Ireland: 2011-2013

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	53	166	146	44	185	159
Bicycle	1	6	5	*	34	28
Car driver	333	593	546	2,021	4,509	4,055
Car passenger	145	124	128	1,024	1,124	1,106
Car undefined	-	-	-	*	*	*
Motorcycle	-	1	1	*	8	8
Other private	20	44	40	210	551	489
Metro and Ulsterbus	15	31	28	107	265	236
Other bus	6	3	4	41	42	42
NIR	2	7	6	*	131	115
Black taxi	-	1	-	*	*	*
Taxi	22	12	14	86	49	56
Other public	-	-	-	*	*	*
Undefined mode	-	-	-	*	*	*
All modes	597	989	917	3,583	6,905	6,299

Source: Travel Survey for Northern Ireland, DRD

- 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 2011-2013 (see Associated Publications section on page 108).
- 5 Only includes those who answered the questions on mobility difficulties.

Table 9.5 Travel by mobility status ¹ and journey purpose ², Northern Ireland: 2011-2013

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	58	238	205	530	2,432	2,084
Education / escort education	35	94	83	125	350	309
Shopping	186	197	195	891	912	908
Other escort	36	69	63	212	391	358
Personal business	132	123	125	663	719	709
Leisure / other	150	268	247	1,163	2,101	1,930
All purposes	597	989	917	3,583	6,905	6,299

Source: Travel Survey for Northern Ireland, DRD

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 2011-2013 (see Associated Publications section on page 108).

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 1.3

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.

DVA advised that tax classes 91 and 92 should be included in the Private Light Goods taxation group.

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.

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 December 2011.

Vehicle Test Categories are detailed on page 106.

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 107.

Tables 2.5 and 2.7

Touch screen theory tests began on 1 January 2000. The hazard perception element was introduced on 6 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 8th December 2008 and in GB on 27th April 2009.

From 8th December 2008, the NI figures are 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 27th April 2009, the GB figures are 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 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

- 2010-11 was the final year of the DBFO (Design Build Finance Operate) Package 2 and a number of other contracts on the ground were completed that year.
- 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.

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 is expected that all temporary permits will be converted to full licences by April 2015.
- 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 the Department for Transport. 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. The Department for Transport plans to publish 2014 data in November 2015.

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 NI Rail passenger journeys and miles have been 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 have been revised down. There has also been a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles in 2013-14 and 2014-15 are not directly comparable with figures in previous years which were calculated using higher journey factors.

CHAPTER 7 AIR TRANSPORT

Aircraft movement: An aircraft take-off or landing at an airport. 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.

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

Passenger traffic (Terminal): All revenue and non-revenue passengers on air transport movements flights where the passenger joins or leaves an aircraft at the stated airport.

Scheduled services: Those performed according to a published timetable, available for use by the general public.

Charter services: All other services.

Terminal passengers: Travellers who board or disembark an aircraft on a commercial flight at the reporting NI airport. It therefore excludes transit passengers who remain on board aircraft which land at the airport and then depart for another destination.

Tables 7.5 to 7.6c

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

CHAPTER 8 GENERAL TRANSPORT STATISTICS

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

The data are deliveries, as opposed to being estimates of actual consumption or use. Deliveries will not necessarily be consumed in Northern Ireland.

The data are derived from DECC'S Downstream Oil Reporting System (DORS), which replaced the UK Petroleum Industry Association (UKPIA) data collection system in 2005. Data relating to the inland operations of the UK oil industry are collected from companies. The motor spirit and DERV data do not include deliveries from sources other than the UK oil refineries (i.e. do not include data such as imports, e.g. by hyper/ supermarket companies).

DECC publish United Kingdom level data in the 'Digest of United Kingdom Energy Statistics (DUKES)'. Final UK level figures for 2014 will be published in DUKES 2016 in July 2016 and final UK data for 2015 in DUKES 2017.

Table 8.7

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 8.8

The figures in the 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.

Table 8.9

- The Rathlin Island ferry runs from Ballycastle to Rathlin Island.
- The Strangford Lough ferry runs from Portaferry to Strangford. 2010 and 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
- 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.

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 as it allows full concession within Northern Ireland. Scheme members holding either Registered Blind or War Disablement passes are issued renewal forms on expiry as both these Passes allow full concession regardless of age. 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

‘Buses with low floor access’ refers to buses which have a low floor design suitable for wheelchair access. Buses certified as “accessible” meet step, handhold and destination screen requirements so that they are accessible to people with certain disabilities, albeit not wheelchair accessible.

Tables 9.3 to 9.5

The Travel Survey for Northern Ireland (TSNI) is based on the National Travel Survey, 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 (see Associated Publications section on page 108 for details).

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) Initial Bus Test 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
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 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) 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 3 or 4 Wheeled moped/motorcycle 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
Motorcycles	Motorcycle – Other Motorcycle I Motorcycle II Quadricycle Tricycle		
Trailers	One Axle Trailer Two Axle Trailer Three Axle Trailer Trailer – Other Light Trailer O2-mas 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		

Driving Test Categories

Type	BSP Category
L Test Motorcycles	Moped ¹ Off-Road Moped ¹ Light Motorcycle (75cc to 120cc) ¹ Off Road Light Motorcycle (75cc to 120cc) ¹ Motorcycle (over 120cc but less than 125cc) ¹ Off Road Motorcycle (over 120cc but less than 125cc) ¹
	Moped ² Off-Road Moped ² Small Sized Motorcycle (120cc to 125cc) ² Off-Road Small Sized Motorcycle (120cc to 125cc) ² Medium Sized Motorcycle (395cc) ² Off-Road Medium Sized Motorcycle (395cc) ² Large Sized Motorcycle (595cc) ² Off-Road Large Sized Motorcycle (595cc) ² Extended Motorcycle ²
L Test Private Cars	Motorcar
LGV (Large Good 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 Categories	Test
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:

Central Statistics and Research Branch
Department for Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0799 (Text relay prefix 18001)
Website: http://www.drdni.gov.uk/index/statistics/stats-categories/northern_ireland_travel_survey.htm
E-mail: csrb@drdni.gov.uk

Northern Ireland Road and Rail Transport Statistics Quarterly Bulletin

Available in both electronic
and hard copy:

Central Statistics & Research Branch
Department for Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0800 (Text relay prefix 18001)
Website: http://www.drdni.gov.uk/index/statistics/stats-categories/ni_road_and_rail_transport_statistics.htm
E-mail: csrb@drdni.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 Regional Development
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0685 (Text relay prefix 18001)
Fax: 028 9054 0604
Website: http://www.drdni.gov.uk/Transport_Planning.htm
E-mail: newapproach@drdni.gov.uk

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 9385

Textphone: 028 9052 9304

Fax: 028 9052 9459

Website: http://www.detini.gov.uk/index/what-we-do/deti-stats-index/forms_other_surveys/stats-ports-traffic.htm

E-mail: statistics@dfpni.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

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/transport/archive/>

E-mail: transport@cso.ie

PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI

Available in electronic copy:

Website:

http://www.psni.police.uk/index/updates/updates_statistic/s/updates_road_traffic_statistics.htm

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 (DOE Analytical Services Branch)

www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

Table 1.15 to 1.16 (population)

NISRA – Northern Ireland Statistics and Research Agency

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, 8.8
and GB & UK transport statistics publications*

DfT - Department for Transport

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

Tables 3.1 to 3.3, 8.5, 8.9

DRD TransportNI

<http://www.drdni.gov.uk/index/transportni.htm>

Tables 4.6, 7.1 to 7.4, 7.6

CAA - Civil Aviation Authority

www.caa.co.uk

Tables 5.1 to 5.6

PSNI - Police Service Northern Ireland

www.psni.police.uk

Tables 6.1 to 6.6, 9.1 to 9.2

Translink

www.translink.co.uk

Table 7.5

Belfast International Airport

www.belfastairport.com/en/

George Best Belfast City Airport

www.belfastcityairport.com/

City of Derry Airport

www.cityofderryairport.com/

Tables 8.1 to 8.4

NISRA Economic and Labour Market Statistics

www.detini.gov.uk/deti-stats-index.htm

Table 8.6

DECC – Department of Energy and Climate Change

www.gov.uk/government/organisations/department-of-energy-climate-change

Table 8.7

Maritime and Coastguard Agency

www.gov.uk/government/organisations/maritime-and-coastguard-agency

Table 9.3 to 9.5, NI transport statistics publications

DRD - Department for Regional Development

www.drdni.gov.uk/index/statistics.htm

NI road safety and environment statistics publications

DOE - Department of the Environment

www.doeni.gov.uk/index/information/asb.htm

Republic of Ireland statistics

Central Statistics Office

www.cso.ie