

DOE Driver, Vehicle, Operator and Enforcement Statistics 2014/15



Travel and Transport

On the 24th March 2015 this series of statistics were designated as National Statistics. This means they have been certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics.

A National Statistics Publication

National Statistics are produced to a high professional standard. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

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

Designation can be broadly interpreted to mean that the statistics:

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

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

The Department further demonstrates its commitment to the Code of Practice by publishing a series of supporting statements related to its use of administrative data, publication strategy, confidentiality arrangements, revisions policy, customer service and complaints procedure. For details see:

http://www.doeni.gov.uk/supporting_statements.pdf

For information on Official Statistics (OS) or National Statistics (NS) publications please see:

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

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Executive Summary

Vehicle Testing

The Driver and Vehicle Agency (DVA) provided 1,033,259 vehicle test appointments across all vehicle testing categories, marking a very small increase of 0.1% on 2013/14 when 1,032,111 vehicle test appointments were provided. However, the total number of appointments provided has increased by 135,764, or 15.1%, since 2008/09.

The overall pass rate for full vehicle tests was 80.5%. This is the highest pass rate for full vehicle tests recorded across the time series, over 2 percentage points above the pass rate of 78.3% observed in 2008/09. The testing pass rate varied by test category, with rates in the larger volume tests ranging from 93.5% for motorcycle tests to 74.4% for Light Goods Vehicle tests.

Driver Testing

The DVA provided 54,171 driving test appointments, marking an increase of 7.4% on the previous year when 50,445 test appointments were provided.

The total number of appointments provided has decreased by 22,338 (29.2%) since 2008/09 when 76,509 appointments were provided.

Theory Testing

DVA carried out 65,075 theory tests; 88.6% of tests conducted were Private Car tests. The pass rate for theory tests varied from a low of 48.6% for Private Cars to a high of 79.4% for the Passenger Carrying Vehicle (PCV) Hazard Perception tests.

For Private Cars there has been a strong decline in pass rates, from 66.1% in 2008/09 to 48.6% in 2014/15. This is largely attributable to the changes in the

suite of theory test questions introduced in January 2012, designed to encourage more thorough preparation by candidates.

Driver Licence Stock

At the 31st March 2015, there were over 1,070,000 Full and Eligible licence holders with Private Cars/Light Vans entitlement in Northern Ireland.

Based on Mid Year Population Estimates for Northern Ireland in 2013, it is estimated that over three-quarters (75.9%) of Northern Irelands population aged 17+ had a full and eligible license with entitlement for Private Cars / Light Vans.

Road Transport Licensing

As at the 31st March 2015, there were 14,462 licensed Taxi Drivers in Northern Ireland, down by 6.3% from 15,430 at the end of March 2014. There were also 1,885 licensed Taxi Operators at 31st March 2015, representing an annual increase of 4.3%. Of these, the vast majority (87%) were classified as a small operator (1,636) providing for up to two taxis to be listed on their licence.

Enforcement Activities

The number of Goods Vehicles checked in 2014/15 (2,534) was down over 28% on the previous year (3,532). This was the lowest number of Goods Vehicles checked per annum in the available time series.

The number of taxis checked in 2014/15 (1,445) was over 26% lower than in the previous year (1,965). The number of buses checked decreased by 1.8% to 764 during the same period, though this was still around twice the number checked in 2008/09 (383).

Forward look

Vehicle Licensing and Registration Statistics for Northern Ireland: Update at 26 March 2015

A Service Level Agreement is now in place between DVLA/DfT and DOE. Under the terms of this SLA, the DOE now receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from the DVLA/DfT.

The extracts are made available to DVA statisticians after the routine publication of the related DfT statistical release 'Vehicle licensing statistics, Great Britain'. The extracts are now used to produce vehicle registration and licensing Official Statistical series similar to those published in the quarters prior to July to September and Annual up to 2013/14 by the DOE with the exception of transaction data.

Due to the timing of the release of the extracts from DfT to DVA statisticians, the first registration and licensing tables will necessarily lag behind the time period being reported on for all other tables. For example, this publication relates to the financial year end 2014/15, however the latest available registration/licensing statistics are for the period October to December 2014. The statistics for the period January to March 2015 and indeed the 2014/15 financial year will instead be reported in the Quarter 1 April to June 2015 publication due for release in September 2015. This will now allow us to include quarterly reporting of Vehicle Licensing statistics which was previously only possible on an annual basis in the past.

Should users require this information prior to DVA statisticians being in a position to publish NI level information they are free to contact DfT/DVLA directly to request the earlier release of specific information, either by email at vehicles.stats@dft.gsi.gov.uk or by telephone 020 7944 3077.

The potential impact of migrating Northern Ireland vehicle registration and licensing to DVLA is likely to be a reduced count in the NI vehicle licensing and registration figures. This will be influenced by a number of factors which are discussed in detail in the Vehicle Registration and Licensing – User Guidance. Please see the Vehicle Registration and Licensing – User Guidance for further information.

Future content and stylistic changes to this quarterly report

As part of a process of continuous improvements aimed at making our statistics more user friendly and accessible, we have planned a series of changes to future releases of our quarterly and annual reports. These are outlined in summary below for your information.

Quarterly Time Series Reporting

This publication is accompanied by a quarterly and annual time series of key statistics for Driver and Vehicle testing (see Trend Series tables). This includes trend data in respect of driver testing, vehicle testing, driver licensing theory testing and enforcement. The intention is to eventually extend all series back to 2008/09, where data are available, to coincide with the annual historical trends first reported in DVA's annual statistical report. Please see published on our website a plan detailing a timeline for the introduction of time series trends for all available statistical series.

[DVA Plan for completion of Time Series data](#)

Guidance Notes and Definitions

The key strengths and weaknesses of these statistics arising from our data quality assessment of DVA administrative systems have been included within this report. In addition to this, and in line with the latest guidance from the UKSA, the statistics producer team have published a full report of our quality assessment of the administrative systems from which these statistical series are sourced. The report is available on our website for users to review and comment on and will be regularly updated. Key points affecting the interpretation of the data will, of course, continue to be included in the relevant User Guidance sections of the main report.

Data Quality Assessment report

Linkages/Signposting to NI Direct and NISRA websites

Signage and linkage from NI Direct and the NISRA websites to the DOE website and associated statistics have been updated and improved in line with user feedback, and in lieu of a planned more fundamental review of the site itself by NISRA.

[NISRA Website](#)

Introduction

This statistical publication marks the fourth 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 2014/15. To highlight emerging trends, comparable data, where available, are included for the previous four financial years.

This is the second 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

Driver Licensing

Road Transport Licensing (Buses and Taxis)

Monitoring of Compliance

Roadside Enforcement

While the DVA are no longer responsible for Vehicle Registration and Licensing with the transfer of those functions to DVLA in Swansea in July 2014, statistics relating to these areas

are presented in Chapter 5. DOE Transport Regulation Unit is responsible for licensing Heavy Goods Vehicles in Northern Ireland.

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 generally comprises 2014/15 data which are being formally released by DVA for the first time. The exceptions to this are data for Chapter 5 - Vehicle Registration and Licensing, Chapter 6 – Compliance Survey findings, historical trend data and GB comparative data. Historical 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. GB related data are drawn from published Department for Transport National Statistics series.

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.

Trend information presented in tables within this publication generally extends back to 2010/11. Commentary will discuss trend information back to 2008/09. The trend data tables from 2008/09 to 2014/15 are available in the accompanying Trend tables to this publication.

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 are used by DVA to report on Key Agency Targets. Information on the agencies corporate and business plan, including targets can be found using the following link:

http://www.doeni.gov.uk/index/road_users/corporate-driver-and-vehicle-agency/dva-services-and-publications.htm

Since first publication in 2012, this report 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

Other agency uses of the data include manpower and capacity modelling, as well as broader departmental use with regard to road safety and associated departmental policy and research e.g. graduated driver licensing.

Outside interest in the data includes areas such as academic research on emissions, the driver pass rates by gender, economic research using vehicle information as an economic indicator, and economic blogs.

General interest research briefs are available on the DOE website. Please see the link below:

<http://www.doeni.gov.uk/index/information/asb/research-briefs-and-bespoke-analyses.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

The key strengths and weaknesses of these statistics arising from our assessment of administrative systems have been included within this annual report. In addition to this and in line with the latest guidance from the UKSA the statistics producer team have published a full report of our quality assessment of the administrative systems from which these statistical series are sourced. The report is available on our website for users to review and comment on and will be regularly updated. Key points affecting the interpretation of the data will, of course, continue to be included in the relevant User Guidance sections of the main report.

[Data Quality Assessment report](#)

Statistical Notes:

Rounding

Due to rounding conventions, some totals may not add to 100%.

Revisions Policy

We do not undertake any scheduled revisions; any revisions to these figures are made by exception on an ad-hoc basis as and when required. In circumstances where figures need to be revised users will be notified and any revisions will be explained in terms of why a revision was required, the period covered, the tables affected and the impact of revisions on trend and other related figures. Revisions are part of our obligations under the Code of Practice for Official Statistics. Further details on our revisions policy and supporting statements relating to Official Statistics are available on our website. Please click the link below:

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

“ * ” = where data entries are less than 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.

Where infographic arrows are used, a yellow filled arrow indicates a percentage increase and a blue filled arrow indicates a percentage point increase.

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

Table Changes

We have introduced a number of new additional trend tables which are available in the Trend Series tables which accompany this publication. A number of tables have been removed, listed in the table below, due to the data no longer being available with the transfer of the vehicle licensing functions from DVA to DVLA in July 2014. This has necessitated the renumbering of a number of tables.

Table Number 2013/14	Table Number 2014/15	Table Title	Note
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Table 5.4	-	Other Licensing Transactions - Volumes	Table Deleted. Data no longer available
Table 5.5	-	Other Licensing Transactions – Percentage Change	Table Deleted. Data no longer available
Table 5.6	-	Vehicle Licensing – Miscellaneous Transactions - Volumes	Table Deleted. Data no longer available
Table 5.7	-	Vehicle Licensing – Miscellaneous Transactions – Percentage Change	Table Deleted. Data no longer available
Table 5.8	Table 5.4	Vehicles Licensed and with SORN by body type 31 December 2014	Table number changed
Table 5.9	Table 5.4	Vehicles Licensed by body code at 31 December 2014	Table number changed

Acknowledgements

Analytical Services Branch would like to thank and acknowledge the assistance of data providers, consultees who helped prepare this report, including colleagues within government departments, agencies and those in non-departmental public bodies and external organisations.

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>



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 minimum 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.

Strengths and weaknesses of the data

Strengths:

- Vehicle testing statistics derived from the BSP administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- BSP is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Statisticians have full access to all vehicle testing systems, data and reports.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of driver and vehicle testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.
- Data can often be used as part of the legal process which helps ensure accurate recording should customers challenge test outcomes or make complaints.

Weaknesses:

- There is potential for distortion of vehicle test outcomes through inconsistent application of test standards by examiners. However, the DVA proactively monitor test outcomes using robust statistical analysis both within and between test centres. Any evidence of non-random patterns of outcomes are closely scrutinised and DVA management take remedial action should this be required. This is not considered to be a significant issue with respect to data quality.

Please see the Vehicle Testing – User Guidance for further information on the data.

Other Sources of Information:

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

http://www.drdni.gov.uk/index/statistics/stats-categories/annual_road_traffic_estimates.htm

Road vehicle testing scheme (MOT) test results for Great Britain ^{*see note below}

<https://www.gov.uk/government/statistical-data-sets/tsqb09-vehicles#table-tsqb0908>

Road vehicle testing scheme (MOT): percentage of vehicles failing by type of defect for Great Britain ^{*see note below}

<https://www.gov.uk/government/statistical-data-sets/tsqb09-vehicles#table-tsqb0909>

Road passenger service vehicle testing scheme (PSV tests) for Great Britain ^{*see note below}

<https://www.gov.uk/government/statistical-data-sets/tsqb09-vehicles#table-tsqb0910>

Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles and Trailers) for Great Britain ^{*see note below}

<https://www.gov.uk/government/statistical-data-sets/tsqb09-vehicles#table-tsqb0911>

National Car Testing Service - Republic of Ireland

http://www.ncts.ie/test_stats.html

Vehicle inspection - European Commission

http://ec.europa.eu/transport/road_safety/topics/vehicles/inspection/index_en.htm

Roadworthiness Package - European Commission

http://europa.eu/rapid/press-release_MEMO-12-555_en.htm?locale=en

*Due to the private sector provision for MOT testing in Great Britain and the availability for a 'retest' to be taken at the same station within one hour of the original test after rectification, the calculation and presentation of failure rates will differ between Northern Ireland and Great Britain.

Vehicle Testing Volumes

Vehicle Test – Applications

- A total of 1,055,173 applications for vehicle tests were received by DVA during 2014/15. The volume of applications is almost one-fifth (19%) higher than for 2008/09 when the number stood at 885,416.
- It also marked an increase of 1.1% in applications, from the 1,043,881 received during 2013/14.
- Of the total applications received, 890,103 (84.4%) were for full vehicle tests and 165,070 (15.6%) were for retests. This represents a shift of 2 percentage points in favour of full tests compared to 2008/09, partly reflecting an improving pass rate over the period.
- Of the higher volume transactions, Private Cars have seen the greatest growth in full test application volumes over the last 5 years, with a 10.8% increase (or 71,876 applications) from 667,222 applications in 2010/11 to 739,098 applications in 2014/15.
- Whilst there has been an overall reduction of 9.5% in the number of Heavy Goods Vehicle full test applications when comparing 2010/11 and 2014/15, it is 1.2% higher than the number of full test applications in 2013/14. This was the first increase in full test applications for heavy goods since 2010/11 and may be linked to an improving economy.
- The number of Taxi full test applications in 2014/15 was 9,810 which was 15.2% lower than the figure of 11,568 recorded for 2008/09.
- All major categories, with the exception of Taxis, showed an increase in the number of applications for full tests when comparing 2014/15 to 2013/14.

Table 1.1 – Vehicle Testing - Applications Received – Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Full Tests	815,539	840,235	842,038	870,253	890,103
Retests	171,813	181,419	176,531	173,628	165,070
Total Applications	987,352	1,021,654	1,018,569	1,043,881	1,055,173

Source: BSP, Report A38

Table 1.2 – Vehicle Testing – Applications Received - Percentage Change

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Full Tests	3.0%	0.2%	3.4%	2.3%	9.1%
Retests	5.6%	-2.7%	-1.6%	-4.9%	-3.9%
Total Applications	3.5%	-0.3%	2.5%	1.1%	6.9%

Source: BSP, Report A38

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

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Cars	667,222	691,894	697,446	721,887	739,098
Motorcycles	21,908	22,689	22,056	23,007	23,096
Light Goods	65,920	66,974	66,239	68,248	69,819
Heavy Goods	28,133	26,788	25,283	25,147	25,450
Omnibus	2,529	2,804	2,848	2,893	2,922
Trailers	15,313	15,245	14,974	15,726	16,249
LPCV	3,050	2,916	2,901	2,942	2,980
Taxis	11,041	10,558	9,816	9,832	9,810
SVA	166	76	34	21	17
IVA	41	55	138	151	170
CDG	216	236	303	399	492
Total Full Test Applications	815,539	840,235	842,038	870,253	890,103

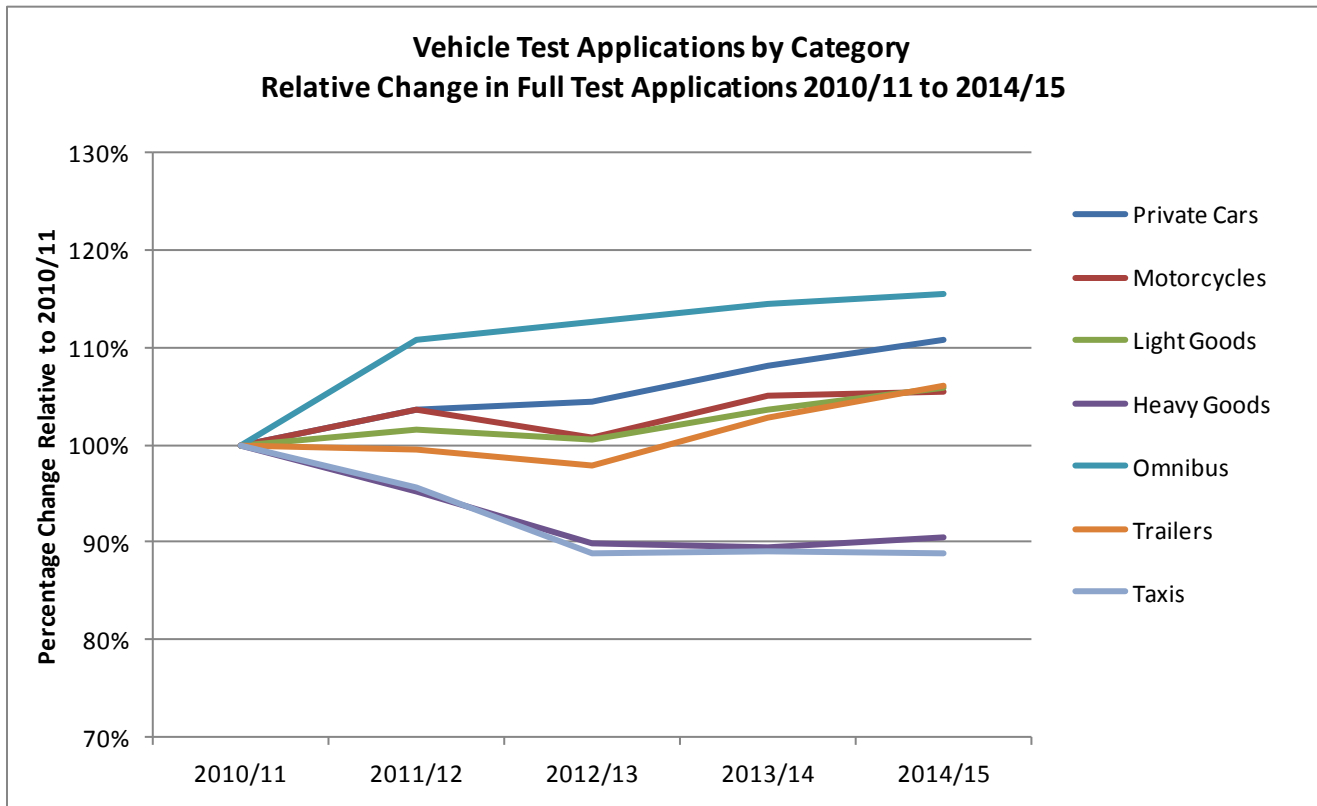
Source: BSP, Report A38

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Private Cars	3.7%	0.8%	3.5%	2.4%	10.8%
Motorcycles	3.6%	-2.8%	4.3%	0.4%	5.4%
Light Goods	1.6%	-1.1%	3.0%	2.3%	5.9%
Heavy Goods	-4.8%	-5.6%	-0.5%	1.2%	-9.5%
Omnibus	10.9%	1.6%	1.6%	1.0%	15.5%
Trailers	-0.4%	-1.8%	5.0%	3.3%	6.1%
LPCV	-4.4%	-0.5%	1.4%	1.3%	-2.3%
Taxis	-4.4%	-7.0%	0.2%	-0.2%	-11.1%
SVA	-54.2%	-55.3%	-38.2%	-19.0%	-89.8%
IVA	34.1%	150.9%	9.4%	12.6%	314.6%
CDG	9.3%	28.4%	31.7%	23.3%	127.8%
Total Full Test Applications	3.0%	0.2%	3.4%	2.3%	9.1%

Source: BSP, Report A38

Chart 1



Source: BSP, Report A38

Table 1.5 – Vehicle Testing - Applications Received – Retest Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Cars	137,893	146,175	143,419	141,557	134,750
Motorcycles	1,282	1,294	1,272	1,192	1,147
Light Goods	16,316	17,597	17,258	17,405	16,759
Heavy Goods	8,736	8,629	7,544	6,903	6,270
Omnibus	689	662	672	642	595
Trailers	3,211	3,386	3,074	2,962	2,886
LPCV	536	523	480	439	394
Taxis	3,100	3,103	2,754	2,476	2,220
SVA	19	19	12	9	4
IVA	24	22	42	25	37
CDG	7	9	4	18	8
Total Retest Applications	171,813	181,419	176,531	173,628	165,070

Source: BSP, Report A38

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Private Cars	6.0%	-1.9%	-1.3%	-4.8%	-2.3%
Motorcycles	0.9%	-1.7%	-6.3%	-3.8%	-10.5%
Light Goods	7.9%	-1.9%	0.9%	-3.7%	2.7%
Heavy Goods	-1.2%	-12.6%	-8.5%	-9.2%	-28.2%
Omnibus	-3.9%	1.5%	-4.5%	-7.3%	-13.6%
Trailers	5.5%	-9.2%	-3.6%	-2.6%	-10.1%
LPCV	-2.4%	-8.2%	-8.5%	-10.3%	-26.5%
Taxis	0.1%	-11.2%	-10.1%	-10.3%	-28.4%
SVA	0.0%	-36.8%	-25.0%	-55.6%	-78.9%
IVA	-8.3%	90.9%	-40.5%	48.0%	54.2%
CDG	-	-	-	-55.6%	-
Total Retest Applications	5.6%	-2.7%	-1.6%	-4.9%	-3.9%

Source: BSP, Report A38

Vehicle Tests – Test Appointments Provided

- During 2014/15, the Driver and Vehicle Agency provided 1,033,259 vehicle test appointments across all vehicle testing categories, marking a very small increase of 0.1% on 2013/14 when 1,032,111 vehicle test appointments were provided. However, the total number of appointments provided has increased by 135,764, or 15.1%, since 2008/09.
- Of the total test appointments provided, the customer failed to attend (FTA) on 24,065 occasions, an increase of 6.7% on the 22,563 FTAs during 2013/14. This means that the actual number of tests conducted by the DVA during 2014/15 was 1,009,194 which is an increase of 6.1% from 2010/11.
- The proportion of tests on which the customer has failed to attend has fallen from 2.9% in 2008/09 to 2.3% in 2014/15, which is slightly higher than the 2.2% recorded in 2013/14.
- In 2014/15 there were 866,295 appointments for full tests and a further 166,964 were retests.
- The number of full test appointments provided for all major categories showed an increase when comparing 2014/15 to 2013/14, except for motorcycles which showed a slight decrease of 0.9%
- 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

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

Source: BSP, Report V4

Note: Includes FTA's

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Full Tests	4.8%	-0.4%	2.6%	1.2%	8.4%
Retests	6.4%	-3.0%	-1.7%	-5.0%	-3.7%
Total	5.1%	-0.9%	1.9%	0.1%	6.2%

Source: BSP, Report V4

Note: Includes FTA's

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

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Cars	654,222	690,326	691,510	710,885 ^(r)	719,209
Motorcycles	21,657	23,017	22,326	23,043 ^(r)	22,844
Light Goods	64,342	66,628	65,307	66,879 ^(r)	67,825
Heavy Goods	27,600	26,683	24,950	24,471 ^(r)	24,776
Trailers	14,863	14,921	14,545	15,195 ^(r)	15,803
Omnibus	2,666	2,581	2,759	2,749 ^(r)	2,778
Taxis	10,740	10,424	9,629	9,667 ^(r)	9,571
LPCV	2,936	2,909	2,847	2,820 ^(r)	2,865
SVA/ MSVA	274	129	273	190	180
CDG	195	228	273	390	444
Total Full Tests	799,495	837,846	834,419	856,289^(r)	866,295

Source: BSP, Report V4

Note: Includes FTA's

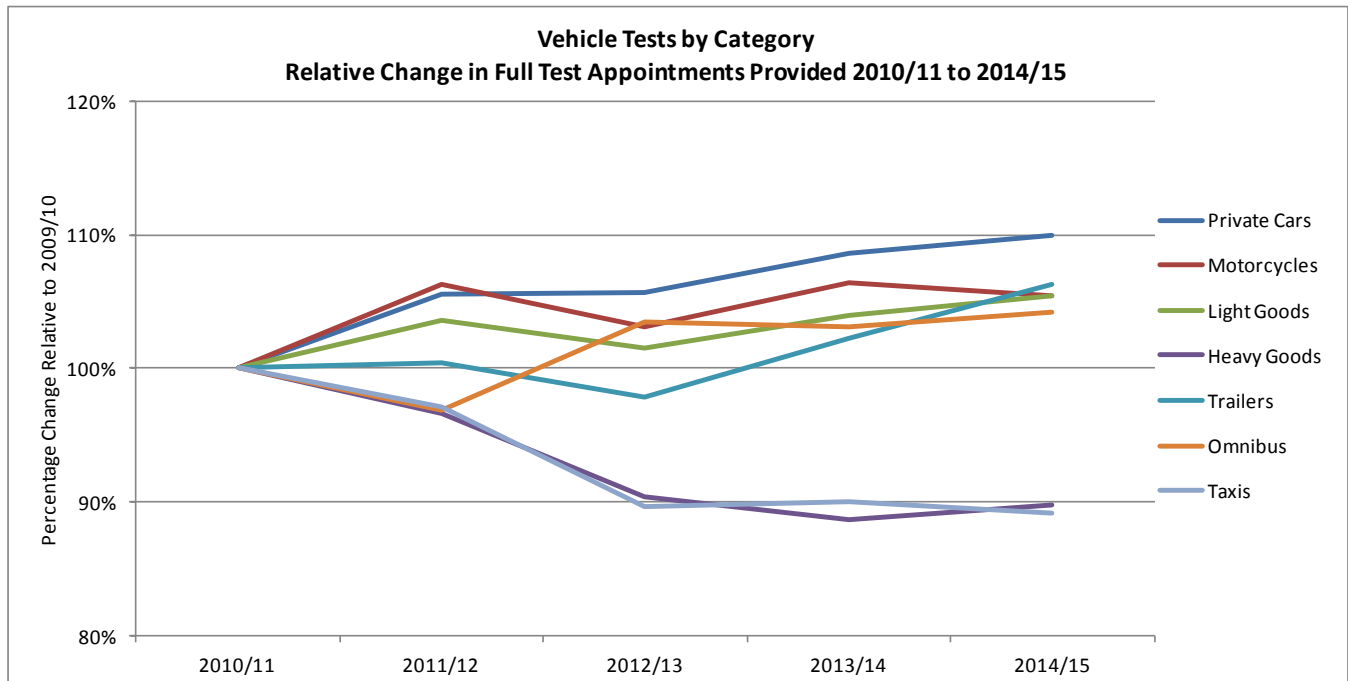
Table 1.10 – Vehicle Testing – Test Appointments Provided – Full Test Percentage Change

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Private Cars	5.5%	0.2%	2.8%	1.2%	9.9%
Motorcycles	6.3%	-3.0%	3.2%	-0.9%	5.5%
Light Goods	3.6%	-2.0%	2.4%	1.4%	5.4%
Heavy Goods	-3.3%	-6.5%	-1.9%	1.2%	-10.2%
Trailers	0.4%	-2.5%	4.5%	4.0%	6.3%
Omnibus	-3.2%	6.9%	-0.4%(r)	1.1%	4.2%
Taxis	-2.9%	-7.6%	0.4%	-1.0%	-10.9%
LPCV	-0.9%	-2.1%	-0.9%	1.6%	-2.4%
SVA/ MSVA	-52.9%	111.6%	-30.4%	-5.3%	-34.3%
CDG	16.9%	19.7%	42.9%	13.8%	127.7%
Total Full Tests	4.8%	-0.4%	2.6%^(r)	1.2%	8.4%

Source: BSP, Report V4

Note: Includes FTA's

Chart 2



Source: BSP, Report V4

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

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Cars	138,175	147,434	144,316	142,387 ^(r)	135,568
Motorcycles	1,331	1,359	1,342	1,262	1,191
Light Goods	16,510	17,902	17,519	17,627 ^(r)	16,994
Heavy Goods	9,226	9,151	7,926	7,258 ^(r)	6,470
Trailers	3,339	3,531	3,126	3,048	2,931
Omnibus	795	810	916	842	807
Taxis	3,360	3,574	3,220	2,879 ^(r)	2,546
LPCV	552	540	496	458	404
SVA/ MSVA	44	51	57	40	43
CDG	7	12	5	21	10
Total Retests	173,339	184,364	178,923	175,822	166,964

Source: BSP, Report V4

Note: Includes FTA's

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Private Cars	6.7%	-2.1%	-1.3%	-4.8%	-1.9%
Motorcycles	2.1%	-1.3%	-6.0%	-5.6%	-10.5%
Light Goods	8.4%	-2.1%	0.6%(r)	-3.6%	2.9%
Heavy Goods	-0.8%	-13.4%	-8.4%	-10.9%	-29.9%
Trailers	5.8%	-11.5%	-2.5%	-3.8%	-12.2%
Omnibus	1.9%	13.1%	-8.1%	-4.2%	1.5%
Taxis	6.4%	-9.9%	-10.6%(r)	-11.6%	-24.2%
LPCV	-2.2%	-8.1%	-7.7%	-11.8%	-26.8%
SVA/ MSVA	15.9%	11.8%	-29.8%	7.5%	-2.3%
CDG	-	-58.3%	-	-52.4%	-
Total Retests	6.4%	-3.0%	-1.7%	-5.0%	-3.7%

Source: BSP, Report V4

Note: Includes FTA's

Vehicle Tests – Pass Rates

- During 2014/15, the overall pass rate for full vehicle tests was 80.5%. This is the highest pass rate for full vehicle tests seen in the time series, 2.2 percentage points above the pass rate of 78.3% observed in 2008/09.
- The testing pass rate varied by test category, with those in the larger volume tests ranging from 93.5% for motorcycle tests to 74.4% for Light Goods Vehicle tests.
- The largest increase in the pass rate, of 7.6 percentage points, for full vehicle tests between 2008/09 (67.4%) and 2014/15 (75.0%) was for Heavy Goods vehicles.

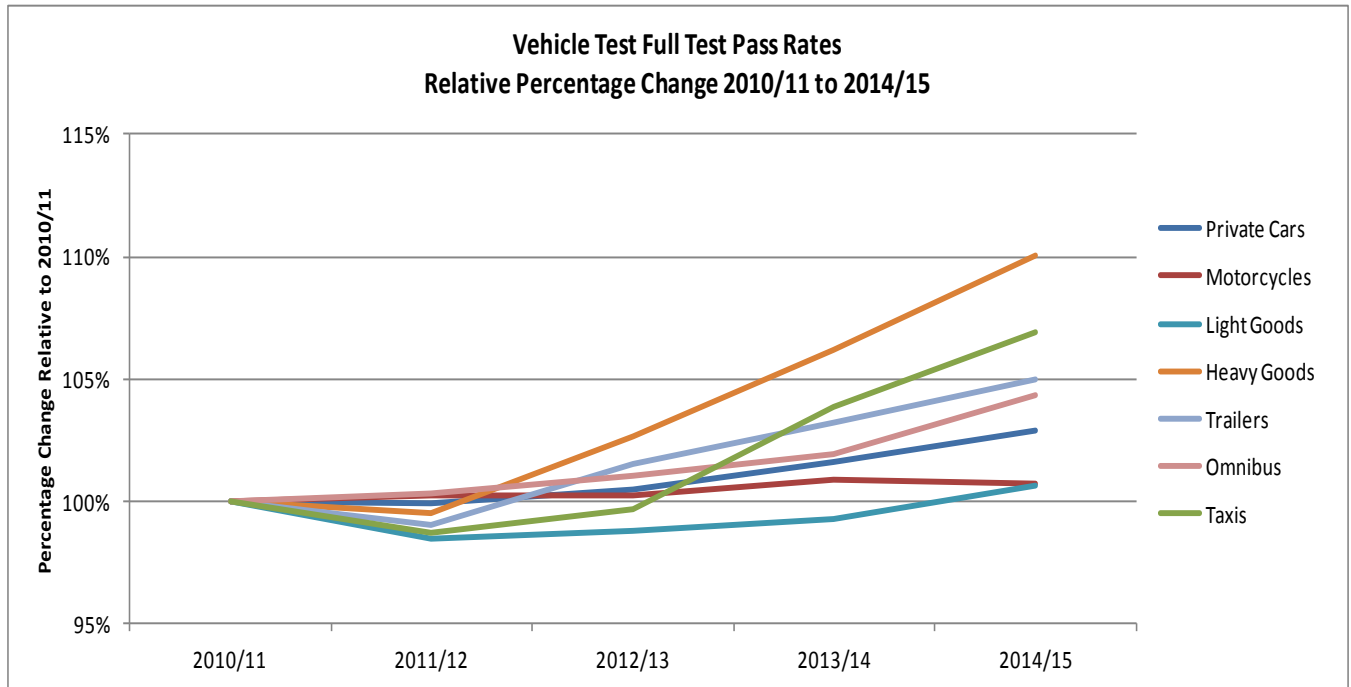
Table 1.13 – Vehicle Testing – Pass Rates – Full Tests (excludes FTAs)

	2010/11	2011/12 ¹	2012/13	2013/14	2014/15
Private Cars	78.5%	78.4%	78.8%	79.8%	80.8%
Motorcycles	92.9%	93.1%	93.1%	93.6%	93.5%
Light Goods	73.9%	72.8%	73.0%	73.4%	74.4%
Heavy Goods	68.1%	67.8%	70.0%	72.4%	75.0%
Trailers	78.2%	77.5%	79.4%	80.7%	82.1%
Omnibus	76.6%	76.8%	77.4%	78.0%	79.9%
Taxis	72.9%	71.9%	72.6%	75.7%	77.9%
LPCV	81.6%	81.5%	82.9%	83.3%	85.2%
SVA/ MSVA	75.3%	64.3%	78.7%	79.3%	77.0%
Carriage of Dangerous Goods (CDG)	95.9%	95.1%	98.1%	93.7%	96.4%
Overall	78.1%	78.0%	78.5%	79.4%	80.5%

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

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2. Driver Testing

Driver testing, along with vehicle testing, falls under the remit of the DVA 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 is responsible for the theory test, the delivery of which has been outsourced to a private company, Pearson Virtual University Enterprises (VUE). Service delivery by Pearson VUE 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.

Strengths and weaknesses of the data

Strengths:

- Driver testing statistics derived from the BSP administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- BSP is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Statisticians have full access to all driver testing systems, data and reports.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of driver testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.

Weaknesses:

- There is potential for distortion of driver test outcomes through inconsistent application of test standards by examiners. However, the DVA proactively monitor test outcomes using robust statistical analysis both within and between test centres. Any evidence of non-random patterns of outcomes are closely scrutinised and DVA management take remedial action should this be required. This is not considered to be a significant issue with respect to data quality.

Please see the Driver Testing – User Guidance for further information on the data.

Other Sources of Information:

Driving tests and instructors statistics for Great Britain

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

Information on car driver testing pass rates by centre in Great Britain can be found by following the link:

<https://www.gov.uk/government/publications/car-practical-driving-test-operational-statistics>

Driving test pass rates in Republic of Ireland

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

Northern Ireland Transport Statistics

http://www.drdni.gov.uk/ni_transport_statistics.htm

The Driving test - European Commission

http://ec.europa.eu/transport/road_safety/specialist/knowledge/young/countermeasures/the_driver_test_en.htm

Driver Testing Volumes

Driver Test – Applications

- A total of 55,871 applications for driving tests were received by DVA during 2014/15. This marks an increase of 9.2% in applications from the 51,177 received during 2013/14. This increase is the first recorded annual increase since 2008/09.
- Of the 55,871 applications received 47,217 (84.5%) 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 over one-quarter (26.6%), from 76,123 in 2008/09 to 55,871 in 2014/15.
- The volume of applications received for the L test Private Cars category on an annual basis by DVA has decreased by 30.7%, from 68,116 in 2008/09 to 47,217 in 2014/15.
- 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

	2010/11	2011/12	2012/13	2013/14	2014/15
L Test Private Cars	57,921	52,698	46,745	43,575	47,217
L Test Motorcycles	3,600	4,798	3,168	2,274	2,568
LGV ¹	2,981	2,950	2,311	2,307	2,424
PCV	446	392	312	400	372
Taxi	-	-	-	-	7
Miscellaneous Test Categories ¹	2,186	2,806	2,254	2,621	3,283
Overall	67,134	63,644	54,790	51,177	55,871

Source: BSP, Report D72

Note:

1. In publications prior to 2013/14 tests relating to category B+E (Car + Trailer) were contained in the LGV classification. The historical back series has been reconstituted in this publication to include B+E tests within the Miscellaneous Test Categories. Figures for LGV and Miscellaneous Test Categories in this publication are now comparable.

Table 2.2 – Driver Testing – Applications Received – Percentage Change

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
L Test Private Cars	-9.0%	-11.3%	-6.8%	8.4%	-18.5%
L Test Motorcycles	33.3%	-34.0%	-28.2%	12.9%	-28.7%
LGV ¹	-1.0%	-21.7%	-0.2%	5.1%	-18.7%
PCV	-12.1%	-20.4%	28.2%	-7.0%	-16.6%
Taxi	-	-	-	-	-
Miscellaneous Test Categories ¹	28.4%	-19.7%	16.3%	25.3%	50.2%
Overall	-5.2%	-13.9%	-6.6%	9.2%	-16.8%

Source: BSP, Report D72

Note:

1. In publications prior to 2013/14 tests relating to category B+E (Car + Trailer) were contained in the LGV classification. The historical back series has been reconstituted in this publication to include B+E tests within the Miscellaneous Test Categories. Figures for LGV and Miscellaneous Test Categories in this publication are now comparable.

Driver Test – Test Appointments Provided

- During 2014/15, the DVA provided 54,171 driving test appointments, marking an increase of 7.4% on the previous year when 50,445 test appointments were provided.
- The total number of appointments provided has decreased by 22,338 (29.2%) since 2008/09 when 76,509 appointments were provided. However, last year showed the first annual increase in total numbers of appointments provided across the time series, increasing by 3,726 (7.4%).
- The figure of 54,171 appointments includes 944 appointments where the customer failed to attend (FTA), meaning the actual tests conducted by the DVA has increased by 7.3%, from 49,585 in 2013/14 to 53,227 in 2014/15.
- The proportion of tests in 2014/15 in which the customer has failed to attend has remained the same as in 2013/14, at 1.7%.

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

	2010/11 ^(r)	2011/12 ^(r)	2012/13 ^(r)	2013/14 ^(r)	2014/15
L Test Private Cars	57,739	52,809	46,714	43,082	45,791
L Test Motorcycles	3,529	4,748	3,150	2,132	2,477
LGV ²	2,854	2,893	2,268	2,238	2,322
PCV	414	380	303	385	351
Taxi	-	-	-	-	5
Miscellaneous Test Categories ²	2,025	2,922	2,352	2,608	3,225
Overall	66,561	63,752	54,787	50,445	54,171

Source: BSP, Report D27 & D65

Note:

1. Includes FTA's

2. In publications prior to 2013/14 tests relating to category B+E (Car + Trailer) were contained in the LGV classification. The historical back series has been reconstituted in this publication to include B+E tests within the Miscellaneous Test Categories. Figures for LGV and Miscellaneous Test Categories in this publication are now comparable.

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

	2010/11 - 2011/12(r)	2011/12 - 2012/13(r)	2012/13 - 2013/14(r)	2013/14 - 2014/15	2010/11 - 2014/15
L Test Private Cars	-8.5%	-11.5%	-7.8%	6.3%	-20.7%
L Test Motorcycles	34.5%	-33.7%	-32.3%	16.2%	-29.8%
LGV ²	1.4%	-21.6%	-1.3%	3.8%	-18.6%
PCV	-8.2%	-20.3%	27.1%	-8.8%	-15.2%
Taxi	-	-	-	-	-
Miscellaneous Test Categories ²	44.3%	-19.5%	10.9%	23.7%	59.3%
Overall	-4.2%	-14.1%	-7.9%	7.4%	-18.6%

Source: BSP, Report D27 & D65

Note:

1. Includes FTA's

2. In publications prior to 2013/14 tests relating to category B+E (Car + Trailer) were contained in the LGV classification. The historical back series has been reconstituted in this publication to include B+E tests within the Miscellaneous Test Categories. Figures for LGV and Miscellaneous Test Categories in this publication are now comparable.

Driver Test – Pass Rates

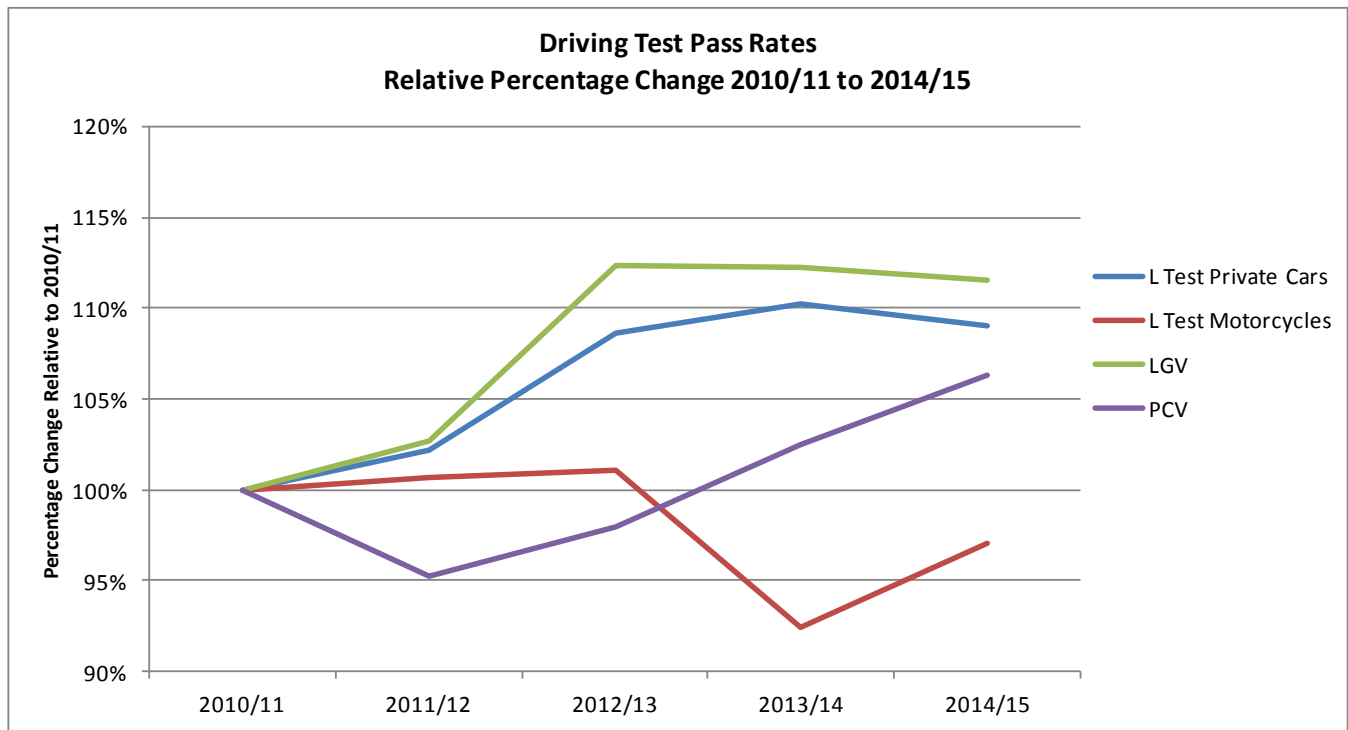
- During 2014/15, the overall pass rate for driving tests was 58.1% which was 10.5 percentage points higher than 2008/09 (47.6%).
- The overall pass rate had been steadily increasing from 2008/09 to 2013/14 but has fallen for the first time in the time series from 58.2% in 2013/14 to 58.1% in 2014/15. The increase was primarily driven by the increasing pass rate for L Test Private Cars. The L Test Private Cars pass rate had increased from 46.0% in 2008/09 to 56.2% in 2013/14, but fell to 55.6% in 2014/15.
- The testing pass rate in 2013/14 varied by test category, from 55.6% for L Test Private Cars to 72.7% for L Test Motorcycles and 74.5% for the Miscellaneous Test Categories (such as agricultural tractor or the B+E Car and Trailer test).
- While L Test Motorcycles pass rate in 2014/15 was 72.7%, over 3 percentage points higher than the pass rate seen in 2008/09 (69.6%), it is still 3 percentage points lower than the 75.7% series peak observed in 2012/13. While it is not entirely clear why this recent decrease in the pass rate has occurred, there may be some relationship with the introduction of the EU Third Driving Licence Directive (January 2013) 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)

	2010/11 ^(r)	2011/12 ^(r)	2012/13 ^(r)	2013/14 ^(r)	2014/15
L Test Private Cars	51.0%	52.1%	55.4%	56.2%	55.6%
L Test Motorcycles	74.9%	75.4%	75.7%	69.2%	72.7%
LGV	59.8%	61.4%	67.2%	67.1%	66.7%
PCV	65.2%	62.1%	63.9%	66.8%	69.3%
Taxi	-	-	-	-	100.0%
Miscellaneous Test Categories	63.4%	69.5%	72.4%	73.9%	74.5%
Overall	53.1%	55.1%	57.8%	58.2%	58.1%

Source: BSP, Report D27

Chart 4



Source: BSP, Report D27

Driver Test – Pass Rates by gender and country

- Using a four quarter rolling average, a clear gender gap is apparent in NI test pass rates in favour of males ranging from 10 percentage points for Private Car L driving tests to 13 percentage points for Motorcycles.
- Whilst similar gender gaps in favour of males are also apparent in GB, interestingly, and in contrast to NI, the GB pass rates for large goods and passenger carrying vehicles are higher for 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. It should also be noted the small numbers of females presenting for testing on large goods vehicles and passenger carrying vehicles in Northern Ireland.
- In general NI pass rates, across all four vehicle categories, are higher than the GB pass rates. Part of the difference between NI and GB pass rates may be attributable to regional driving conditions including the volumes of traffic and complexity of available road networks for testing.

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

		Apr-Jun 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
		NI		NI		NI		NI	
Tests Conducted	Male	5,322		5,144		5,495		5,218	
	Female	5,900		6,196		6,455		5,578	
	All Persons	11,222		11,340		11,950		10,796	
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Tests Passed	Male	3,333		3,170		3,330		3,175	
	Female	3,024		3,101		3,185		2,906	
	All Persons	6,357		6,271		6,515		6,081	
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4 Quarter Rolling Avg. (% passed) ¹		NI	GB	NI	GB	NI	GB	NI	GB ⁴
	Male	63	51	62	51	62	51	61	n/a
	Female	51	44	51	44	50	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 2014 to March 2015.
2. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
3. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
4. GB figures for January to March 2015 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 2015.
5. Excludes FTA's

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

		Apr-Jun 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
Tests Conducted		NI		NI		NI		NI	
	Male	648		685		537		328	
	Female	40		61		77		26	
	All Persons	688		746		614		354	
Tests Passed		NI		NI		NI		NI	
	Male	479		484		396		262	
	Female	21		39		45		20	
	All Persons	500		523		441		282	
4 Quarter Rolling Avg. (% passed) ²		NI	GB	NI	GB	NI	GB	NI	GB ⁶
	Male	72	71	71	71	73	71	74	n/a
	Female	59	58	65	58	60	58	61	n/a
	All Persons	71	70	71	70	72	70	73	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 2014 to March 2015. 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.
- 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 2015 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 2015.
- 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 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
		NI		NI		NI		NI	
Tests Conducted	Male	1,008		1,144		1,220		616	
	Female	64		68		65		16	
	All Persons	1,072		1,212		1,285		632	
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Tests Passed	Male	717		791		896		433	
	Female	43		43		36		8	
	All Persons	760		834		932		441	
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4 Quarter Rolling Avg. (% passed) ¹		NI	GB	NI	GB	NI	GB	NI	GB ⁴
	Male	70	54	70	54	71	55	71	n/a
	Female	67	58	68	58	64	58	61	n/a
	All Persons	70	54	70	55	71	55	71	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 2014 to March 2015.
2. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
3. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
4. GB figures for January to March 2015 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 2015.
5. 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 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
Tests Conducted		NI		NI		NI		NI	
	Male	159		115		139		73	
	Female	10		7		7		11	
	All Persons	169		122		146		84	
Tests Passed		NI		NI		NI		NI	
	Male	116		*		110		50	
	Female	8		*		5		6	
	All Persons	124		93		115		56	
4 Quarter Rolling Avg. (% passed) ¹		NI	GB	NI	GB	NI	GB	NI	GB ⁴
	Male	73	55	73	55	76	55	75	n/a
	Female	70	60	70	59	69	59	66	n/a
	All Persons	73	56	73	55	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 2014 to March 2015.
2. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
3. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
4. GB figures for January to March 2015 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 2015.
5. Excludes FTA's

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3. Theory Test

The DVA has responsibility for the theory test element of the overall driving test process. The test is administered in Northern Ireland by Pearson Virtual University Enterprises (VUE) under contract with the DOE through DVA.

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

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.

Strengths and weaknesses of the data

Strengths:

- Administrative system is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Theory testing administrative system is ISO certified and regularly audited.
- Well established and documented data transfer process.
- Statisticians have onsite access to theory testing management team, aiding understanding of processes and facilitating resolution of issues.
- Standard theory testing classification systems in use.

Weaknesses:

- There is some scope for clerical error as data from Pearson VUE is transferred manually to other file formats, but these are mitigated by internal checking both by the DVA administrative team and further independent checks by the statistical producer team.

Please see the Theory Testing – User Guidance for further information on the data.

Other Sources of Information:

Driving Theory Tests for Great Britain

<https://www.gov.uk/government/statistical-data-sets/drt5-driving-theory-tests>

Driving Theory Test for the Republic of Ireland

<http://www.rsa.ie/RSA/Learner-Drivers/Your-learner-permit/The-theory-test/>

Theory Test – Volumes

Theory Test – Applications Received

- During 2014/15, the DVA received 71,428 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 has increased by 12.1% from 63,744 in 2013/14 to stand at 71,428 in 2014/15. This is the second annual increase since 2012/13, which followed three years of declining applications. The 71,428 applications for 2014/15 was the highest in the time series going back to 2008/09.
- 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

	2010/11	2011/12	2012/13	2013/14 ^(r)	2014/15
Private Car	51,205	49,261	48,731	56,426	63,249
Motorcycle	2,274	2,792	2,035	1,598	1,688
LGV Hazard Perception	1,743	1,690	1,561	1,665	1,659
LGV Multiple Choice	1,818	1,667	1,572	1,780	1,990
LGV CPC Module 2 ²	624	942	870	959	1,642
LGV CPC Conversion Module 2 ²	*	*	*	*	*
PCV Hazard Perception	398	339	295	426	375
PCV Multiple Choice	392	333	319	436	390
PCV CPC Module 2 ¹	334	305	279	445	412
PCV CPC Conversion Module 2 ²	*	*	*	*	*
Total	58,789	57,334	55,667	63,744	71,428

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

Notes:

1 Introduced from 10th September 2008

2 Introduced from 10th September 2009

Theory Test – Tests Conducted

- In the 2014/15 financial year, DVA carried out 65,075 theory tests. Similarly with the volumes of applications, 88.6% 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 2014/15 (65,075) being 14.0% higher than the number of tests conducted in 2013/14 (57,061).
- 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 49,969 in 2012/13. However, there has followed two years of increasing numbers of tests conducted. By 2014/15, when compared with the 2009/10 totals, the number of tests conducted had increased by 16.7%.
- The increase in tests conducted between 2013/14 and 2014/15 is primarily being driven by the increased numbers sitting the Private Car test, which has increased by 7,108 (14.1%) from 50,580 in 2013/14 to 57,688 in 2014/15. This is exactly 10,000 more tests conducted than in 2008/09.

Table 3.2 – Theory Tests – Tests Conducted

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Car	48,033	46,043	43,717	50,580	57,688
Motorcycle	2,065	2,633	1,843	1,355 ^(r)	1,474
LGV Hazard Perception	1,589	1,601	1,423	1,516	1,536
LGV Multiple Choice	1,625	1,584	1,410	1,601	1,805
LGV CPC Module 2 ²	552	878	753	830 ^(r)	1,464
LGV CPC Conversion Module 2 ²	*	*	*	*	*
PCV Hazard Perception	391	328	273	399	360
PCV Multiple Choice	378	325	291	392	372
PCV CPC Module 2 ¹	311	300	254	382	359
PCV CPC Conversion Module 2 ²	*	*	*	*	*
Total	54,946	53,697	49,969	57,061^(r)	65,075

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

Notes:

1 Introduced from 10th September 2008

2 Introduced from 10th September 2009

Theory Test – Pass Rates

- During 2014/15, the pass rate for theory tests varied from a low of 48.6% for Private Cars to a high of 79.4% for the PCV 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 volume of tests conducted each year, there has been a strong decline in pass rates, from 66.1% in 2008/09 to 48.6% in 2014/15. This will, in part, be attributable to the changes in the suite of theory test questions introduced in January 2012, designed to encourage more thorough preparation by candidates.
- All testing categories, where applicable, have shown a fall in pass rates between 2008/09 and 2014/15.

Table 3.3 – Theory Tests – Pass Rates

	2010/11	2011/12	2012/13	2013/14	2014/15
Private Car	63.4%	61.0%	58.7%	50.6%	48.6%
Motorcycle	79.5%	76.2%	73.5%	74.2%	74.8%
LGV Hazard Perception	82.7%	80.0%	79.3%	76.5%	78.7%
LGV Multiple Choice	78.7%	80.0%	77.3%	67.3%	62.3%
LGV CPC Module 2 ²	66.3%	54.1%	63.6%	71.0%	69.8%
LGV CPC Conversion Module 2 ²	100.0%	66.7%	100.0%	50.0%	42.9%
PCV Hazard Perception	83.9%	81.7%	83.9%	76.2%	79.4%
PCV Multiple Choice	84.4%	80.6%	78.0%	73.7%	78.2%
PCV CPC Module 2 ¹	69.5%	57.0%	64.6%	61.5%	64.1%
PCV CPC Conversion Module 2 ²	100.0%	66.7%	100.0%	100.0%	100.0%

Source: Theory Test Reports; DVA - 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

	2010/11	2011/12	2012/13	2013/14	2014/15
Motorcycle	79.5%	76.2%	73.5%	74.2%	74.8%
Multiple Choice	85.2%	82.1%	78.3%	78.5%	79.7%
Hazard Perception	92.5%	91.3%	92.7%	92.6%	92.9%
Private Car	63.4%	61.0%	58.7%	50.6%	48.5%
Multiple Choice	71.5%	69.2%	66.6%	57.5%	55.6%
Hazard Perception	85.8%	85.1%	85.0%	84.2%	83.6%

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

Theory Test – Pass Rates by gender and country

- 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 (51%) than Males (46%).
- In 2014/15, males had a higher pass rate (75%) than females (70%) for the motorcyclist touch screen theory test. Previous trend figures for this particular test showed that Females consistently had a higher pass rate than Males.
- Theory test pass rates for both private car drivers and motorcycles showed relatively similar pass rates when comparing both NI and GB.

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 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
		NI	GB	NI	GB	NI	GB	NI	GB ³
Tests Conducted	Male	7,560		8,022		8,208		7,121	
	Female	6,643		7,260		6,874		6,000	
	All Persons	14,203		15,282		15,082		13,121	
Tests Passed	Male	3,476		3,648		3,800		3,433	
	Female	3,435		3,753		3,418		3,043	
	All Persons	6,911		7,401		7,218		6,476	
4 Quarter Rolling Avg. (% passed) ¹	Male	48	48	47	48	46	48	46	n/a
	Female	53	54	52	54	52	54	51	n/a
	All Persons	50	51	49	51	49	51	49	n/a

Sources: NI DVA - Driver and Vehicle Standards Section; 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 2014 to March 2015.
2. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
3. GB figures for January to March 2015 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 2015.
4. 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 14		Jul-Sep 14		Oct-Dec 14		Jan-Mar 15	
		NI	GB	NI	GB	NI	GB	NI	GB ³
Tests Conducted	Male	452		389		243		241	
	Female	31		55		36		27	
	All Persons	483		444		279		268	
Tests Passed	Male	341		306		175		176	
	Female	21		42		24		18	
	All Persons	362		348		199		194	
4 Quarter Rolling Avg. (% passed) ¹	Male	73	75	75	75	76	74	75	n/a
	Female	78	78	77	78	73	78	70	n/a
	All Persons	74	75	75	75	75	75	75	n/a

Sources: NI DVA - Driver and Vehicle Standards Section; 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 2014 to March 2015.
2. This table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
3. GB figures for January to March 2015 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 2015.
4. Excludes FTA's

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.

Strengths and weaknesses of the data

Strengths:

- Registration and testing statistics derived from the instructor administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of instructor testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.

Weaknesses:

- There is potential for distortion of instructor test outcomes through inconsistent application of test standards by examiners. However, the ADI and AMI instructional ability tests are carried out by supervising examiners. This is not considered to be a significant issue with respect to data quality.

Please see the Instructor Registration – User Guidance for further information on the data.

Other Sources of Information:

Driving and Rider Instructor Statistics for Great Britain

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

Information about the ADI Register of Approved Driving Instructors for the Republic of Ireland

<http://rsa.ie/Utility/Driving-Instructors1/Becoming-an-ADI/test/>

ADI / AMI Volumes

- At 31st March 2015, there were 1,205 Approved Driving Instructors registered, and a further 58 Approved Motorcycle Instructors. This represents a 3.8% reduction on the 2013/14 ADI register (1,253) and is the third successive annual fall from a series high of 1,344 in 2011/12.
- The number of new registrants for the ADI scheme in 2014/15 (30) was the second lowest number of registrants recorded in the time series, following on from the lowest on record in 2013/14 (22). This is significantly lower than that seen in the series high of 2010/11 where there were 164 new registrants.
- During 2014/15 there were 78 ADIs removed from the Register.
- The number of new registrants for the AMI scheme in 2014/15 was 3 which was the same as the number of new registrants seen in 2013/14 (3).
- Falling numbers sitting the practical driving test up to 2013/14, 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 have contributed to a lower demand for instruction. Whilst the demand for the practical driving test has recently started to increase again, this has not been sustained for a long enough period to entice greater numbers onto the ADI register.

Table 4.1 – ADI Register Statistics

	2010/11	2011/12	2012/13	2013/14	2014/15
ADIs Registered (@31 March)	1,287	1,344	1,323	1,253	1,205
Male	1,107	1,159	1,139	1,068	1,033
Female	180	185	184	185	172
ADIs Removed from Register	34	44	66	92	78
Check Tests	185	328	363	387	300
New Registrants	164	101	45	22	30

Source: DVA - ADI Section

Table 4.2 – AMI Register Statistics

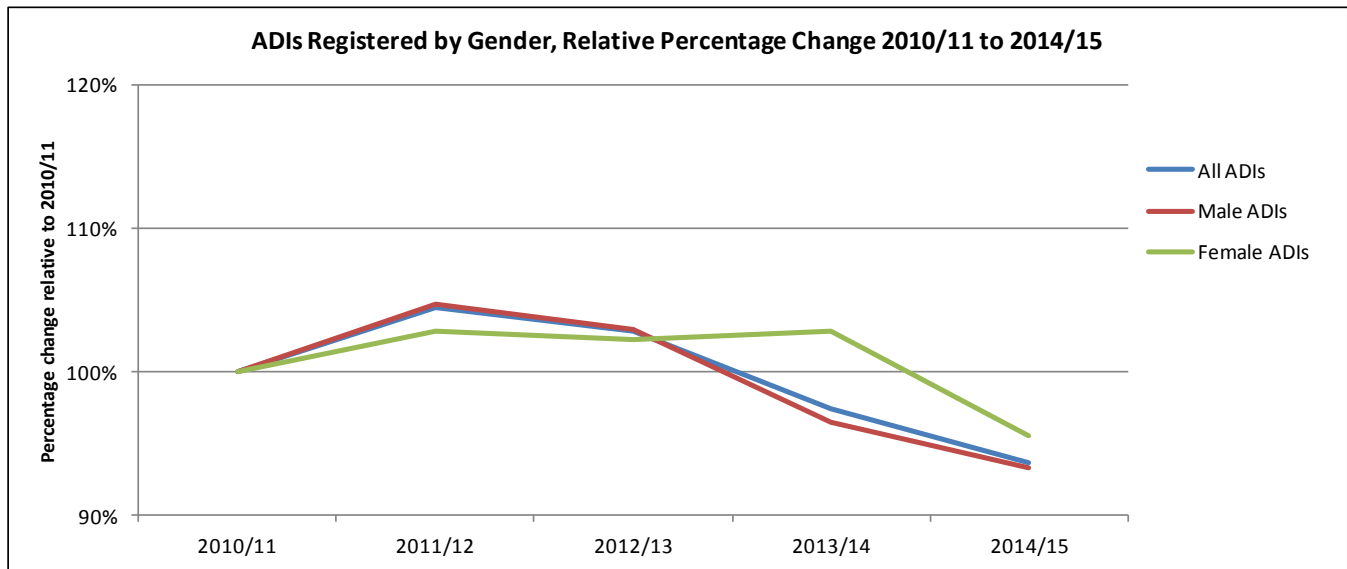
	2010/11	2011/12	2012/13	2013/14	2014/15
AMIs Registered (@ 31 March)	32	57	59	55	58
Male	31	54	55	52	55
Female	1	3	4	3	3
AMIs Removed from Register	0	0	2	7	0
Check Tests	0	43	2	18	1
New Registrants	32	25	4	3	3

Source: DVA - AMI Section

Note:

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

Chart 5



Source: DVA - AMI Section

ADI/ AMI Test Pass Rates

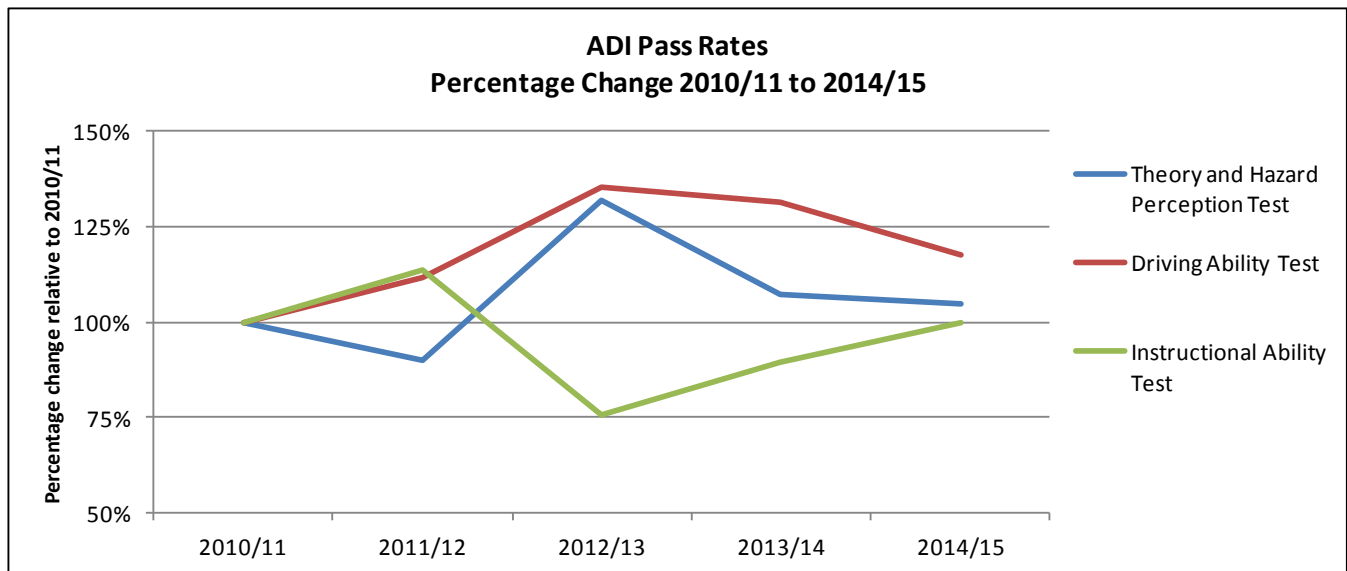
- The ADI pass rate for Theory and Hazard Perception Tests in 2014/15 (43%) is over ten percentage points lower than in 2012/13 (54%) but similar to the pass rate in 2013/14 (44%).
- The ADI pass rate for Driving Ability Test in 2014/15 (60%) is seven percentage points lower than the pass rate in 2013/14 (67%) but is twelve 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 2014/15 (29%) by three percentage points when compared with 2013/14 (26%). The pass rate for 2014/15 however is four percentage points lower than that seen in 2011/12 (33%).
- 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

	2010/11	2011/12	2012/13	2013/14	2014/15
Theory and Hazard Perception Test	41%	37%	54%	44%	43%
Driving Ability Test	51%	57%	69%	67%	60%
Instructional Ability Test	29%	33%	22%	26%	29%

Source: DVA - ADI Section

Chart 6



Source: DVA - ADI Section

Table 4.4 – AMI Pass Rates

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

Source: DVA - AMI Section

5. Vehicle Registration and Licensing

Prior to July 2014, Vehicle Licensing directorate within DVA carried 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 in Northern Ireland. From July 2014, responsibility for vehicle registration and licensing in Northern Ireland transferred to DVLA in Swansea.

The data presented in this section, for the period up and including June 2014, were derived from the Northern Ireland Vehicle Information System (NIVIS). This system was used to maintain a record of all licensed vehicles in Northern Ireland, including those which have a valid Statutory Off-Road Notification (SORN). On completion of the migration of NI records to DVLA in Swansea the NIVIS was closed.

DVA statisticians now receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from the DVLA/DFT. The extracts are made available to DVA statisticians after the routine publication of the related DFT statistical release ‘Vehicle licensing statistics, Great Britain’.

These extracts will be used to produce vehicle registration and licensing Official Statistical series similar to those published to date by the DOE with exception of transaction data. A service level agreement agreed with DFT provides a schedule for continued receipt of NI related data extracts by DVA statisticians to allow continued publication of these statistics. The publication of vehicle registration data will now have a single quarter lag i.e. figures for January to March 2015, and therefore financial year end figures 2014-15, will be made available during the production of the April to June 2015 statistical publication. This production schedule and the new enhancement in the receipt of quarterly licensed and SORN vehicle data will allow a wider scope of vehicle licensing and registration data to be produced on a quarterly basis. Should users require this information prior to DVA statisticians being in a position to publish NI level information, they are free to contact DFT/DVLA directly to request the earlier release of specific information, either by email at vehicles.stats@dft.gsi.gov.uk or by telephone [020 7944 3077](tel:02079443077).

The transfer of vehicle licensing to DVLA in July 2014 has given rise to some definitional/classification changes which users need to be aware of and there may also be some small impact with respect to NI coverage in cases where the keepers postcode is missing.

Please see the Vehicle Registration and Licensing – User Guidance for further information on the data.

Other Sources of Information:

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

http://www.drdni.gov.uk/index/statistics/stats-categories/annual_road_traffic_estimates.htm

Licensed vehicles by tax class for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0901>

Vehicles registered for the first time by tax class for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0902>

Registration & Motor Tax for Republic of Ireland

<http://www.rsa.ie/en/RSA/Your-Vehicle/About-your-Vehicle/Tetests/>

Vehicle Licensing Statistics Annual Series for Republic of Ireland

www.cso.ie/vehicles_licensed

Stock of vehicles at regional level - European Commission

http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Stock_of_vehicles_at_regional_level

EU Transport in Figures

http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2014_en.htm

Society of Motor Manufacturers and Traders (SMMT)

<http://www.smmt.co.uk/category/news-registration-cars/>

Vehicle Registration and Licensing – Volumes

Vehicle Licensing – First Registrations in Northern Ireland

- During October to December 2014/15, 11,191 vehicles were registered for the first time in Northern Ireland.
- The number of private cars registered for the first time during October to December 2014 was 9,453 or 84% of all first registrations during the period.
- Note that the first registration figures following transfer of the registration function from DVA to DVLA in July 2014 are not directly comparable due to a change in definition (see User Guidance).

Table 5.1 – Vehicle First Registration Transactions

	2010/11	2011/12	2012/13	2013/14	2014/15
First Registrations	97,298	95,118	94,187	110,010	n/a

Source: NIVIS, DVA Vehicle Licensing

Table 5.2 – Vehicle First Registration Transactions – Percentage Change

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
First Registrations	-2.2%	-1.0%	16.8%	n/a	n/a

Source: NIVIS, DVA Vehicle Licensing

Table 5.3 – Vehicle Licensing First Registrations: Quarterly Volumes October – December 2013 to October to December 2014 ¹

	Oct to Dec 2013	Jan to Mar 2014	Apr to Jun 2014	Jul to Sept 2014 ^{2,3}	Oct to Dec 2014 ^{2,3}
Private Cars	17,140	28,656	25,282	17,289	9,453
All Buses	142	161	269	107	57
Light goods	2,050	3,284	2,895	1,892	1,008
Heavy goods	864	856	770	329	277
Agricultural Vehicles ⁴	441	661	788	444	128
Motorcycles ⁵	365	511	794	577	198
Other Vehicles ⁶	3	3	5	129	70
All Vehicles	21,005	34,132	30,803	20,767	11,191

Notes:

- Up to and including April-June 2014, first registrations data were provided by the Driver and Vehicle Agency. From July-September 2014 data for first registrations will be sourced directly from data supplied by Department for Transport. A version of this table has previously been published in the Department for Regional Development Northern Ireland Road and Rail Transport Statistics National Statistics publication.
- The move of licensing functions from DVA in Northern Ireland to DVLA in GB now means that the registration of vehicles is now on a UK wide basis and this affects the definition of what can be classified as a first registration. Prior to Jul - Sept 2014, any vehicle registered in NI for the first time, even if previously registered in GB, would have been counted as a first registration locally whereas now they are excluded. Only vehicles that have not previously been registered anywhere else in the UK are now classed as NI first registrations, in line with the UK definition.
- Previous quarters included high volumes of Northern Ireland first registration vehicles (circa 10-12,000 vehicles) which had previously been registered in GB. This definitional change has introduced a break in the series from Jul - Sept 2014 onwards and no comparison can therefore be made with previous quarters.
- This category of vehicle body type has been changed to reflect the full coverage of agricultural vehicles (including tractors).
- This category of vehicle body type also includes Mopeds and Scooters.
- Prior to Quarter 2 July to Sept 2014 this category of vehicle body type was classified as 'General Haulage and Special Types'. From July to September 2014 it will be titled 'Other Vehicles' which brings the classification into line with the category presentation used by DfT. The category now includes Special Purpose vehicles, Taxis, Tricycles, not recorded and others.

Vehicles Licensed at 31 December 2014

- There were 1,081,727 vehicles licensed in Northern Ireland at 31 December 2014, an increase of 1.4% compared with the previous year (31 December 2013 - 1,066,504). Figures for 2013 were supplied from the NIVIS in DVA, figures for 2014 were supplied by the DfT and sourced from the DVLA in Swansea.
- Of 1,081,727 licensed vehicles as at the 31st December 2014, 83.4% (901,779) were Cars, and 11.2% (121,174) were Goods Vehicles (Light and Heavy).
- Over 103 thousand vehicles had a Statutory Off Road Notification at the 31st December 2014 which represents 8.7% of the total vehicle stock. This compares to nearly half (49.8%) of the motorcycle stock in Northern Ireland which had a SORN in force at this date. 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.
- The number of licensed vehicles in Northern Ireland at the 31st December 2014 was 1.4% greater than the number licensed at the same date in 2013 (1,066,504).

Table 5.4 – Vehicles Licensed and with SORN by body type

	2013 ^{1,2}		2014 ^{1,2}		Percentage change 2013 to 2014	
	Licensed	SORN	Licensed	SORN	Licensed	SORN
Private Cars	890,484	60,814	901,779	61,551	1.3%	1.2%
All Buses	5,731	563	5,589	632	-2.5%	12.3%
Light Goods ³	117,498	14,758	98,333	10,632	3.1%	1.7%
Heavy Goods ³			22,841	4,384		
Agricultural Vehicles	22,601	1,144	24,268	1,043	7.4%	-8.8%
Motorcycles	24,345	26,714	24,044	23,896	-1.2%	-10.5%
Other Vehicles	5,845	1,247	4,873	1,038	-16.6%	-16.8%
All Vehicles	1,066,504	105,240	1,081,727	103,176	1.4%	-2.0%

Source: NIVIS/DVA Vehicle Licensing, DVLA

Notes:

1. Figures as at 31st December.
2. There may be some minor impacts around the classification and coding of different vehicle types associated with the change of administration of NI vehicle data from DVA to DVLA in July 2014. While this is impossible to quantify, as the team responsible for coding/classifying vehicle registration in NI is no longer available to provide advice on their historical categorisations, we do not expect this to be a significant issue. This is particularly so with regard to the main vehicle categories although it may, however, have a disproportionate impact on the smaller volume vehicle categories.
3. In 2013 figures were presented for all Goods vehicles. We are unable to present these figures by Light Goods and Heavy Goods.

Table 5.5 – Vehicles Licensed by body code at 31 December 2014

Code	Description	Number	Code	Description	Number
1	2 DOOR SALOON	1,801	50	GOODS	6,638
2	4 DOOR SALOON	125,227	51	FRONT DUMPER	100
3	SALOON	6,390	52	SKIP LOADER	321
4	CONVERTIBLE	13,998	53	SPECIAL MOBILE UNIT	35
5	COUPE	27,251	54	LIGHT 4 BY 4 UTILITIES	7,890
6	ESTATE	119,842	55	AIRPORT SUPPORT UNIT	4
7	TAXI	556	56	S/D BUS/COACH	1,972
8	INVALID VEHICLE	198	57	D/D BUS/COACH	425
9	TRICYCLE	265	58	STANDEE BUS	3
10	GOODS TRICYCLE	2	59	H/D BUS/COACH	33
11	HEARSE	160	60	MINIBUS	3,156
12	LIMOUSINE	231	61	CURTAIN SIDED	1,254
13	3 DOOR HATCHBACK	149,765	62	TOURER	144
14	5 DOOR HATCHBACK	387,866	63	AGRIC. TRACTOR	22,499
15	MOPED	56	64	COMBINE HARVESTER	144
16	SCOOTER	1,606	65	ROOT CROP HARVESTER	4
17	SCOOTER COMBINATION	31	66	ORAGE HARVESTER	119
18	MOTORCYCLE	20,839	68	SPRAYER	12
19	M/C COMBINATION	12	69	VINER/PICKER	2
20	P.C.V.	7	70	AGRIC. MACHINE	1,286
21	SPORTS	1,792	71	MOWING MACHINE	202
22	PANEL VAN	55,783	72	MOPED	1,500
23	BOX VAN	5,111	73	ROAD SURFACER	26
24	CAR DERIVED VAN	13,884	74	ROAD TESTING	6
25	LIGHT VAN	121	75	TRACTOR	782
26	PICK-UP	9,265	76	AMBULANCE	425
27	MOTOR HOME/CARAVAN	3,330	77	FIRE ENGINE	199
28	VAN/SIDE WINDOWS	1,645	78	BULLDOZER	3
29	LIGHT GOODS	83	79	ROAD STRIPPER	3
30	PANTECHNICON	19	80	TAR SPRAYER	34
31	LUTON VAN	567	81	LINE PAINTER	28
32	INSULATED VAN	922	82	ROLLER	76
33	GLASS CARRIER	25	83	STREET CLEANSING	313
34	SPECIALLY FITTED VAN	135	84	GRITTING VEHICLE	236
35	VAN	3,674	85	TOWER WAGON	99

DOE, Driver, Vehicle, Operator and Enforcement Statistics 2014/15

36	LIVESTOCK CARRIER	446	86	CRANE	115
37	FLOAT	8	87	LIFT TRUCK	360
38	FLAT LORRY	996	88	SNOW PLOUGH	12
39	DROPSIDE LORRY	1,541	89	LOADING SHOVEL	212
40	TIPPER	3,891	90	REAR DIGGER	269
41	LOW LOADER	77	92	TRACTOR EXCAVATOR	21
42	TRUCK	100	93	HYDRAULIC EXCAVATOR	68
43	BREAKDOWN TRUCK	409	94	CESSPOOL EMPTIER	7
44	TANKER	869	95	SKELETAL VEHICLE	56
45	SOLID BULK CARRIER	48	96	MULTI PURPOSE VEHICLE	67,312
46	CONCRETE MIXER	289	97	UNCODABLE BODY TYPE	22
47	MOBILE PLANT	20	98	NOT RECORDED	455
48	CAR TRANSPORTER	201	99	SPECIAL PURPOSE	221
49	REFUSE DISPOSAL	665	-	MISSING	635

All Vehicles Licensed at 31 December 1,081,727

Source: DVLA Vehicle Licensing/DfT

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.

Strengths and weaknesses of the data

Strengths:

- Administrative system is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- NIDLS system is to be upgraded, and the statistical producer team are part of the in-house development group.
- Well established reporting and data transfer process.
- Statisticians have direct access to driver testing management and operations team, aiding understanding of processes and facilitating resolution of issues.

Weaknesses:

- The NIDLS database at any time will have licensing records which are out of date and need to be updated in terms of customer's details e.g. changes of address, which has the potential to impact on any geographic breakdowns of the data.
- The NIDLS system is under review, and is due to be upgraded with better access, validation, and statistical reporting tools to be integral to the new system, until then there remains potential for inaccurate information on NIDLS.
- There is some scope for clerical error as information is transferred manually from paper forms into NIDLS but any impact from this is thought to be minimal due to the system audit checks.

Please see the Driver Licensing – User Guidance for further information on the data.

Other Sources of Information:

Full car driving licence holders by age and gender for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0915>

Travel Survey for Northern Ireland

www.drdni.gov.uk/northern_ireland_travel_survey.htm

The Great Britain National Travel Survey

<https://www.gov.uk/government/collections/national-travel-survey-statistics>

EU Transport in Figures

http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2014_en.htm

Driver Licensing – Volumes

Driver Licensing – Ordinary Licences

- A total of 213,311 ordinary licensing transactions were carried out by DVA during 2014/15. This figure represented an increase of 5.1% compared with the volume carried out in the previous year (202,964) and is almost ten percent higher than the volumes seen in 2010/11 (194,045).
- 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 2014/15 there were 68,126 such Expiry/Optional renewal transactions which accounts for almost a third (32%) of all Ordinary Licence transactions.
- Renewals to over 70's account for over 18% (39,185) of all Ordinary Licence transactions in 2014/15. This type of Ordinary Licence transaction has increased by 29.2% since 2008/09 (30,318). This increase may be, in part, indicative of both an ageing population and potentially a greater tendency to remain driving in older age.
- The number of provisional licenses issued fell by 1.7% to 25,359 in 2014/15 suggesting that the 4.5% increase recorded in the previous year may have been a temporary change to the current downward trend.

Table 6.1 – Driver Licensing – Ordinary Licences - Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Provisional Licence	27,228	24,981	24,692	25,792	25,359
Conversion of Provisional to Full	29,629	29,572	26,095	24,269	24,709
Expiry/Optional Renewals ¹	49,792	49,652	52,431	56,558	68,126
Renewals to over 70's ¹	32,234	34,866	35,021	37,767	39,185
Medical Renewals ¹	5,490	5,354	6,015	5,915	6,307
Name & Address Change ²	19,224	19,856	24,007	26,165	24,665
Replacement/Duplicate Licences ²	24,857	24,861	23,121	20,995	19,726
Exchange Licence ²	5,591	5,046	5,470	5,503	5,234
Total Ordinary Licensing	194,045	194,188	196,852	202,964	213,311

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

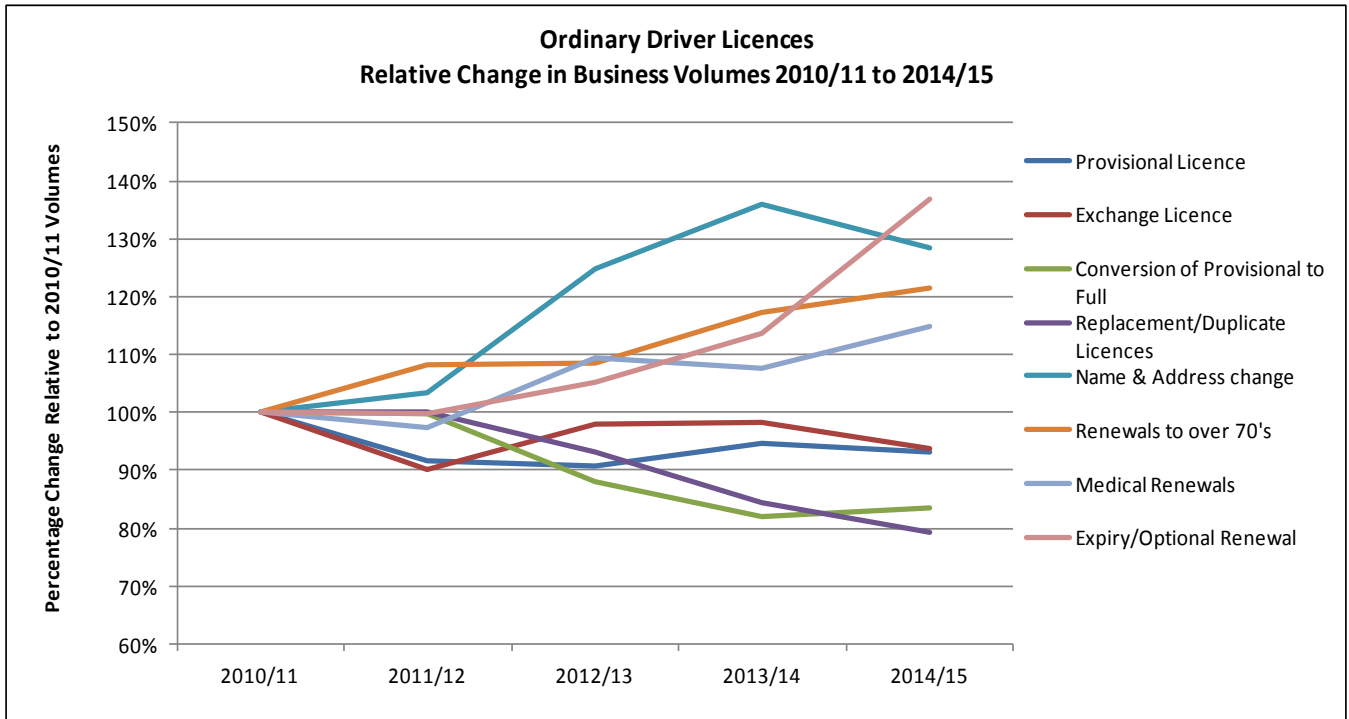
	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Provisional Licence	-8.3%	-1.2%	4.5%	-1.7%	-6.9%
Conversion of Provisional to Full	-0.2%	-11.8%	-7.0%	1.8%	-16.6%
Expiry/Optional Renewals ¹	-0.3%	5.6%	7.9%	20.5%	36.8%
Renewals to over 70's ¹	8.2%	0.4%	7.8%	3.8%	21.6%
Medical Renewals ¹	-2.5%	12.3%	-1.7%	6.6%	14.9%
Name & Address Change ²	3.3%	20.9%	9.0%	-5.7%	28.3%
Replacement/Duplicate Licences ²	0.0%	-7.0%	-9.2%	-6.0%	-20.6%
Exchange Licence ²	-9.7%	8.4%	0.6%	-4.9%	-6.4%
Total Ordinary Licensing	0.1%	1.4%	3.1%	5.1%	9.9%

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 7



Source: NIDLS, DVA Driver Licensing

Driver Licensing – Vocational Licences

- A total of 13,939 vocational licensing transactions were carried out by DVA during 2014/15. This figure represents a decrease of 7.6% on the previous year where the figure stood at 15,090.
- There was a decrease of 4.0% in the number of vocational Provisional Licence transactions in the past year, down to 1,829, and was approaching one-fifth (18.3%) lower than the number recorded for 2010/11 (2,240).

Table 6.3 – Driver Licensing – Vocational Licences - Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Provisional Licence ¹	2,240	2,056	1,749	1,905	1,829
Conversion of Provisional to Full	1,428	1,423	1,257	1,305	1,269
Renewal Licences ¹	6,461	9,040	8,592	8,260	7,300
Replacement/Duplicate/ Exchange Licences ²	2,049	1,909	1,850	1,790	1,841
Name & Address Change ²	1,504	1,545	1,719	1,830	1,700
Total Vocational Licensing	13,682	15,973	15,167	15,090	13,939

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

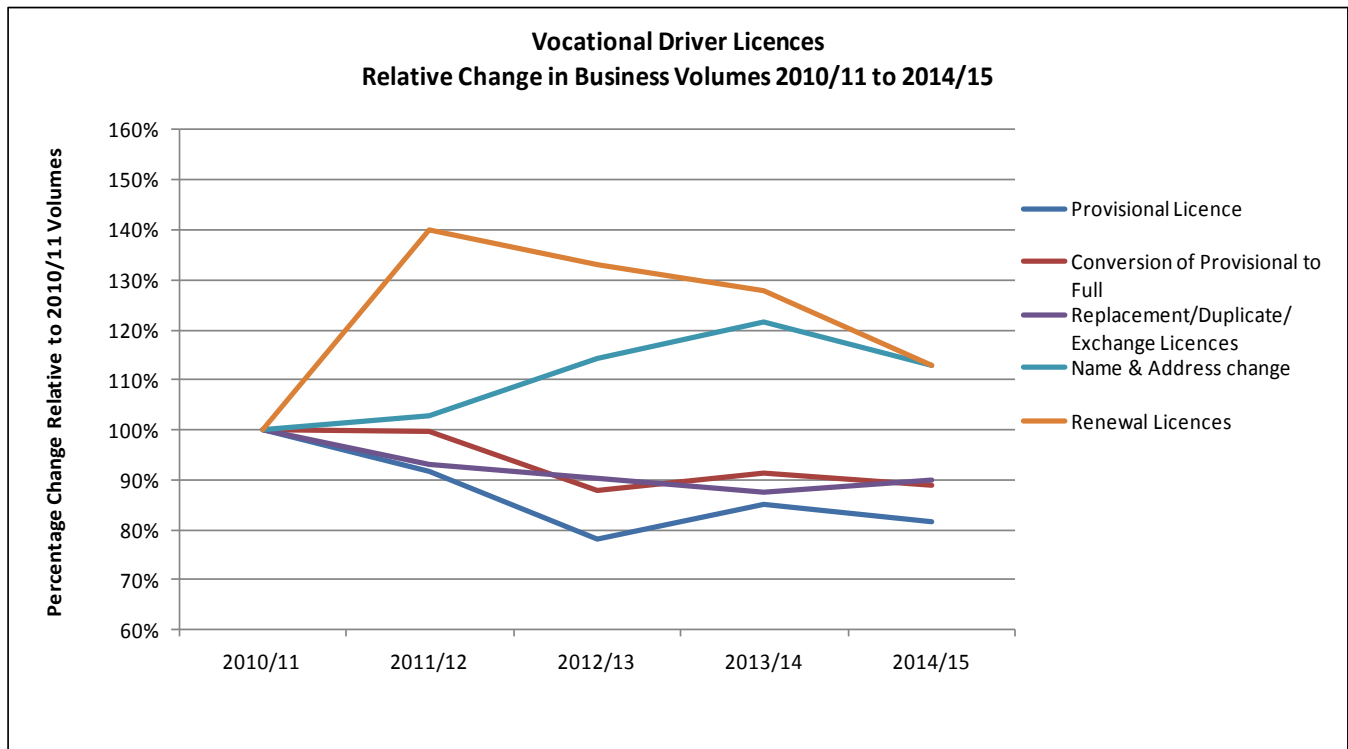
	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Provisional Licence ¹	-8.2%	-14.9%	8.9%	-4.0%	-18.3%
Conversion of Provisional to Full	-0.4%	-11.7%	3.8%	-2.8%	-11.1%
Renewal Licences ¹	39.9%	-5.0%	-3.9%	-11.6%	13.0%
Replacement/Duplicate/ Exchange Licences ²	-6.8%	-3.1%	-3.2%	2.8%	-10.2%
Name & Address Change ²	2.7%	11.3%	6.5%	-7.1%	13.0%
Total Vocational Licensing	16.7%	-5.0%	-0.5%	-7.6%	1.9%

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 76,000 ‘Other Transactions’ during 2014/15, primarily split between Identity Checking and Go Backs, where application forms have to be returned to the applicant as they are incomplete.
- Go Backs decreased from 40,008 in 2013/14 to 36,527 in 2014/15, a decrease of 8.7%. However, the figure for 2014/15 is still 8.4% higher than that seen during 2010/11 (33,689).
- Letters of Entitlement transactions have shown a sharp rise in the 5 year period presented, more than doubling from 6,208 transactions in 2010/11 to 13,059 transactions in 2014/15.
- The overall number of ‘Other Transactions’, while remaining reasonably stable in recent years, is down by 40% from the level 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

	2010/11	2011/12	2012/13	2013/14	2014/15
Letter of Entitlement	6,208	7,295	9,159	11,326	13,059
Identity Checking	38,623	26,588	25,994	27,110	26,446
Go Backs	33,689	27,940	32,877	40,008	36,527
Total Other Transactions	78,520	61,823	68,030	78,444	76,032

Source: NIDLS, DVA Driver Licensing

Table 6.6 – Driver Licensing – Other Transactions – Percentage Change

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Letter of Entitlement	17.5%	25.6%	23.7%	15.3%	110.4%
Identity Checking	-31.2%	-2.2%	4.3%	-2.4%	-31.5%
Go Backs	-17.1%	17.7%	21.7%	-8.7%	8.4%
Total Other Transactions	-21.3%	10.0%	15.3%	-3.1%	-3.2%

Source: NIDLS, DVA Driver Licensing

Driver Licensing – Stock of Entitlement (as at 31st March 2015)

- At the 31st March 2015, there were over 1,070,000 Full and Eligible¹ licence holders with Private Cars/Light Vans entitlement, this is an increase of over 4,300 from 31st March 2014, less than a 0.5% increase overall. On the same date, there were 105,701 Provisional Licence Holders, representing a decrease of nearly 900 from 31st March 2014, less than a 1.0% decrease overall.
- Of the Full and Eligible¹ licence holders, 10.2% (110,505) were between the age of 45 and 49, and 17.3% (186,628) were more than 65 years old.
- A breakdown of Motorcycle entitlement indicates 102,679 were Full and Eligible licence holders while 1,080,719 had Provisional Entitlement (either directly or from holding a provisional or full car licence).
- Based on Mid Year Population Estimates for Northern Ireland in 2013, it is estimated that 75.9% of Northern Irelands population aged 17+ had a full and eligible license with entitlement for Private Cars / Light Vans. Results from the latest available Travel Survey for Northern Ireland (2011-2013)² show the stock figure of 75.9% to be a little lower than the Travel Survey estimate where 77% of adults reported holding a driving licence (aged 17+). This small difference can likely be explained by survey sampling error and timing differences associated with the Travel Survey.

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

2. Travel Survey for Northern Ireland 2011-2013, 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	108,340	226	51,286	1,010	160,862	10.2%	48.5%
25 - 29	93,061	1,154	17,717	408	112,340	8.8%	16.8%
30 - 34	100,840	941	10,426	378	112,585	9.5%	9.9%
35 - 39	97,168	601	7,132	207	105,108	9.1%	6.7%
40 - 44	104,199	518	5,328	107	110,152	9.7%	5.0%
45 - 49	109,949	489	4,344	67	114,849	10.2%	4.1%
50 - 54	105,474	480	3,439	40	109,433	9.8%	3.3%
55 - 59	90,234	442	2,460	16	93,152	8.4%	2.3%
60 - 64	75,832	451	1,659	6	77,948	7.1%	1.6%
65 - 69	69,829	*	1,219	*	71,499	6.5%	1.2%
70 - 72	33,898	*	281	*	34,437	3.2%	0.3%
73 - 75	25,067	186	178	0	25,431	2.3%	0.2%
76 - 78	20,981	171	109	0	21,261	2.0%	0.1%
79 - 81	15,267	126	70	0	15,463	1.4%	0.1%
82 - 84	10,381	87	31	0	10,499	1.0%	0.0%
85 - 87	5,691	51	14	0	5,756	0.5%	0.0%
88 - 90	2,907	*	*	*	2,933	0.3%	0.0%
91 - 93	965	*	*	*	975	0.1%	0.0%
94+	281	*	*	*	284	0.0%	0.0%
Total	1,070,364	6,658	105,701	2,244	1,184,967	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	664	0	159,462	10	160,136	0.7%	14.8%
25 - 29	2,359	*	109,916	*	112,335	2.4%	10.2%
30 - 34	3,879	*	108,594	*	112,543	3.8%	10.0%
35 - 39	4,787	14	100,210	40	105,051	4.7%	9.3%
40 - 44	7,609	21	102,376	41	110,047	7.5%	9.5%
45 - 49	9,837	28	104,826	38	114,729	9.6%	9.7%
50 - 54	10,169	21	99,104	23	109,317	9.9%	9.2%
55 - 59	7,666	14	85,357	9	93,046	7.5%	7.9%
60 - 64	5,293	*	72,494	*	77,804	5.2%	6.7%
65 - 69	5,964	*	65,392	*	71,367	5.8%	6.1%
70 - 72	3,869	*	30,557	*	34,428	3.8%	2.8%
73 - 75	4,965	5	20,462	0	25,432	4.8%	1.9%
76 - 78	10,984	14	10,255	0	21,253	10.7%	0.9%
79 - 81	9,467	10	5,985	0	15,462	9.2%	0.6%
82 - 84	7,204	10	3,285	0	10,499	7.0%	0.3%
85 - 87	4,180	6	1,570	0	5,756	4.1%	0.1%
88 - 90	2,278	6	650	0	2,934	2.2%	0.1%
91 - 93	798	0	177	0	975	0.8%	0.0%
94+	237	0	47	0	284	0.2%	0.0%
Total	102,209	181	1,080,719	289	1,183,398	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	553	281	710	27	1,571	1.8%	4.7%
25 - 29	2,299	22	1,256	36	3,613	4.8%	8.4%
30 - 34	3,871	19	2,095	32	6,017	8.0%	14.0%
35 - 39	4,422	18	1,988	20	6,448	9.1%	13.3%
40 - 44	6,230	21	2,265	15	8,531	12.7%	15.1%
45 - 49	7,698	22	2,378	9	10,107	15.7%	15.9%
50 - 54	7,312	10	1,833	6	9,161	14.9%	12.2%
55 - 59	5,947	*	1,152	*	7,116	12.1%	7.7%
60 - 64	4,933	*	674	*	5,614	10.0%	4.5%
65 - 69	4,297	*	403	*	4,709	8.8%	2.7%
70 - 72	748	0	138	0	886	1.5%	0.9%
73 - 75	176	*	53	*	230	0.4%	0.4%
76 - 78	67	0	35	0	102	0.1%	0.2%
79 - 81	22	0	6	0	28	0.0%	0.0%
82 - 84	*	0	*	0	14	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	48,587	424	14,991	148	64,150	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	*	17	100	*	130	0.3%	1.1%
25 - 29	124	29	411	6	570	1.4%	4.6%
30 - 34	369	106	1,108	9	1,592	4.1%	12.5%
35 - 39	602	107	1,240	5	1,954	6.1%	14.0%
40 - 44	1,032	142	1,473	6	2,653	10.1%	16.6%
45 - 49	1,541	234	1,515	8	3,298	15.3%	17.1%
50 - 54	1,749	446	1,240	11	3,446	18.9%	14.0%
55 - 59	1,412	497	872	6	2,787	16.4%	9.8%
60 - 64	946	528	*	*	1,988	12.6%	5.8%
65 - 69	905	515	*	*	1,768	12.2%	3.9%
70 - 72	146	82	36	0	264	2.0%	0.4%
73 - 75	50	*	*	0	59	0.5%	0.0%
76 - 78	24	*	*	0	29	0.2%	0.0%
79 - 81	5	*	*	0	8	0.1%	0.0%
82 - 84	*	*	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	8,917	2,717	8,859	55	20,548	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) 2013
15 - 24	109,576	44.7%	51,286	20.9%	160,862	65.6%	245,212
25 - 29	94,623	76.0%	17,717	14.2%	112,340	90.2%	124,485
30 - 34	102,159	83.2%	10,426	8.5%	112,585	91.7%	122,751
35 - 39	97,976	84.6%	7,132	6.2%	105,108	90.8%	115,757
40 - 44	104,824	82.0%	5,328	4.2%	110,152	86.1%	127,877
45 - 49	110,505	82.8%	4,344	3.3%	114,849	86.1%	133,422
50 - 54	105,994	85.9%	3,439	2.8%	109,433	88.7%	123,386
55 - 59	90,692	85.6%	2,460	2.3%	93,152	88.0%	105,902
60 - 64	76,289	81.5%	1,659	1.8%	77,948	83.2%	93,644
65 - 69	70,280	80.5%	1,219	1.4%	71,499	81.9%	87,315
70 - 72	34,156	79.2%	281	0.7%	34,437	79.8%	43,129
73 - 75	25,253	69.0%	178	0.5%	25,431	69.5%	36,575
76 - 78	21,152	66.5%	109	0.3%	21,261	66.8%	31,813
79 - 81	15,393	58.9%	70	0.3%	15,463	59.2%	26,123
82 - 84	10,468	50.1%	31	0.1%	10,499	50.2%	20,895
85 - 87	5,742	38.7%	14	0.1%	5,756	38.8%	14,853
88 +	4,184	22.7%	8	0.0%	4,192	22.7%	18,431
Total	1,079,266	73.3%	105,701	7.2%	1,184,967	80.5%	1,471,570

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.

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 (HGV) 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.

Strengths and weaknesses of the data

Strengths:

- Statisticians have access to transport licensing management and operations team, aiding understanding of processes and facilitating resolution of data quality issues.
- The DVA have started a transformation programme to upgrade transport licensing administrative databases with improved quality assurance checks and better statistical reporting facilities.

Weaknesses:

- Loss of experienced staff due to transfer of vehicle licensing function to DVLA in Swansea.
- Introduction of new transport and operator licensing requirements has impacted on quality assurance checks making validation more time consuming and longer.
- Road Transport Licensing has some scope for clerical error as information is transferred manually from paper forms to administrative databases.
- No systematic mapping of administrative transport licensing processes.

Please see the Road Transport Licensing – User Guidance for further information on the data.

Other Sources of Information:

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

http://www.drdni.gov.uk/index/statistics/stats-categories/annual_road_traffic_estimates.htm

Great Britain Taxi Statistics

<https://www.gov.uk/government/collections/taxi-statistics>

Great Britain Bus Statistics

<https://www.gov.uk/government/collections/bus-statistics>

Great Britain Heavy Goods Vehicles Statistics

<https://www.gov.uk/government/statistical-data-sets/veh05-licensed-heavy-goods-vehicles>

Republic of Ireland Road Freight Transport statistics

<http://www.cso.ie/en/studentcorner/transport/transportstatistics/>

Republic of Ireland Taxi Statistics

<http://www.nationaltransport.ie/news/taxi-statistics-for-ireland/>

Republic of Ireland Bus Statistics

http://www.nationaltransport.ie/wp-content/uploads/2013/10/Bus_Statistical_Bulletin_June_2014_Final_for_web.pdf

European Union (EU) Passenger transport statistics

http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Passenger_transport_statistics

EU Transport in Figures

http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2014_en.htm

Road Transport Licensing – Volumes & Stock

PSV Licences

- 12,345 PSV Licences were issued during 2014/15, which is 4.1% higher than the previous year (11,860). However this is still 9.3% below the volume seen in 2008/09 (13,611). The vast majority of PSV Licences issued last year (80.8%) were issued for Taxis.

Taxi Driver Licences

- The number of Taxi Driver Licences issued in 2014/15 (3,007) is 8.4% higher than in the previous year. This is the first annual increase recorded following a generally declining trend with numbers down by over one-fifth (21.6%) on 2008/09 levels when 3,837 licences were issued. Figures include transactions for first licences, renewals and duplicates.

Road Service Licences

- In 2014/15, 2,633 Road Service Licences relating to vehicles were issued by DVA. There were also 216 Road Service Licences related to Operators issued in the same year. These represent annual increases of 2.6% and 2.4% respectively.

Taxi Operator Licenses

- There were 421 full taxi operator licenses issued during 2014/15, down by over one-third (34.6%) on the previous year.
- As at the 31st March 2015 there were 14,462 licensed Taxi Drivers in Northern Ireland, down by 6.3% from 15,430 at the end of March 2014.
- There were also 1,885 licensed Taxi Operators at 31st March 2015, up by 4.3% from 2014. Of these, 87% were classified as a small operator (1,636).

Goods Vehicle Operator Licences

- The total current Standard International goods vehicle operator licences as at the 31st March 2015 was 1,540, up 2.2% on the 1,507 recorded at the 31st March 2014.
- The current Standard National goods vehicle operator licences fell from 394 at the 31st March 2013 to 374 as at 31st March 2015, a fall of 5.1%.
- At the 31st March 2015 there were 9 outstanding temporary permits remaining to be converted to restricted licences. This is down from the 4,081 temporary permits remaining to be converted as at the 31st March 2013. The continued processing and conversion of Temporary Permits to Restricted licences is reflective of the six fold increase in Restricted licence numbers from 643 at the end of the 2012/13 financial year to 3,816 at the end of the 2014/15 financial year.

Table 7.1 – Road Transport Licensing – Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
PSV Licence - Omnibus	2,460	2,229	2,398	2,121	2,376
PSV Licence - Taxi	10,559	10,089	9,455	9,739	9,969
Taxi Driver Licence	3,512	3,601	2,987	2,773	3,007
Road Service Licence - Operator ¹	187	208	192	211	216
Road Service Licence - Vehicle ¹	2,505	2,544	2,254	2,567	2,633
Taxi Operator Licence issued ²	N/A	N/A	1,385	644 ^(r)	421
Taxi Operator Applications received ²	N/A	N/A	1,951	377 ^(r)	356

Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DOE Transport Regulation Unit

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

Table 7.2 – Road Transport Licensing – Percentage Change

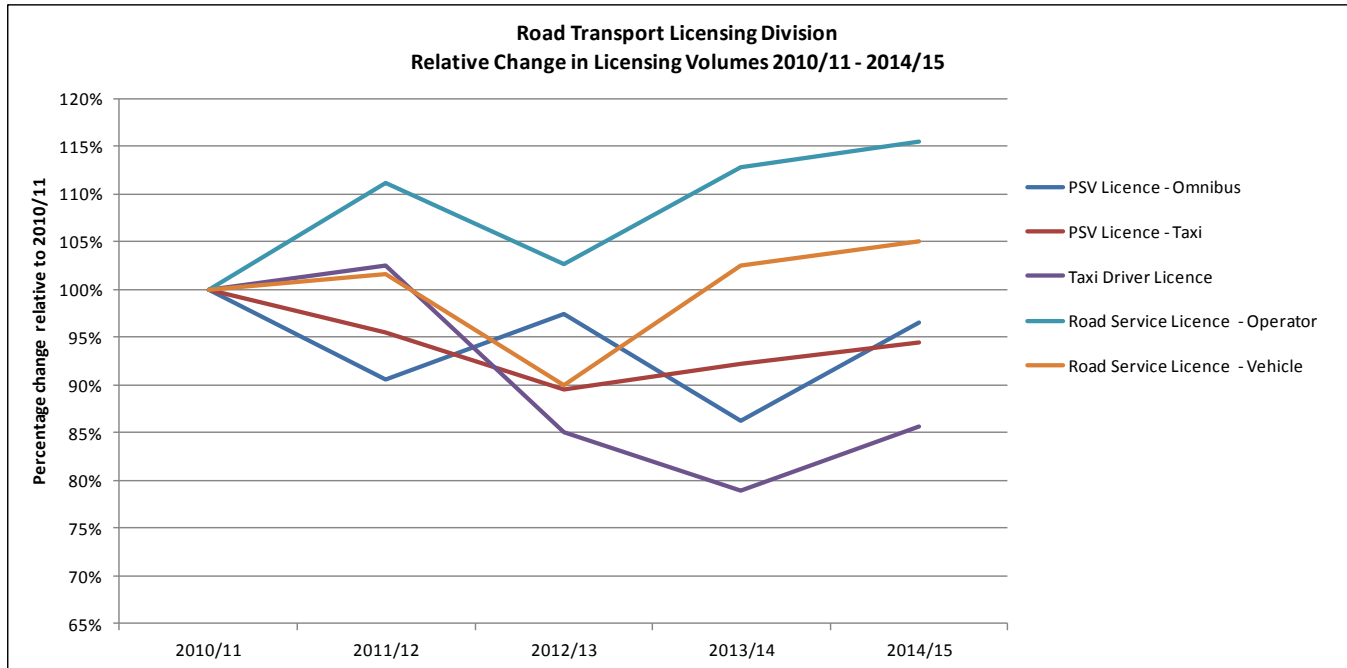
	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
PSV Licence - Omnibus	-9.4%	7.6%	-11.6%	12.0%	-3.4%
PSV Licence - Taxi	-4.5%	-6.3%	3.0%	2.4%	-5.6%
Taxi Driver Licence	2.5%	-17.1%	-7.2%	8.4%	-14.4%
Road Service Licence - Operator ¹	11.2%	-7.7%	9.9%	2.4%	15.5%
Road Service Licence - Vehicle ¹	1.6%	-11.4%	13.9%	2.6%	5.1%
Taxi Operator Licence issued ²	N/A	N/A	-53.5%	-34.6%	N/A
Taxi Operator Applications received ²	N/A	N/A	-80.7%	-5.6%	N/A

Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DOE Transport Regulation Unit

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. Please see Table 7.3 for Taxi Operator Licensing information.

Chart 10



Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DOE Transport Regulation Unit

Table 7.3 – Road Transport Licensing – Taxi Operator, Driver and Vehicle Licensing ¹ (at 31 March 2015)
– Licence Stock

	2012/13 ^{1,2}	2013/14	2014/15
Taxi Driver Licence	n/a	15,430	14,462
Taxi Operator Licence	n/a	1,808	1,885
Small	n/a	1,566	1,636
Large	n/a	242	249
Licensed Taxi Vehicles	n/a	9,499	9,082
Public Restricted	n/a	6,989	6,753
Private Hire	n/a	1,844	1,676
Belfast Public Hire	n/a	445	438
Taxi Bus	n/a	221	215

Source: DVA Taxi Licensing

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.

Table 7.4 – Road Transport Licensing – Goods Vehicle Operator Licences (in force at 31st March) ¹ – Licence Stock

	2012/13	2013/14	2014/15
Standard International	1,453	1,507	1,540
Standard National	394	377	374
Restricted ^{2,3}	643	2,396	3,816
Temporary Permits remaining to be converted ⁴	4,081	1,650	9

Source: DOE Transport Regulation Unit

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 2015 in Northern Ireland. The figures are not related to quarterly licensing activity.

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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.

No compliance surveys were conducted during 2014/15. It is planned that compliance surveys will now be conducted on a three year cyclical basis with the first being for Buses during 2015/16, followed by HGVs in 2016/17 and Taxis during 2017/18.

Vehicle Excise Duty Evasion surveys are conducted on a biennial basis. The next survey is due to be conducted in June 2015, with the results expected in December 2015. Please see the link below for further detail.

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

MOT evasion rates are calculated using the same survey sample which is used to calculate the VED evasion. As the VED survey is conducted on a biennial basis there is no survey sample available to calculate MOT evasion for 2014.

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

Whilst no further updates are available in 2014/15, for completeness, latest survey results in respect of compliance and evasion are shown in the tables below.

Strengths and weaknesses of the data

Strengths:

- The compliance surveys were developed with guidance and support from DVA statisticians.
- Statistics sourced and derived from the survey findings are underpinned by well established methodological procedures.
- Standard classification systems used by all enforcement officers conducting roadworthiness and/or licensing violations during compliance survey operations.

Weaknesses:

- It is possible that DVA business targets to reduce non-compliance and improve road safety could impact on the choice of vehicles which enforcement officers 'target' for inspection. However, any potential incentive which may exist to ignore "suspect"

vehicles in order to improve non-compliance performance would likely be counteracted by an enforcement officer's natural tendency to want to target those vehicles which are most likely to have defects. Officers are provided with a strict statistical sampling protocol to follow and statisticians have examined practices on the ground. Whilst no evidence of any systematic bias, either way, has been detected in the sample selection process to date, it still poses a small risk and requires ongoing monitoring.

Please see the Compliance Survey – User Guidance for further information on the data.

Table 8.1 – Compliance Survey Findings

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 ¹
Heavy Goods Vehicle Non Compliance	48.3%	-	31.2%	22.7%	20.0%	N/A
Taxi Non Compliance	20.1%	-	24.7%	31.1%	29.7%	N/A
Bus Non Compliance	-	-	22.6%	30.4%	27.0%	N/A

Sources: DVA Compliance Section, ASB

Notes:

1. No compliance surveys were conducted during 2014/15. It is envisaged that compliance surveys will be conducted on a cyclical basis with the first being for Buses during 2015/16, followed by HGVs in 2016/17 and Taxis during 2017/18.

Table 8.2 – VED and MOT Evasion Survey Findings

	2008	2009	2010	2011	2012 ²	2013	2014 ^{2,3}
VED Evasion	2.2 ¹	0.7 ¹	0.9 ¹	0.7	N/A	0.7 ⁴	N/A
MOT Evasion	8.4	4.9	4.8	3.7	N/A	2.8	N/A

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

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 or 2014. The next one to be carried out will be in 2015.
3. MOT evasion rates are calculated using the same survey sample which is used to calculate the VED evasion. As the VED survey is conducted on a biennial basis there is no survey sample available to calculate MOT evasion for 2014.
4. At the 95% confidence level the Lower confidence interval was 0.6 and the Upper confidence interval was 0.8.

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 establish a baseline of the underlying rates of non-compliance prevalent in the fleets and ongoing monitoring.

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.

Strengths and weaknesses of the data

Strengths:

- Enforcement statistics sourced and derived from the DVA administrative system are underpinned by well established quality assurance procedures.
- Full coverage of enforcement activity for non-survey sources e.g. HGV, buses and taxis.
- Full geographic coverage regionally over the year.
- Standard classification systems used by all enforcement officers during onsite operations, reducing the scope for misclassification of roadworthiness and/or licensing violations.

- DVA data provider's and statistical producer team work in close proximity aiding understanding of the process and facilitating resolution of issues impacting on data quality assurance.
- The Data can often be used as part of legal process which helps ensure accurate recording and checking for example against PSNI records.

Weaknesses:

- The movement in enforcement activities between quarters can be as a result of the timing of operations. The period and volumes in which they are captured for statistical presentation can vary between months and as such can create an apparent distortion in quarterly comparison figures. Users may wish to view annual figures on enforcement activities to see a full reflection of performance over the course of a year.

Please see the Enforcement – User Guidance for further information on the data.

Other Sources of Information:

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

http://www.drdni.gov.uk/index/statistics/stats-categories/annual_road_traffic_estimates.htm

Northern Ireland Compliance and Enforcement Statistics

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

Northern Ireland Road Safety Statistics

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

Great Britain Road accidents and safety statistics

<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

The Freight Transport Association

http://www.fta.co.uk/policy_and_compliance/road/vehicles/operator_licensing_in_northern_ireland.html

DVSA enforcement

<https://www.gov.uk/government/publications/enforcement-sanctions-policy>

Great Britain Heavy goods vehicle traffic Statistics

<https://www.gov.uk/government/statistical-data-sets/tra31-heavy-goods-vehicle-traffic>

EU Transport in Figures

http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2014_en.htm

European Commission accidents data

http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm

9. Enforcement Section – Business Volumes

- During the 2014/15 financial year, DVA Enforcement staff checked 5,135 vehicles; of these, the largest volume was for Goods Vehicles, accounting for nearly half (2,534) of vehicles checked.
- The number of Goods Vehicles checked in 2014/15 (2,534) was down over 28% on the number of goods vehicles checked in the previous year (3,532). This was the lowest number of Goods Vehicles checked per annum in the available time series.
- The number of taxis checked in 2014/15 (1,445) was over 26% lower than in the previous year (1,965). The number of buses checked decreased by 1.8% to 764 during the same period, though this was still around twice the number checked in 2008/09 (383).
- Introduced in February 2011, fixed penalty notices issued to drivers at the roadside have more than trebled from 506 in 2011/12, the first full year of operation, to 1,697 in 2014/15. The number issued for 2014/15 was 16.2% higher than the previous year.
- 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 by almost half to 439 in 2014/15. This is as a result of enforcement officers using fixed penalty notices for minor offences rather than referrals to the PPS.
- During 2014/15, DVA Enforcement teams carried out 75 joint operations with the PSNI, of which approximately half were targeted at Taxis. During the same year DVA enforcement teams took part in 10 cross border operations in conjunction with the Road Safety Authority in Ireland. This figure is similar to the number of cross border operations conducted in 2013/14 (11).

- During 2014/15, a total of 103 spot checks on School Buses were carried out by enforcement officers, this was down by 12 checks from the 115 carried out in the previous year.

Table 9.1 – Enforcement Section – Checks Carried Out – Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Goods Vehicles ¹	3,835	3,012	2,808	3,532	2,534
Trailers	1,355	1,066	788	957	816
Taxis	1,520	2,177	1,865	1,965	1,445
Buses	501	831	810	764	750
Cars	230	268	223	301	406
Total Vehicle Checks ²	6,086	6,288	5,706	6,562	5,135
Tachograph Checks (Premises)	7,659	10,573	7,550	1,017	1,936
Tachograph Checks (Roadside)	32,952	37,202	19,815	22,179	33,712

Source: DVA Enforcement Section, Roadside Enforcement Database

Notes:

1. This figure includes Trailers so as to be comparable with historical data.
2. Trailers have not been double counted in this total.

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Goods Vehicles ¹	-21.5%	-6.8%	25.8%	-28.3%	-33.9%
Trailers	-21.3%	-26.1%	21.4%	-14.7%	-39.8%
Taxis	43.2%	-14.3%	5.4%	-26.5%	-4.9%
Buses	65.9%	-2.5%	-5.7%	-1.8%	49.7%
Cars	16.5%	-16.8%	35.0%	34.9%	76.5%
Total Vehicle Checks ²	3.3%	-9.3%	15.0%	-21.7%	-15.6%
Tachograph Checks (Premises)	38.0%	-28.6%	-86.5%	90.4%	-74.7%
Tachograph Checks (Roadside)	12.9%	-46.7%	11.9%	52.0%	2.3%

Source: DVA Enforcement Section, Roadside Enforcement Database

Notes:

1. This figure includes Trailers so as to be comparable with historical data.
2. Trailers have not been double counted in this total.

Table 9.3 – Enforcement Section – Prosecutions and Penalties – Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Files referred to PPS ¹	803	592	448	511	439
Number of Convictions ²	642	735	449	389	425
Prosecutions (offences convicted) ³	1,322	1,379	951	755	822
Value of Court fines and costs ⁴	£209,486	£228,656	£145,560	£106,655	£129,009
Fixed Penalties Issued	n/a	506	1,192	1,460	1,697
Value of Fixed Penalties ⁵	n/a	£20,090	£110,290	£147,520	£201,260
Total Value of all fines and penalties ⁶	£209,486	£248,746	£255,850	£254,175	£330,269

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 2010/11 for which the information is not available.

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

	2010/11 - 2011/12	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2010/11 - 2014/15
Files referred to PPS ¹	-26.3%	-24.3%	14.1%	-14.1%	-45.3%
Number of Convictions ²	14.5%	-38.9%	-13.4%	9.3%	-33.8%
Prosecutions (offences convicted) ³	4.3%	-31.0%	-20.6%	8.9%	-37.8%
Value of Court fines and costs ⁴	9.2%	-36.3%	-26.7%	21.0%	-38.4%
Fixed Penalties Issued	-	135.6%	22.5%	16.2%	-
Value of Fixed Penalties ⁵	-	449.0%	33.8%	36.4%	-
Total Value of all fines and penalties ⁶	18.7%	2.9%	-0.7%	29.9%	57.7%

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 2010/11 for which the information is not available

Table 9.5 – Enforcement Section – Operations – Volumes

	2010/11	2011/12	2012/13	2013/14	2014/15
Joint Operations	n/a	n/a	94	51	75
HGV	n/a	n/a	n/a	15	22
Buses	n/a	n/a	n/a	1	1
Taxis	n/a	n/a	n/a	22	37
Car	n/a	n/a	n/a	13	15
Cross Border Operations	1	3	7	11	10

Source: DVA Enforcement Section

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

Location of Inspection	2012/13	2013/14	2014/15
Belfast Education and Library Board Region	15	9	10
North Eastern Education and Library Board Region	42	30	9
South Eastern Education and Library Board Region	17	18	1
Southern Education and Library Board Region	28	34	36
Western Education and Library Board Region	82	24	47
Total	184	115	103

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		2014/15	
	Number of offending vehicles	Number of Offences / Issues identified	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	2	2
North Eastern Education and Library Board Region	6	10	2	2	4	11
South Eastern Education and Library Board Region	4	6	3	5	0	0
Southern Education and Library Board Region	6	14	4	7	12	25
Western Education and Library Board Region	22	38	10	40	12	18
Total	39	69	22	61	30	56

Source: DVA Enforcement Section

User Guidance

Vehicle Tests - 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 2014/15 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 this report on Vehicle Tests were extracted 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.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

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, Vehicle Test Categories.

The pass rates presented in this report are derived using data on the actual outcome of the test. It is important to be aware that pass rates, even within the same test category, may not be directly comparable between test centres. This is due to differences in the underlying make-up of the local fleet with regard to such factors as vehicle age and miles completed.

Vehicle tests are carried out at 15 test centres, although not every centre carries out the full range of vehicle tests.

Driver Testing - 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. The overall pass rate takes no account of differences between the driving experience of individuals presenting for testing at each Test Centre.

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 2014/15 annual data.

Tables 2.6 to 2.9 contained within this publication 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 this report on Driving Tests were extracted 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.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

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, Driving Test Categories.

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 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, from 2013-14, 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.

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

Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.

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.

Theory Testing - 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 2014/15 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 the report are derived from the returns provided by Pearson (VUE) 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 (VUE) under the terms of the contract, and is subjected to an independent annual systems audit to ensure information accuracy and reliability.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

Guidance on using the data

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

Instructor Registration - 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 2014/15 annual data.

Description of the data

The data presented in the report is extracted from the ADI and AMI Registers held by the DVA Driver and Vehicle Standards team.

Data Quality Assessment

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

Guidance on using the data

The ADI Part 2 (Driving Ability) tests are conducted at the Boucher Road and Londonderry test centres by driving test examiners. The ADI Part 3 (Instructional Ability) tests are conducted at the Dill Road and Londonderry test centres by Supervising Examiners.

The AMI Part 2 (Driving Ability) and Part 3 (Instructional Ability) tests are conducted at the Craigavon, Londonderry and Mallusk test centres by Supervising Examiners.

Vehicle Registration and Licensing - User Guidance

Vehicle Licensing transferred to DVLA on 18th July 2014. Please refer to our note in the forward look section relating to the future of vehicle licensing statistics for more detail.

Data Quality Issues:

The transfer of vehicle licensing to DVLA in July 2014 has given rise to some definitional/classification changes which users need to be aware of and there may also be some small impact with respect to NI coverage in cases where the keepers postcode is missing. See the Forward Look section for further detail on the potential impact of these changes.

The potential impact of migrating Northern Ireland vehicle registration and licensing to DVLA is likely to be a reduced count in the NI vehicle licensing and registration figures, this will be influenced by the following factors:

(1) Where a vehicle was relocated from GB to NI and subsequently re-registered in NI, this vehicle was included in DVA registration statistics as being registered in NI for the first time. However, under a UK integrated licensing system, there will no longer be first registrations which are solely referenced with respect to NI. All first registrations will now be with reference to the UK as a whole, i.e., a vehicle first registered in GB and subsequently used in Northern Ireland will no longer be counted as a NI first registration. A NI first registration will now only be recorded as such if that vehicle has never previously been registered anywhere else in the UK. All registrations are recorded by DVLA in Swansea who assumed responsibility for registration of NI vehicles in July 2014. Using quarterly data for the 12 months to June 2014 we estimate that the numbers of vehicles originally registered in GB then moved to NI and captured as a new registration in NI as approximately (per quarter) 8-9,000 Cars, 1,100-1,200 Light Goods, 4-500 Heavy Goods, ~350 Agricultural Vehicles and ~200 motorcycles. This unavoidable definitional change will introduce a discontinuity into our series which will be clearly highlighted in the relevant tables and charts.

(2) From July 2014 the registered keepers post code will be used by DVLA to identify NI vehicles, which when missing is not a comprehensive means of reporting all NI registered vehicles. However, at the point of system migration, all NI missing postcodes were assigned a dummy postcode to indicate that the registered owner resided in NI. Going forward, however, if

a postcode is missing on a record then it will simply be identified as "missing" in any geographic analysis and will not be attributable to any individual country. This is what currently happens with English, Scottish or Welsh registrations where postcode is missing. Because of the mitigating action of including a dummy postcode prior to transfer, which would otherwise have impacted on around 1%-2% of NI records, it is expected that the future impact will be minimal.

(3) There may also be some minor impacts around the classification and coding of different vehicle types associated with the change of administration of NI vehicle data from DVA to DVLA in July 2014. While this is impossible to quantify, as the team responsible for coding/classifying vehicle registration in NI is no longer available to provide advice on their historical categorisations, we do not expect this to be a significant issue. This is particularly so with regard to the main vehicle categories although it may, however, have a disproportionate impact on the smaller volume vehicle categories.

(4) During the migration of NI records from DVA to DVLA in July 2014 there was a 95.5% success rate. The remaining records required human intervention where there may have been incomplete or duplicate records for the same vehicle on both NI and GB systems. All outstanding cases which required human intervention are being processed with the expectation that these records will be updated to fully complete the migration.

Data cover all applications for vehicle registration transactions carried out by DVA/DVLA for vehicles registered in Northern Ireland during the year 2014/15. These tables are generated by the Driver and Vehicle Agency (DVA) statisticians using an extract provided by DfT. The DfT has recently published Northern Ireland related first registrations data on the 14th May 2015, which is the first formal release of the data for 2014/15.

The first registration figures presented in the tables total both new vehicles and those imported, whether previously used or new, which have been registered for the first time in the United Kingdom and with a Northern Ireland registration address.

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.

A version of Table 5.3 contained within this publication 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.

Government owned and non-government owned vehicles which fall into tax categories which are exempt from vehicle excise duty are included in the reported figures.

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. This will directly impact the number of licensed and SORN motorcycles seen in table 5.8 which is shown as at 31st December 2014.

Description of the data

The data presented in the report on Vehicle Licensing up to July 2014 was extracted from the Northern Ireland Vehicle Information System (NIVIS). Data presented on Vehicle Licensing after transfer of the function from DVA to DVLA are based on data extracts from the DVLA administrative system provided to DVA statisticians by DfT.

Data Quality Assessment

Very Good – all data in this section on vehicle registrations up to transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DfT are subject to a number of internal validation and audit checks. DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

Driver Licensing - 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 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 2015.

These figures are generated by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2014/15 annual data.

Description of the data

The data presented in the report 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>

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.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).

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. Very small numbers of 15 year olds (less than 20) are captured within the published tables.

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. An individual may appear in one or more of the tables if their licence provides entitlement to drive a number of vehicles.

Table 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 2013 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 2013 Mid-year estimates (latest available at time of production).

Road Transport Licensing - 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 Vehicle 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 2014/15.

Description of the data

The data presented in the report 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.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

Compliance Survey - 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. The last available 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. Therefore no compliance surveys were conducted during 2014/15. It is envisaged that compliance surveys will be conducted on a cyclical basis with the first being for Buses during 2015/16. 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 report 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.

Enforcement - 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 2014/15 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.

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.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: http://www.doeni.gov.uk/index/information/asb/statistics/dva_statistics.htm

Guidance on using the data

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

Appendices

Appendix 1 - Glossary

<u>Abbreviation</u>	<u>Meaning</u>
ADI	Approved Driving Instructor
AMI	Approved Motorcycle Instructor
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
FABS	Freight and Bus System
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
OLBS	Operator Licensing & Bus System
ONS	Office for National Statistics
OS	Official Statistics
PCV	Passenger Carrying Vehicle
RD	Refer to Drawer
REX	Roadside Enforcement Database
RTLD	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.

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. From 2013-14 these B+E tests have been subsumed within the Miscellaneous Test Categories. In publications prior to 2013/14 tests relating to category B+E (Car + Trailer) were contained in the LGV classification. The historical back series has been reconstituted in this publication to include B+E tests within the Miscellaneous Test Categories. Figures for LGV and Miscellaneous Test Categories in this publication are now comparable.

Appendix 4 – Survey Non-Compliance Rates with Upper and Lower Confidence Intervals 2013/14

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.