

DOE Driver, Vehicle, Operator and Enforcement Statistics 2013/14



Table of Contents

| | Page |
|---|------|
| Executive Summary..... | 4 |
| Introduction..... | 9 |
| 1. Vehicle Testing..... | 17 |
| 2. Driver Testing..... | 29 |
| 3. Theory Test | 43 |
| 4. Instructor Registration..... | 53 |
| 5. Vehicle Registration and Licensing | 59 |
| 6. Driver Licensing | 71 |
| 7. Road Transport Licensing | 87 |
| 8. Compliance Survey Findings..... | 97 |
| 9. Enforcement | 105 |
| Appendices | |
| Appendix 1 - Glossary..... | 116 |
| Appendix 2 - Vehicle Test Categories..... | 117 |
| Appendix 3 - Driver Test Categories..... | 118 |
| Appendix 4 - Survey Non-Compliance Rates with Upper and Lower.. Confidence Intervals | 119 |

Executive Summary

Vehicle Testing

Applications Received (Page 19)

DVA received 1,043,881 applications for vehicle tests during 2013/14, an increase of 2.5% from the previous year, and 13.0% up on the volumes received in 2009/10.

The highest growth in full test applications since 2009/10 was for Private Car tests, with a 16.8% increase (or 103,900 applications) from 617,983 applications in 2009/10 to 721,883 applications in 2013/14.

Test Appointments Provided (Page 23)

The total number of appointments provided has increased by 109,874 (11.9%) since 2009/10, from 922,554, to 1,032,428 in 2013/14.

The customer failed to attend (FTA) on 22,570 occasions in 2013/14, an increase of 3% on the 21,904 FTAs during 2012/13. However, proportion of tests on which the customer failed to attend has fallen steadily, from 2.9% in 2008/09 to 2.2% in 2013/14, which is the same percentage recorded in 2012/13.

Pass Rates (Page 27)

The overall pass rate for full vehicle tests during 2013/14 stood at 79.4%. Pass rates for those in the larger volume test categories ranged from 93.7% for motorcycle tests to 72.4% for Heavy Goods Vehicle tests.

There has been an increase in the pass rate for full vehicle tests between 2009/10 (78.1%) and 2013/14 (79.4%).

Driver Testing

Applications Received (Page 32)

DVA received a total of 51,177 applications for driving tests during 2013/14. This was a reduction of 6.6% in applications from the 54,790 received in 2012/13, and 26.2% below that received in 2009/10 (69,317).

Tests Provided (Page 34)

50,154 driving tests were provided by DVA in 2013/14, including 862 tests where the customer failed to appear. This figure is a reduction of 19,294 tests (27.8%) from 2009/10 where 69,448 tests were provided.

Pass Rates (Page 36)

The overall pass rate for driving tests in 2013/14 was 58.2%, over six percentage points higher than in 2009/10, when it was 52.1%; individual pass rates across all test categories have increased between 2009/10 and 2013/14 with the exception of motorcycles in 2013/14.

The testing pass rate in 2013/14 varied by test category, from 56.2% for L Test Private Cars to 74.0% for the Miscellaneous Test Categories.

Using a four quarter rolling average, the pass rate by gender for Private Car L driving tests showed that Males had a markedly higher pass rate (63%) than Females (51%) in 2013/14.

Theory Testing

Applications Received (Page 46)

During the 2013/14 financial year the DVA received 63,857 applications for theory tests. The volume of applications received annually has increased for the first time since 2009/10 after a period of steady decline from just under 60,000 in 2009/10 to 55,667 in 2012/13, and now standing 14.7% higher than in 2012/13 at 63,857 for 2013/14.

Tests Conducted (Page 47)

57,317 theory tests were conducted during 2013/14, an increase of 14.7% on the 49,969 tests conducted in 2012/13. The increase shown between 2012/13 and 2013/14 reverses the trend seen between 2009/10 and 2012/13 where there was a fall year on year in the number of tests conducted.

Theory Testing Pass Rates (Page 48)

During 2013/14 the theory test pass rate varied by category, from a high of 76.5% for LGV Hazard Perception test to a low of 50.6% for Private Cars.

For Private Cars, which has the largest test volume for every year, there has been a strong decline in pass rates, from 64.4% in 2009/10 to 50.6% in 2013/14. This includes an 8.1 percentage point decrease between 2012/13 (58.7%) and 2013/14 (50.6%). This may, in part, be attributable to the changes in the suite of theory test questions introduced in January 2013.

Using a four quarter rolling average, the touch screen theory test pass rate by gender for private car drivers showed that Females had a higher pass rate (53%) than Males (48%).

Instructor Registration

ADI/ AMI Volumes (Page 55)

At 31st March 2014, there were 1,253 Approved Driving Instructors on the DVA Register, with a further 55 Approved Motorcycle Instructors.

The number of new registrants for the ADI scheme in 2013/14 (22) was significantly lower than in any of the last five years and is less than a seventh of new registrants seen in 2010/11 (164).

Vehicle Registration and Licensing Volumes (Page 62)

During the 2013/14 financial year, 110,010 vehicles were registered for the first time in Northern Ireland, an increase on the previous year of 16.8% when 94,187 vehicles were registered for the first time.

DVA carried out over 1.40 million relicensing transactions in 2013/14, an increase of 3.3% on the previous year when there were 1.36 million relicensing transactions, and the highest level recorded in the five years since 2009/10.

Vehicle Licence Stock (Page 67)

There were 1,066,504 vehicles licensed in Northern Ireland at 31 December 2013, an increase of less than one percent compared with the previous year (31 December 2012 - 1,060,328).

Over 105 thousand vehicles had a Statutory Off Road Notification at 31 December 2013 which represents 9.0% of the total vehicle stock.

Driver Licensing Volumes (Page 74)

Nearly 203,000 ordinary licensing transactions were carried out by the DVA during 2013/14, an increase of 3.1% on the previous year where there were nearly 197,000 transactions recorded. Just over 15,000 vocational licensing transactions were also carried out in the same period, a slight fall of 0.5% from 2012/13.

Driver Licence Stock (Page 80)

As at the 31st March 2014, there were just over 1,066,000 Full and Eligible licence holders with Private Cars/Light Vans Entitlement, this is an increase of over 2,000 from 8th January 2014, less than a 0.5% increase overall. On the same date, there were 106,584 Provisional Licence Holders, representing an increase of over 1,000 from 8th January 2014, a 1.0% increase overall.

Based on Mid Year Population Estimates for Northern Ireland in 2012, it is estimated that 72.7% of Northern Irelands population aged 15+ had a full and eligible licence with entitlement for Private Cars / Light Vans.

Road Transport Licensing Volumes (Page 91)

As at the 31st March 2014 there were 15,430 licensed taxi drivers in Northern Ireland and 1,808 licensed Taxi Operators, of which 87% were classified as a small operator (1,566).

11,860 PSV Licences were issued during 2013/14 (11,860), which is broadly similar to the numbers issued during 2012/13 (11,853). The vast majority (82.1%) of these PSV licences were issued for Taxis.

The total current Standard International goods vehicle operator licences as at the 31st March 2014 was 1,507. This figure is 3.7% higher than the 1,453 recorded at the 31st March 2013. The current Standard National goods vehicle operator licences fell from 394 at the 31st March 2013 to 377 as at 31st March 2014, a fall of 4.3%.

Compliance Survey Findings

The Compliance Survey results are derived from sample surveys. The difference in non-compliance levels between 2012/13 and 2013/14 survey results, across HGV, Taxi and Buses, was not significant.

Heavy Goods Vehicles (Page 101)

The HGV Compliance Survey carried out in 2013/14 showed an overall level of non-compliance of 20.0%.

Taxis (Page 101)

In 2013/14, non-compliance among the taxi fleet operating in Northern Ireland stood at 29.7%.

Buses (Page 102)

Bus fleet non-compliance was measured at 27.0% in 2013/14.

VED and MOT Evasion Survey Findings

VED (Page 102)

In 2013, the level of VED evasion in Northern Ireland stood at 0.7%. This is on the same level as seen in the previous survey held in 2011 but is around a third less than the 2008 rate of 2.2%. It marks a level which is comparable to that found in Great Britain where the evasion estimate was 0.6%. The difference between the estimate for Northern Ireland and that for Great Britain in 2013 is not statistically significant.

MOT (Page 102)

An MOT Evasion rate of 2.8% was recorded in 2013. The previously recorded evasion rate in 2011 was 3.7%.

Enforcement Activities (Page 108)

During the 2013/14 financial year, DVA Enforcement staff checked 6,562 vehicles during both targeted operations and random checks; of these, the largest volume was for Goods Vehicles, with 53.8% (3,532) of vehicles checked. The number of Goods Vehicles checked in 2013/14 (3,532) was up over a quarter (25.8%) on the number of goods vehicles checked in 2012/13 (2,808).

The recruitment of additional staff accounted for the increase in Goods Vehicle checks in 2013/14.

Introduced in February 2011, fixed penalty notices issued to drivers at the roadside almost trebled from 506 in 2011/12, the first full year of operation, to 1,460 in 2013/14. The number issued for 2013/14 was 22.5% higher than the number issued during 2012/13 (1,192).

During 2013/14 a total of 115 spot checks on School Buses were carried out by enforcement officers, this was down by over one-third (37.5%) from the 184 checks carried out in 2012/13. The reduction in spot checks carried out in the Western Education and Library Board Region was accountable for a large proportion of the reduction in checks overall, falling from 84 in 2012/13 to 24 in 2013/14.

Introduction

This statistical publication marks the third annual publication issued on behalf of the Department of the Environment, Driver and Vehicle Agency (DVA). The statistics reported within this publication includes summary key business volumes and transactions for Drivers, Vehicles, Operators and in the area of regulation and Enforcement during 2013/14. To highlight emerging trends, comparable data, where available, are included for the previous four financial years.

This is the first edition of the annual publication under the title 'DOE Driver, Vehicle, Operator and Enforcement Statistics' which better reflects the content of the publication and recognises that not all of the data are sourced from within DVA itself. This publication, for 2011/12 and 2012/13, was previously titled 'Driver & Vehicle Agency Compendium of Key Statistics'.

Background

The Driver and Vehicle Agency is an Executive Agency with the Department of the Environment (DOE). DVA was formed on 1st April 2007 as part of the Review of Public Administration through a merger of 2 existing Agencies, namely the Driver and Vehicle Testing Agency (DVTA) and Driver and Vehicle Licensing Northern Ireland (DVLNI).

DVA Core Business Activities

This report presents statistical information for the volumes of activities under the following business areas.

Vehicle Testing

Driver Testing (including Theory Test)

Driver Instructor Registration

Vehicle Registration and Licensing

Driver Licensing

Road Transport Licensing

Monitoring of Compliance

Roadside Enforcement

Business Support Functions

In addition, there are a number of staff within DVA who carry out functions in support of the core business activities, such as Property Services, Health and Safety and the Chief Executive's Office. The work of these functions is not included within this report.

Report Structure

This statistical report comprises 2013/14 first release data which are being formally released by DVA for the first time. The exception to this is data for Section 6 – Compliance Survey findings, historical data and Great Britain related data. Compliance findings have been previously released by the agency as Official Statistics in a standalone publication on the 15th May 2014. Some historical information in the publication, including vehicle First Registrations and driver testing by Gender, were previously released by the Department for Regional Development as National Statistics; responsibility of these statistics was passed to DOE-DVA in 2013. Great Britain related data are drawn from Official Statistics published by the Department for Transport National Statistics. This report will undergo formal assessment by the UK Statistics Authority for National Statistics accreditation during 2014. For information on Official Statistics (OS) or National Statistics (NS) publications please see:

http://www.doeni.gov.uk/index/information/asb/official_statistics-policies.htm

Each section within the report is preceded by a short description of the area of DVA business on which it is focussed, the source of the data presented and an assessment of its quality. Any limitations or significant points to be aware when interpreting the data are also highlighted. Data sources are identified below each table.

Due to the technical nature of much of DVA business, it is inevitable that a number of activities tend not to have user-friendly descriptions. To aid understanding of the information presented within this publication, a glossary of terms has been included as an appendix to the report, and footnotes added to tables as appropriate, to facilitate user interpretation.

Uses of the Publication

The DVA uses the information contained within this report to monitor business volumes, plan for staffing requirements, and to report to the DVA Senior Management Board in their oversight capacity.

The data included in this publication for compliance rates post-publication are used by DVA to report on Key Agency Targets for evasion and compliance. Information on the agencies corporate and business plan, including targets can be found using the following link:

<http://www.dvlni.gov.uk/publications/corpbusplan.htm>

This is still a relatively new publication and since first publication in 2012, it has become increasingly useful for DOE in developing and monitoring vehicle testing, driver testing and licensing policy. It also provides a window on DVA activities to the general public and is now the official source of such information for use in answering Assembly Questions, Freedom of Information Requests and other ad-hoc queries from interested parties. To help fulfil this aim, key activity volumes are published on a quarterly basis on the statistics section of the DOE website in the publication DOE Driver, Vehicle, Operator and Enforcement Statistics:

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

Additional Data Sources

- Quarterly DOE Driver, Vehicle, Operator and Enforcement Statistics
http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm
- Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Surveys
http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm
- NI Road and Rail Transport Statistics
http://www.drdni.gov.uk/index/statistics/statscategories/ni_road_and_rail_transport_statistics.htm
- Northern Ireland Transport Statistics
http://www.drdni.gov.uk/index/statistics/stats-categories/ni_transport_statistics.htm
- Department for Transport Vehicles statistics
<https://www.gov.uk/government/collections/vehicles-statistics>

- Department for Transport and Driver and Vehicle Standards Agency - Driving tests and instructors statistics

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

- Republic of Ireland Pass Rates

<http://www.rsa.ie/en/RSA/Learner-Drivers/The-Driving-Test/Driving-Test-Centre/Pass-Rates/>

Respondent Burden

To inform this publication, data are supplied from a variety of sources within DOE and DVA. As most of this information is readily available from existing administrative systems or is produced as a by-product of DVA operational activities, it is not thought to create an unreasonable burden on the data suppliers.

Quality Assurance of Reported Data

Where possible, data have been validated against previously published figures in DVA Annual Reports. However, it is important to note that historical data in previous reports may not have been produced using the same definitions as have been used in this publication. ASB statisticians within DVA have moved to a position of standardising all analysis reports and outputs used to populate this current publication. Annex 2 and 3 detail the categorisations used for analysis reports.

In addition to the usual consistency and tolerance checks that are undertaken, particularly by comparison with the previous year's figures, further validation checks are often incorporated into the administrative systems and processes from which the data are extracted. Where these are particularly noteworthy, they have been highlighted in the user guidance at the beginning of the relevant section.

Statistical Notes:

Rounding & Updates

There may be slight discrepancies between totals and the sum of their constituent items due to rounding. The data used are as reported by DVA at the financial year end.

Revisions Policy

Should a revision be required to any non-provisional data this will be made available at the earliest opportunity in line with branch policy. ASB revisions policy can be found by using the following link:

http://www.doeni.gov.uk/index/information/asb/official_statistics-policies.htm

Table Notation

The following symbols are used throughout the report:

“N/A” = not applicable

“n/a” = not available

“0” = nil

“#” = indicates division by zero and an indeterminate value

[r] = data revised from previous publication

[p] = provisional data

“ * ” = where data entries are less than or equal to five and could therefore potentially lead to the identification of individuals, these entries are suppressed. This may also require the suppression of the next smallest figure in the row/column to prevent differencing from the totals.

“ - “ = Where a '-' appears in a column relating to percentages, no percentage change has been presented, because of the small number of cases (i.e. fewer than 10) in the first period. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Sampling Error

The compliance levels for buses, taxis and HGV reported in this report have been derived from sample surveys. As such, they are reported to both a confidence level and a confidence interval. The reported confidence level for the surveys is 95%. The confidence interval

associated with each reported survey estimate is available in Appendix 4. The published Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Survey is available at the following link:

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

User Consultation

Analytical Services Branch, within the Department for the Environment, sought users' views on their need for separately published Quarter 4 (Jan – March) statistics on Vehicle First Registrations in Northern Ireland, over and above those contained in the existing 3 quarterly and composite annual report series (entitled 'DOE Vehicle, Driver, Operator and Enforcement Statistics'). The proposed tables to be published separately are detailed below:

Motor Vehicles registered for the first time by make and month

New and used cars registered for the first time by make

Light goods vehicles registered for the first time by make, month and new/used breakdown

Heavy goods vehicles registered for the first time by make, month and new/used breakdown

The consultation opened on the 31st March 2014 and closed for responses on the 9th May 2014. At the time of the consultation closing, no responses were received expressing a view on this. It has therefore been decided that specific Quarter 4 statistics on First Registrations in Northern Ireland, as detailed above, will not be published within this report but will be released later in the year. A summary table on First Registrations in Northern Ireland for the 2013/14 financial year has been included in this publication, please see Table 5.3.

Acknowledgements

Analytical Services Branch would like to acknowledge the assistance of all data providers and consultees who participated in the preparation of this report, from colleagues in DVA to those in other government departments, and would like to thank them for their valued contributions.

Contact Details

Paul Scullion/Manny Fitzpatrick
Analytical Services Branch
DVA Statistics
Belfast Test Centre
66 Balmoral Road
Malone Lower
Belfast BT12 6QL

Telephone: (028) 905 47932

E-mail: dva.stats@doeni.gov.uk

Website: <http://www.doeni.gov.uk/asb.htm>

This page left intentionally blank

1. Vehicle Testing

Vehicle testing forms the most significant aspect, in terms of volumes, of the work of the Operations Directorate in DVA.

Vehicle testing includes the periodic inspection of cars, lorries, buses, taxis, motorcycles to ensure compliance with statutory roadworthiness standards, and individual vehicle approval tests for one-off builds and imports.

The vehicle testing function is carried out by DVA employed vehicle examiners across 15 vehicle test centres in Northern Ireland. Maintenance of the vehicle testing equipment, including the provision of calibration, is currently provided by MAHA Ireland Ltd, under a service delivery contract signed in May 2013.

The IT infrastructure to support the delivery of testing is maintained as a managed service within the Booking Services (BSP) Contract, with effect from May 2013 with Capita Managed IT Solutions. Other support service contracts incorporating cleaning and door maintenance were also implemented in May 2013 to ensure the delivery of a legislatively compliant test.

User Guidance

Data cover all applications for full annual vehicle tests and retests carried out in Northern Ireland during the year, broken down by the broad test category. In addition, information is also presented on the number of tests actually provided by DVA. These figures include those tests where the customers failed to attend (FTA) but which DVA had to provide a test appointment. For the tests which were carried out, information is presented on the outcome of the test (this is for full tests only) in the form of the pass rate.

These figures are generated from the Driver and Vehicle Agency (DVA) systems by Analytical Services Branch (ASB) statisticians and this is the first formal release of the full 2013/14 annual data.

Data in the Vehicle tests tables in this publication are not directly comparable with data previously available in Tables 7.1 to 7.4 of the DRD Road and Rail Transport Statistics report. This is because the data categories are grouped differently. DVA statisticians took the decision that publishing two similar sets of data would be confusing and decided to keep the vehicle tests tables which we have published in previous editions of this publication for continuity. Data which are comparable to that published previously in the DRD Road and Rail Transport Statistics Bulletin can be provided by DVA statisticians on request.

Description of the data

The data presented in the following section is extracted on Vehicle Tests from the Booking Services Project (BSP) system using inbuilt system reports. This system enables further disaggregation of the test volumes to be carried out on a consistent basis.

Data Quality Assessment

Very Good – all data in this section are derived from a single administrative system (BSP) with full coverage and incorporating various validation checks. This single system approach means that the additional disaggregation's can be performed on the testing data (such as breakdowns by test categories, pass rates, etc) on a consistent basis from a single source.

Guidance on using the data

A description of the aggregations used within this report to combine individual test types into common categories is described in Appendix 2 of this report, and has been updated in light of

recent changes to testing and 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 changes to vehicle testing requirements were to be implemented by each (EU) Member State by 31 December 2011. These changes relate to cars, light and heavy goods vehicles. However, despite the tests being made more rigorous, this has not negatively affected the vehicle test pass rates which can be viewed in table 1.13. The pass rates presented in this report are derived using data on the actual outcome of the test.

Vehicle Testing Volumes

Vehicle Test – Applications

- A total of 1,043,881 applications for vehicle tests were received by DVA during 2013/14.
- This marked an increase of 2.5% in applications, from the 1,018,569 received during 2012/13.
- Of the 1,043,881 applications received, 870,253 (83.4%) were for full vehicle tests and 173,628 (16.6%) were for retests.
- The volume of applications received on an annual basis by DVA has increased by 13.0% since 2009/10 where the number of applications stood at 923,405.
- Of the higher volume transactions, Private Cars have seen the greatest growth in full test application volumes over the last 5 years, with a 16.8% increase (or 103,900 applications) from 617,983 applications in 2009/10 to 721,883 applications in 2013/14.
- Whilst there has been an overall reduction of 10.6% in the number of Heavy Goods Vehicle full test applications when comparing 2009/10 and 2013/14, and which may be partially attributable to the recent recession, over the same period the number of full test applications for trailer tests rose by 7.7%. It should be noted that the reduction in Heavy Goods Vehicle full test applications was not uniform across all classifications of heavy goods, with artic classified HGVs showing an increase but rigid body HGVs accounting for the majority of the decrease.
- The number of Taxi full tests in 2013/14 was 9,831 which is 12.9% lower than the figure of 11,285 recorded for 2009/10.
- All major categories, with the exception of Heavy Goods, showed an increase in the number of applications for full tests when comparing 2013/14 to 2012/13.

Table 1.1 – Vehicle Testing - Applications Received – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---------------------------|----------------|----------------|------------------|------------------|------------------|
| Full Tests | 760,512 | 815,539 | 840,235 | 842,038 | 870,253 |
| Retests | 162,893 | 171,813 | 181,419 | 176,531 | 173,628 |
| Total Applications | 923,405 | 987,352 | 1,021,654 | 1,018,569 | 1,043,881 |

Source: BSP, Reports A38 & A40

Table 1.2 – Vehicle Testing – Applications Received - Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|---------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Full Tests | 7.2% | 3.0% | 0.2% | 3.4% | 14.4% |
| Retests | 5.5% | 5.6% | -2.7% | -1.6% | 6.6% |
| Total Applications | 6.9% | 3.5% | -0.3% | 2.5% | 13.0% |

Source: BSP, Reports A38 & A40

Table 1.3 – Vehicle Testing - Applications Received – Full Test Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Private Cars | 617,983 | 667,222 | 691,893 | 697,446 | 721,883 |
| Motorcycles | 20,316 | 21,908 | 22,689 | 22,056 | 23,003 |
| Light Goods | 61,225 | 65,920 | 66,974 | 66,241 | 68,254 |
| Heavy Goods | 28,126 | 28,133 | 26,788 | 25,282 | 25,148 |
| Omnibus | 2,906 | 2,529 | 2,804 | 2,848 | 2,893 |
| Trailers | 14,608 | 15,313 | 15,245 | 14,974 | 15,726 |
| LPCV | 2,920 | 3,050 | 2,916 | 2,900 | 2,944 |
| Taxis | 11,285 | 11,041 | 10,559 | 9,816 | 9,831 |
| SVA | 925 | 166 | 76 | 34 | 21 |
| IVA | 29 | 41 | 55 | 138 | 151 |
| CDG | 189 | 216 | 236 | 303 | 399 |
| Total Full Test Applications | 760,512 | 815,539 | 840,235 | 842,038 | 870,253 |

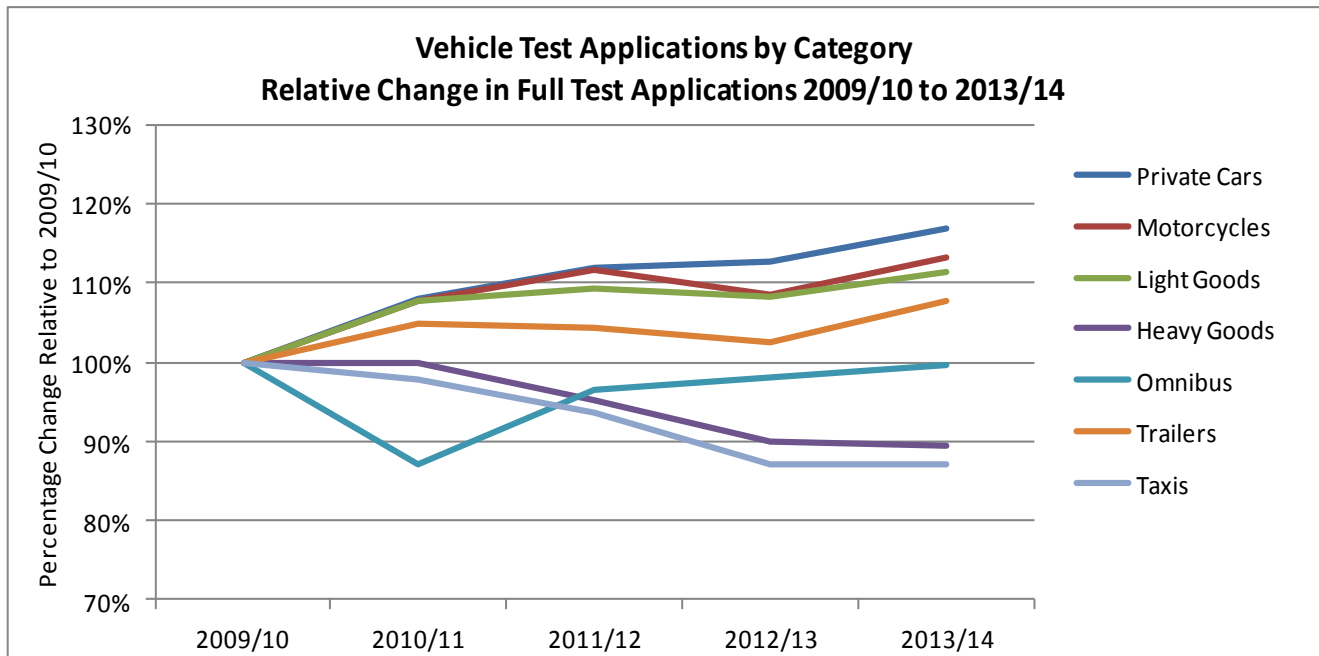
Source: BSP, Report A38

Table 1.4 – Vehicle Testing - Applications Received – Full Test Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Private Cars | 8.0% | 3.7% | 0.8% | 3.5% | 16.8% |
| Motorcycles | 7.8% | 3.6% | -2.8% | 4.3% | 13.2% |
| Light Goods | 7.7% | 1.6% | -1.1% | 3.0% | 11.5% |
| Heavy Goods | 0.0% | -4.8% | -5.6% | -0.5% | -10.6% |
| Omnibus | -13.0% | 10.9% | 1.6% | 1.6% | -0.4% |
| Trailers | 4.8% | -0.4% | -1.8% | 5.0% | 7.7% |
| LPCV | 4.5% | -4.4% | -0.5% | 1.5% | 0.8% |
| Taxis | -2.2% | -4.4% | -7.0% | 0.2% | -12.9% |
| SVA | -82.1% | -54.2% | -55.3% | -38.2% | -97.7% |
| IVA | 41.4% | 34.1% | 150.9% | 9.4% | 420.7% |
| CDG | 14.3% | 9.3% | 28.4% | 31.7% | 111.1% |
| Total Full Test Applications | 7.2% | 3.0% | 0.2% | 3.4% | 14.4% |

Source: BSP, Report A38

Chart 1



Source: BSP, Report A38

Table 1.5 – Vehicle Testing - Applications Received – Retest Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|----------------------------------|----------------|----------------|----------------|----------------|----------------|
| Private Cars | 130,230 | 137,893 | 146,175 | 143,419 | 141,558 |
| Motorcycles | 1,200 | 1,282 | 1,294 | 1,272 | 1,192 |
| Light Goods | 15,092 | 16,316 | 17,597 | 17,258 | 17,404 |
| Heavy Goods | 8,708 | 8,736 | 8,629 | 7,544 | 6,903 |
| Omnibus | 668 | 689 | 662 | 672 | 642 |
| Trailers | 3,243 | 3,211 | 3,386 | 3,074 | 2,962 |
| LPCV | 600 | 536 | 523 | 480 | 439 |
| Taxis | 3,081 | 3,100 | 3,103 | 2,754 | 2,476 |
| SVA | 63 | 19 | 19 | 12 | 9 |
| IVA | 6 | 24 | 22 | 42 | 25 |
| CDG | 2 | 7 | 9 | 4 | 18 |
| Total Retest Applications | 162,893 | 171,813 | 181,419 | 176,531 | 173,628 |

Source: BSP, Report A40

Table 1.6 – Vehicle Testing - Applications Received – Retest Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Private Cars | 5.9% | 6.0% | -1.9% | -1.3% | 8.7% |
| Motorcycles | 6.8% | 0.9% | -1.7% | -6.3% | -0.7% |
| Light Goods | 8.1% | 7.9% | -1.9% | 0.8% | 15.3% |
| Heavy Goods | 0.3% | -1.2% | -12.6% | -8.5% | -20.7% |
| Omnibus | 3.1% | -3.9% | 1.5% | -4.5% | -3.9% |
| Trailers | -1.0% | 5.5% | -9.2% | -3.6% | -8.7% |
| LPCV | -10.7% | -2.4% | -8.2% | -8.5% | -26.8% |
| Taxis | 0.6% | 0.1% | -11.2% | -10.1% | -19.6% |
| SVA | -69.8% | 0.0% | -36.8% | -25.0% | -85.7% |
| IVA | - | -8.3% | 90.9% | -40.5% | - |
| CDG | - | - | - | - | - |
| Total Retest Applications | 5.5% | 5.6% | -2.7% | -1.6% | 6.6% |

Source: BSP, Report A40

Vehicle Tests – Test Appointments Provided

- During 2013/14, the Driver and Vehicle Agency provided 1,032,428 vehicle test appointments across all vehicle testing categories, marking an increase of 1.9% on 2012/13 when 1,013,343 vehicle test appointments were provided.
- Of the total test appointments provided, the customer failed to attend (FTA) on 22,570 occasions, an increase of 3% on the 21,904 FTAs during 2012/13. This means that the actual number of tests conducted by the DVA has increased by 1.9%, from 991,439 in 2012/13 to 1,009,858 in 2013/14.
- The proportion of tests on which the customer has failed to attend has fallen steadily, from 2.9% in 2008/09 to 2.2% in 2013/14, which is the same percentage recorded in 2012/13.
- The total number of appointments provided has increased by 109,874 (11.9%) since 2009/10.
- In 2013/14 there were 856,541 appointments for full tests and a further 175,887 were retests.
- When analysing the split between full tests and retests, the proportions have remained relatively constant since 2009/10, with approximately 82% to 83% of appointments for full tests and 17% to 18% of appointments for retests.
- As mirrored in the full test applications received figures, the number of full test appointments provided for all major categories, with the exception of Heavy Goods, showed an increase when comparing 2013/14 to 2012/13.
- The changes in volumes for tests carried out unsurprisingly correlates well to the pattern seen in applications received. As the number of applications increase so too the number of test appointments provided has also increased. However, the figures do not mirror exactly as tests may be applied for in one year but carried out in the next, and they will also be impacted by any relative changes in pass rates.

Table 1.7 – Vehicle Testing – Test Appointments Provided - Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--------------|----------------|----------------|------------------|------------------|------------------|
| Full Tests | 758,474 | 799,495 | 837,846 | 834,421 | 856,541 |
| Retests | 164,080 | 173,339 | 184,364 | 178,922 | 175,887 |
| Total | 922,554 | 972,834 | 1,022,210 | 1,013,343 | 1,032,428 |

Source: BSP, Report V4

Note: Includes FTA's

Table 1.8 – Vehicle Testing – Test Appointments Provided - Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Full Tests | 5.4% | 4.8% | -0.4% | 2.7% | 12.9% |
| Retests | 5.6% | 6.4% | -3.0% | -1.7% | 7.2% |
| Total | 5.5% | 5.1% | -0.9% | 1.9% | 11.9% |

Source: BSP, Report V4

Note: Includes FTA's

Table 1.9 – Vehicle Testing – Test Appointments Provided – Full Test Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|
| Private Cars | 617,128 | 654,222 | 690,326 | 691,510 | 711,092 |
| Motorcycles | 20,618 | 21,657 | 23,017 | 22,327 | 23,047 |
| Light Goods | 60,459 | 64,342 | 66,628 | 65,308 | 66,905 |
| Heavy Goods | 27,876 | 27,600 | 26,683 | 24,950 | 24,479 |
| Trailers | 14,222 | 14,863 | 14,921 | 14,545 | 15,197 |
| Omnibus | 2,799 | 2,666 | 2,581 | 2,759 | 2,750 |
| Taxis | 11,237 | 10,740 | 10,424 | 9,629 | 9,670 |
| LPCV | 2,952 | 2,936 | 2,909 | 2,847 | 2,821 |
| SVA/ MSVA | 999 | 274 | 129 | 273 | 190 |
| CDG | 184 | 195 | 228 | 273 | 390 |
| Total Full Tests | 758,474 | 799,495 | 837,846 | 834,421 | 856,541 |

Source: BSP, Report V4

Note: Includes FTA's

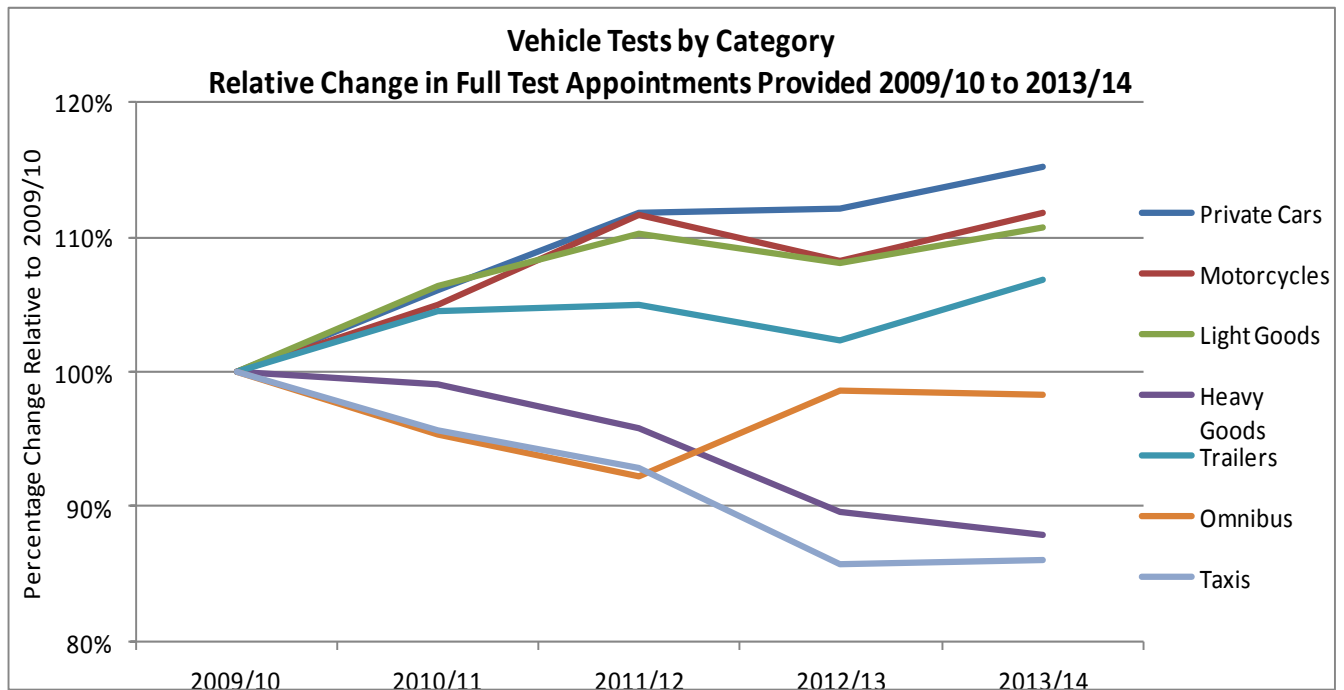
Table 1.10 – Vehicle Testing – Test Appointments Provided – Full Test Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|-------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Private Cars | 6.0% | 5.5% | 0.2% | 2.8% | 15.2% |
| Motorcycles | 5.0% | 6.3% | -3.0% | 3.2% | 11.8% |
| Light Goods | 6.4% | 3.6% | -2.0% | 2.4% | 10.7% |
| Heavy Goods | -1.0% | -3.3% | -6.5% | -1.9% | -12.2% |
| Trailers | 4.5% | 0.4% | -2.5% | 4.5% | 6.9% |
| Omnibus | -4.8% | -3.2% | 6.9% | -0.3% | -1.8% |
| Taxis | -4.4% | -2.9% | -7.6% | 0.4% | -13.9% |
| LPCV | -0.5% | -0.9% | -2.1% | -0.9% | -4.4% |
| SVA/ MSVA | -72.6% | -52.9% | 111.6% | -30.4% | -81.0% |
| CDG | 6.0% | 16.9% | 19.7% | 42.9% | 112.0% |
| Total Full Tests | 5.4% | 4.8% | -0.4% | 2.7% | 12.9% |

Source: BSP, Report V4

Note: Includes FTA's

Chart 2



Source: BSP, Report V4

Table 1.11 – Vehicle Testing – Test Appointments Provided – Retest Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|----------------------|----------------|----------------|----------------|----------------|----------------|
| Private Cars | 130,468 | 138,175 | 147,434 | 144,315 | 142,439 |
| Motorcycles | 1,243 | 1,331 | 1,359 | 1,342 | 1,262 |
| Light Goods | 15,209 | 16,510 | 17,902 | 17,519 | 17,634 |
| Heavy Goods | 9,167 | 9,226 | 9,151 | 7,926 | 7,261 |
| Trailers | 3,316 | 3,339 | 3,531 | 3,126 | 3,048 |
| Omnibus | 724 | 795 | 810 | 916 | 842 |
| Taxis | 3,267 | 3,360 | 3,574 | 3,220 | 2,882 |
| LPCV | 606 | 552 | 540 | 496 | 458 |
| SVA/ MSVA | 78 | 44 | 51 | 57 | 40 |
| CDG | 2 | 7 | 12 | 5 | 21 |
| Total Retests | 164,080 | 173,339 | 184,364 | 178,922 | 175,887 |

Source: BSP, Report V4

Note: Includes FTA's

Table 1.12 – Vehicle Testing – Test Appointments Provided – Retest Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Private Cars | 5.9% | 6.7% | -2.1% | -1.3% | 9.2% |
| Motorcycles | 7.1% | 2.1% | -1.3% | -6.0% | 1.5% |
| Light Goods | 8.6% | 8.4% | -2.1% | 0.7% | 15.9% |
| Heavy Goods | 0.6% | -0.8% | -13.4% | -8.4% | -20.8% |
| Trailers | 0.7% | 5.8% | -11.5% | -2.5% | -8.1% |
| Omnibus | 9.8% | 1.9% | 13.1% | -8.1% | 16.3% |
| Taxis | 2.8% | 6.4% | -9.9% | -10.5% | -11.8% |
| LPCV | -8.9% | -2.2% | -8.1% | -7.7% | -24.4% |
| SVA/ MSVA | -43.6% | 15.9% | 11.8% | -29.8% | -48.7% |
| CDG | - | - | -58.3% | - | - |
| Total Retests | 5.6% | 6.4% | -3.0% | -1.7% | 7.2% |

Source: BSP, Report V4

Note: Includes FTA's

Vehicle Tests – Pass Rates

- During 2013/14, the overall pass rate for full vehicle tests was 79.4%.
- The testing pass rate varied by test category, with those in the larger volume tests ranging from 93.7% for motorcycle tests to 72.4% for Heavy Goods Vehicle tests.
- There has been a small increase in the pass rate, of just over one percentage point, for full vehicle tests between 2009/10 (78.1%) and 2013/14 (79.4%).
- Across the major test categories, the largest proportionate increase was seen on Heavy Goods tests, where the 2013/14 rate was 105.5% of that seen in 2009/10. The largest proportionate decrease was on Light Goods tests, where the 2013/14 rate was 98.8% of that in 2009/10.

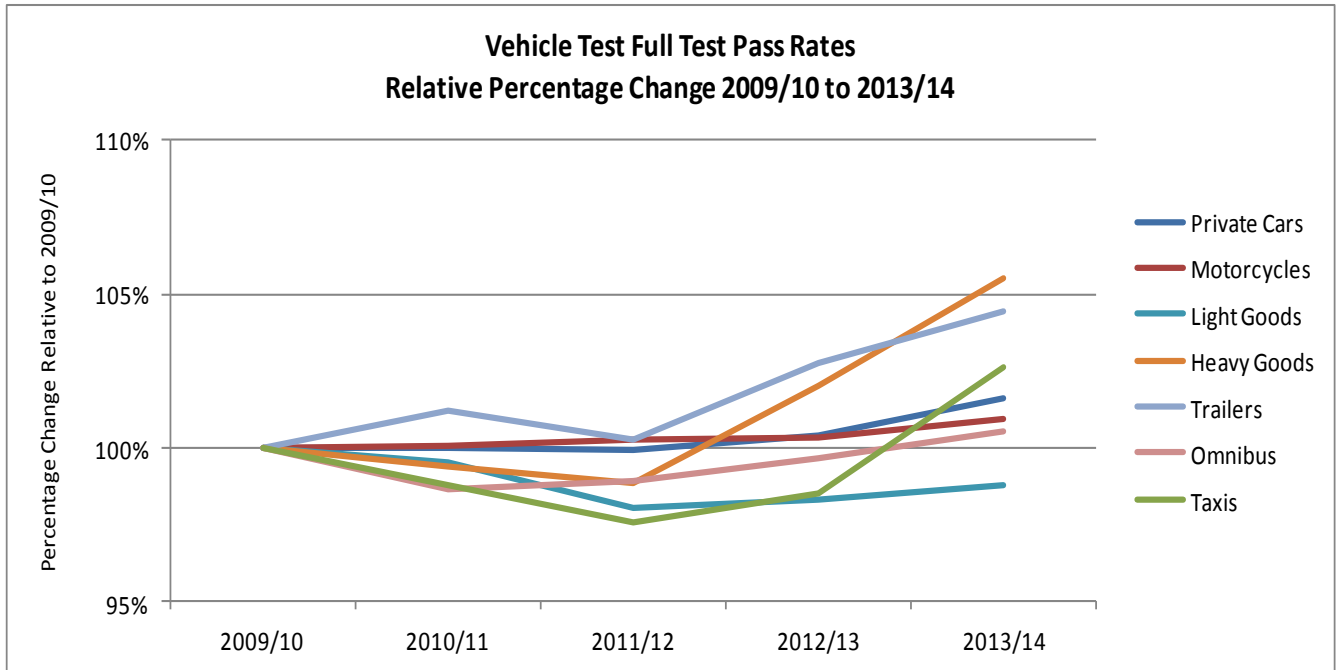
Table 1.13 – Vehicle Testing – Pass Rates – Full Tests (excludes FTAs)

| | 2009/10 | 2010/11 | 2011/12 ¹ | 2012/13 | 2013/14 |
|-----------------------------------|--------------|--------------|----------------------|--------------|--------------|
| Private Cars | 78.5% | 78.5% | 78.4% | 78.8% | 79.8% |
| Motorcycles | 92.8% | 92.9% | 93.1% | 93.1% | 93.7% |
| Light Goods | 74.3% | 73.9% | 72.8% | 73.0% | 73.4% |
| Heavy Goods | 68.6% | 68.1% | 67.8% | 70.0% | 72.4% |
| Trailers | 77.3% | 78.2% | 77.5% | 79.4% | 80.7% |
| Omnibus | 77.6% | 76.6% | 76.8% | 77.4% | 78.0% |
| Taxis | 73.8% | 72.9% | 71.9% | 72.6% | 75.7% |
| LPCV | 79.0% | 81.6% | 81.5% | 82.9% | 83.3% |
| SVA/ MSVA | 93.9% | 75.3% | 64.3% | 78.7% | 79.3% |
| Carriage of Dangerous Goods (CDG) | 98.9% | 95.9% | 95.1% | 98.1% | 93.7% |
| Overall | 78.1% | 78.1% | 78.0% | 78.5% | 79.4% |

Source: BSP, Report V4

1. A new European Directive (2010) introduced changes to testing requirements for cars, light goods vehicles and heavy goods vehicles. These were to be implemented by 31 December 2011. The testing related to electronic safety and warning systems and vehicle construction and use, and do not apply to every vehicle, depending on age and type.

Chart 3



Source: BSP, Report V4

2. Driver Testing

Driver testing, along with vehicle testing, falls under the remit of the Operations Directorate.

DVA provides a wide range of driving test categories for testing learner drivers and motorcyclists to ensure that they meet the required standard of competence necessary to drive safely on public roads.

Practical tests are carried out at 17 test centres, although not every centre carries out the full range of tests.

In addition, the Agency supervises the theory test, which has been outsourced to a private company, Pearson Professional Assessments Limited. Service delivery by Pearson Professional Assessments Limited commenced on the 4th September 2004, with the contract due to run until 3rd September 2016. Statistics on theory testing are presented in Section 3 of this report.

User Guidance

Data cover all applications for full annual driving tests carried out in Northern Ireland during the year, broken down by the test category. In addition, information is also presented on the number of tests actually provided by DVA. These figures include those tests where the customers failed to attend (FTA) but for which DVA had to provide a test appointment. For the tests which were carried out, information is presented on the outcome of the test in the form of the pass rate.

These figures are generated from the Driver and Vehicle Agency (DVA) systems by Analytical Services Branch (ASB) statisticians and this is the first formal release of the full 2013/14 annual data.

Tables 2.6 to 2.9 contained within this publication for the first time have previously been published as part of the Department for Regional Developments Northern Ireland Road and Rail Transport Statistics reports as National Statistics. From quarter 1, April to June 2013, responsibility for reporting these figures has been transferred to the Department of the Environment and specifically Driver and Vehicle statistics.

Description of the data

The data presented in the following section is extracted on Driving Tests from the Booking Services Project (BSP) system using in-built system reports. This system enables further disaggregation of the test volumes to be carried out on a consistent basis.

Data Quality Assessment

Very Good – all data in this section are derived from a single administrative system (BSP) with full coverage and incorporating various validation checks. This single system approach means that the additional disaggregation's can be performed on the testing data (such as breakdowns by test categories, pass rates, etc) on a consistent basis from a single source.

Guidance on using the data

A description of the aggregations used within this report to combine individual test types into common categories is described in Appendix 3 of this report.

The pass rates presented in this report are derived using data on the actual outcome of the test.

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

Note that NI and GB pass rates are now compiled on a comparable basis. Care should be taken if comparing figures with previous publications. In Northern Ireland, from February 2011, learner moped and motorcycle riders have to complete a Compulsory Basic Training (CBT) course with an Approved Motorcycle Instructor (AMI) before they can take their practical test.

The main EU 3DLD (Third Driving Licence Directive) changes came into force on January 19th 2013 relating to driver motor cycle testing.

In brief these are:

- Mopeds must not be faster than 28mph (or 50 km/h) but as all new mopeds already comply with this it should not be a problem.

- 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.

Note that unlike vehicle tests, there are no retests for driving tests. If a candidate fails a test, they must apply for a full test again. For this reason there are no data on Driving Test retests.

Driver Testing Volumes

Driver Test – Applications

- A total of 51,177 applications for driving tests were received by DVA during 2013/14.
- This marked a decrease of 6.6% in applications from the 54,790 received during 2012/13.
- Of the 51,177 applications received 43,575 (85.1%) were for L Test Private Cars.
- The volume of total applications received across all test categories on an annual basis by DVA has decreased by 26.2%, from 69,317 in 2009/10 to 51,177 in 2013/14.
- The volume of applications received for the L test Private Cars category on an annual basis by DVA has decreased by 29.3%, from 61,656 in 2009/10 to 43,575 in 2013/14.
- Factors which may have contributed to these decreases include an increasing driver pass rate, the economic climate allied with increasing motoring costs and demographic changes.

Table 2.1 – Driver Testing – Applications Received – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|---------------|---------------|---------------|---------------|---------------|
| L Test Private Cars | 61,656 | 57,921 | 52,698 | 46,745 | 43,575 |
| L Test Motorcycles | 3,105 | 3,599 | 4,793 | 3,167 | 2,274 |
| LGV ¹ | 3,465 | 4,193 | 4,625 | 3,454 | 2,306 |
| PCV | 436 | 446 | 391 | 312 | 401 |
| Miscellaneous Test Categories ¹ | 655 | 975 | 1,137 | 1,112 | 2,621 |
| Overall | 69,317 | 67,134 | 63,644 | 54,790 | 51,177 |

Source: BSP, Report D72

Note:

1. In previous publications tests relating to category B+E (Car + Trailer) were contained in the LGV classification. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. For 2013-14 this change related to 1,374 test applications. The result of this change is that figures for LGV and Miscellaneous Test Categories in 2013-14 are not directly comparable with figures for previous years.

Table 2.2 – Driver Testing – Applications Received – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| L Test Private Cars | -6.1% | -9.0% | -11.3% | -6.8% | -29.3% |
| L Test Motorcycles | 15.9% | 33.2% | -33.9% | -28.2% | -26.8% |
| LGV ¹ | 21.0% | 10.3% | -25.3% | -33.2% | -33.4% |
| PCV | 2.3% | -12.3% | -20.2% | 28.5% | -8.0% |
| Miscellaneous Test Categories ¹ | 48.9% | 16.6% | -2.2% | 135.7% | 300.2% |
| Overall | -3.1% | -5.2% | -13.9% | -6.6% | -26.2% |

Source: BSP, Report D72

Note:

1. In previous publications tests relating to category B+E (Car + Trailer) were contained in the LGV classification. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. For 2013-14 this change related to 1,374 test applications. The result of this change is that figures for LGV and Miscellaneous Test Categories in 2013-14 are not directly comparable with figures for previous years.

Driver Test – Test Appointments Provided

- During 2012/13, the Driver and Vehicle Agency provided 50,154 driving test appointments, marking a decrease of 7.9% on the previous year when 54,459 test appointments were provided.
- The total number of appointments provided has decreased by 19,294 (27.8%) since 2009/10 when 69,448 appointments were provided.
- The figure of 50,154 appointments includes 862 appointments where the customer failed to attend (FTA), meaning the actual tests conducted by the DVA has fallen by 8.1%, from 53,609 in 2012/13 to 49,292 in 2013/14.
- The proportion of tests in which the customer has failed to attend has increased slightly from 1.6% (850) in 2012/13 to 1.7% (862) in 2013/14.

Table 2.3 – Driver Testing – Test Appointments Provided – Volumes ¹

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|---------------|---------------|---------------|---------------|---------------|
| L Test Private Cars | 61,975 | 57,438 | 52,590 | 46,495 | 42,879 |
| L Test Motorcycles | 3,064 | 3,524 | 4,741 | 3,145 | 2,130 |
| LGV ² | 3,364 | 3,963 | 4,560 | 3,385 | 2,238 |
| PCV | 414 | 414 | 379 | 302 | 386 |
| Miscellaneous Test Categories ² | 631 | 920 | 1,097 | 1,132 | 2,521 |
| Overall | 69,448 | 66,259 | 63,367 | 54,459 | 50,154 |

Source: BSP, Report D1a

Note:

1. Includes FTA's

2. In previous publications tests relating to category B+E (Car + Trailer) were contained in the LGV classification. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. For 2013-14 this change related to 1,294 tests conducted. The result of this change is that figures for LGV and Miscellaneous Test Categories in 2013-14 are not directly comparable with figures for previous years.

Table 2.4 – Driver Testing – Test Appointments Provided – Percentage Change ¹

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| L Test Private Cars | -7.3% | -8.4% | -11.6% | -7.8% | -30.8% |
| L Test Motorcycles | 15.0% | 34.5% | -33.7% | -32.3% | -30.5% |
| LGV ² | 17.8% | 15.1% | -25.8% | -33.9% | -33.5% |
| PCV | 0.0% | -8.5% | -20.3% | 27.8% | -6.8% |
| Miscellaneous Test Categories ² | 45.8% | 19.2% | 3.2% | 122.7% | 299.5% |
| Overall | -4.6% | -4.4% | -14.1% | -7.9% | -27.8% |

Source: BSP, Report D1a

Note:

1. Includes FTA's
2. In previous publications tests relating to category B+E (Car + Trailer) were contained in the LGV classification. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. For 2013-14 this change related to 1,294 tests conducted. The result of this change is that figures for LGV and Miscellaneous Test Categories in 2013-14 are not directly comparable with figures for previous years.

Driver Test – Pass Rates

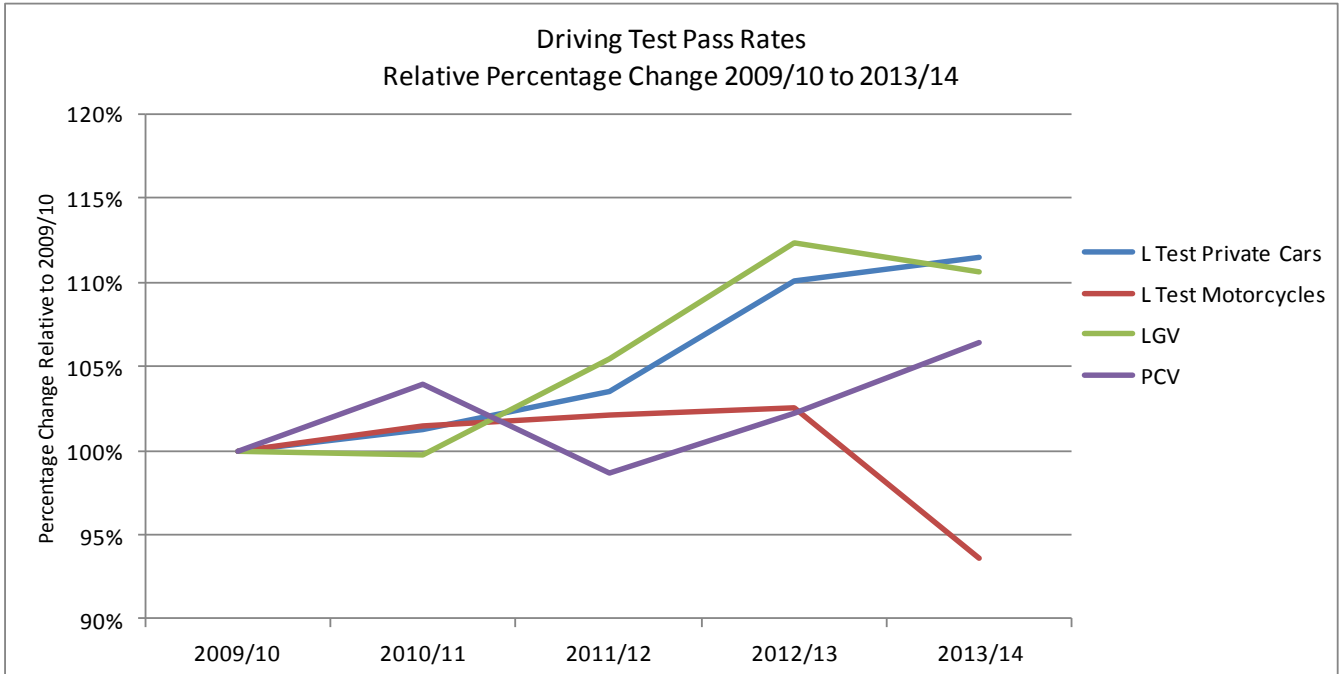
- During 2013/14, the overall pass rate for driving tests was 58.2% which was over six percentage points higher than 2009/10 (52.1%).
- The overall pass rate has been steadily increasing from 2009/10 to 2013/14 and is primarily driven by the increasing pass rate for L Test Private Cars and volumes taking the private car test. The L Test Private Cars pass rate has increased from 50.4% in 2009/10 to 56.2% in 2013/14.
- The testing pass rate in 2013/14 varied by test category, from 56.2% for L Test Private Cars to 74.0% for the Miscellaneous Test Categories (such as agricultural tractor).
- The L Test Motorcycles pass rate fell from 75.7% in 2012/13 to a series low of 69.1% in 2013/14. While it is not entirely clear why this decrease in the pass rate has occurred, there may be some relationship with the introduction of the EU Third Driving Licence Directive for motorcycle rider testing. This includes changes to the categories of motorcycle size for rider testing and the minimum and maximum power outputs of the vehicles.

Table 2.5 – Driver Testing – Pass Rates (excludes FTA's)

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| L Test Private Cars | 50.4% | 51.0% | 52.1% | 55.5% | 56.2% |
| L Test Motorcycles | 73.8% | 74.9% | 75.4% | 75.7% | 69.1% |
| LGV | 60.8% | 60.6% | 64.1% | 68.3% | 67.2% |
| PCV | 62.8% | 65.2% | 62.0% | 64.2% | 66.8% |
| Miscellaneous Test Categories | 62.8% | 64.2% | 71.2% | 74.1% | 74.0% |
| Overall | 52.1% | 53.1% | 55.1% | 57.8% | 58.2% |

Source: BSP, Report D17

Chart 4



Source: BSP, Report D17

Driver Test – Pass Rates by gender

- Using a four quarter rolling average, the pass rate by gender for Private Car L driving tests showed that Males had a markedly higher pass rate (63%) than Females (51%).
- Again with a four quarter rolling average, the pass rate by gender for Motorcycle 'L' driving tests showed that Males had a markedly higher pass rate (70%) than Females (59%).
- For large goods vehicle driving tests, using the four quarter rolling average, Males again showed a higher pass rate (71%) than Females (65%).
- The passenger carrying vehicle pass rates in NI similarly show males with a higher pass rate (74%) than females (70%).
- In contrast to the pass rate trends for large goods vehicles and passenger carrying vehicles in NI, the pass rate trends for the same vehicle types in GB show that males tend to have a lower pass rate than females. Without a detailed understanding of the profile of candidates presenting for these categories of tests, it is difficult to contextualise why these differences by gender and UK location may occur.

Table 2.6 – Driver Testing – Car 'L' driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|--|--------------------|---------------|-----------|---------------|-------------------|---------------|-------------------|--------------|------------|
| | | NI | | NI | | NI | | NI | |
| Tests Conducted | Male | 5,031 | | 4,923 | | 5,140 | | 4,657 | |
| | Female | 5,868 | | 5,972 | | 5,912 | | 5,049 | |
| | All Persons | 10,899 | | 10,895 | | 11,052 | | 9,706 | |
| Tests Passed | Male | 3,127 | | 3,100 | | 3,217 | | 2,914 | |
| | Female | 2,958 | | 3,061 | | 3,043 | | 2,537 | |
| | All Persons | 6,085 | | 6,161 | | 6,260 | | 5,451 | |
| 4 Quarter Rolling Avg. (% passed) ¹ | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 61 | 51 | 62 | 51 | 62 | 51 | 63 | n/a |
| | Female | 51 | 44 | 51 | 44 | 51 | 44 | 51 | n/a |
| | All Persons | 56 | 47 | 56 | 47 | 56 | 47 | 56 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014.
2. GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
3. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
4. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
5. GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
6. Excludes FTA's

Table 2.7 – Driver Testing – Motorcycle 'L' driving tests¹, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|--|--------------------|------------|-----------|------------|-------------------|------------|-------------------|------------|------------|
| Tests Conducted | | NI | | NI | | NI | | NI | |
| | Male | 425 | | 583 | | 506 | | 363 | |
| | Female | 38 | | 58 | | 57 | | 28 | |
| | All Persons | 463 | | 641 | | 563 | | 391 | |
| Tests Passed | | NI | | NI | | NI | | NI | |
| | Male | 295 | | 415 | | 341 | | 265 | |
| | Female | 19 | | 27 | | 42 | | 19 | |
| | All Persons | 314 | | 442 | | 383 | | 284 | |
| 4 Quarter Rolling Avg. (% passed) ² | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 75 | 71 | 74 | 71 | 70 | 71 | 70 | n/a |
| | Female | 69 | 59 | 64 | 58 | 60 | 58 | 59 | n/a |
| | All Persons | 74 | 70 | 73 | 69 | 69 | 69 | 69 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

- Motorcycle tests changed from a single test to a 2 module test where both modules must be passed (December 2008 in NI, April 2009 in GB). The figures in this table are all in the time period after the change and therefore, within each country, figures can be compared. Care should be taken if comparing figures with previous publications.
- The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014. Note that NI and GB pass rates are now compiled on a comparable basis - see User Information. Care should be taken if comparing figures with previous publications.
- In Northern Ireland, from February 2011, learner moped and motorcycle riders are required to complete a Compulsory Basic Training (CBT) course with an Approved Motorcycle Instructor (AMI) before they can take their practical test - see User Information.
- GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
- This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
- Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
- GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
- Excludes FTA's

Table 2.8 – Driver Testing – Large goods vehicle driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|--|--------------------|--------------|-----------|--------------|-------------------|------------|-------------------|--------------|------------|
| | | NI | | NI | | NI | | NI | |
| Tests Conducted | Male | 951 | | 946 | | 885 | | 980 | |
| | Female | 65 | | 83 | | 54 | | 65 | |
| | All Persons | 1,016 | | 1,029 | | 939 | | 1,045 | |
| Tests Passed | Male | 684 | | 653 | | 617 | | 702 | |
| | Female | 42 | | 50 | | 39 | | 43 | |
| | All Persons | 726 | | 703 | | 656 | | 745 | |
| 4 Quarter Rolling Avg. (% passed) ¹ | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 71 | 53 | 71 | 54 | 70 | 54 | 71 | n/a |
| | Female | 68 | 55 | 65 | 56 | 65 | 58 | 65 | n/a |
| | All Persons | 71 | 53 | 70 | 54 | 70 | 54 | 70 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014.
2. GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
3. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
4. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
5. GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
6. Excludes FTA's

Table 2.9 – Driver Testing – Passenger carrying vehicle driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|--|--------------------|------------|-----------|------------|-------------------|------------|-------------------|------------|------------|
| Tests Conducted | | NI | | NI | | NI | | NI | |
| | Male | 126 | | 122 | | 173 | | 166 | |
| | Female | 17 | | 14 | | 17 | | 12 | |
| | All Persons | 143 | | 136 | | 190 | | 178 | |
| Tests Passed | | NI | | NI | | NI | | NI | |
| | Male | 97 | | 95 | | 121 | | 123 | |
| | Female | 13 | | 9 | | 12 | | 8 | |
| | All Persons | 110 | | 104 | | 133 | | 131 | |
| 4 Quarter Rolling Avg. (% passed) ¹ | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 74 | 53 | 75 | 54 | 75 | 54 | 74 | n/a |
| | Female | 71 | 55 | 69 | 58 | 73 | 58 | 70 | n/a |
| | All Persons | 74 | 54 | 74 | 54 | 75 | 55 | 74 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014.
2. GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
3. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
4. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
5. GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
6. Excludes FTA's

3. Theory Test

The DVA has responsibility for the provision of the theory test element of the overall driving test process. The test is administered in Northern Ireland by Pearson Professional Assessments Limited under contract with the DOE through DVA.

The data presented in this section are derived from the returns provided by Pearson Professional Assessments Limited to DVA on both applications received and tests carried out. This information is used by DVA to calculate the annual payments to Pearson Professional Assessments Limited under the terms of the contract, and is subjected to an independent annual systems audit to ensure information accuracy and reliability.

User Guidance

Data cover all applications for the driving theory tests carried out in Northern Ireland during the year, broken down by the test category. In addition, information is also presented on the number of tests actually carried out. The figures for tests carried out do not include those tests where the customers failed to attend (FTA) but which DVA had to provide a test appointment. Information is presented on the outcome of the test in the form of the pass rate.

These figures are provided by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2013/14 annual data.

Tables 3.5 and 3.6 contained within this publication for the first time have previously been published as part of the Department for Regional Developments Northern Ireland Road and Rail Transport Statistics reports as National Statistics. From quarter 1, April to June 2013, responsibility for reporting these figures has been transferred to the Department of the Environment and specifically Driver and Vehicle statistics.

Touch Screen theory tests began on 1 January 2000. The Hazard Perception Element was introduced on 6 January 2003. The Category B multiple choice element consists of 50 multiple choice questions, including one case study on which 5 multiple choice questions are based. To pass candidates must get 43 answers correct. The hazard perception element consists of 14 video clips (15 hazards to identify in total). The pass mark is 44 out of 75. Both the multiple choice and hazard perception elements must be passed. From 6 April 2003 an amendment to the motor vehicles (driving licenses) regulation (NI) 1996 means that those wishing to take a practical motorcycle test will have to pass the relevant theory test regardless if they currently hold a full category B driving licence.

For other categories of Theory Tests the following question totals and pass marks apply:

Category C and D tests consist of 100 multiple choice questions with a pass mark of 85.

Category C and D tests consist of 19 hazard perception clips with a pass mark of 67.

The Driver CPC module 2 case study test consists of 50 questions with a pass mark of 40.

The theory test has changed since 23rd January 2012. It is now made up of multiple choice questions which are no longer published in learning materials. The reason for this move is to encourage learners to develop their understanding as well as knowledge of safe driving theory.

From Jan 2013, the suite of questions used in the DVA theory test were changed, these remain unpublished.

If a driver has completed the standard case study test for one of the licence categories LGV or PCV, they may take the conversion test for the other licence category i.e. PCV or LGV. The conversion tests contain only questions specific to the particular licence category and do not include the common topic areas for these categories.

Description of the data

The data presented in this section are derived from the returns provided by Pearson Professional Assessments Limited to DVA on both applications received and tests carried out.

Data Quality Assessment

Very Good –all data in this section are derived from a single administrative system with full coverage and incorporating various validation checks. In addition, the information generated is used by DVA to inform the calculations for annual payments to Pearson Professional Assessments Limited under the terms of the contract, and is subjected to an independent annual systems audit to ensure information accuracy and reliability.

Guidance on using the data

The pass rates presented in this report are derived using data on the actual outcome of the test.

Theory Test – Volumes

Theory Test – Applications Received

- During 2013/14, the DVA received 63,857 applications for the various theory tests. By far the greatest proportion of these (88.5%) was for a Private Car Test.
- The volume of theory test applications had fallen steadily, by 6.2%, from 59,316 in 2009/10 to 55,667 in 2012/13; however this trend was reversed in 2013/14 when 63,857 applications were received, an overall increase from 2012/13 of 14.7%. Of the high volume tests, the largest percentage increase in applications was for Private Cars, volumes of these have increased by 16.0%, from 48,731 in 2012/13 to 56,521 in 2013/14.
- The increase in theory test applications may, in part, be due to the decrease in the pass rate for the test (see table 3.3), resulting in more candidates booking to retake their test.

Table 3.1 – Theory Test Applications Received

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|---------------|---------------|---------------|---------------|---------------|
| Private Car | 52,361 | 51,205 | 49,261 | 48,731 | 56,521 |
| Motorcycle | 1,917 | 2,274 | 2,792 | 2,035 | 1,601 |
| LGV Hazard Perception | 1,782 | 1,743 | 1,690 | 1,561 | 1,669 |
| LGV Multiple Choice | 1,762 | 1,818 | 1,667 | 1,572 | 1,782 |
| LGV CPC Module 2 ² | 382 | 624 | 942 | 870 | 962 |
| LGV CPC Conversion Module 2 ² | * | * | * | * | * |
| PCV Hazard Perception | 429 | 398 | 339 | 295 | 428 |
| PCV Multiple Choice | 401 | 392 | 333 | 319 | 438 |
| PCV CPC Module 2 ¹ | 281 | 334 | 305 | 279 | 447 |
| PCV CPC Conversion Module 2 ² | * | * | * | * | * |
| Total | 59,316 | 58,789 | 57,334 | 55,667 | 63,857 |

Source: Theory Test Reports, Driver and Vehicle Standards Section

Notes:

1 Introduced from 10th September 2008

2 Introduced from 10th September 2009

Theory Test – Tests Conducted

- In the 2013/14 financial year, DVA carried out 57,317 theory tests. As with the volumes of applications, more than 88% of tests conducted were Private Car tests.
- Unsurprisingly, the volume of tests conducted has increased at a similar rate to that for applications, with the figure for 2013/14 (57,317) being 14.7% higher than the number of tests conducted in 2012/13 (49,969).
- From 2009/10 to 2012/13, there was a sustained drop in the number of tests conducted, decreasing from 55,764 in 2009/10 to 49,968 in 2012/13. However, by 2013/14 when compared with the 2009/10 totals the number of tests conducted has increased by 2.8%.
- The increase in tests conducted between 2012/13 and 2013/14 is primarily being driven by the increased numbers sitting the Private Car test, which has increased by 6,864 (14.7%).

Table 3.2 – Theory Tests – Tests Conducted

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|---------------|---------------|---------------|------------------------------|---------------|
| Private Car | 49,599 | 48,033 | 46,043 | 43,717 ^(r) | 50,580 |
| Motorcycle | 1,735 | 2,065 | 2,633 | 1,843 | 1,512 |
| LGV Hazard Perception | 1,604 | 1,589 | 1,601 | 1,423 | 1,516 |
| LGV Multiple Choice | 1,568 | 1,625 | 1,584 | 1,410 | 1,601 |
| LGV CPC Module 2 ² | 280 | 552 | 878 | 753 | 929 |
| LGV CPC Conversion Module 2 ² | 0 | * | * | * | * |
| PCV Hazard Perception | 381 | 391 | 328 | 273 | 399 |
| PCV Multiple Choice | 348 | 378 | 325 | 291 | 392 |
| PCV CPC Module 2 ¹ | 249 | 311 | 300 | 254 | 382 |
| PCV CPC Conversion Module 2 ² | 0 | * | * | * | * |
| Total | 55,764 | 54,946 | 53,697 | 49,969 ^(r) | 57,317 |

Source: Theory Test Reports, Driver and Vehicle Standards Section

Notes:

1 Introduced from 10th September 2008

2 Introduced from 10th September 2009

Theory Test – Pass Rates

- During 2013/14, the pass rate for theory tests varied from a low of 50.6% for Private Cars to a high of 76.5% for the LGV Hazard Perception tests (Note that due to the small number of tests sat, the LGV and PCV CPC Conversion Module 2's have been excluded from the commentary).
- For Private Cars, which has the largest test volume for every year, there has been a strong decline in pass rates, from 64.4% in 2009/10 to 50.6% in 2013/14. This includes an 8.1 percentage point decrease between 2012/13 (58.7%) and 2013/14 (50.6%). This may, in part, be attributable to the changes in the suite of theory test questions introduced in January 2013.
- All testing categories, where applicable, have shown a fall in pass rates between 2009/10 and 2013/14, with the exception of the LGV CPC Module 2 which has, amid some fluctuation, shown a slight increase from 68.2% in 2009/10 to stand at 71.0% in 2013/14.

Table 3.3 – Theory Tests – Pass Rates

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|---------|---------|---------|---------|---------|
| Private Car | 64.4% | 63.4% | 61.0% | 58.7% | 50.6% |
| Motorcycle | 80.9% | 79.5% | 76.2% | 73.5% | 74.2% |
| LGV Hazard Perception | 79.8% | 82.7% | 80.0% | 79.3% | 76.5% |
| LGV Multiple Choice | 79.7% | 78.7% | 80.0% | 77.3% | 67.3% |
| LGV CPC Module 2 ² | 68.2% | 66.3% | 54.1% | 63.6% | 71.0% |
| LGV CPC Conversion Module 2 ² | N/A | 100.0% | 66.7% | 100.0% | 50.0% |
| PCV Hazard Perception | 84.3% | 83.9% | 81.7% | 83.9% | 76.2% |
| PCV Multiple Choice | 91.1% | 84.4% | 80.6% | 78.0% | 73.7% |
| PCV CPC Module 2 ¹ | 76.7% | 69.5% | 57.0% | 64.6% | 61.5% |
| PCV CPC Conversion Module 2 ² | N/A | 100.0% | 66.7% | 100.0% | 100.0% |

Source: Theory Test Reports, Driver and Vehicle Standards Section

Notes:

1 Introduced from 10th September 2008

2 Introduced from 10th September 2009

Table 3.4 – Theory Tests – Pass Rates Test Section and Category

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------|---------|---------|---------|---------|---------|
| Motorcycle | 80.9% | 79.5% | 76.2% | 73.5% | 74.2% |
| Multiple Choice | 85.9% | 85.2% | 82.1% | 78.3% | 78.5% |
| Hazard Perception | 93.5% | 92.5% | 91.3% | 92.7% | 92.6% |
| Private Car | 64.4% | 63.4% | 61.0% | 58.7% | 50.6% |
| Multiple Choice | 72.8% | 71.5% | 69.2% | 66.6% | 57.5% |
| Hazard Perception | 85.9% | 85.8% | 85.1% | 85.0% | 84.2% |

Source: Theory Test Reports, Driver and Vehicle Standards Section

Theory Test – Pass Rates by gender

- Using a four quarter rolling average, the touch screen theory test pass rate by gender for private car drivers showed that Females had a higher pass rate (53%) than Males (48%).
- Females (79%) also had a higher pass rate than Males (74%) for the motorcyclist touch screen theory test. It should be noted that a substantially higher number of males sit this test when compared with the number of females.

Table 3.5 – Theory Tests – Touch screen theory tests for Private car drivers, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|--|--------------------|---------------|-----------|---------------|-------------------|---------------|-------------------|---------------|------------|
| | | NI | | NI | | NI | | NI | |
| Tests Conducted | Male | 6,286 | | 6,778 | | 6,974 | | 6,863 | |
| | Female | 5,512 | | 6,235 | | 6,098 | | 5,834 | |
| | All Persons | 11,798 | | 13,013 | | 13,072 | | 12,697 | |
| Tests Passed | Male | 3,074 | | 3,340 | | 3,310 | | 3,322 | |
| | Female | 2,912 | | 3,350 | | 3,154 | | 3,142 | |
| | All Persons | 5,986 | | 6,690 | | 6,464 | | 6,464 | |
| 4 Quarter Rolling Avg. (% passed) ¹ | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 54 | 54 | 51 | 52 | 49 | 49 | 48 | n/a |
| | Female | 58 | 60 | 55 | 57 | 53 | 55 | 53 | n/a |
| | All Persons | 56 | 57 | 53 | 54 | 50 | 52 | 51 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014.
2. GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
3. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
4. GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
5. Excludes FTA's

Table 3.6 – Theory Tests – Touch screen theory tests for motorcyclists, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

| | | Apr-Jun 13 | | Jul-Sep 13 | | Oct-Dec 13 | | Jan-Mar 14 | |
|---|--------------------|------------|-----------|------------|-------------------|------------|-------------------|------------|------------|
| | | NI | | NI | | NI | | NI | |
| Tests Conducted | Male | 312 | | 427 | | 259 | | 247 | |
| | Female | 29 | | 41 | | 27 | | 13 | |
| | All Persons | 341 | | 468 | | 286 | | 260 | |
| Tests Passed | Male | 243 | | 307 | | 184 | | 184 | |
| | Female | 21 | | 32 | | 22 | | 12 | |
| | All Persons | 264 | | 339 | | 206 | | 196 | |
| 4 Quarter Rolling Avg. (% passed) ¹ | | NI | GB | NI | GB ^[p] | NI | GB ^[p] | NI | GB |
| | Male | 74 | 74 | 72 | 74 | 73 | 75 | 74 | n/a |
| | Female | 74 | 80 | 74 | 79 | 75 | 79 | 79 | n/a |
| | All Persons | 74 | 74 | 72 | 75 | 74 | 76 | 74 | n/a |

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2013 to March 2014.
2. GB figures for July to September and October to December 2013 are provisional and drawn from the Department for Transport publications.
3. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
4. GB figures for January to March 2014 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2014.
5. The introduction of the EU 3rd Directive in January 2013 for motorcycles may, in part, be attributable to the decrease in tests conducted throughout 2013/14. Please see user guidance for information on the EU 3rd Directive.
6. Excludes FTA's

This page left intentionally blank

4. Instructor Registration

DVA carries responsibility for the maintenance of the Approved Driving Instructor (ADI) Register and the Approved Motorcycle Instructor (AMI) Register.

To ensure that both of these Registers are kept up to date, DVA

- Process applications from people who wish to become ADIs or AMIs;
- Test potential candidates and assess their suitability to be on the Register;
- Check tuition standards via check tests carried out with Instructors; and
- Take appropriate action when ADIs or AMIs fail to meet the required standards.

User Guidance

Data cover the total number of registered Instructors on both the Approved Driving Instructor Register and the Approved Motorcycle Instructor Registers, together with the a breakdown by gender. Further information is provided on the number of Instructors who are removed by DVA from the Registers in each year, and also the number of check tests (the tests carried out by DVA to ensure that appropriate standards are being met) which DVA carry out on the Instructors. Information is also presented on the pass rates for Instructors for the various tests that applicants for the Registers are required to take.

These figures are provided by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2013/14 annual data.

Description of the data

The data presented in the following section is extracted from the ADI and AMI Registers.

Data Quality Assessment

Good – all data in this section are derived from a single administrative system with full coverage.

ADI / AMI Volumes

- At 31st March 2014, there were 1,253 Approved Driving Instructors registered, and a further 55 Approved Motorcycle Instructors. This represents a 5.3% reduction on the 2012/13 ADI register (1,323) and is the second successive annual fall in the last five years from a period high of 1,344 in 2011/12.
- The number of new registrants for the ADI scheme in 2013/14 (22) was significantly lower than in any of the last five years and is less than a seventh of new registrants seen in 2010/11 (164).
- 2013/14 saw the highest number (92) of ADIs removed from the Register since 2009/10.
- The number of new registrants for the AMI scheme in 2013/14 (3) is less than a tenth of new registrants seen in 2010/11 (32).
- Falling numbers sitting the practical driving test, as seen in Table 2.3, which is influenced by factors such as increasing driver pass rate, the economic climate allied with increasing motoring costs and demographic changes, may all contribute to a lower demand for instruction.

Table 4.1 – ADI Register Statistics

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|
| ADIs Registered (@31 March) | 1,157 | 1,287 | 1,344 | 1,323 | 1,253 |
| Male | 996 | 1,107 | 1,159 | 1,139 | 1,068 |
| Female | 161 | 180 | 185 | 184 | 185 |
| ADIs Removed from Register | 25 | 34 | 44 | 66 | 92 |
| Check Tests | 293 | 185 | 328 | 363 | 387 |
| New Registrants | 157 | 164 | 101 | 45 | 22 |

Source: ADI Section

Table 4.2 – AMI Register Statistics

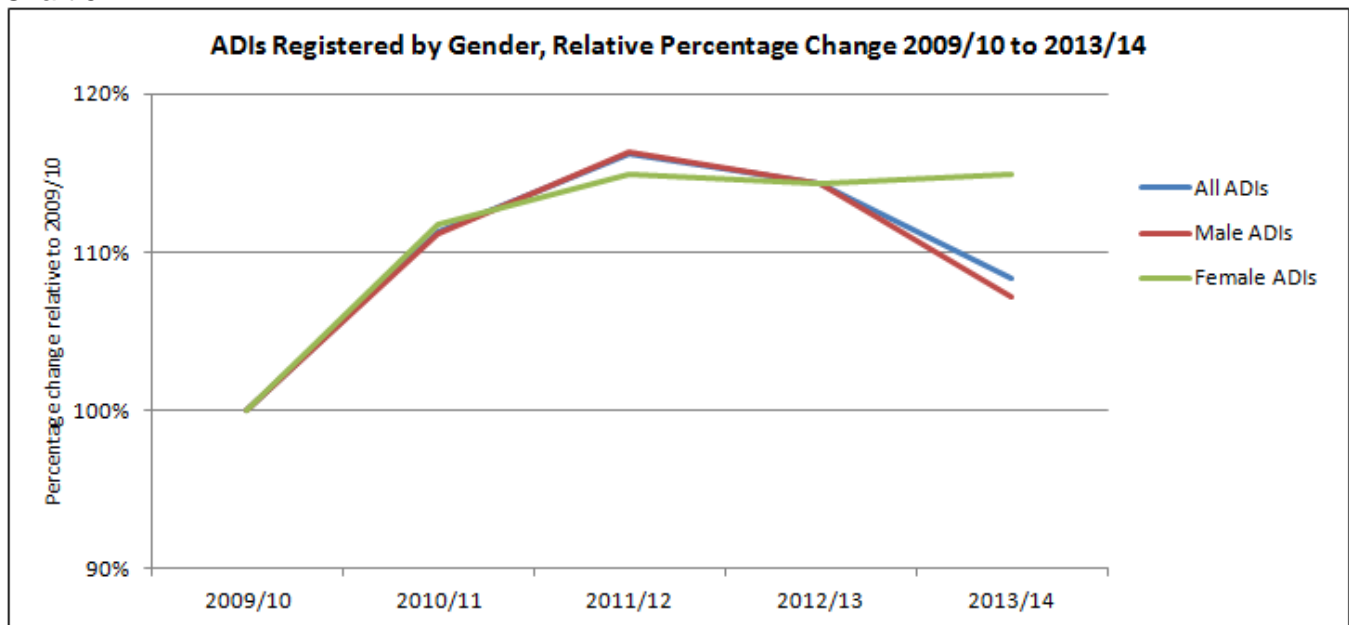
| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------------------|---------|-----------|-----------|-----------|-----------|
| AMIs Registered (@ 31 March) | - | 32 | 57 | 59 | 55 |
| Male | - | 31 | 54 | 55 | 52 |
| Female | - | 1 | 3 | 4 | 3 |
| AMIs Removed from Register | - | 0 | 0 | 2 | 7 |
| Check Tests | - | 0 | 43 | 2 | 18 |
| New Registrants | - | 32 | 25 | 4 | 3 |

Source: AMI Section

Note:

The approved Motorcycle Instructors Register was introduced in Northern Ireland on the 29 November 2010

Chart 5



ADI/ AMI Test Pass Rates

- The ADI pass rate for Theory and Hazard Perception Tests in 2013/14 (44%) is ten percentage points lower than in 2012/13 (54%) but is now on a similar level to 2009/10 (43%).
- The ADI pass rate for Driving Ability Test in 2013/14 (67%) is two percentage points lower than the pass rate in 2012/13 (69%) but is nineteen percentage points higher than that seen in 2009/10 (48%).
- The pass rate for the Instructional Ability Test, unlike the previous two tests, has increased in 2013/14 (26%) by four percentage points when compared with 2012/13 (22%). The pass rate for 2013/14 however is two percentage points lower than that seen in 2009/10 (28%).
- Please note that large movements, or volatility, in pass rates from year to year may be due to the overall small numbers sitting each of the individual tests.

Table 4.3 – ADI Pass Rates

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-----------------------------------|---------|---------|---------|---------|---------|
| Theory and Hazard Perception Test | 43% | 41% | 37% | 54% | 44% |
| Driving Ability Test | 48% | 51% | 57% | 69% | 67% |
| Instructional Ability Test | 28% | 29% | 33% | 22% | 26% |

Source: ADI Section

Chart 6

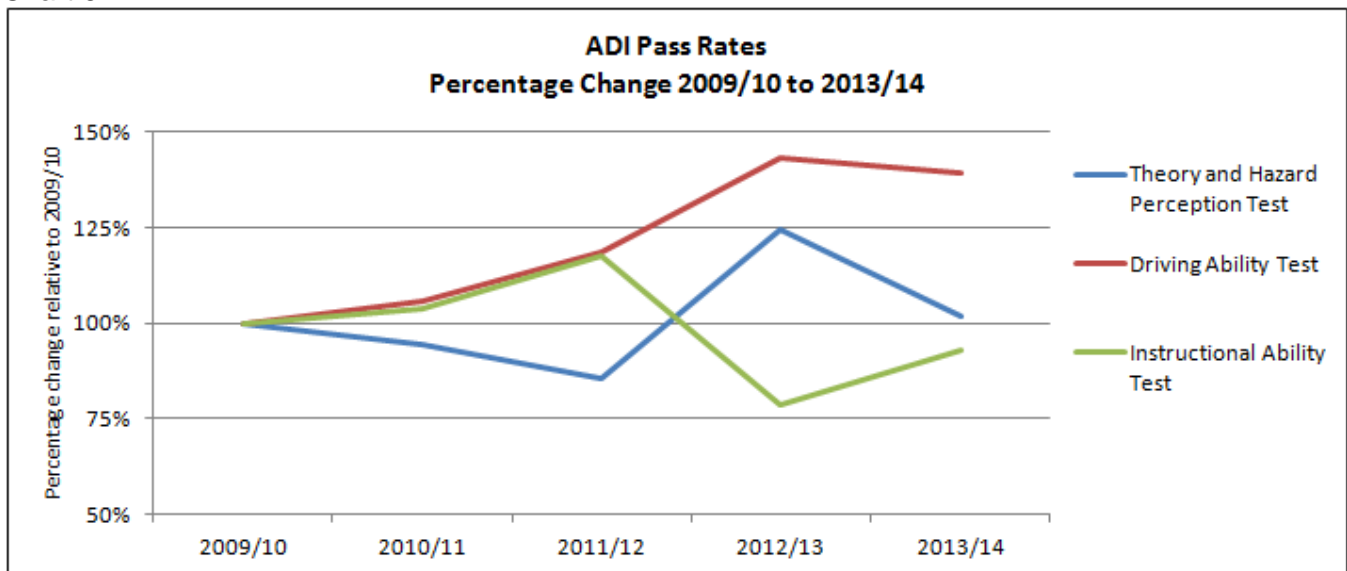


Table 4.4 – AMI Pass Rates

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-----------------------------------|---------|---------|---------|---------|---------|
| Theory and Hazard Perception Test | - | 57% | 50% | 40% | 43% |
| Driving Ability Test | - | 100% | 63% | 80% | 80% |
| Instructional Ability Test | - | - | 63% | 71% | 33% |

Source: AMI Section

5. Vehicle Registration and Licensing

The Vehicle Licensing directorate within DVA carries out the licensing and registration of vehicles, the collection and enforcement of vehicle excise duty (“motor tax”) and the sale and transfer of registration marks.

From July 2014 responsibility for vehicle registration and licensing in Northern Ireland is transferring to DVLA in Swansea. Analytical Services Branch statisticians are currently working with colleagues in the Department for Transport (DFT) with a view to continuing to report Northern Ireland vehicle licensing statistics in our annual and quarterly publications. We will notify users regarding the future reporting of vehicle licensing statistics in our next quarterly publication, which is provisionally scheduled for release during September 2014.

The data presented in this section are derived from the Northern Ireland Vehicle Information System (NIVIS). This system is used to maintain a record of all licensed vehicles in Northern Ireland, including those which have a valid Statutory Off-Road Notification (SORN). Figures for relicensing include transactions for both 12-month and 6-month tax discs.

Included in this report are figures from the DVA annual census of licensed vehicles at 31 December 2013. Historically these have been published by the Department for Regional Development in September each year. Responsibility for reporting these figures has been transferred to the Department of the Environment and specifically Driver and Vehicle statistics. However the full DVA annual census of licensed vehicles at 31 December 2013 for technical reasons was not available for inclusion within our year end reporting. Work to produce these remaining tables is ongoing and we hope in due course to publish a full set of vehicle census statistics for 2013/14. Users will be updated on the availability of these statistics at the earliest opportunity.

User Guidance

Data cover all applications for vehicle registration transactions carried out by DVA for vehicles registered in Northern Ireland during the year. In addition, information is also presented on the numbers of other associated transactions (such as Cherished Transfers and, Statutory Off Road Notifications) performed by staff within the Vehicle Licensing Directorate. The number of SORN vehicles, as seen in Table 5.8, are not a subset of licensed vehicles and are in addition to the licensed vehicle totals.

These figures are generated by the Driver and Vehicle Agency (DVA). This is the first formal release of the 2013/14 annual data.

Table 5.3 contained within this publication for the first time has previously been published as part of the Department for Regional Developments Northern Ireland Road and Rail Transport Statistics reports as National Statistics. From quarter 1, April to June 2013, responsibility for reporting these figures has been transferred to the Department of the Environment and specifically Driver and Vehicle statistics.

There are several tax categories for both government owned and non-government owned vehicles which are exempt from vehicle excise duty. The general payment exemption for vehicles includes for example those used by a Disabled person, Disabled passenger vehicle, Limited Use vehicles, Vehicles constructed before 01 January 1973 and National Service Vehicles. Other exemptions from payment may include Emergency vehicles, such as Ambulance, Fire Engine, Fire Rescue, Mine Rescue, Lifeboat Haulage, Lighthouse Authority and Police. In addition Agricultural Machines are exempt from payment, including for example Agricultural Tractor, Off Road Tractor, Agricultural Engine, Mowing Machines Electric, Gritter, Snowplough and Steam Vehicles.

Evidence suggests that licensing of motorcycles is seasonal; where large numbers of motorcycles are SORN during winter months but become licensed again during the summer months.

Description of the data

The data presented in the following section is extracted from the Northern Ireland Vehicle Information System (NIVIS).

Data Quality Assessment

Very Good – all data in this section on vehicle registrations are derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Additional administrative systems are utilised for producing the additional transactional information presented. These systems are subject to a number of internal validation and audit checks.

Guidance on using the data

Figures for relicensing include transactions for both 12-month and 6-month tax discs. The figures therefore cannot be taken as indicative of the number of licensed vehicles. Imported Cars include GB, ROI, Continent and other.

Vehicle Registration and Licensing – Volumes

Vehicle Licensing – First Registrations in Northern Ireland

- During 2013/14, 110,010 vehicles were registered for the first time in Northern Ireland, a 16.8% increase on the 94,187 registered for the first time in 2012/13. This follows successive annual falls in first registrations in each of the previous 3 years with numbers now in excess of the 2009/10 level.
- Between 2012/13 and 2013/14 the number of Private cars registered for the first time increased by 15.8%, with Light Goods and Heavy Goods increasing by 23.9% and 24.9% respectively.
- This annual increase in first registrations may, in part, be a sign of improved economic conditions following a downturn in recent years.

Vehicle Licensing – Relicensing

- In the 2013/14 financial year, DVA carried out over 1.40 million relicensing transactions. This marked an increase of 3.3% over the previous year when there was 1.36 million transactions, and is the highest level recorded in the five years since 2009/10.
- Relicensing transactions have increased by 8.7% between 2009/10 and 2013/14.
- The number of SORN notifications received by the DVA in 2013/14 was 155,324 which is 3% higher than in 2012/13 where 150,866 notifications were received, and shows an 11.9% increase on the number of notifications received in 2009/10 (138,841).

Table 5.1 – Vehicle Licensing Transactions

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---------------------|------------------------|-----------|-----------|-----------|-----------|
| First Registrations | 106,968 ^(r) | 97,298 | 95,118 | 94,187 | 110,010 |
| Relicensing | 1,292,856 | 1,337,634 | 1,357,143 | 1,360,606 | 1,404,936 |

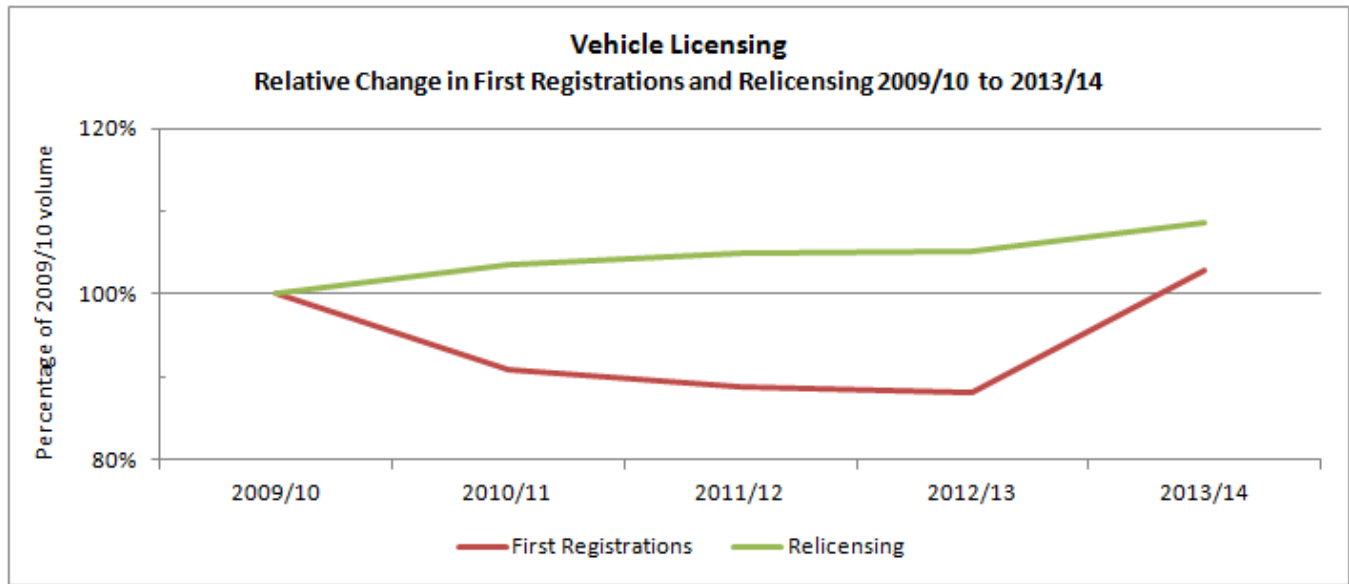
Source: NIVIS, DVA Vehicle Licensing

Table 5.2 – Vehicle Licensing Transactions – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| First Registrations | -9.0% | -2.2% | -1.0% | 16.8% | 2.8% |
| Relicensing | 3.5% | 1.5% | 0.3% | 3.3% | 8.7% |

Source: NIVIS, DVA Vehicle Licensing

Chart 7



Source: NIVIS, DVA Vehicle Licensing

Table 5.3 – Vehicle Licensing First Registrations – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|----------------|---------------|---------------|---------------|----------------|
| Private Cars | | | | | |
| New cars | 45,999 | 39,075 | 35,286 | 36,468 | 42,639 |
| New cars exempt - Govt owned | 8 | 17 | 16 | 16 | 19 |
| New cars exempt - Non govt owned | 10,576 | 12,141 | 12,279 | 11,462 | 13,018 |
| Used cars | 31,576 | 29,175 | 30,046 | 30,307 | 35,113 |
| Used cars exempt - Govt owned | 0 | 1 | 0 | 1 | 0 |
| Used cars exempt - Non govt owned | 1,107 | 1,020 | 1,110 | 880 | 877 |
| All Private Cars | 89,266 | 81,429 | 78,737 | 79,134 | 91,666 |
| All Buses | 534 | 407 | 316 | 455 | 610 |
| Light goods | | | | | |
| Light goods | 8,783 | 8,089 | 8,617 | 8,015 | 9,878 |
| Light goods exempt - Govt owned | 50 | 23 | 37 | 62 | 44 |
| Light goods exempt - Non govt owned | 172 | 279 | 404 | 226 | 369 |
| All Light Goods | 9,005 | 8,391 | 9,058 | 8,303 | 10,291 |
| Heavy goods | | | | | |
| Heavy goods | 2,795 | 2,554 | 2,518 | 2,404 | 3,008 |
| Heavy goods exempt - Govt owned | 45 | 5 | 23 | 21 | 20 |
| Heavy goods exempt - Non govt owned | 88 | 28 | 68 | 57 | 71 |
| All Heavy Goods | 2,928 | 2,587 | 2,609 | 2,482 | 3,099 |
| Tractors | | | | | |
| Tractors | 3 | 0 | 2 | 1 | 5 |
| Tractors exempt - Govt owned | 0 | 12 | 6 | 2 | 0 |
| Tractors exempt - Non govt owned | 1,873 | 1,937 | 2,106 | 1,940 | 2,178 |
| All Tractors | 1,876 | 1,949 | 2,114 | 1,943 | 2,183 |
| Motorcycles | | | | | |
| Motorcycles | 3,165 | 2,379 | 2,093 | 1,731 | 1,969 |
| Motorcycles exempt - Govt owned | 43 | 27 | 0 | 0 | 1 |
| Motorcycles exempt - Non govt owned | 130 | 102 | 172 | 123 | 172 |
| All Motorcycles | 3,338 | 2,508 | 2,265 | 1,854 | 2,142 |
| General Haulage and Special Types | 21 | 27 | 19 | 16 | 19 |
| All Vehicles | 106,968 | 97,298 | 95,118 | 94,187 | 110,010 |

Table 5.4 – Other Licensing Transactions - Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------------|---------|---------|---------|---------|---------|
| Cherished Transfers | 26,861 | 28,286 | 27,165 | 27,556 | 29,065 |
| Sale of Marks | 2,420 | 1,957 | 1,521 | 1,891 | 2,263 |
| Refunds | 73,774 | 69,359 | 65,970 | 64,799 | 64,960 |
| Telephone Enquiries | 354,597 | 316,291 | 291,573 | 283,941 | 283,492 |
| Enforcements | 40,030 | 34,192 | 37,950 | 37,102 | 35,438 |
| ANPR Cases | 16,115 | 15,587 | 15,487 | 16,134 | 17,109 |
| CR Enforcement Letters Issued | 61,802 | 61,501 | 59,189 | 73,485 | 64,701 |
| SORN Notifications | 138,841 | 139,702 | 143,140 | 150,866 | 155,324 |

Source: NIVIS, DVA Vehicle Licensing

Table 5.5 – Other Licensing Transactions – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|-------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Cherished Transfers | 5.3% | -4.0% | 1.4% | 5.5% | 8.2% |
| Sale of Marks | -19.1% | -22.3% | 24.3% | 19.7% | -6.5% |
| Refunds | -6.0% | -4.9% | -1.8% | 0.2% | -11.9% |
| Telephone Enquiries | -10.8% | -7.8% | -2.6% | -0.2% | -20.1% |
| Enforcements | -14.6% | 11.0% | -2.2% | -4.5% | -11.5% |
| ANPR Cases | -3.3% | -0.6% | 4.2% | 6.0% | 6.2% |
| CR Enforcement Letters Issued | -0.5% | -3.8% | 24.2% | -12.0% | 4.7% |
| SORN Notifications | 0.6% | 2.5% | 5.4% | 3.0% | 11.9% |

Source: NIVIS, DVA Vehicle Licensing

Table 5.6 – Vehicle Licensing – Miscellaneous Transactions - Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--------------------------------|-----------------------|-----------------------|-----------------------|-----------|-----------|
| Duplicate Books | 25,441 ^(r) | 24,611 ^(r) | 22,440 ^(r) | 18,686 | 20,278 |
| Fee Paying Enquiries | 7,552 | 10,046 | 9,830 | 16,594 | 20,315 |
| First Licence | 50,985 | 45,165 | 45,060 | 43,026 | 49,076 |
| Duplicate Licence | 4,821 | 4,530 | 4,170 | 4,050 | 4,493 |
| Exchange Licence | 63 | 96 | 102 | 116 | 85 |
| Image | 1,752,787 | 1,822,344 | 1,838,462 | 1,817,455 | 1,884,681 |
| Licensing Go Backs | 16,065 | 8,606 | 16,196 | 12,330 | 11,468 |
| Cherished Transfer Go Backs | 2,935 | 2,546 | 1,732 | 1,734 | 1,645 |
| V5CNI Registration Certificate | 475,078 | 480,431 | 797,967 | 715,053 | 490,017 |
| New RD Cheque Cases | 3,307 | 3,483 | 3,098 | 2,766 | 2,540 |
| No of V10's Indexed | 312,747 | 304,915 | 300,083 | 285,499 | 300,480 |
| Incoming Mail Received | 1,011,709 | 934,716 | 920,122 | 893,854 | 902,491 |

Source: NIVIS, DVA Vehicle Licensing

Table 5.7 – Vehicle Licensing – Miscellaneous Transactions – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--------------------------------|----------------------|----------------------|-----------------------|----------------------|----------------------|
| Duplicate Books | -3.3% ^(r) | -8.8% | -16.7% ^(r) | 8.5% | -20.3% |
| Fee Paying Enquiries | 33.0% | -2.2% | 68.8% | 22.4% | 169.0% ² |
| First Licence | -11.4% | -0.2% | -4.5% | 14.1% | -3.7% |
| Duplicate Licence | -6.0% | -7.9% | -2.9% | 10.9% | -6.8% |
| Exchange Licence | 52.4% | 6.3% | 13.7% | -26.7% | 34.9% |
| Image | 4.0% | 0.9% | -1.1% | 3.7% | 7.5% |
| Licensing Go Backs | -46.4% | 88.2% | -23.9% | -7.0% | -28.6% |
| Cherished Transfer Go Backs | -13.3% | -32.0% | 0.1% | -5.1% | -44.0% |
| V5CNI Registration Certificate | 1.1% | 66.1% ¹ | -10.4% | -31.5% | 3.1% |
| New RD Cheque Cases | 5.3% | -11.1% | -10.7% | -8.2% | -23.2% |
| No of V10's Indexed | -2.5% | -1.6% | -4.9% | 5.2% | -3.9% |
| Incoming Mail Received | -7.6% | -1.6% | -2.9% | 1.0% | -10.8% |

Source: NIVIS, DVA Vehicle Licensing

Notes:

1 Between October 2011 and November 2012 the DVA implemented an Accelerated roll out of Harmonised Registration Certificates which may help explain the large percentage increase during 2010/11 and 2011/12.

2 This annual change is related to increased numbers of private car park companies requesting information from DVA.

Vehicles Licensed at 31 December 2013

Note: At the date of publication detail on vehicle census figures as 31st December 2013 relating to Vehicles Licensed by taxation class and fuel type, and Vehicles Licensed at 31 December 2013 by year of first registration was not available for technical reasons. Work to produce these tables remains ongoing and we hope in due course to publish a full set of vehicle census statistics for 2013/14. Users will be updated on the availability of these statistics at the earliest opportunity.

- There were 1,066,504 vehicles licensed in Northern Ireland at 31 December 2013, an increase of less than one percent compared with the previous year (31 December 2012 - 1,060,328).
- Of 1,066,504 licensed vehicles, 83.5% (890,484) were Cars, and 11.0% (117,498) were Goods Vehicles (Light and Heavy).
- Over 105 thousand vehicles had a Statutory Off Road Notification at 31 December 2013 which represents 9.0% of the total vehicle stock. This compares to over half (52.3%) of the motorcycle stock in Northern Ireland which had a SORN in force at this date.

Table 5.8 – Vehicles Licensed and with SORN by body group 31 December 2013

| | Licensed | SORN |
|---------------------------|------------------|----------------|
| Agricultural Vehicle | 22,411 | 1,128 |
| Bus | 5,731 | 563 |
| Car | 890,484 | 60,814 |
| Emergency Vehicle | 521 | 67 |
| Goods | 117,498 | 14,758 |
| Invalid Vehicle | 186 | 15 |
| Motorcycle | 24,345 | 26,714 |
| Other | 3,606 | 663 |
| Other Tractors | 190 | 16 |
| Road Construction Vehicle | 262 | 9 |
| Taxi | 579 | 43 |
| Tricycle | 241 | 308 |
| Works Truck | 450 | 142 |
| All Vehicles | 1,066,504 | 105,240 |

Source: NIVIS, DVA Vehicle Licensing

Table 5.9 – Vehicles Licensed by body code at 31 December 2013

| Code | Description | Number | Code | Description | Number |
|------|------------------|---------|------|------------------|--------|
| 1 | 2 DOOR SALOON | 1,819 | 50 | GOODS | 7,025 |
| 2 | 4 DOOR SALOON | 125,686 | 51 | FRONT DUMPER | 95 |
| 3 | SALOON | 6,800 | 52 | SKIP LOADER | 323 |
| 4 | CONVERTIBLE | 13,946 | 53 | SPECIAL MOBILE | 40 |
| 5 | COUPE | 26,529 | 54 | LANDROVER/JEEP | 7,657 |
| 6 | ESTATE | 115,832 | 55 | AIRPORT SUPPORT | 2 |
| 7 | TAXI | 579 | 56 | S/D BUS/COACH | 2,003 |
| 8 | INVALID VEHICLE | 186 | 57 | D/D BUS/COACH | 499 |
| 9 | TRICYCLE | 241 | 58 | STANDEE BUS | 2 |
| 10 | GOODS TRICYCLE | 2 | 59 | H/D BUS/COACH | 35 |
| 11 | HEARSE | 158 | 60 | MINIBUS | 3,192 |
| 12 | LIMOUSINE | 242 | 61 | CURTAIN SIDED | 1,193 |
| 13 | 3 DOOR SALOON | 155,434 | 62 | TOURER | 116 |
| 14 | 5 DOOR SALOON | 376,971 | 63 | AGRIC. TRACTOR | 20,879 |
| 15 | MOPED | 38 | 64 | COMBINE | 126 |
| 16 | SCOOTER | 1,813 | 65 | ROOT CROP | 4 |
| 17 | SCOOTER | 29 | 66 | FORAGE HARVESTER | 107 |
| 18 | MOTORCYCLE | 20,753 | 68 | SPRAYER | 10 |
| 19 | M/C COMBINATION | 8 | 69 | VINER/PICKER | 1 |
| 20 | P.C.V. | 10 | 70 | AGRIC. MACHINE | 1,067 |
| 21 | SPORTS | 1,774 | 71 | MOWING MACHINE | 217 |
| 22 | PANEL VAN | 53,181 | 72 | MOPED | 1,692 |
| 23 | BOX VAN | 5,336 | 73 | ROAD SURFACER | 26 |
| 24 | CAR DERIVED VAN | 14,697 | 74 | ROAD TESTING | 5 |
| 25 | LIGHT VAN | 115 | 75 | TRACTOR | 190 |
| 26 | PICK-UP | 8,941 | 76 | AMBULANCE | 324 |
| 27 | MOTOR CARAVAN | 3,149 | 77 | FIRE ENGINE | 197 |
| 28 | VAN/SIDE WINDOWS | 1,404 | 78 | BULLDOZER | 1 |
| 29 | LIGHT GOODS | 101 | 79 | ROAD STRIPPER | 4 |
| 30 | PANTECHNICON | 19 | 80 | TAR SPRAYER | 27 |
| 31 | LUTON VAN | 520 | 81 | LINE PAINTER | 28 |
| 32 | INSULATED VAN | 901 | 82 | ROLLER | 79 |
| 33 | GLASS CARRIER | 27 | 83 | STREET CLEANSING | 318 |
| 34 | SPECIALLY FITTED | 110 | 84 | GRITTING VEHICLE | 202 |
| 35 | VAN | 4,229 | 85 | TOWER WAGON | 93 |

DOE, Driver, Vehicle, Operator and Enforcement Statistics 2013/14

| | | | | | |
|----|--------------------|-------|----|-----------------|--------|
| 36 | LIVESTOCK | 444 | 86 | CRANE | 121 |
| 37 | FLOAT | 8 | 87 | LIFT TRUCK | 329 |
| 38 | FLAT LORRY | 1,004 | 88 | SNOW PLOUGH | 12 |
| 39 | DROPSIDE LORRY | 1,490 | 89 | LOADING SHOVEL | 192 |
| 40 | TIPPER | 3,986 | 90 | REAR DIGGER | 290 |
| 41 | LOW LOADER | 78 | 92 | TRACTOR | 22 |
| 42 | TRUCK | 98 | 93 | HYDRAULIC | 60 |
| 43 | BREAKDOWN | 410 | 94 | CESSPOOL | 12 |
| 44 | TANKER | 891 | 95 | SKELETAL GOODS | 45 |
| 45 | SOLID BULK CARRIER | 54 | 96 | MPV | 65,177 |
| 46 | CONCRETE MIXER | 274 | 98 | NOT RECORDED | 502 |
| 47 | MOBILE PLANT | 17 | 99 | SPECIAL PURPOSE | 240 |
| 48 | CAR TRANSPORTER | 179 | A1 | FWD REACH TEL | 554 |
| 49 | REFUSE DISPOSAL | 648 | A2 | MOBILE PUMP | 8 |

All Vehicles Licensed at 31 December 1,066,504

Source: NIVIS, DVA Vehicle Licensing

This page left intentionally blank

6. Driver Licensing

The DVA's Driver Licensing directorate is responsible for licensing drivers in Northern Ireland. The DVA issues and, where appropriate, withdraws licences in respect of drivers of cars, motorcycles, buses, lorries etc.

Driver licences are split into two main categories; Ordinary Licences and Vocational Licences. Ordinary licences are those used by the majority of road users. In contrast, vocational licences are required for those who drive for a living, for example, bus and lorry drivers.

Licence holders are required to maintain a valid, up to date licence relating to their present home address. Any routine changes to this information should be provided to DVA. The period for which licences are valid varies by category, so there are different patterns in the renewal cycle for each licence type, dependent on the lifespan of the licence.

Changes in the makeup of the population can have a significant shift in the types of transactions being required. Northern Ireland is forecast to have a higher number of older people together with a smaller number of young people, both factors which are likely to impact on the future profile of driver licensing transactions.

User Guidance

Data in this section covers all applications for driver licensing transactions carried out by DVA for drivers in Northern Ireland during the year.

This section also includes data on the total driver licence entitlement stock in Northern Ireland broken down by the age of the licence holder and their level of entitlement, as at the financial year end, 31st March 2014.

These figures are generated by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2013/14 annual data.

Description of the data

The data presented in the following section is extracted from the Northern Ireland Driver Licensing System (NIDLS).

Data Quality Assessment

Very Good – the data in this section on driver licensing are derived from a single administrative system (NIDLS) with full coverage and incorporating various validation checks. Data on Northern Ireland Mid-Year Population Estimates are drawn from their National Statistics source:

<http://www.nisra.gov.uk/demography/default.asp17.htm>

Guidance on using the data

Figures for Full Licence Renewal transaction types represent Full Licence Renewals. There is a requirement to renew your licence at set periods depending on the licence categories held and medical circumstances. For most categories this renewal period is 10 years.

Provisional motorcycle entitlement is granted with provisional car entitlement (although under the Third Driving Licence Directive, some of the motorcycle entitlements may have future start dates, dependent upon the licence applicants' age).

The presence of valid driving entitlement does not mean that all individuals are actively driving. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.

Figures provided in the individual driver licence entitlement stock tables should not be summed with each other as each individual table relates to a specific driving entitlement. As such, an individual may appear in one or more of the tables if their licence provides entitlement to drive a number of vehicles.

Tables 6.11 provides information on the numbers of individuals with car licence entitlements by age band and as a proportion of that age band from the 2012 Northern Ireland Mid-year estimates. This table differs from Table 6.7 in that table 6.7 totals individuals with the entitlement only, while Table 6.11 uses these totals to determine the proportions within each age band have car licence entitlements, based on 2012 Mid-year estimates (latest available at time of production).

Driver Licensing – Volumes

Driver Licensing – Ordinary Licences

- A total of 202,964 ordinary licensing transactions were carried out by DVA during 2013/14. This figure represented an increase of 3.1% compared with the volume carried out in the previous year (2012/13 – 196,852).
- The largest volume of a transaction type every year is for Expiry/Optional Renewals licensing transactions. These figures include those renewing their licences when they expire. There is a significant cyclical pattern for such transactions relating to a shift to a 10 year renewal period. The significantly higher volume previously seen in 2008/09 relates to the tail end of this peak period for renewals. In 2013/14 there were 56,558 such Expiry/Optional renewal transactions which accounts for 28% of all Ordinary Licence transactions.
- Renewals to over 70's account for 19% (37,767) of all Ordinary Licence transactions in 2013/14. This type of Ordinary Licence transaction has increased by 34.8% between 2009/10 (28,010) and 2013/14 (37,767). This increase may be, in part, indicative of both an ageing population and potentially a greater tendency to remain driving in older age.

Table 6.1 – Driver Licensing – Ordinary Licences - Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---|----------------|----------------|----------------|-------------------------------|----------------|
| Provisional Licence | 28,216 | 27,228 | 24,981 | 24,692 | 25,792 |
| Conversion of Provisional to Full | 31,329 | 29,629 | 29,572 | 26,095 | 24,269 |
| Expiry/Optional Renewals ¹ | 53,930 | 49,792 | 49,652 | 52,431 | 56,558 |
| Renewals to over 70's ¹ | 28,010 | 32,234 | 34,866 | 35,021 | 37,767 |
| Medical Renewals ¹ | 5,508 | 5,490 | 5,354 | 6,015 | 5,915 |
| Name & Address Change ² | 18,655 | 19,224 | 19,856 | 24,007 | 26,165 |
| Replacement/Duplicate Licences ² | 25,260 | 24,857 | 24,861 | 23,121 | 20,995 |
| Exchange Licence ² | 4,449 | 5,591 | 5,046 | 5,470 | 5,503 |
| Total Ordinary Licensing | 195,357 | 194,045 | 194,188 | 196,852 ^(r) | 202,964 |

Source: NIDLS, DVA Driver Licensing

Notes:

1. These categories were previously presented as one category, 'Full Licence Renewal'.
2. These categories were previously presented as one category, 'Replacement Licences'.

Table 6.2 – Driver Licensing – Ordinary Licences - Percentage Change

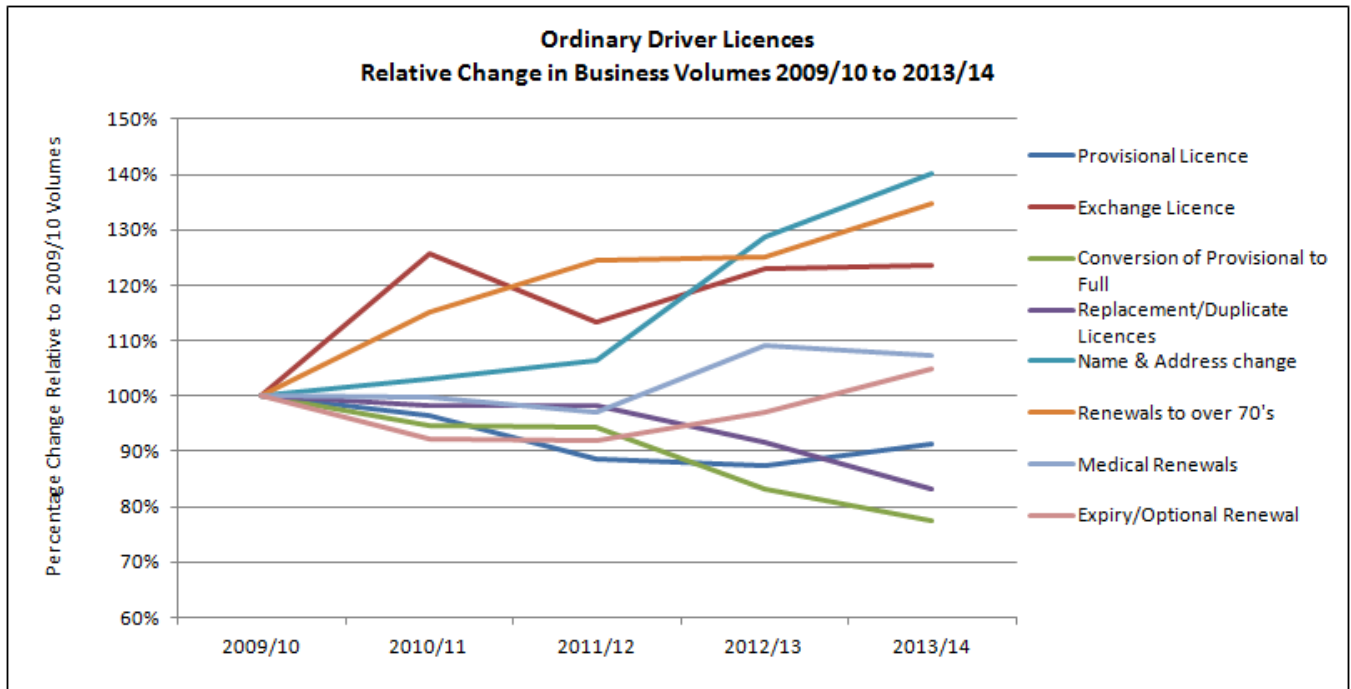
| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|---|----------------------|----------------------|----------------------------|----------------------|----------------------|
| Provisional Licence | -3.5% | -8.3% | -1.2% | 4.5% | -8.6% |
| Conversion of Provisional to Full | -5.4% | -0.2% | -11.8% | -7.0% | -22.5% |
| Expiry/Optional Renewals ¹ | -7.7% | -0.3% | 5.6% | 7.9% | 4.9% |
| Renewals to over 70's ¹ | 15.1% | 8.2% | 0.4% | 7.8% | 34.8% |
| Medical Renewals ¹ | -0.3% | -2.5% | 12.3% | -1.7% | 7.4% |
| Name & Address Change ² | 3.1% | 3.3% | 20.9% | 9.0% | 40.3% |
| Replacement/Duplicate Licences ² | -1.6% | 0.0% | -7.0% | -9.2% | -16.9% |
| Exchange Licence ² | 25.7% | -9.7% | 8.4% | 0.6% | 23.7% |
| Total Ordinary Licensing | -0.7% | 0.1% | 1.4% ^(r) | 3.1% | 3.9% |

Source: NIDLS, DVA Driver Licensing

Notes:

1. These categories were previously presented as one category, 'Full Licence Renewal'.
2. These categories were previously presented as one category, 'Replacement Licences'.

Chart 8



Source: NIDLS, DVA Driver Licensing

Driver Licensing – Vocational Licences

- A total of 15,090 vocational licensing transactions were carried out by DVA during 2013/14. This figure represents a slight decrease of 0.5% on the previous year where the figure stood at 15,167.
- There was an increase of 8.9% in the number of vocational Provisional Licence transactions between 2012/13 (1,749) and 2013/14 (1,905). However, the total for provisional licence transactions was still 14.2% lower than the number recorded for 2009/10 (13,128).

Table 6.3 – Driver Licensing – Vocational Licences - Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|-----------------------|---------|---------|---------|---------|
| Provisional Licence ¹ | 2,219 | 2,240 | 2,056 | 1,749 | 1,905 |
| Conversion of Provisional to Full | 1,428 | 1,428 | 1,423 | 1,257 | 1,305 |
| Renewal Licences ¹ | 5,920 | 6,461 | 9,040 | 8,592 | 8,260 |
| Replacement/Duplicate/ Exchange Licences ² | 2,132 | 2,049 | 1,909 | 1,850 | 1,790 |
| Name & Address Change ² | 1,429 | 1,504 | 1,545 | 1,719 | 1,830 |
| Total Vocational Licensing | 13,128 ^(r) | 13,682 | 15,973 | 15,167 | 15,090 |

Source: NIDLS, DVA Driver Licensing

Notes:

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 on request.
2. These categories were previously presented as one category, 'Replacement Licences'.

Table 6.4 – Driver Licensing – Vocational Licences - Percentage Change

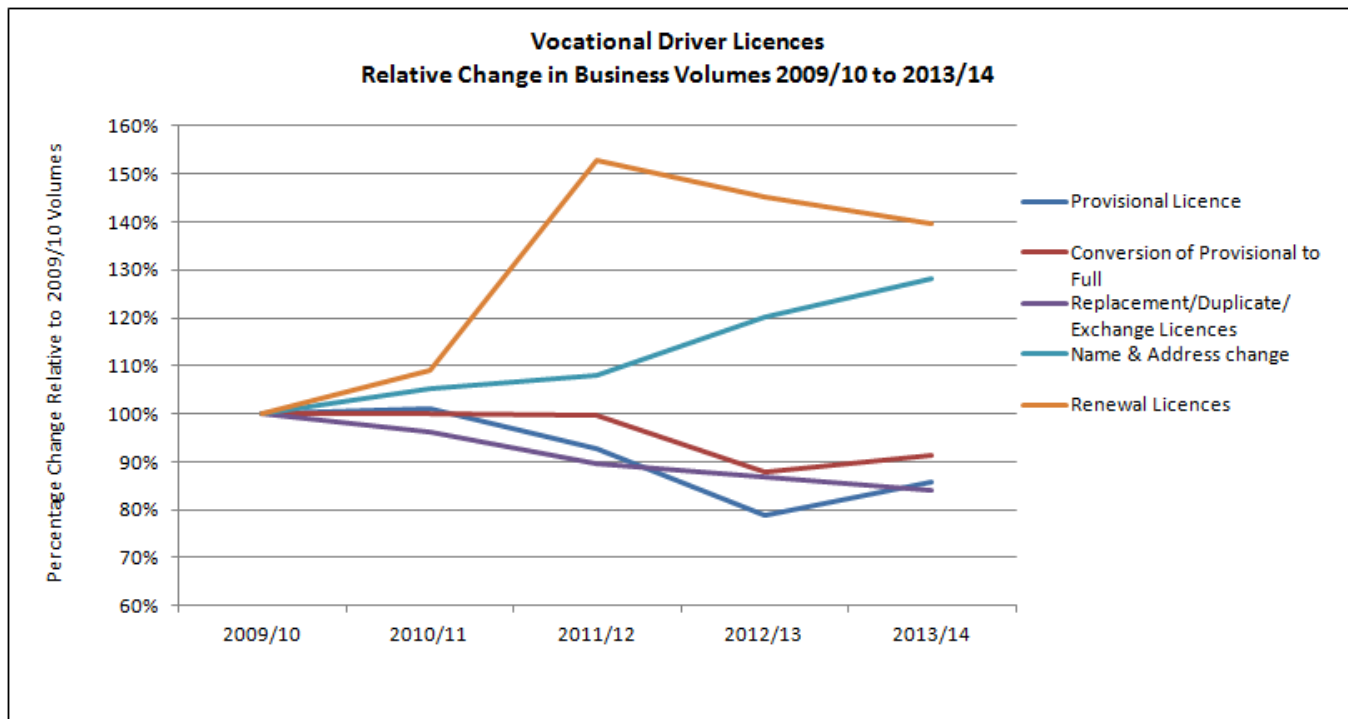
| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| Provisional Licence ¹ | 0.9% | -8.2% | -14.9% | 8.9% | -14.2% |
| Conversion of Provisional to Full | 0.0% | -0.4% | -11.7% | 3.8% | -8.6% |
| Renewal Licences ¹ | 9.1% | 39.9% | -5.0% | -3.9% | 39.5% |
| Replacement/Duplicate/ Exchange Licences ² | -3.9% | -6.8% | -3.1% | -3.2% | -16.0% |
| Name & Address Change ² | 5.2% | 2.7% | 11.3% | 6.5% | 28.1% |
| Total Vocational Licensing | 4.2% ^(r) | 16.7% | -5.0% | -0.5% | 14.9% |

Source: NIDLS, DVA Driver Licensing

Notes:

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 on request.
2. These categories were previously presented as one category, 'Replacement Licences'.

Chart 9



Source: NIDLS, DVA Driver Licensing

Driver Licensing – Other Transactions

- Driver Licensing performed over 78,400 ‘Other Transactions’ during 2013/14, primarily split between Identity Checking and Go Backs, where application forms have to be returned to the applicant as they are incomplete.
- Go Backs increased from 32,877 in 2012/13 to 40,008 in 2013/14, an increase of 21.7%.
- Letters of Entitlement transactions have shown a sharp rise in the 5 year period presented, increasing by nearly 137% from 4,782 transactions in 2009/10 to 11,326 transactions in 2013/14.
- The overall number of ‘Other Transactions’, while similar in volume to that seen in earlier years of the series presented, is down by almost 40% from that seen in 2008/09 (126,880). The main reason for this is that the number of Identity Checks required have dropped significantly from that required during the cyclical peak renewal period, to their current more routine level.

Table 6.5 – Driver Licensing – Other Transactions – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--------------------------|---------|---------|---------|-----------------------|---------|
| Letter of Entitlement | 4,782 | 6,208 | 7,295 | 9,159 ^(r) | 11,326 |
| Identity Checking | 41,205 | 38,623 | 26,588 | 25,994 | 27,110 |
| Go Backs | 34,880 | 33,689 | 27,940 | 32,877 | 40,008 |
| Total Other Transactions | 80,867 | 78,520 | 61,823 | 68,030 ^(r) | 78,444 |

Source: NIDLS, DVA Driver Licensing

Table 6.6 – Driver Licensing – Other Transactions – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Letter of Entitlement | 29.8% | 17.5% | 25.6% ^(r) | 23.7% | 136.8% |
| Identity Checking | -6.3% | -31.2% | -2.2% | 4.3% | -34.2% |
| Go Backs | -3.4% | -17.1% | 17.7% | 21.7% | 14.7% |
| Total Other Transactions | -2.9% | -21.3% | 10.0% | 15.3% | -3.0% |

Source: NIDLS, DVA Driver Licensing

Driver Licensing – Stock of Entitlement (as at 31st March 2014)

- At the 8th January 2014, there were just over 1,066,000 Full and Eligible licence holders with Private Cars/Light Vans entitlement, this is an increase of over 2,000 from 8th January 2014, less than a 0.5% increase overall. On the same date, there were 106,584 Provisional Licence Holders, representing an increase of over 1,000 from 8th January 2014, a 1.0% increase overall.
- Of the 1,066,022 individuals who are Full and Eligible ¹ licence holders for a Private Car or Light Van on the 31st March 2014, 10.4% (110,567) were between the age of 15 ² and 24, and 16.8% (179,499) were more than 65 years old.
- A breakdown of Motorcycle entitlement indicates 105,627 were Full and Eligible licence holders and 1,065,509 had Provisional Entitlement (either directly or from holding a provisional or full car licence).
- Based on Mid Year Population Estimates for Northern Ireland in 2012, it is estimated that 72.7% of Northern Irelands population aged 15+ had a full and eligible license with entitlement for Private Cars / Light Vans. While this is the first time these data have been included in this publication, results from the latest available Travel Survey for Northern Ireland ³ show the figure of 72.7% to be consistent with the Travel Survey result where 75% of all adults held a driving licence (aged 17+).

1. Full and Eligible includes Full, Full with Restrictions and Test Passed but not Upgraded.

2. A 16 year old may apply for a provisional licence and take their test when they are 16 if they are in receipt of the enhanced rate of the mobility component of Personal Independence Payment (PIP). There is additional scope for a 15 year old in the same circumstances to apply for and receive their provisional licence prior to their 16th birthday; however, the entitlement on the licence will only become effective on their 16th birthday. A small number of 15 year olds (less than 20) are captured within the published tables.

3. Travel Survey for Northern Ireland 2010-2012, table 2.3.

Table 6.7 – Driver Licence Stock – Category B – Private Car / Light Van Entitlement

| Age Group | Full | Full with Restrictions | Provisional | Passed Test not Upgraded | Total | Full and Eligible Licence Holders - % Age Split | Provisional Licence Holders - % Age Split |
|--------------|------------------|------------------------|----------------|--------------------------|------------------|---|---|
| 15 - 24 | 109,445 | 208 | 51,744 | 914 | 162,311 | 10.4% | 48.5% |
| 25 - 29 | 92,497 | 1,406 | 18,037 | 432 | 112,372 | 8.8% | 16.9% |
| 30 - 34 | 100,866 | 840 | 10,455 | 341 | 112,502 | 9.6% | 9.8% |
| 35 - 39 | 95,377 | 493 | 7,058 | 173 | 103,101 | 9.0% | 6.6% |
| 40 - 44 | 105,932 | 510 | 5,459 | 89 | 111,990 | 10.0% | 5.1% |
| 45 - 49 | 110,717 | 464 | 4,440 | 57 | 115,678 | 10.4% | 4.2% |
| 50 - 54 | 102,248 | 473 | 3,467 | 24 | 106,212 | 9.6% | 3.3% |
| 55 - 59 | 87,293 | * | 2,381 | * | 90,093 | 8.2% | 2.2% |
| 60 - 64 | 74,859 | * | 1,677 | * | 76,982 | 7.1% | 1.6% |
| 65 - 69 | 68,386 | * | 1,215 | * | 70,056 | 6.5% | 1.1% |
| 70 - 72 | 31,825 | 225 | 275 | 0 | 32,325 | 3.0% | 0.3% |
| 73 - 75 | 24,331 | 186 | 169 | 0 | 24,686 | 2.3% | 0.2% |
| 76 - 78 | 20,271 | 150 | 106 | 0 | 20,527 | 1.9% | 0.1% |
| 79 - 81 | 14,550 | 114 | 52 | 0 | 14,716 | 1.4% | 0.0% |
| 82 - 84 | 9,747 | 71 | 29 | 0 | 9,847 | 0.9% | 0.0% |
| 85 - 87 | 5,428 | 51 | 13 | 0 | 5,492 | 0.5% | 0.0% |
| 88 - 90 | 2,546 | * | * | 0 | 2,570 | 0.2% | 0.0% |
| 91 - 93 | * | * | * | 0 | 903 | 0.1% | 0.0% |
| 94+ | * | * | * | 0 | 243 | 0.0% | 0.0% |
| Total | 1,057,454 | 6,525 | 106,584 | 2,043 | 1,172,606 | 100.0% | 100.0% |

Source: NIDLS, DVA Driver Licensing

Note:

1. Table 6.7 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. A 16 year old may apply for a provisional licence and take their test when they are 16 if they are in receipt of the enhanced rate of the mobility component of Personal Independence Payment (PIP). There is additional scope for a 15 year old in the same circumstances to apply for and receive their provisional licence prior to their 16th birthday; however, the entitlement on the licence will only become effective on their 16th birthday. A small number of 15 year olds (less than 20) are captured within the published tables.

Table 6.8 – Driver Licence Stock – Category A – Motorcycle Entitlement

| Age Group | Full | Full with Restrictions | Provisional | Passed Test not Upgraded | Total | Full and Eligible Licence Holders - % Age Split | Provisional Licence Holders - % Age Split |
|--------------|----------------|------------------------|------------------|--------------------------|------------------|---|---|
| 15 - 24 | 965 | * | 160,904 | * | 161,890 | 0.9% | 15.1% |
| 25 - 29 | 2,514 | * | 109,810 | * | 112,371 | 2.4% | 10.3% |
| 30 - 34 | 4,021 | * | 108,357 | * | 112,444 | 3.9% | 10.2% |
| 35 - 39 | 4,927 | 17 | 98,051 | 34 | 103,029 | 4.7% | 9.2% |
| 40 - 44 | 8,084 | 20 | 103,717 | 41 | 111,862 | 7.7% | 9.7% |
| 45 - 49 | 10,093 | 28 | 105,377 | 36 | 115,534 | 9.6% | 9.9% |
| 50 - 54 | 9,746 | 21 | 96,291 | 17 | 106,075 | 9.3% | 9.0% |
| 55 - 59 | 7,024 | 16 | 82,934 | 8 | 89,982 | 6.7% | 7.8% |
| 60 - 64 | 5,255 | * | 71,559 | * | 76,827 | 5.0% | 6.7% |
| 65 - 69 | 6,236 | 8 | 63,663 | 0 | 69,907 | 5.9% | 6.0% |
| 70 - 72 | * | * | 28,360 | 0 | 32,296 | 3.7% | 2.7% |
| 73 - 75 | 7,637 | 6 | 17,027 | 0 | 24,670 | 7.2% | 1.6% |
| 76 - 78 | 11,450 | 8 | 9,045 | 0 | 20,503 | 10.8% | 0.8% |
| 79 - 81 | 9,404 | * | * | 0 | 14,708 | 8.9% | 0.5% |
| 82 - 84 | 6,881 | 7 | 2,952 | 0 | 9,840 | 6.5% | 0.3% |
| 85 - 87 | 4,052 | 6 | 1,427 | 0 | 5,485 | 3.8% | 0.1% |
| 88 - 90 | 2,039 | * | * | 0 | 2,569 | 1.9% | 0.0% |
| 91 - 93 | 730 | 0 | 171 | 0 | 901 | 0.7% | 0.0% |
| 94+ | * | 0 | * | 0 | 243 | 0.2% | 0.0% |
| Total | 105,197 | 167 | 1,065,509 | 263 | 1,171,136 | 100.0% | 100.0% |

Source: NIDLS, DVA Driver Licensing

Note:

- Table 6.8 is available by gender split and can be viewed in the accompanying excel tables to this publication.
- A 16 year old may apply for a provisional licence and take their test when they are 16 if they are in receipt of the enhanced rate of the mobility component of Personal Independence Payment (PIP). There is additional scope for a 15 year old in the same circumstances to apply for and receive their provisional licence prior to their 16th birthday; however, the entitlement on the licence will only become effective on their 16th birthday. A small number of 15 year olds (less than 20) are captured within the published tables.

Table 6.9 – Driver Licence Stock – Category C – Large Goods Vehicle Entitlement

| Age Group | Full | Full with Restrictions | Provisional | Passed Test not Upgraded | Total | Full and Eligible Licence Holders - % Age Split | Provisional Licence Holders - % Age Split |
|--------------|---------------|------------------------|---------------|--------------------------|---------------|---|---|
| 15 - 24 | 603 | 251 | 673 | 17 | 1,544 | 1.8% | 4.6% |
| 25 - 29 | 2,382 | * | 1,292 | * | 3,704 | 5.0% | 8.9% |
| 30 - 34 | 3,925 | 20 | 2,139 | 24 | 6,108 | 8.2% | 14.7% |
| 35 - 39 | 4,444 | 16 | 1,951 | 15 | 6,426 | 9.2% | 13.4% |
| 40 - 44 | 6,526 | 18 | 2,304 | 19 | 8,867 | 13.5% | 15.9% |
| 45 - 49 | 7,719 | 17 | 2,303 | 13 | 10,052 | 16.0% | 15.9% |
| 50 - 54 | 6,938 | 11 | 1,692 | 8 | 8,649 | 14.3% | 11.6% |
| 55 - 59 | 5,658 | * | 1,022 | * | 6,697 | 11.7% | 7.0% |
| 60 - 64 | 4,768 | * | 614 | * | 5,393 | 9.8% | 4.2% |
| 65 - 69 | 4,168 | * | 354 | * | 4,528 | 8.6% | 2.4% |
| 70 - 72 | 679 | * | * | 0 | 788 | 1.4% | 0.7% |
| 73 - 75 | 164 | 0 | 45 | 0 | 209 | 0.3% | 0.3% |
| 76 - 78 | 72 | 0 | 22 | 0 | 94 | 0.1% | 0.2% |
| 79 - 81 | * | 0 | * | 0 | 24 | 0.0% | 0.0% |
| 82 - 84 | * | 0 | * | 0 | * | 0.0% | 0.0% |
| 85 - 87 | * | 0 | * | 0 | * | 0.0% | 0.0% |
| 88 - 90 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 91 - 93 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 94+ | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| Total | 48,073 | 367 | 14,528 | 127 | 63,095 | 100.0% | 100.0% |

Source: NIDLS, DVA Driver Licensing

Note:

1. Table 6.9 is available by gender split and can be viewed in the accompanying excel tables to this publication.

Table 6.10 – Driver Licence Stock – Category D – Passenger Carrying Vehicle Entitlement

| Age Group | Full | Full with Restrictions | Provisional | Passed Test not Upgraded | Total | Full and Eligible Licence Holders - % Age Split | Provisional Licence Holders - % Age Split |
|--------------|--------------|------------------------|--------------|--------------------------|---------------|---|---|
| 15 - 24 | * | 16 | 99 | * | 130 | 0.3% | 1.1% |
| 25 - 29 | 132 | * | 455 | * | 628 | 1.5% | 5.2% |
| 30 - 34 | 379 | 147 | 1,201 | 7 | 1,734 | 4.6% | 13.8% |
| 35 - 39 | 565 | 139 | 1,184 | 8 | 1,896 | 6.1% | 13.6% |
| 40 - 44 | 1,111 | * | 1,503 | * | 2,794 | 11.1% | 17.3% |
| 45 - 49 | 1,550 | 277 | 1,487 | 10 | 3,324 | 15.8% | 17.1% |
| 50 - 54 | 1,615 | 509 | 1,156 | 11 | 3,291 | 18.4% | 13.3% |
| 55 - 59 | 1,289 | * | 805 | * | 2,604 | 15.5% | 9.2% |
| 60 - 64 | 908 | 541 | 484 | 0 | 1,933 | 12.5% | 5.6% |
| 65 - 69 | 853 | 495 | * | * | 1,646 | 11.6% | 3.4% |
| 70 - 72 | 126 | 104 | 32 | 0 | 262 | 2.0% | 0.4% |
| 73 - 75 | 38 | 6 | * | * | 48 | 0.4% | 0.0% |
| 76 - 78 | 25 | * | * | 0 | 30 | 0.2% | 0.0% |
| 79 - 81 | * | * | 0 | 0 | 10 | 0.1% | 0.0% |
| 82 - 84 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 85 - 87 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 88 - 90 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 91 - 93 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 94+ | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| Total | 8,612 | 2,961 | 8,707 | 50 | 20,330 | 100.0% | 100.0% |

Source: NIDLS, DVA Driver Licensing

Note:

1. Table 6.10 is available by gender split and can be viewed in the accompanying excel tables to this publication.

Table 6.11 – All Licence Holders by Age and Entitlement by Proportion of population - Private Cars / Light Vans

| Age Group | Full and Eligible Licence Holders | Full and Eligible Licence Holders - % of MYE age band | Provisional Licence Holder | Provisional Licence Holders - % of MYE age band | All Licence Holders | All Licence Holders - % of MYE age band | Mid Year Estimates (MYE) 2012 |
|--------------|-----------------------------------|---|----------------------------|---|---------------------|---|-------------------------------|
| 15 - 24 | 110,567 | 44.6% | 51,744 | 20.9% | 162,311 | 65.4% | 247,993 |
| 25 - 29 | 94,335 | 75.4% | 18,037 | 14.4% | 112,372 | 89.8% | 125,132 |
| 30 - 34 | 102,047 | 83.6% | 10,455 | 8.6% | 112,502 | 92.2% | 122,047 |
| 35 - 39 | 96,043 | 81.2% | 7,058 | 6.0% | 103,101 | 87.2% | 118,222 |
| 40 - 44 | 106,531 | 81.9% | 5,459 | 4.2% | 111,990 | 86.1% | 130,108 |
| 45 - 49 | 111,238 | 83.6% | 4,440 | 3.3% | 115,678 | 86.9% | 133,074 |
| 50 - 54 | 102,745 | 85.2% | 3,467 | 2.9% | 106,212 | 88.0% | 120,659 |
| 55 - 59 | 87,712 | 85.3% | 2,381 | 2.3% | 90,093 | 87.6% | 102,848 |
| 60 - 64 | 75,305 | 80.6% | 1,677 | 1.8% | 76,982 | 82.4% | 93,428 |
| 65 - 69 | 68,841 | 80.0% | 1,215 | 1.4% | 70,056 | 81.4% | 86,052 |
| 70 - 72 | 32,050 | 79.6% | 275 | 0.7% | 32,325 | 80.2% | 40,281 |
| 73 - 75 | 24,517 | 67.2% | 169 | 0.5% | 24,686 | 67.6% | 36,494 |
| 76 - 78 | 20,421 | 66.2% | 106 | 0.3% | 20,527 | 66.6% | 30,829 |
| 79 - 81 | 14,664 | 56.2% | 52 | 0.2% | 14,716 | 56.4% | 26,089 |
| 82 - 84 | 9,818 | 48.2% | 29 | 0.1% | 9,847 | 48.4% | 20,361 |
| 85 - 87 | 5,479 | 37.3% | 13 | 0.1% | 5,492 | 37.4% | 14,690 |
| 88 + | 3,709 | 20.6% | 7 | 0.0% | 3,716 | 20.6% | 18,023 |
| Total | 1,066,022 | 72.7% | 106,584 | 7.3% | 1,172,606 | 80.0% | 1,466,330 |

Source: NIDLS, DVA Driver Licensing

Note:

1. Table 6.11 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. A 16 year old may apply for a provisional licence and take their test when they are 16 if they are in receipt of the enhanced rate of the mobility component of Personal Independence Payment (PIP). There is additional scope for a 15 year old in the same circumstances to apply for and receive their provisional licence prior to their 16th birthday; however, the entitlement on the licence will only become effective on their 16th birthday. A small number of 15 year olds (less than 20) are captured within the published tables.

This page left intentionally blank

7. Road Transport Licensing

Road Transport Licensing Division in DVA are responsible for issuing (and where appropriate withdrawing) licences in respect of taxi drivers and bus operators.

Responsibility for licensing Goods Vehicle operators' transferred to the Transport Regulation Unit (TRU), within the DOE during 2012/13, with the introduction in June 2012 of the Goods Vehicle (Licensing of Operators) Act (NI) 2010.

From 1 September 2012 the DVA commenced the licensing of taxi operators.

User Guidance

Data cover all licensing transactions for Public Service Vehicle (PSV) Licences, Taxi Driver Licences, Road Service Licences, and Goods Vehicle Operator Licences. Previously freight vehicle licences were issued under the Transport Act 1967 but ceased to be issued after 30 June 2012. With the introduction of the Goods Vehicles (Licensing of Operators) Act (NI) 2010, vehicle identity discs were issued to all those holding a valid operator's licence. The Goods Vehicle (Licensing of Operators) Act (NI) 2010 was introduced in June 2012. Existing freight operators whose licences were due to expire during the summer months were afforded the opportunity to extend their licences to carry them through this transitional period. In addition, there was a substantial increase in new applications under the old Legislation in order to avoid the additional requirements made of Operators under the Goods Vehicle Act.

Goods Operators can hold the following types of Licence:

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.

Standard (International) 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 and throughout Europe.

The Goods Vehicle Act 2010 introduced the requirement for Northern Ireland Operators who carry their own goods, (own account) to obtain a Restricted operator's licence. To facilitate this requirement, a permit scheme was introduced to allow "own account," business owners to operate from 1 July 2012 pending the processing of their full application.

Figures for Goods Vehicle Operator Licences prior to December 2012 are not available as the Operator Licensing & Bus System (OLBS) was not available to the Department at that time and a manual process was introduced.

On 1 July 2012 responsibility for freight operator licensing transferred to the newly formed Transport Regulation Unit (TRU). DVA supports TRU in the delivery of its functions through the provision of operator repute checks, referrals, public inquiry briefs and operating centre assessments.

The 'PSV Licence - Taxi' relates to a vehicle, the issuing of such a licence entitles the vehicle to be used for taxi purposes. The PSV licence is renewed annually.

The Taxi Driver Licence relates to an individual driver, permitting them to use a registered taxi or private hire vehicle in the transport of fare paying passengers.

A Licensed Taxi Vehicles will be classified as one of the following:

Public Restricted - identified by a white licence plate. The taxi can be pre-booked or hailed in areas outside a five mile radius of Belfast City Centre. These taxis are not required to be wheelchair accessible or have a meter.

Private Hire - identified by a green licence plate. The taxi must be pre-booked either in person, at a depot, or by phone. The majority of these are not wheelchair accessible.

Belfast Public Hire - identified by a yellow licence plate. The taxi can be hailed in the street or picked up from designated taxi ranks when the roof light is on. These taxis are wheelchair accessible and will have a taximeter.

Taxi Bus - identified by a white and blue licence plate. These are issued to some taxis that operate like buses, that is they charge passengers an individual fare on some routes. These taxis are not required to have a meter but are wheelchair accessible.

All taxi drivers must either work for a licensed taxi operator, or apply for a Taxi Operator licence. A taxi driver may hold an operators licence to which they may be affiliated as a taxi driver. The two types of operators licence are:

small operator - can only list up to two taxis on the licence

large operator - can operate three or more taxis as long as these are listed on the licence

Taxi operators licenses are issued for fixed periods of 1, 3 or 5 years.

These figures are provided by the Driver and Vehicle Agency (DVA) and the Transport Regulation Unit (TRU), this is the first formal release of the data for 2013/14.

Description of the data

The data presented in the following section is from the Operator Licensing & Bus System (OLBS) which records the information on Operator and Bus Licensing, and the Taxi Licensing Information System (TLIS).

Data Quality Assessment

Very Good – all data in this section are derived from administrative systems with full coverage and incorporating various validation checks.

Road Transport Licensing – Volumes

PSV Licences

- 11,860 PSV Licences were issued during 2013/14 (11,860), which is broadly similar to the numbers issued during 2012/13 (11,853). The vast majority (82.1%) of these PSV licences were issued for Taxis.

Taxi Driver Licences

- The number of Taxi Driver Licences issued in 2013/14 (2,773) is the lowest number issued in the five years since 2009/10. It represents a 33.9% fall in the number of Taxi Driver Licences issued since 2009/10 where 4,194 licences were issued. Figures include transactions for first licences, renewals and duplicates. The recent economic conditions may have played a role in this reduction in taxi driver licences.

Road Service Licences

- In 2013/14, 2,567 Road Service Licences relating to vehicles were issued by DVA. There were also 211 Road Service Licences relating Operators issued in 2013/14. The increase in Vehicle and Operator licences issued in 2013/14 from 2012/13 was 13.9% and 9.9% respectively.

Taxi Operator Licenses

- There were 691 full taxi operator licenses issued during 2013/14.
- As at the 31st March 2014 there were 15,430 valid taxi driver licences in Northern Ireland and 1,808 licensed Taxi Operators, of which 87% were classified as a small operator (1,566).

Goods Vehicle Operator Licences

- The total current Standard International goods vehicle operator licences as at the 31st March 2014 was 1,507. This figure is 3.7% higher than the 1,453

recorded at the 31st March 2013.

- The current Standard National goods vehicle operator licences fell from 394 at the 31st March 2014 to 377 as at 31st March 2014, a fall of 4.3%.
- The continued processing and conversion of Temporary Permits to Restricted licences is reflective of the over fourfold increase in Restricted licence numbers from 643 at the end of the 2012/13 financial year to 2,396 at the end of the 2013/14 financial year.

Table 7.1 – Road Transport Licensing – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|--|-----------------------|----------------------|----------------------|----------------------|---------|
| PSV Licence - Omnibus | 2,391 ^(r) | 2,460 ^(r) | 2,229 | 2,398 | 2,121 |
| PSV Licence - Taxi | 11,112 ^(r) | 10,559 | 10,089 | 9,455 | 9,739 |
| Taxi Driver Licence | 4,194 ^(r) | 3,512 | 3,601 ^(r) | 2,987 ^(r) | 2,773 |
| Road Service Licence - Operator ¹ | 205 ^(r) | 187 | 208 | 192 | 211 |
| Road Service Licence - Vehicle ¹ | 2,629 ^(r) | 2,505 | 2,544 | 2,254 | 2,567 |
| Taxi Operator Licence issued ² | N/A | N/A | N/A | 1,385 ^(r) | 691 |
| Taxi Operator Applications received ² | N/A | N/A | N/A | 1,951 | 376 |

Source: OLBS/ TLIS, RTLD

Notes:

1 In Northern Ireland, to operate a vehicle that carries more than eight people, for business purposes, you need a road service licence from the Driver and Vehicle Licensing Northern Ireland.

2 Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.

3 Freight Vehicle Licences ceased being issued after 30 June 2012.

4 Please see Table 7.4 for Goods Vehicle Operator Licensing information.

Table 7.2 – Road Transport Licensing – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|--|-----------------------|----------------------|-----------------------|----------------------|----------------------|
| PSV Licence - Omnibus | 2.9% ^(r) | -9.4% ^(r) | 7.6% | -11.6% | -11.3% |
| PSV Licence - Taxi | -5.0% ^(r) | -4.5% | -6.3% | 3.0% | -12.4% |
| Taxi Driver Licence | -16.3% ^(r) | 2.5% ^(r) | -17.1% ^(r) | -7.2% | -33.9% |
| Road Service Licence - Operator ¹ | -8.8% ^(r) | 11.2% | -7.7% | 9.9% | 2.9% |
| Road Service Licence - Vehicle ¹ | -4.7% ^(r) | 1.6% | -11.4% | 13.9% | -2.4% |

Source: OLBS/ TLIS, RTLD

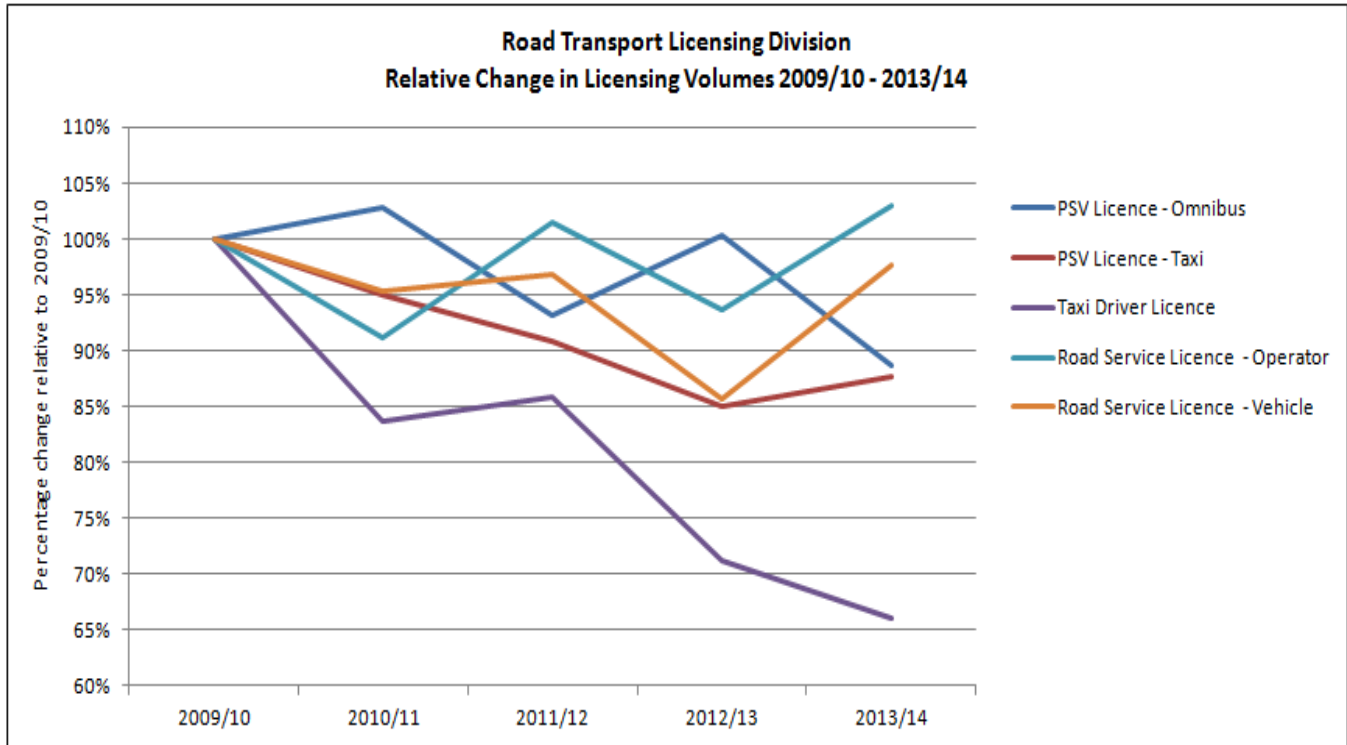
Notes:

1 In Northern Ireland, to operate a vehicle that carries more than eight people, for business purposes, you need a road service licence from the Driver and Vehicle Licensing Northern Ireland.

2 Freight Vehicle Licences ceased being issued after 30 June 2012

3 Please see Table 7.4 for Goods Vehicle Operator Licensing information.

Chart 10



Source: OLBS/ TLIS, RTLD

Table 7.3 – Road Transport Licensing – Taxi Operator, Driver and Vehicle Licensing 1 (at 31 March 2014) – Volumes

| | 2012/13 ^{1,2} | 2013/14 ³ |
|------------------------|------------------------|----------------------|
| Taxi Driver Licence | n/a | 15,430 |
| Taxi Operator Licence | n/a | 1,808 |
| Small | n/a | 1,566 |
| Large | n/a | 242 |
| Licensed Taxi Vehicles | n/a | 9,499 |
| Public Restricted | n/a | 6,989 |
| Private Hire | n/a | 1,844 |
| Belfast Public Hire | n/a | 445 |
| Taxi Bus | n/a | 221 |

Source: OLBS/ TLIS, RTLD

Notes:

1 Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.

2 Figures as at the 31st March 2013 are not available retrospectively.

3 These figures relate to the total current licences as a snapshot at the 31st March 2014 in Northern Ireland. The figures are not related to quarterly licensing activity.

Table 7.4 – Road Transport Licensing – Goods Vehicle Operator Licences (in force) ¹ – Volumes

| | 2012/13 | 2013/14 |
|--|---------|---------|
| Standard International | 1,453 | 1,507 |
| Standard National | 394 | 377 |
| Restricted ^{2,3} | 643 | 2,396 |
| Temporary Permits remaining to be converted ⁴ | 4,081 | 1,650 |

Source: OLBS/ TLIS, RTLD

Notes:

1 The Goods Vehicle (Licensing of Operators) Act (NI) 2010 was introduced on 1 July 2012. Figures shown in previous publications of this document since the Act's introduction were consolidated to provide the number of Goods Vehicle Operators under both the Goods Vehicle Act 2010 and the previous legislation i.e. the Transport Act (Northern Ireland) 1967. The above table reflects the number of Goods Vehicle Operator Licences in force at the end of period shown since the introduction of The Goods Vehicle (Licensing of Operators) Act (NI) 2010.

2 The Goods Vehicle Act 2010 introduced the requirement for Northern Ireland Operators who carry their own goods, (own account) to obtain a **Restricted** operator's licence. To facilitate this requirement, a permit scheme was introduced to allow "own account," business owners to operate from 1 July 2012 pending the processing of their full application.

3 This figure provides the number of full Restricted Licences issued including Permit Conversions where the fee has been paid.

4 This figure provides the number of Temporary Permits remaining to be converted to full Restricted Licence. It is expected that all permits will be converted to full licence by April 2015.

5 These figures relate to the total current licences as a snapshot at the 31st March 2014 in Northern Ireland. The figures are not related to quarterly licensing activity.

This page left intentionally blank

8. Compliance Survey Findings

DVA Roadside Enforcement & Compliance fall under the remit of the Agency Business Development Directorate.

DVA Compliance Section work very closely with the Enforcement Section to measure the levels of compliance through the use of surveys in areas such as goods, taxis, buses and private cars (MOT).

The main objective for Compliance Section is to improve overall levels of compliance prevalent amongst both drivers and operators and mechanisms for achieving this, through improvements in regulation, monitoring, enforcement and education are contained within the Agency Compliance and Enforcement Strategy.

User Guidance

VED evasion – this is carried out using Automated Number Plate Recognition (ANPR) cameras across the Northern Ireland Road network which record the number plates of in excess of 95,000 vehicles. These number plates are assessed against the vehicle licensing database to establish the percentage of vehicles which had not paid their Vehicle Excise Duty (at the time of the sighting). The analysis and reports are produced by DfT. Whilst the VED survey falls under the responsibility of Vehicle Licensing, it has been presented in this report within the Compliance Section. The outcome of the VED survey for Northern Ireland for 2013 has already been published by DfT. It should be noted that DfT have moved to a biennial survey with the next one to be carried out in 2015. Details of the UK Vehicle Excise Duty evasion estimates: 2013 including methodology can be found using the link below:

<https://www.gov.uk/government/publications/vehicle-excise-duty-evasion-estimates-2013>

MOT evasion - a randomly selected subsample of the data collected for the VED evasion survey is taken and the records are assessed against the BSP system to establish the percentage of vehicles which did not have a valid vehicle test certificate at the time of the sighting. The analysis is carried out by DVA Compliance section. The DfT have moved to a biennial VED evasion survey from 2011, as such there was no VED Evasion survey conducted in 2012. The next release of data will be in 2015.

Compliance Surveys – these are derived from random roadside checks carried out by DVA Enforcement officers, using methodology devised initially by IHAC and ASB. Detailed reports for the compliance surveys were published as Official Statistics in May 2014. The Agency intends in the 2014/15 cycle to concentrate on compliance audits within the transport industries and to increase the level of intelligence led targeted operations. Further random surveys will then be carried out in 2015/16 and thereafter on a biennial basis which will establish the impact of increased targeted enforcement. Detailed methodology for the surveys are detailed in the DOE Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Surveys 2013/14 which can be found using the following link:

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

Description of the data

The data presented in the following section is based on sample surveys carried out within the financial year.

Data Quality Assessment

Very Good – The data reported for each survey within this report were collected through sample surveys in line with best practice survey methodology. For each vehicle stopped at the roadside, the Enforcement Team completed a comprehensive inspection sheet (stats sheet) for each vehicle inspected. This stats sheet covered descriptive information about the inspection such as date, time and location; personal, licence and insurance data on the driver and operator. Information on any vehicle defects or offences committed by the driver, and details of actions taken by Enforcement Officers.

Inspections were carried out by a traffic examiner and technical officer team to ensure that all roadworthiness and licensing criteria were covered. Completed statistics sheets were passed to DVA administrative staff and input into the Roadside Enforcement Database. Data were extracted from the database and sent to ASB for validation and analysis. Any issues with the data, such as missing values, may be queried with DVA who can refer back to the paper reports and confirm the correct information.

In the interest of assessing the quality of data collected during random surveys, a small team of three DOE statisticians on one occasion during 2013/14 accompanied DVA staff during night-time operations on buses and taxis. The purpose of this was to review how the agency was selecting vehicles to check and to ensure the methodology being used adhered to best practice and the principles of random selection.

To comply with legislative changes, statistics sheets were amended for 2013/14 and are slightly different to those used in 2012/13. As a consequence of these changes exact like for like comparisons between 2012/13 and 2013/14 were not always possible.

Accuracy of Results

The results presented in this report are derived from sample surveys of Taxis, Buses and HGVs, and will therefore be subject to sampling error. The error range, or confidence interval, associated with the headline results is presented in Annex 4. These are reported at the 95% confidence level meaning that if we carried out the same survey 100 times, in 95 of these surveys we would expect to obtain values within these ranges. Because a cluster sampling technique has been employed rather than simple random sampling, which would not have been feasible, this further reduces the accuracy of the survey estimates and leads to a wider error range than would otherwise have been the case. This is known as the survey design effect and a value of 1

indicates that the error associated with each estimate is the same as would be found with a simple random sample of equivalent size. The higher that the design effect is above 1, the greater the additional error will be. The design effects associated with each of the three types of vehicle survey reported on in this report are also presented alongside the confidence intervals in Appendix 4. The design effects have been fully taken account of in the calculation of the confidence intervals and any statistical tests that have been carried out on the results.

8. Compliance – Survey Findings

- There are five key survey findings relating to the DVA, measured via roadside surveys carried out through the year. These are:
 - Heavy Goods Vehicle Fleet Compliance;
 - Bus Fleet Compliance; and
 - Taxi Fleet Compliance;
 - Vehicle Evasion Duty Evasion; and
 - MOT Compliance.

Compliance Surveys

The three compliance surveys carried out by DVA provide an indication of the level of compliance seen amongst the particular fleet of interest. Results in relation to Non-compliance and detailed methodology for the surveys are detailed in the DOE Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Surveys 2013/14 which can be found using the following link:

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

- **HGV Compliance**

- The level of non-compliance among the HGV fleet in Northern Ireland was found to be 20.0%. This figure comes from a survey of 640 randomly selected heavy goods vehicles across the province, during 2013/14. ¹
- Results from earlier surveys indicate there has been a decreasing trend in noncompliance with a statistically significant decrease in the overall rate of over 8 percentage points from 31.2% in 2011/12 to 22.7% in 2012/13.

- **Taxi Compliance**

- The level of non-compliance among the Taxi fleet in Northern Ireland was found to be 29.%. This figure comes from a survey of 515 randomly selected taxis

across the province, during 2013/14.¹

- Considering the longer term trends, and taking statistical significance into account, shows that overall non-compliance remained fairly static between 2009/10 and 2011/12 before increasing by over 6 percentage points between 2011 and 2012/13, to just over 31%, and remaining at around this level in the most recent survey year.

- **Bus Compliance**

- The level of non-compliance among the Bus fleet in Northern Ireland was found to be 27.0%. This figure comes from a survey of 459 randomly selected buses across the province, during 2013/14.¹
- Considering earlier surveys results, there had been a statistically significant increase in the overall rate of non-compliance rising by over 7 percentage points from 22.6% in 2011/2012 to 30.4% in 2012/13.

1. The difference in non-compliance levels between 2012/13 and 2013/14 survey results, across HGV, Taxi and Buses, was not significant.

- **Vehicle Excise Duty Evasion**

- In 2013, the level of VED evasion in Northern Ireland stood at 0.7%. This is the same level as recorded in the previous survey held in 2011. It marks a level which is comparable to that found in Great Britain where the evasion estimate was 0.6%. The difference between the estimate for Northern Ireland and that for Great Britain in 2013 is not statistically significant.
- While the level of VED evasion stood at 0.7% in 2013, this is down from 2.2% which was recorded in 2008.

- **MOT Evasion**

- An MOT Evasion rate of 2.8% was recorded in 2013. The previously recorded evasion rate in 2011 was 3.7%.

Table 8.1 – Compliance Survey Findings

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|------------------------------------|---------|---------|---------|---------|---------|
| Heavy Goods Vehicle Non Compliance | 48.3% | - | 31.2% | 22.7% | 20.0% |
| Taxi Non Compliance | 20.1% | - | 24.7% | 31.1% | 29.7% |
| Bus Non Compliance | - | - | 22.6% | 30.4% | 27.0% |

Sources: DVA Compliance Section, ASB NISRA

Table 8.2 – VED and MOT Evasion Survey Findings

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|-------------|------------------|------------------|------------------|------|------------------|--------------------|
| VED Evasion | 2.2 ¹ | 0.7 ¹ | 0.9 ¹ | 0.7 | N/A ² | 0.7 ³ |
| MOT Evasion | 8.4 | 4.9 | 4.8 | 3.7 | N/A ² | 2.8 ^[p] |

Sources: DVA Compliance Section, IHAC (DfT), ASB NISRA

Notes:

1. An improved weighting methodology was introduced for the overall evasion rate in Northern Ireland in 2011, and retrospectively applied to all estimates from 2007, bringing the overall rates for Northern Ireland closer to those for Great Britain splits.
2. DfT moved to a biennial survey from 2011, this means that there was no survey conducted in 2012. The next one to be carried out will be in 2015.
3. At the 95% confidence level the Lower confidence interval was 0.6 and the Upper confidence interval was 0.8.

This page left intentionally blank

9. Enforcement

Along with Compliance Section, DVA Roadside Enforcement falls within the Agency's Business Development Directorate.

Roadside Enforcement is responsible for the enforcement of legislation pertaining to roadworthiness standards and licensing requirements at the roadside.

Enforcement Section carries out the majority of its work within the goods vehicle, taxi and bus industries. Enforcement staff have the power to stop vehicles at the roadside and inspect them for both roadworthiness defects and for various traffic offences. Enforcement officers can also visit operators' premises and inspect both vehicles and documentation.

Whilst historically the majority of the work of Enforcement Section has been checks as part of intelligence-led, targeted operations, more emphasis is being made on carrying out random checks of the fleet to support Compliance Section maintain a baseline of the underlying rates of non-compliance prevalent in the fleets.

Enforcement Section's strategic aim is to improve compliance levels within the road transport industries through evidence based and intelligence led enforcement, improved information and guidance, closer working relationships with the industry and investment in staffing and equipment resource.

User Guidance

Data cover all applications for all checks carried out by DVA Enforcement Officers, either as part of targeted operations or in the data gathering stages of the compliance surveys.

The report also includes figures for the number of fixed penalties issued by the Enforcement Officers and the total value of these penalties.

Table 9.3 provides detail of files referred to the PPS and number of convictions within the financial year. However, a file referred to PPS may or may not result in a conviction in the same financial year as there may well be a lag period before a case reaches court proceedings. The figures presented cannot be used together to derive a conviction rate for the period.

These figures are generated by DVA and this is the first formal release of the full 2013/14 annual data.

Spot Checks on Buses:

DVA carry out a range of unannounced spot checks on buses at the roadside and at operator premises in order to assess vehicle roadworthiness. These procedures are laid down under European Directive 2000/30/EC (as amended) and include consideration of the following items:

Vehicle identification; braking equipment; steering; visibility; lighting, lamps, reflectors and electrical equipment; axles, wheels, tyres and suspension; chassis and chassis attachments; tachograph, speed limiter and other equipment; and nuisance issues such as emissions and oil/fuel spillage.

In addition to Buses Inspected, DOE-DVA Enforcement is committed annually to carrying out 35 unannounced checks at Operator Premises on Coaches and Buses along with maintenance and tachograph records.

Enforcement Notices:

V1/V2 prohibitions notices address a range of faults including for example defective brakes, defective tyres etc.

VT5 prohibitions notices address a range of faults including for example defective lights, emergency door buzzers, and tachographs.

V27 relates to licence suspension.

Description of the data

The data presented in the following section is extracted from the Roadside Enforcement database (REX) using predefined built in reports.

Data Quality Assessment

Very Good – all data in this section are derived from a single administrative system (REX) with full coverage and incorporating various validation checks.

Guidance on using the data

Information on prosecutions is based on data received from the Northern Ireland Court Service.

9. Enforcement Section – Business Volumes

- During the 2013/14 financial year, DVA Enforcement staff checked 6,562 vehicles during both targeted operations and random checks; of these, the largest volume was for Goods Vehicles, accounting for 53.8% (3,532) of vehicles checked.
- The number of Goods Vehicles checked in 2013/14 (3,532) was up almost 26% on the number of goods vehicles checked in 2012/13 (2,808). The recruitment of additional staff accounted for the increase in Goods Vehicle checks in 2013/14.
- The number of taxis checked in 2013/14 (1,965) was 5.4% higher than in 2012/13 (1,865). However, the number of buses checked in 2013/14 (764) decreased by 5.7% compared with 2012/13 (810), though this was still around two and a half times greater than the number of buses checked in 2009/10 (307).
- Introduced in February 2011, fixed penalty notices issued to drivers at the roadside almost trebled from 506 in 2011/12, the first full year of operation, to 1,460 in 2013/14. The number issued for 2013/14 was 22.5% higher than the number issued during 2012/13 (1,192).
- The increase in fixed penalty notices is reflected in the reduction in the number of files referred to the PPS which stood at 803 in 2010/11 but fell to 511 in 2013/14. This is as a result of enforcement officers using fixed penalty notices for minor offences rather than referrals to the PPS.
- During 2013/14 a total of 115 spot checks on School Buses were carried out by enforcement officers, this was down by 69 checks from the 184 carried out in 2012/13. The reduction in spot checks carried out in the Western Education and Library Board Region was accountable for a large proportion of the reduction in checks overall, falling from 84 in 2012/13 to 24 in 2013/14.

Table 9.1 – Enforcement Section – Checks Carried Out – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---|--------------|--------------|--------------|--------------|--------------|
| Goods Vehicles ¹ | 3,108 | 3,835 | 3,012 | 2,808 | 3,532 |
| Trailers ² | 863 | 1,355 | 1,066 | 788 | 957 |
| Taxis | 1,704 | 1,520 | 2,177 | 1,865 | 1,965 |
| Buses | 307 | 501 | 831 | 810 | 764 |
| Cars | | 230 | 268 | 223 | 301 |
| Total Vehicle Checks ³ | 5,119 | 6,086 | 6,288 | 5,706 | 6,562 |
| Tachograph Checks (Premises) ^{5,6} | 6,753 | 7,659 | 10,573 | 7,550 | 1,017 |
| Tachograph Checks (Roadside) ^{5,6} | 29,511 | 32,952 | 37,202 | 19,815 | 22,179 |

Source: Roadside Enforcement Database

Notes:

1. This figure includes Trailers so as to be comparable with historical data.
2. DVA introduced a new database system for 2009/10 which enabled the inspection of trailers to be recorded separately.
3. Trailers have not been double counted in this total.
4. In addition to Buses Inspected, DOE-DVA Enforcement is committed annually to carrying out 35 unannounced checks at Operator Premises on Coaches and Buses along with maintenance and tachograph records.
5. Special investigations into tachograph and drivers hours fraud in 2013/14, jointly undertaken with the PSNI, did not require the analysis of high volumes of tachograph records at premises which would have accounted for the greater volume of Premises Tachograph Checks in previous years. This will, in part, account in the reduction of Tachograph Checks at Premises between 2012/13 and 2013/14. In addition, during 2013/14 Enforcement teams commenced compliance audits at Goods Vehicle Operators premises which focus on corporate governance and best practice, with emphasis placed on auditing processes and procedures of transport undertakings as opposed to the analysis of tachograph charts or inspection of vehicles.
6. The historical reduction in the Roadside Tachograph Checks is as a result of staff being appointed to undertake special investigations and therefore resulting in less time at the roadside. The increase in these checks between 2012/13 and 2013/14 may be a result of an overall increased staffing resource during the 2013/14 year.

Table 9.2 – Enforcement Section – Checks Carried Out – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|
| Goods Vehicles ¹ | 23.4% | -21.5% | -6.8% | 25.8% | 13.6% |
| Trailers ² | 57.0% | -21.3% | -26.1% | 21.4% | 10.9% |
| Taxis | -10.8% | 43.2% | -14.3% | 5.4% | 15.3% |
| Buses | 63.2% | 65.9% | -2.5% | -5.7% | 148.9% |
| Cars | - | 16.5% | -16.8% | 35.0% | - |
| Total Vehicle Checks ³ | 18.9% | 3.3% | -9.3% | 15.0% | 28.2% |
| Tachograph Checks (Premises) ^{5,6} | 13.4% | 38.0% | -28.6% | -86.5% | -84.9% |
| Tachograph Checks (Roadside) ^{5,6} | 11.7% | 12.9% | -46.7% | 11.9% | -24.8% |

Source: Roadside Enforcement Database

Notes:

1. This figure includes Trailers so as to be comparable with historical data.
2. DVA introduced a new database system for 2009/10 which enabled the inspection of trailers to be recorded separately.
3. Trailers have not been double counted in this total.
4. In addition to Buses Inspected, DOE-DVA Enforcement is committed annually to carrying out 35 unannounced checks at Operator Premises on Coaches and Buses along with maintenance and tachograph records.
5. Special investigations into tachograph and drivers hours fraud in 2013/14, jointly undertaken with the PSNI, did not require the analysis of high volumes of tachograph records at premises which would have accounted for the greater volume of Premises Tachograph Checks in previous years. This will, in part, account in the reduction of Tachograph Checks at Premises between 2012/13 and 2013/14. In addition, during 2013/14 Enforcement teams commenced compliance audits at Goods Vehicle Operators premises which focus on corporate governance and best practice, with emphasis placed on auditing processes and procedures of transport undertakings as opposed to the analysis of tachograph charts or inspection of vehicles.
6. The historical reduction in the Roadside Tachograph Checks is as a result of staff being appointed to undertake special investigations and therefore resulting in less time at the roadside. The increase in these checks between 2012/13 and 2013/14 may be a result of an overall increased staffing resource during the 2013/14 year.

Table 9.3 – Enforcement Section – Prosecutions and Penalties – Volumes

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---|----------|----------|----------|----------|----------|
| Files referred to PPS ¹ | n/a | 803 | 592 | 448 | 511 |
| Number of Convictions ² | n/a | 642 | 735 | 449 | 389 |
| Prosecutions (offences convicted) ³ | 1,351 | 1,322 | 1,379 | 951 | 755 |
| Value of Court fines and costs ⁴ | £210,744 | £209,486 | £228,656 | £145,560 | £106,655 |
| Fixed Penalties Issued | n/a | n/a | 506 | 1,192 | 1,460 |
| Value of Fixed Penalties ⁵ | n/a | n/a | 20,090 | £110,290 | 147,520 |
| Total Value of all fines and penalties ⁶ | £210,744 | £209,486 | £248,746 | £255,850 | £254,175 |

Source: DVA Enforcement Section

Notes:

1. The number of files referred by DVA to the Public Prosecution Service for court action.
2. The number of convictions that have been successfully prosecuted at court by DVA against operators / drivers.
3. The number of successful prosecutions (offences convicted) that have been notified by the NI Court Service.
4. The total amount of fines and associated costs from successful prosecutions at Court.
5. The financial value of the fixed penalties issued.
6. Does not include value of fixed penalties for 2009/10 and 2010/11, years for which the information is not available.

Table 9.4 – Enforcement Section – Prosecutions and Penalties – Percentage Change

| | 2009/10 - 2010/11 | 2010/11 - 2011/12 | 2011/12 - 2012/13 | 2012/13 - 2013/14 | 2009/10 - 2013/14 |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|
| Files referred to PPS ¹ | - | -26.3% | -24.3% | 14.1% | - |
| Number of Convictions ² | - | 14.5% | -38.9% | -13.4% | - |
| Prosecutions (offences convicted) ³ | -2.1% | 4.3% | -31.0% | -20.6% | -44.1% |
| Value of Court fines and costs ⁴ | - | 9.2% | -36.3% | -26.7% | - |
| Fixed Penalties Issued | - | - | 135.6% | 22.5% | - |
| Value of Fixed Penalties ⁵ | - | - | 449.0% | 33.8% | - |
| Total Value of all fines and penalties ⁶ | -0.6% | 18.7% | 2.9% | -0.7% | 20.6% |

Source: DVA Enforcement Section

Notes:

1. The number of files referred by DVA to the Public Prosecution Service for court action.
2. The number of convictions that have been successfully prosecuted at court by DVA against operators / drivers.
3. The number of successful prosecutions (offences convicted) that have been notified by the NI Court Service.
4. The total amount of fines and associated costs from successful prosecutions at Court.
5. The financial value of the fixed penalties issued.
6. Does not include value of fixed penalties for 2009/10 and 2010/11, years for which the information is not available

Table 9.5 – Enforcement Section – Operations – Volumes

| | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|-------------------------|---------|---------|---------|---------|
| Joint Operations | n/a | n/a | 94 | 51 |
| HGV | n/a | n/a | n/a | 15 |
| Buses | n/a | n/a | n/a | 1 |
| Taxis | n/a | n/a | n/a | 22 |
| Car | n/a | n/a | n/a | 13 |
| Cross Border Operations | 1 | 3 | 7 | 11 |

Source: DVA Enforcement Section

Notes:

1. No information available for 2009/10.

Table 9.6 – Enforcement Section – Breakdown of Spot Checks on School Buses - Vehicles Inspected – Volumes

| Location of Inspection | 2012/13 | 2013/14 |
|--|------------|------------|
| Belfast Education and Library Board Region | 15 | 9 |
| North Eastern Education and Library Board Region | 42 | 30 |
| South Eastern Education and Library Board Region | 17 | 18 |
| Southern Education and Library Board Region | 28 | 34 |
| Western Education and Library Board Region | 82 | 24 |
| Total | 184 | 115 |

Source: DVA Enforcement Section

Table 9.7 – Enforcement Section – Breakdown of Spot Checks on School Buses - Number of offending vehicles and Offences/Issues Identified – Volumes

| Location of Inspection | 2012/13 | | 2013/14 | |
|--|------------------------------|--------------------------------------|------------------------------|--------------------------------------|
| | Number of offending vehicles | Number of Offences/Issues identified | Number of offending vehicles | Number of Offences/Issues identified |
| Belfast Education and Library Board Region | 1 | 1 | 3 | 7 |
| North Eastern Education and Library Board Region | 6 | 10 | 2 | 2 |
| South Eastern Education and Library Board Region | 4 | 6 | 3 | 5 |
| Southern Education and Library Board Region | 6 | 14 | 4 | 7 |
| Western Education and Library Board Region | 22 | 38 | 10 | 40 |
| Total | 39 | 69 | 22 | 61 |

Source: DVA Enforcement Section

This page left intentionally blank

Appendices

Appendix 1 - Glossary

| <u>Abbreviation</u> | <u>Meaning</u> |
|---------------------|---|
| ADI | Approved Driving Instructor |
| AMI | Approved Motorcycle Instructor |
| ANPR | Automated Number Plate Recognition |
| ASB | Analytical Services Branch |
| BSP | Booking Services Project |
| CDG | Carriage of Dangerous Goods |
| CPC | Certificate of Professional Competence |
| CR | Continuous Registration |
| DfT | Department for Transport |
| DOE | Department of the Environment |
| DRD | Department for Regional Development |
| DSA | Driving Standards Agency |
| DVA | Driver and Vehicle Agency |
| DVLA | Driver and Vehicle Licensing Agency |
| DVLNI | Driver and Vehicle Licensing Northern Ireland |
| DVTA | Driver and Vehicle Testing Agency |
| EU | European Union |
| FTA | Failed to Attend |
| HGV | Heavy Goods Vehicle |
| IHAC | In House Analytical Consultancy |
| IVA | Individual Vehicle Approval |
| LGV | Large Goods Vehicle |
| LPCV | Large Passenger Carrying Vehicle |
| MSVA | Motorcycle Single Vehicle Approval |
| NIDLS | Northern Ireland Driver Licensing System |
| NISRA | Northern Ireland Statistics and Research Agency |
| NIVIS | Northern Ireland Vehicle Information System |
| NS | National Statistics |
| ONS | Office for National Statistics |
| OLBS | Operator Licensing & Bus System |
| OS | Official Statistics |
| PCV | Passenger Carrying Vehicle |
| RD | Refer to Drawer |
| REX | Roadside Enforcement Database |
| RTLDD | Road Transport Licensing Division |
| SORN | Statutory Off Road Notification |
| SVA | Single Vehicle Approval |
| TLIS | Taxi Licensing Information System |
| TRU | Transport Regulation Unit |

Other Terminology

| | |
|---------|--|
| Go Back | A licensing transaction where the documentation is incomplete or inaccurate and needs to be returned to the applicant. |
| v10 | Vehicle Licence Application form. |
| Romaha | A consortium made up of Maha, a German manufacturing company, and Rotary Group from Northern Ireland. |

Appendix 2 – Vehicle Test Categories

| Type | BSP Category | Type | BSP Category |
|-------------|---|-------------|---|
| CDG | CDG (HGV) CDG (Trailer) | | 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) | Omnibus | |
| Light Goods | Light Goods Light Goods - Other | Private Car | Private Car Private Car - Other |
| LPCV | 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 | | Basic IVA, M1 (Kit Car) Free M1 Free N1 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) |
| Motorcycles | Motorcycle - Other Motorcycle I Motorcycle II Quadricycle Tricycle | | SVA Retest vehicle with ECWVTA & no Cert. of Conf. |
| Trailer | One Axle Trailer Two Axle Trailer Three Axle Trailer Trailer - Other Light Trailer O2-max mass >0.75t but not exceeding Heavy Trailers O4-max mass >10t Heavy Trailers O3-max mass >3.5t but not exceeding Light Trailer O1-max mass < 0.75t | Taxi | Stretched Limousine - Taxi Taxi |

Appendix 3 – 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 | Goods Vehicle 3500kg-7500kg Goods Vehicle 3500kg-7500kg + Trailer over 750kg Goods Vehicle over 7500kg + Trailer over 750kg Large Goods Vehicle over 7500kg |
| Miscellaneous Test Categories | Agricultural Tractor Extended Motorcar Show + Tell Large Goods Vehicle over 7500kg Show + Tell Motor Vehicle with over 8 passenger seats Tracked Vehicle Motorcar + Trailer over 750kgs ³ |
| PCV | 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

3. In previous publications tests relating to category B+E (Car + Trailer) were contained in the LGV classification. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. The result of this change is that figures for LGV and Miscellaneous Test Categories in 2013-14 are not directly comparable with figures for previous years.

Appendix 4 – Survey Non-Compliance Rates with Upper and Lower Confidence Intervals

Table A4.1 Non-Compliance

| | Sample Size | Survey Non-Compliance Rate (%) | 95% Upper CI | 95% Lower CI | Design Effect |
|--------------|--------------------|---------------------------------------|---------------------|---------------------|----------------------|
| Taxi | 515 | 29.7% | 25.7% | 33.8% | 1.077 |
| Buses | 459 | 27.0% | 21.4% | 32.6% | 1.993 |
| HGVs | 640 | 20.0% | 16.4% | 23.6% | 1.283 |

Table A4.2 Compliance

| | Sample Size | Survey Compliance Rate (%) | 95% Upper CI | 95% Lower CI | Target Compliance |
|--------------|--------------------|-----------------------------------|---------------------|---------------------|--------------------------|
| Taxi | 515 | 70.3% | 74.3% | 66.2% | 70.0% |
| Buses | 459 | 73.0% | 78.6% | 67.4% | 70.0% |
| HGVs | 640 | 80.0% | 83.6% | 76.4% | 70.0% |

Statistically at the 95% level and taking account of survey upper (83.6%) and lower confidence (76.4%) intervals, results indicate that the target level of compliance (70%) has been met for HGVs (80%).

For Buses and Taxis, although survey compliance rates of 73.0% and 70.3% respectively are above target levels of 70%, with lower confidence limits of 67.4% and 66.2% below survey levels it is not possible at the 95% level to say definitively these targets were achieved or not achieved.