

# DfI Driver, Vehicle, Operator, and Enforcement Statistics

## Quarter Two: July to September 2019

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## Key Findings

- The DVA received over 273,000 applications for vehicle tests during July to September 2019, down by 4.1% on last year. During this same period, the DVA conducted just over 290,000 vehicle tests, an increase of 10.0% compared to last year, and the largest quarterly figure on record. The pass-rate for full tests was 81.8%, an increase on the 81.6% in the same period last year, and the highest quarter-two pass-rate on record.
- Approximately 16,800 new vehicles were registered in Northern Ireland during April to June 2019. This is 0.9% higher than the figure recorded for the same period in 2018. The most popular new private-car was Ford (12%); with grey the most popular colour (21%) and petrol the most popular fuel-type (58%).
- There were 1,205,000 vehicles licensed in Northern Ireland at 30<sup>th</sup> June 2019, an increase of 2.2% on last year. The overwhelming majority (82%) were cars.
- The number of theory tests conducted during the quarter increased slightly from 2018, rising from approximately 18,000 to 18,200. The trend has remained steady over the past four years. The pass-rate for private-car theory tests was 45.8%, a small increase on the previous quarter, although still 2.5 percentage-points below the trend of five years ago.
- The DVA conducted nearly 15,100 driving tests during July to September 2019, an increase of 0.7% from the number conducted in the equivalent period last year. The pass-rate for these tests was 59.2%, broadly unchanged over the past five years.
- Approximately 63,800 licensing transactions were carried out by DVA during quarter two of 2019-20. This represents a decrease of approximately 5.7% in comparison with the volume carried out in the corresponding period in 2018. As the period of validity of a driving licence changed from 3 years to 10 years in 1985, this has resulted in a significant cyclical pattern with a peak renewal period during the middle of each decade.
- At the 30<sup>th</sup> September 2019, there were almost 1,112,000 full and eligible licence holders with private-cars / light vans entitlement. This was a rise of 1.2% compared with the total twelve months ago.
- At the 30<sup>th</sup> September 2019, there were just over 9,950 licensed taxi drivers, down by 6.6% when compared with the same point of 2018, and the lowest figure in our series. Similarly, there were nearly 8,800 licensed taxi vehicles, a small decrease of 0.2% when compared to the preceding quarter.
- During quarter two of 2019-20, DVA Enforcement staff spot-checked approximately 1,200 vehicles, of which 35% were Taxis.
- For the 12-month period up to the end of September 2019, Agency performance against both the vehicle testing and driving testing performance measures was below the target level of 92%. Vehicle testing dropped for the seventh quarter in a row, from 74.1% to 73.8%. Driver testing also decreased for the seventh consecutive quarter, from 84.3% to 81.2%. For 2019-20, the DVA has split its driver-licensing target into two categories: online applications and paper applications. For the April to September 2019 period, online performance was 99.0% processed within 5 days, whilst paper performance was 80.7% processed within 10 days, both against a target of 95%.

## Contents

	<u>Page</u>
Key Findings	2
Introduction	4
1. Vehicle Testing	5
2. Vehicle Licensing and Registration	8
3. Driver Theory Testing	10
4. Driver Practical Testing	12
5. Driver Licensing	15
6. Road Transport Licensing	17
7. Enforcement & Compliance	19
8. DVA Target Monitoring	21
Notes	22

## **Introduction**

This is the twentieth edition of the quarterly publication '*DfI Driver, Vehicle, Operator, and Enforcement Statistics*'. The statistics reported within this publication include summary key business volumes and transactions for drivers, vehicles, and operators and in the area of regulation and enforcement during quarter two of 2019-20. This covers the period from 1<sup>st</sup> July 2019 to 30<sup>th</sup> September 2019. Due to the transfer of vehicle licensing functions to DVLA, the data in the corresponding section (page 8) is from 1<sup>st</sup> April 2019 to 30<sup>th</sup> June 2019.

This release presents statistical information for the volumes of activities under the following business areas:

- Vehicle testing;
- Vehicle licensing & registration;
- Driver theory testing;
- Driver practical testing;
- Driver licensing;
- Road transport licensing (i.e. buses, heavy goods vehicles and taxis);
- Enforcement & compliance; and
- DVA target monitoring.

DVA systems provide the majority of data, although we also source some from within the wider Department for Infrastructure. In addition, while the DVA is 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 section 2.

Final, fully validated financial-year statistics will be published in the '*DfI Driver, Vehicle, Operator, and Enforcement Statistics, 2019-20*' report, which is scheduled for public release in late May/early June 2020. The latest edition of the financial-year statistics for 2018-19 is available on our website, listed below.

For further information and guidance on this publication, please see the User Guidance document, available on our website:

<https://www.infrastructure-ni.gov.uk/articles/driver-vehicle-agency-activity-statistics>

## **Background**

The *Driver & Vehicle Agency* (DVA) is an executive agency within the *Department for Infrastructure* (DfI). The DVA was formed on 1<sup>st</sup> April 2007 as part of the Review of Public Administration, through a merger of two existing Agencies, namely the *Driver and Vehicle Testing Agency* (DVTA) and *Driver and Vehicle Licensing Northern Ireland* (DVLNI).

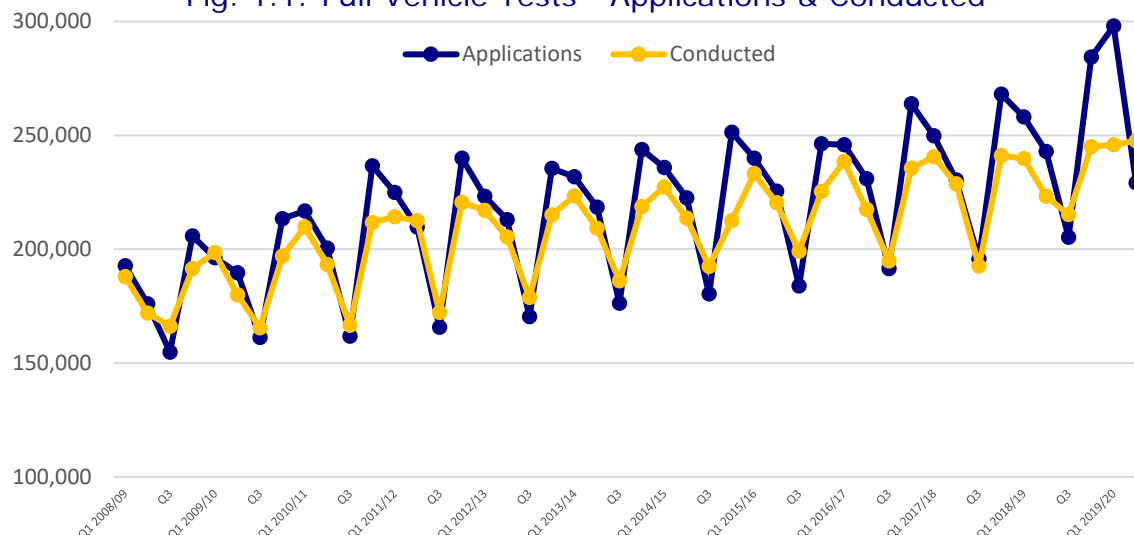
Vehicle testing forms the most significant aspect, in terms of volumes, of the work of the Operations Directorate in DVA, and by extension, the DVA as a whole.

## **Vehicle Test Applications and Tests Conducted**

From July to September 2019, the DVA received just over 273,000 applications for vehicle tests, down by 4.1% compared to the same three-month period in 2018, and substantially lower than the record-high seen during quarter one (table 1.1). The vast majority (84%) of these were for full tests rather than re-tests. This decrease was primarily because of a reduction of 12,600 (6.3%) in full private-car test applications. The number of vehicle test applications has risen consistently over the past decade, with the total for the first six months of 2019-20 being 31% higher than the equivalent period a decade ago. Note that the figures for vehicle test applications include taximeter tests (circa 1,100 tests per quarter), in contrast to the figures for vehicle tests conducted, which do not.

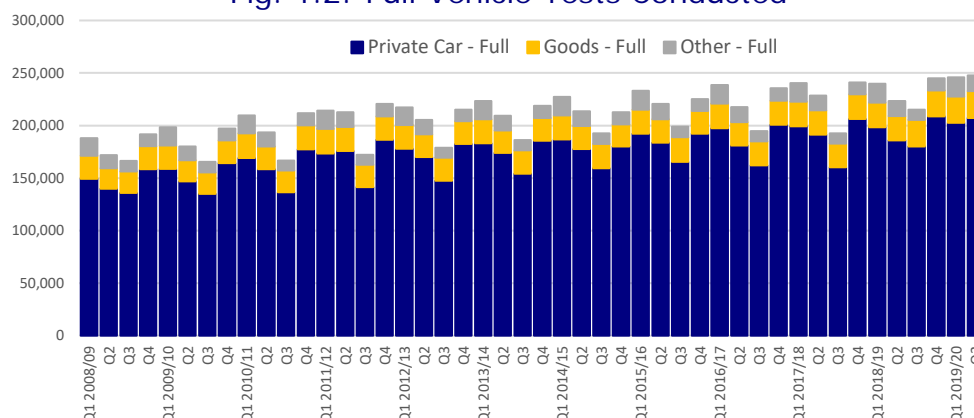
Note that additional Sunday opening at some test centres began during June 2019, which will account for some of the increases seen in quarter one and quarter two.

**Fig. 1.1: Full Vehicle Tests - Applications & Conducted**



During quarter two, the DVA conducted just over 290,000 vehicle tests (full tests and re-tests), an increase of 10.0% compared to the equivalent quarter last year, and the highest number on record. The vast majority of these (71%) were full tests for private-cars (table 1.7).

**Fig. 1.2: Full Vehicle Tests Conducted**



The increased level of vehicle test applications seen in the trend series can, in the main, be explained by the increasing number of licensed vehicles in Northern Ireland, which has risen by 9.7% over the past four years (see table 2.13). In addition, owners seem to be keeping their vehicles for longer, as the proportion of vehicles being of MOT-age has risen by nearly 2% over the past two years, whilst the average age of a licensed vehicle has risen from 8.2 to 8.5 years over the past four years. Together, this has resulted in approximately 66,000 (6%) additional vehicles requiring a test in 2019 compared to 2015. In recent months, we have seen a move from nine-week reminder letters to six-weeks, following a previous change from seven-weeks earlier in the summer. Press articles during summer 2019 may have also affected customers booking behaviour.

The most popular booking method for vehicle test applications was the internet booking system, which received 75.3% of all applications, up by over 15 percentage-points on the equivalent period in 2016-17 (table 1.4).

Fig. 1.3: Vehicle Test Applications by Booking Method

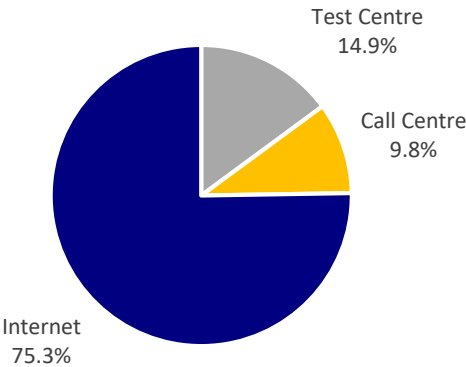
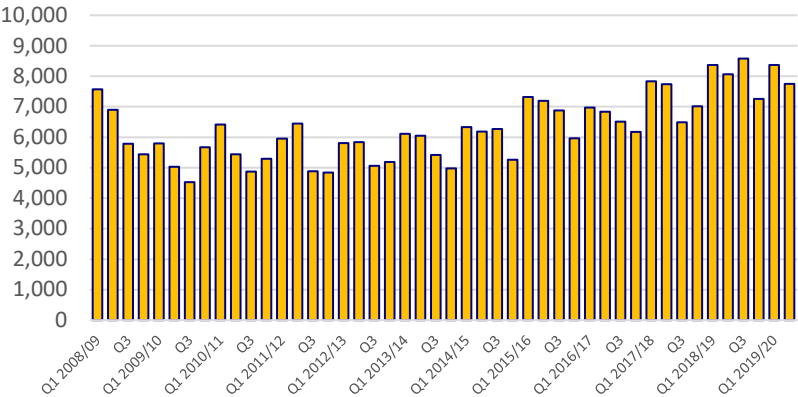


Fig. 1.4: Failed to Attends



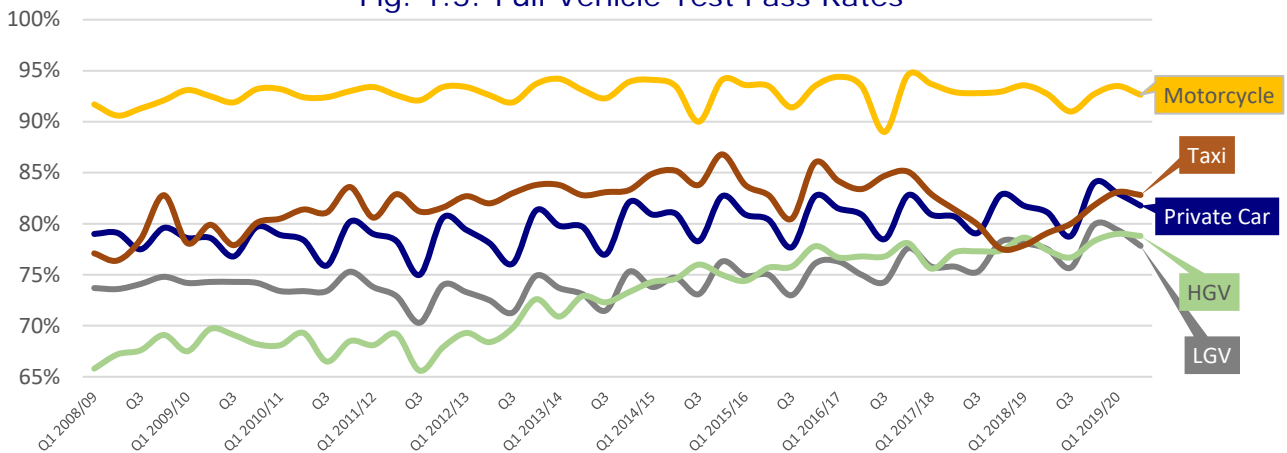
Approximately 7,800 vehicles failed to attend for a booked test during the quarter, a 4% decrease on the equivalent period last year (table 1.10). These account for 2.6% of the conducted tests during the quarter, a proportion that is broadly unchanged over the past decade. These tests equate to approximately 2,600 working-hours of time lost.

### Vehicle Test Pass-Rates

In quarter two, the overall pass-rate for full tests was 81.8%, a small increase on the pass-rate of 81.6% recorded in the same period last year, and the highest quarter-two pass-rate since the time series began in 2008. The full test pass-rates varied by test category, from 77.8% for large passenger carrying vehicles to 92.6% for motorcycles (for those categories where there were greater than 1,000 full tests) (table 1.11).

The overall pass-rate for re-tests was 93.9%, a decrease when compared with last year. Similarly, the re-test pass-rates varied by category, from 89.3% for trailers to 94.8% for motorcycles (for categories where there were greater than 200 re-tests) (table 1.12).

Fig. 1.5: Full Vehicle Test Pass Rates



### Vehicle Tests by Test Centre

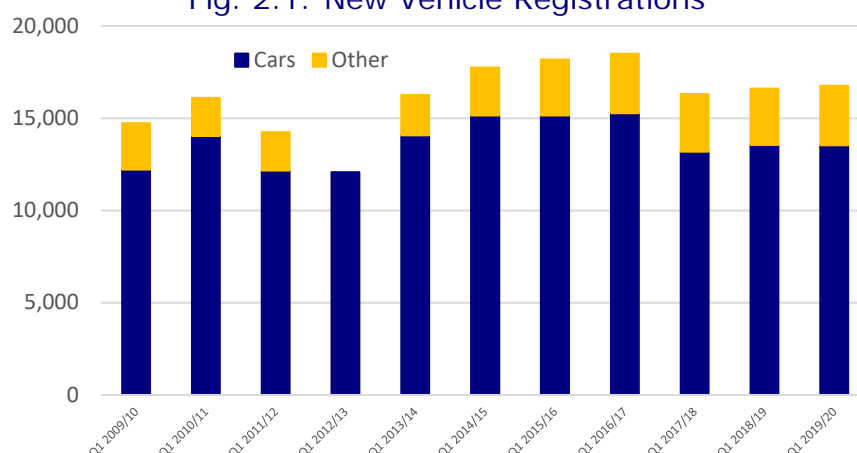
The busiest test centre was again Newtownards, which conducted nearly 32,500 tests during the quarter, although this is partly due to the greater number of lanes at this centre. In comparison, the quietest centre was again Omagh, having conducted just under 11,500 tests during the July to September period (table 1.14).

Whilst the overall pass-rate for private-car full tests was 83.0%, by test centre this ranged from a high of 85.6% at Belfast (Balmoral) to a low of 77.7% at Larne (table 1.14). This was the twenty-eighth consecutive quarter that Belfast (Balmoral) had the highest pass-rate, and the twelfth consecutive quarter that Larne had the lowest. However, this overall pass-rate takes no account of differences between the condition and age of cars presented for testing at each test centre and which will influence an individual centre's pass-rate.

### Vehicle Registrations

During April to June 2019, approximately 16,800 vehicles were registered for the first time in Northern Ireland. The number of new vehicle first registrations showed an increase of 0.9% from the same period in 2018. Heavy and light goods first registrations accounted for the majority of this increase, up by 36% and 9% respectively when compared to 2018 (table 2.1).

Fig. 2.1: New Vehicle Registrations

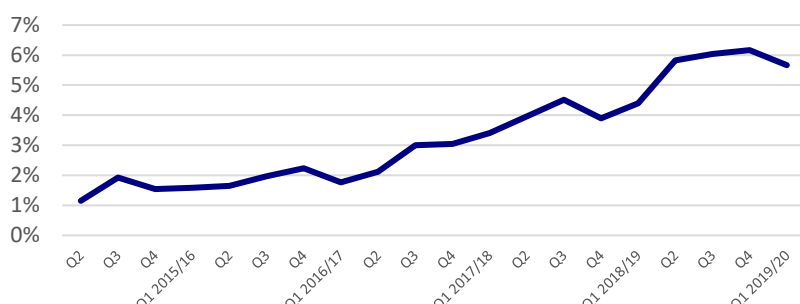


\* Other Registrations split into new & used for Q1 2012/13 are unavailable.

The top make for cars registered for the first time during April to June 2019 was Ford, accounting for 1,639 registrations. This marks the seventeenth quarter in a row that Ford has been at number one. The second largest make was Volkswagen, accounting for 1,497 registrations (table 2.3). Of the makes in the top ten for car first registrations during the period, the largest increase when compared to the equivalent period in 2018 was for Seat (+45%, from 414 to 600) and the largest decrease was for Vauxhall (-34%, from 912 to 604).

Grey was the most popular colour for new cars, accounting for 20.5% of all new registrations. White (19.9%), blue (18.0%), black (15.9%), and red (12.9%) are the next most popular.

Fig. 2.2: Proportion of New Car Registrations using Alternative-fuels



Over the past three years, there has been a decline in the proportion of newly registered cars fuelled by diesel, down from 52.6% of cars in 2016-17 Q1 to 36.0% this year (8,040 vehicles in 2016-17 Q1 down to 4,873 vehicles in 2019-20). Over the same period the number of

alternative-fuel<sup>1</sup> cars newly registered almost tripled, from 270 in 2016-17 Q1 to 768 this year.

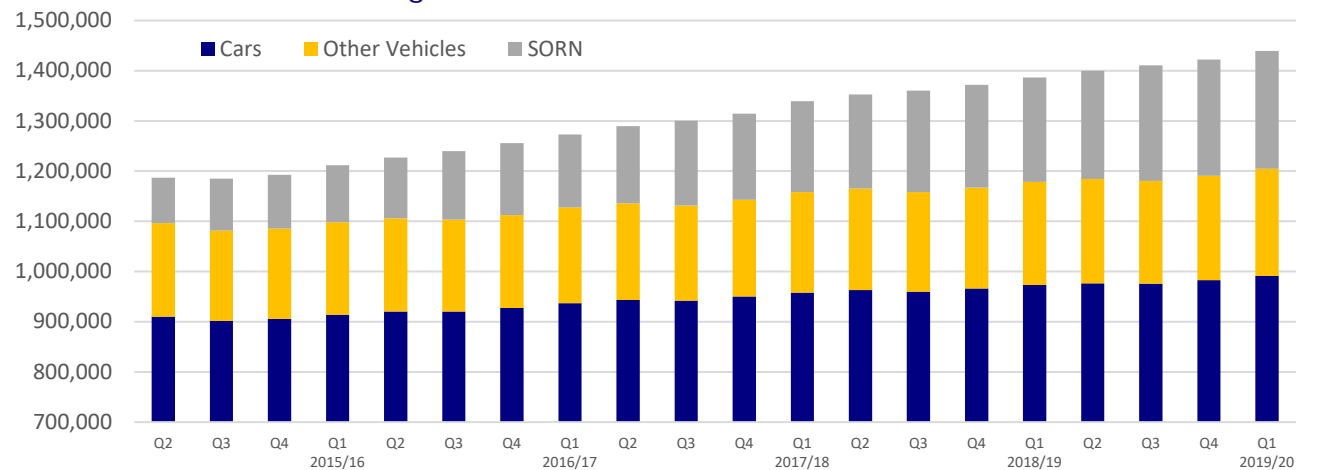
<sup>1</sup> Alternative-fuel vehicles are those able to use a range of alternatives to purely petrol or diesel fuel, including gas, electricity, or a combination such as gas bi-fuel and hybrid-electric.



There were approximately 1,205,000 vehicles licensed in Northern Ireland at 30<sup>th</sup> June 2019, an increase of 2.2% compared with the previous year, and 9.7% compared with four years ago (table 2.13). Of these, 82.3% (990,940) were cars, and 12.2% (146,486) were goods vehicles (including both light and heavy).

Just under 235,000 vehicles had a *Statutory Off-Road Notification* (SORN) at the 30<sup>th</sup> June 2019, representing 16.3% of the total vehicle stock (table 2.13). The number of SORN vehicles in Northern Ireland increased by almost a seventh (13.0%) from the same date in 2018; in comparison to an 7.8% increase in Great Britain. It should be noted that since December 2013, *continuous SORN* was introduced so a SORN declaration from then onwards lasts until the vehicle is re-taxed, sold, permanently exported or scrapped. This has resulted in significantly higher year-on-year increases from Q3 2013/14 onwards, both in Northern Ireland and Great Britain.

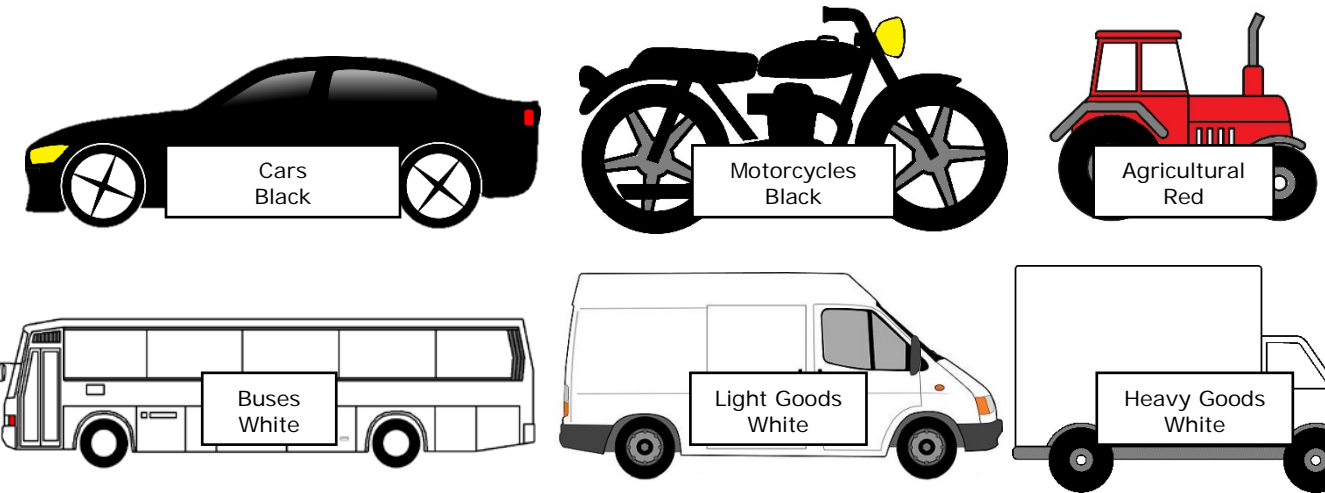
Fig. 2.3: Northern Ireland Vehicle Stock



As of 30<sup>th</sup> June 2019, the average age of a licensed vehicle in Northern Ireland was 8.6 years. However, there is some variance in average age for different body-types:

- Cars – 8.1 years;
  - Motorcycles – 13.3 years;
  - Light Goods – 8.2 years;
  - Heavy Goods – 9.7 years;
- Buses – 9.9 years;
  - Agricultural – 21.1 years;
  - Other – 10.1 years.

Similar to the new registrations above, in the Northern Irish stock of licensed vehicles the most popular colours for each body-type are notably monochrome, with only the stereo-typical ‘big red tractor’ bucking the trend:



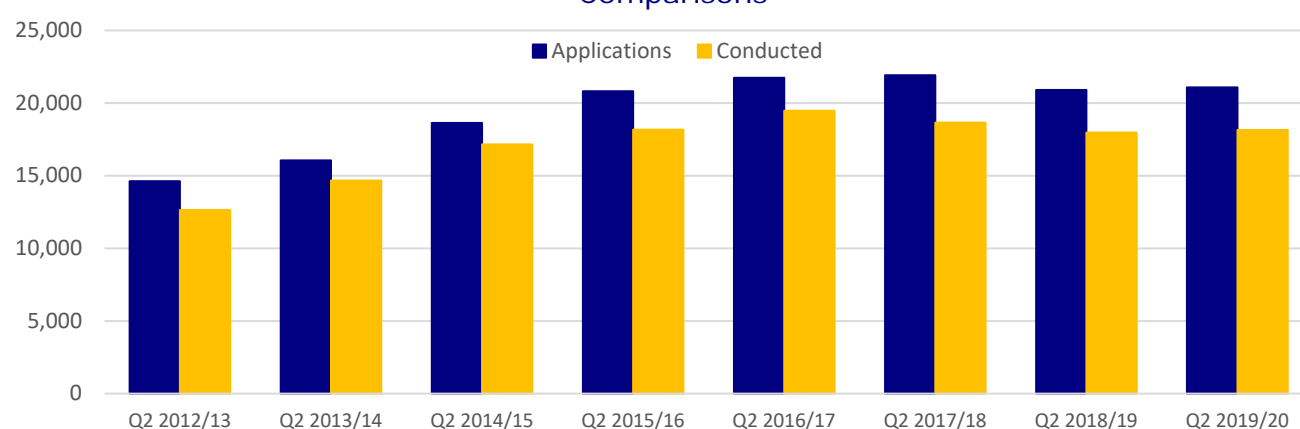
The DVA has responsibility for the theory test element of the overall driving test process. Pearson VUE administers the test in Northern Ireland under contract with the DfI through DVA.

### Theory Test Applications and Tests Conducted

From July to September 2019, the DVA received approximately 21,100 theory test applications. This marks a small increase of 0.8% from the 20,900 recorded in the same quarter last year (figure 3.1).

Similarly, during the same period the number of theory tests conducted increased slightly from approximately 18,000 to 18,200 this year (table 3.2). Whilst this quarter is 7% lower than the series peak in 2016-17 quarter two (19,500), the trend since then has been broadly steady.

**Fig. 3.1: Theory Tests - Applications & Conducted - Quarterly Comparisons**



During quarter two, there were 1,855 tests where the individual failed to attend, an increase of 4.9% on the equivalent period in 2018, and the third highest number in our series (table 3.3). These account for nearly 9.3% of the conducted tests during the quarter, the second highest proportion in our series, and in keeping with the rising trend in non-attendees seen since 2015.

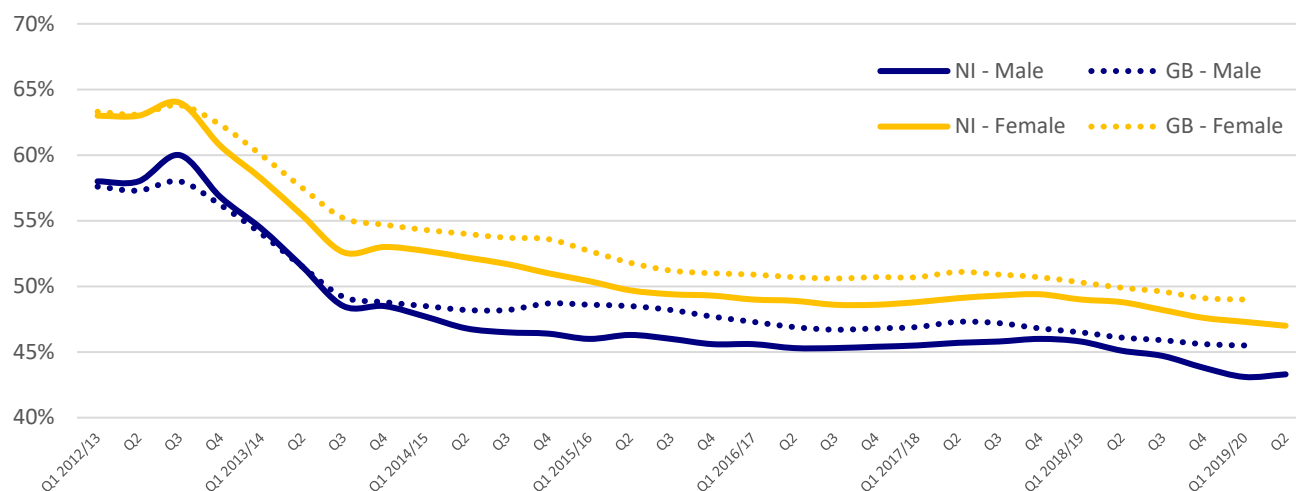
### Theory Test Pass-Rates

The theory test pass-rate for private-cars in quarter two showed a 2.1 percentage-point increase to 45.8% when compared with the previous quarter (table 3.4). Whilst this marks an improvement from the record low seen last quarter, the current trend is approximately 2.5 percentage-points below the trend of five years ago. The theory test pass-rate for motorcycles remains substantially higher, at 70.4%, reflecting the fact that those taking the motorcycle test will usually have already taken the private-car test. Whilst not directly comparable due to the nature and purpose of the tests, the pass-rate for the taxi theory test was 30.1%, a decrease of 3.0 percentage-points over the preceding quarter, although nearly double the 16.0% recorded in 2017-18. A reduction in the Hazard Perception pass-mark in September 2018 will have had some influence on this upwards trend.

## Theory Tests by Gender

Using a four-quarter rolling average, the theory test pass-rate by gender for private-car drivers showed that females consistently have a higher pass-rate than males (table 3.7). For the latest quarter, the pass-rates were 47.0% for females and 43.3% for males. The figures for both genders have been gradually decreasing at the same rate since 2012. This 'gender-gap' in pass-rates is nearly identical to that seen in Great Britain (figure 3.2).

Fig. 3.2: Private Car Theory Test Pass-Rates - by Gender and Region



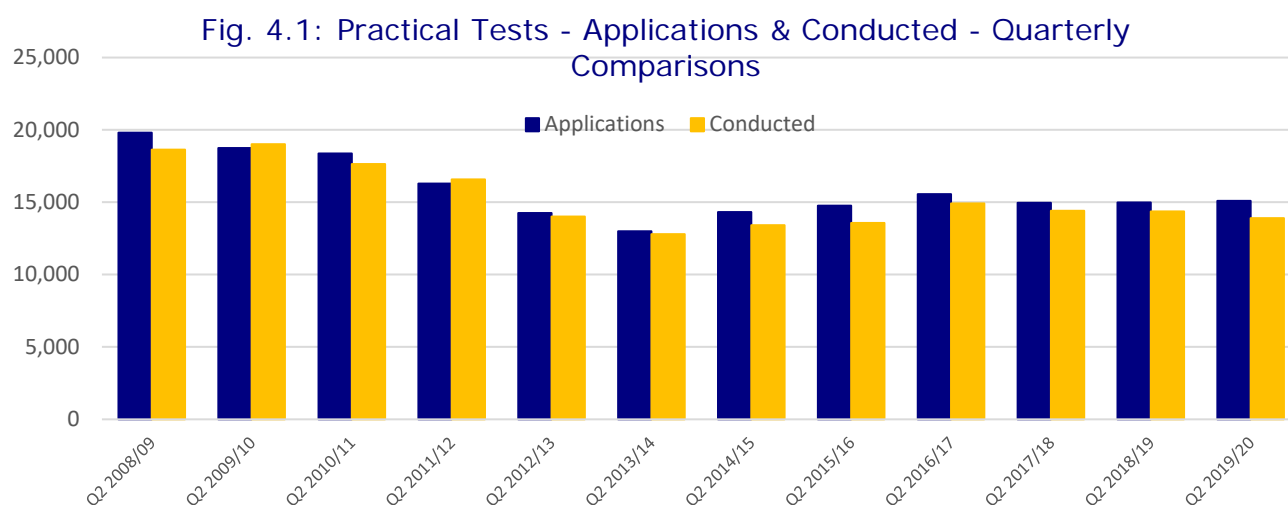
In general, from early in 2013, Northern Ireland theory test pass-rates for private-car drivers have been lower than the Great Britain pass-rates by approximately two percentage-points, although this gap has narrowed slightly during 2018-19. Also of note is that the declining trend in the pass-rate seen in Northern Ireland is nearly identical to the trend seen in Great Britain.

## 4 Driver Practical Testing

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.

### Driving Test Applications and Tests Conducted

From July to September 2019, nearly 15,100 driving test applications were submitted to the DVA, a small increase of 0.7% on the equivalent quarter in 2018 (table 4.1). Conversely, during the same three-month period, the number of driving tests conducted decreased by 3.2% from approximately 14,400 in 2018 to just over 13,900 in July to September 2019 (table 4.3 & figure 4.1). Whilst this quarter has seen decreases in both applications and tests conducted, the trends for both over the past five are relatively steady.



For both driving test applications and driving tests conducted, tests for private-cars account for over four fifths of all applications or tests conducted.

During quarter two, there were 300 appointments where the individual failed to attend (FTA), representing a 6.3% decrease on the same quarter last year (table 4.4). These account for over 2.1% of the conducted tests during the quarter, a proportion in-line with the trend seen since 2016.

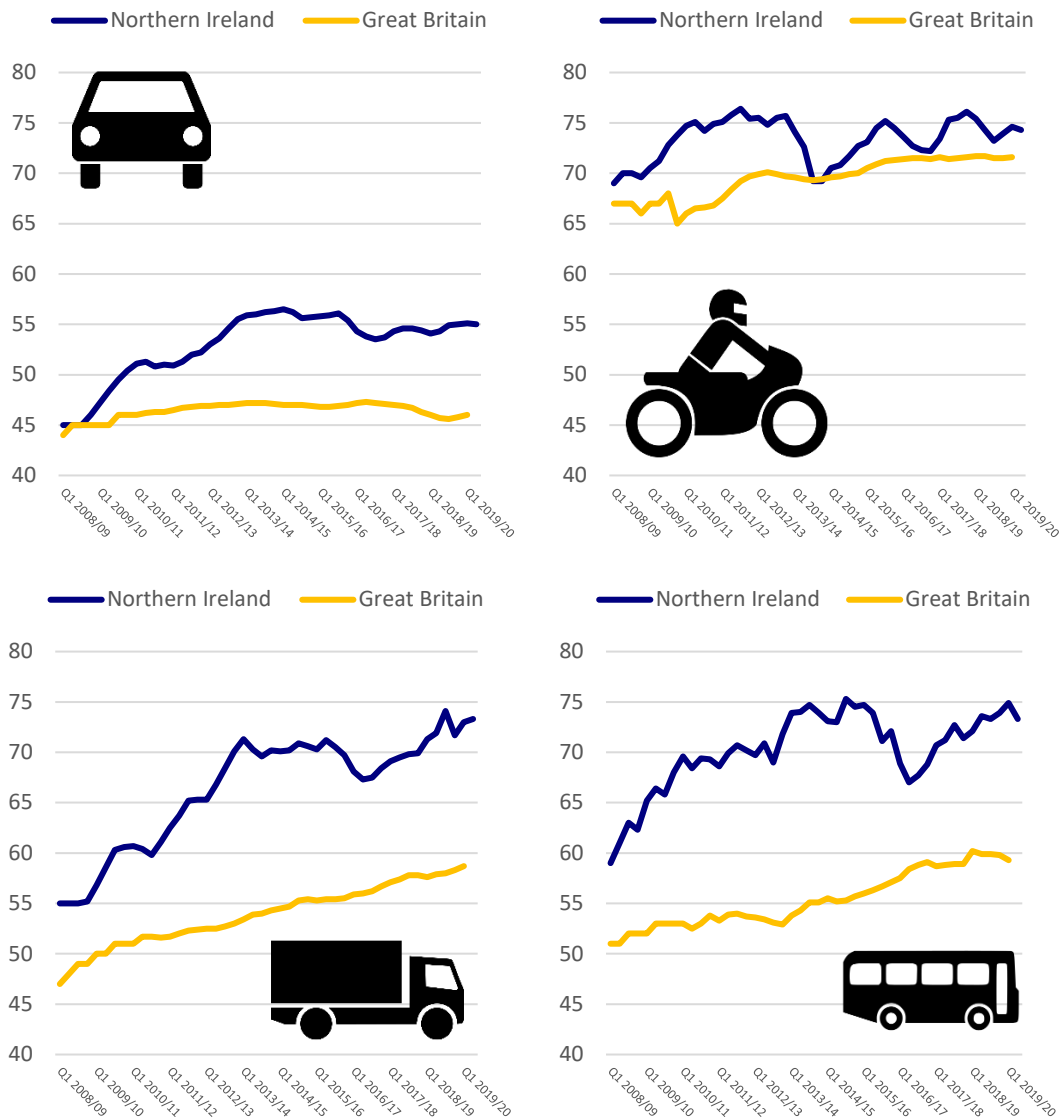
The most popular booking method for a driving test application was the internet booking system, which received 74.5% of all applications, up 0.4 percentage-points on the previous year (table 4.2).

### Driving Test Pass-Rates

For July to September 2019, the pass-rate for all categories of driving tests was 59.2%, down 0.2 percentage-points on the series-high 59.4% recorded in the equivalent quarter last year (table 4.5). Pass-rates for all categories of vehicle remain broadly unchanged over the past five years.

In general, Northern Ireland pass-rates across all four main vehicle categories are higher than the pass-rates in Great Britain (table 4.10 & Figure 4.2). 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.

Fig. 4.2: Driving Test Pass-Rates – Rolling 4-Quarter Average



### Driving Tests by Test Centre

The test centre that conducted the most private-car driving tests during the July to September 2019 period was, again, Belfast (Balmoral) (1,303 tests). The Armagh centre again conducted the fewest, with 400 tests during the quarter.

The overall pass-rate for private-car driving tests was 55.1%, ranging by test centre from 45.2% at Londonderry (Altnagelvin) to 72.4% at Lisburn (table 4.6). This was the first quarter in over four years where Downpatrick did not have the highest pass-rate, and the seventh consecutive quarter that Londonderry (Altnagelvin) had the lowest. At least part of the difference recorded between test centres will reflect the differential driving ability and experience of candidates presenting for testing at each test centre while other relevant factors will be specific to the test centre such as local driving conditions.

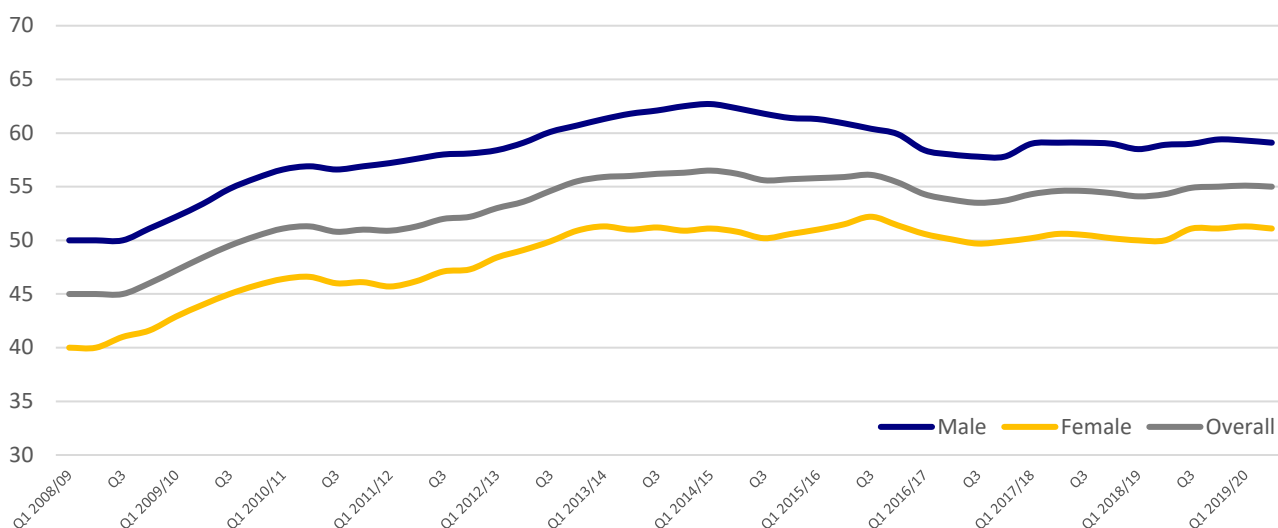
## Driving Test Pass-Rates by Gender

A clear gender gap is apparent in Northern Irish test pass-rates, using a four-quarter rolling average (table 4.10 & figure 4.3). In the latest quarter, males had an 8.0 percentage-point higher pass-rate compared to females for the private-car driving test. This gap has remained relatively consistent over the past decade.

Every test centre offering private-car driving tests also showed this same disparity, to varying degrees, from 14.5 percentage-points at the Lisburn centre (76.2% v 61.7%) to 1.6 percentage-points at the Newtownards centre (52.6% v 51.0%) (table 4.7b).

Whilst similar gender gaps in favour of males are also apparent in Great Britain for cars and motorcycles, interestingly, and in contrast to NI, the GB pass-rates for large goods 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.

Fig. 4.3: Northern Ireland Private-Car Practical Test Pass-Rates – Rolling 4-Quarter Average



The DVA's Driver Licensing division is responsible for licensing drivers in Northern Ireland. The DVA issues and, where appropriate, withdraws licences in respect of drivers of cars, motorcycles, goods vehicles, buses, and other vehicles.

## Driver Licensing Transactions

The number of ordinary first licences ('provisional licences') issued in quarter two 2019-20 (6,948) was 0.4% higher than the figure for those issued during the same period in the previous year (6,919 licences) (table 5.1), although this figure is broadly unchanged over the past decade.

The DVA carried out approximately 63,800 ordinary licensing transactions during July to September 2019 (Figure 5.1). This represented a decrease of 5.7% in comparison with the volume carried out in the corresponding quarter of 2018. As the period of validity of a driving licence changed from 3 years to 10 years in 1985, this has resulted in a significant cyclical pattern with a peak renewal period during the middle of each decade. Whilst this would usually have reduced by early 2017, the introduction of the new driver licensing IT system (*Driver Licensing System*) resulted in a backlog until late 2017.

During quarter two 2019-20, the DVA carried out 4,991 vocational licensing transactions, an increase of 11.6% on the corresponding period in 2018 where the figure stood at 4,473 (table 5.2).

In other licensing activity, the number of letters of entitlement issued during the quarter remains high, from just over 900 issued in the quarter eleven years ago to approximately 4,750 issued during July to September 2019 (table 5.3). However, the volume of identity checks has more than halved over the same ten-year period: reducing from just under 19,400 in quarter two 2008-09 to just over 8,200 in the same period in 2019-10.

Fig. 5.1: Driver Licensing Transactions

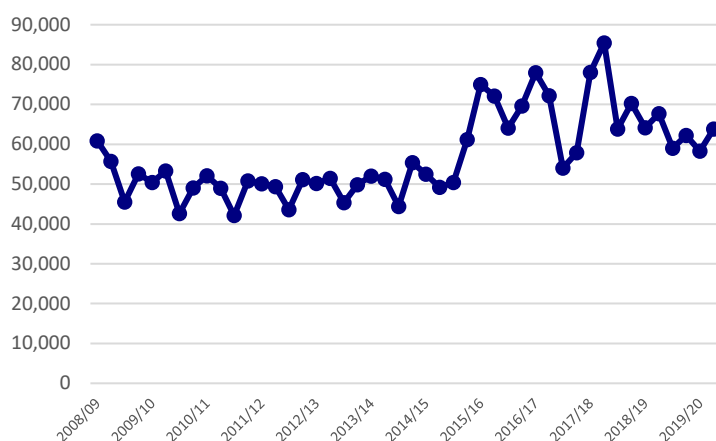
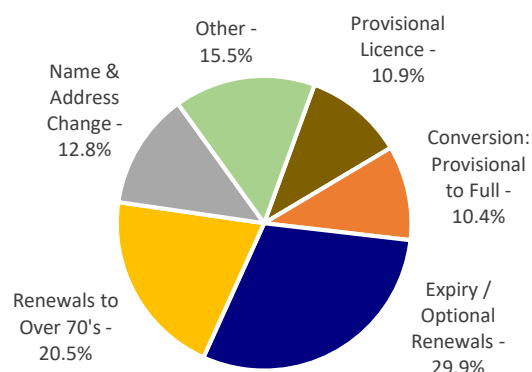


Fig. 5.2: Driver Licence Transactions Q2 2019-20, by Type



Driver Licence Stock

At the 30<sup>th</sup> September 2019, there were almost 1,112,000 full and eligible licence holders with private-cars / light vans entitlement, a rise of 1.2% compared with the total twelve months ago (table 5.9 & figure 5.4). Conversely, the number of people holding a provisional licence for private-cars / light vans fell by 3.7% compared with a year ago. The number of people aged 65 and over holding a full licence increased by over 5,800 in the past twelve months, with the total now approximately 212,000 individuals. In addition, those licence holders aged 65 and over now account for a larger proportion of the driver licence stock: as of September 2017, they made up 18.4% of the total, whereas by September 2019 they were 19.0%, reflecting the nature of Northern Irelands aging population.

An estimated 75.9% of Northern Ireland’s adult population (i.e. aged 17 or over) had a full and eligible licence for private cars / light vans, based on the 2018 Mid-Year Population Estimates<sup>2</sup> (table 5.8i). For males, the estimated figure was 79.3%, which is approximately seven percentage-points higher than the 72.6% seen for females.

Fig. 5.3: Proportion of Population with a Full & Eligible Private Car Licence - by Age

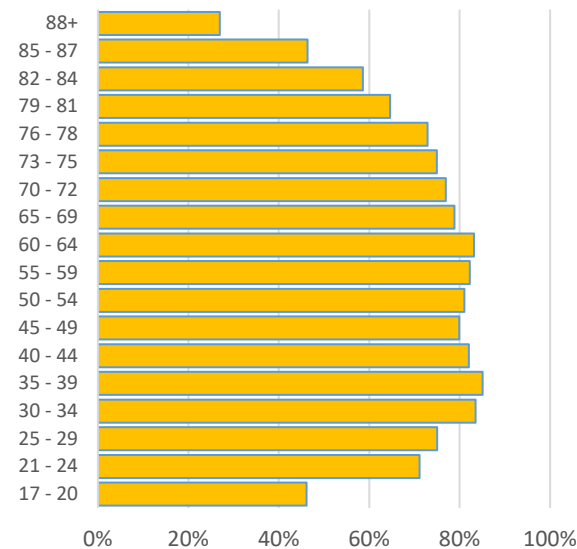


Fig. 5.4: Full & Eligible Private Car Licence Holders in Northern Ireland

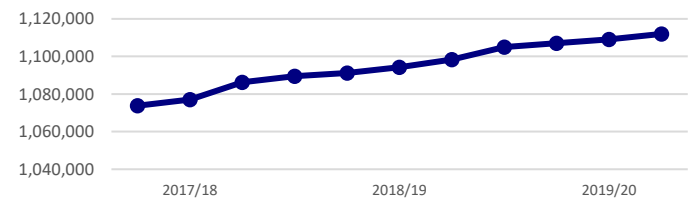
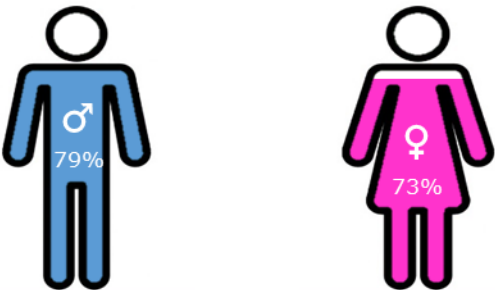


Fig. 5.5: Proportion of Population with a Full & Eligible Private Car Licence - by Gender



<sup>2</sup> Available from NISRA at <https://www.nisra.gov.uk/statistics/population/mid-year-population-estimates>.



## **6** Road Transport Licensing

The Passenger Transport Licensing division in DVA is responsible for issuing (and where appropriate, withdrawing) licences in respect of taxi drivers and bus operators. Goods licensing is the responsibility of the Transport Regulation Unit in DfI.

### Taxi Licensing

The number of taxi driver licences in force at the end of September 2019 (9,953) was down by 6.6% on the previous year (table 6.2), and is the lowest number recorded in our time series. This is a continuation of the declining trend with numbers down by a third on the series high recorded

five years ago. This reduction may have been caused, in part, by the introduction of a new taxi driver theory and practical driving, introduced on 31<sup>st</sup> Oct 2014. Of these taxi drivers, 96% were Male, whilst their average age was 51.

Approximately 2,300 vehicle licences for taxis were issued during July to September 2019, which is 10% higher than the number issued in the corresponding quarter in 2018 (table 6.1). At the 30<sup>th</sup> September 2019, there were 8,800 licensed taxi vehicles in Northern Ireland, a small decrease of 0.2% when compared to the preceding quarter, although broadly

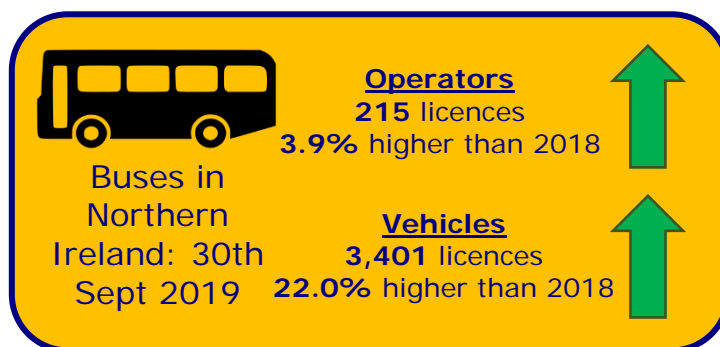
unchanged on the figure from 2017.

These taxi vehicles were affiliated to 1,370 licensed taxi operators, of which 86% were classified as small operators, i.e. can only list up to two taxis on the licence. Similar to the number of drivers and vehicles, the number of taxi operators is down over a sixth when compared with the figure recorded two years ago and is the lowest figure recorded in our time series.

### Bus Licensing

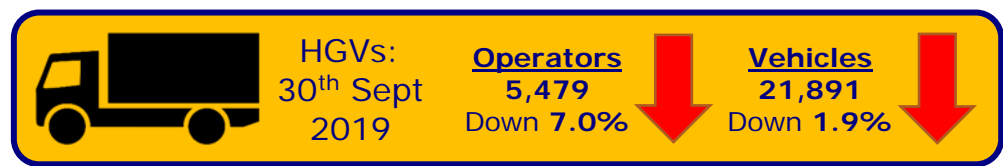
The number of licensed buses at the 30<sup>th</sup> September 2019 was 3,401, up 22% on the figure on the equivalent date in 2018 (table 6.3) and the highest figure recorded in our time series. The DVA issued 863 bus vehicle licences during the quarter, up 5% on the equivalent quarter in 2018 (table 6.1).

At the 30<sup>th</sup> September 2019, there were 215 bus operator licences in force, up from the amount as recorded one year ago (207). During July to September 2019, the DVA processed 56 bus operator licences, down 3.5% from the 58 recorded in the same period last year.



**Goods Licensing**

The number of goods vehicle operator licences in force as at the 30<sup>th</sup> September 2019 was 5,479, a decrease of 7.0% on last year, and a decrease of 4.5% on six years ago (table 6.4). Whilst the total has decreased over



this period, the number of standard international licences continues to increase, with the figure of 1,824 marking the high point of our series since it began in 2012-13.

Associated to these operators, again as at 30<sup>th</sup> September 2019, were 21,891 heavy goods vehicles. This is a decrease of 1.9% when compared with the same point in 2018, and a decrease of 4.5% when compared with September 2017.

DVA Enforcement falls within the Agency's Compliance & Enforcement directorate. Roadside Enforcement is responsible for the enforcement of legislation pertaining to roadworthiness standards and licensing requirements at the roadside.

## Enforcement Activities

During July to September 2019, DVA enforcement staff checked 1,176 vehicles; of these, the largest volume was for taxis, accounting for over a third of all vehicles checked (table 7.1 & figure 7.1).

Fig 7.1: Enforcement Spot-Checks, by Quarter

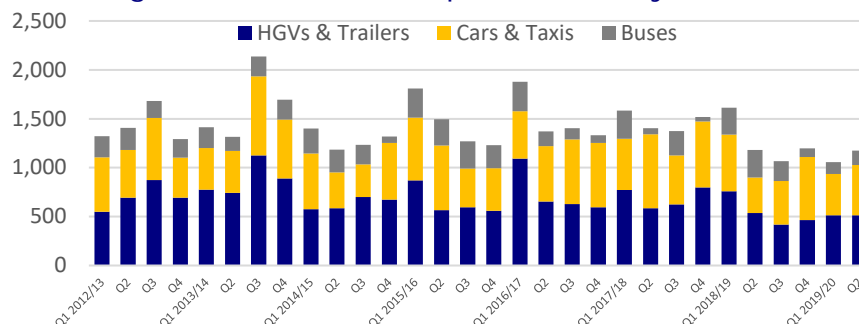
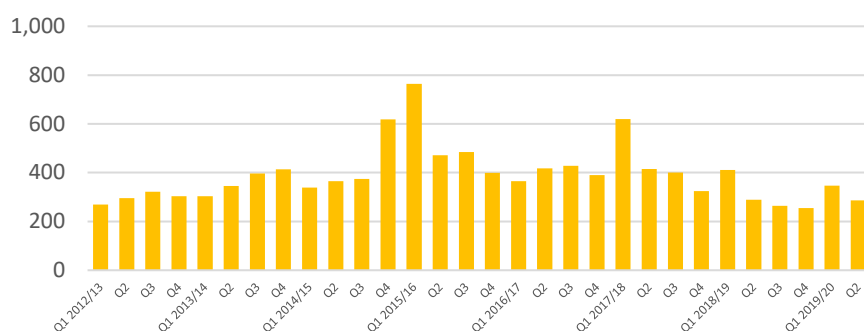
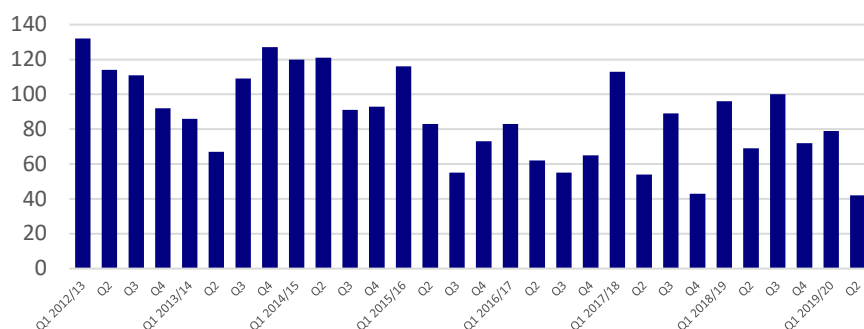


Fig 7.2: Fixed Penalties Issued, by Quarter



DVA enforcement officers issued 287 fixed penalty notices during quarter two (table 7.2 & figure 7.2). The total value of these fixed penalties issued was £38,680.

Fig 7.3: Convictions, by Quarter



There were 42 successful convictions during the quarter, accounting for 112 offences. From these cases, the DVA received £21,681 of Court fines & costs.

This is the lowest quarterly number of successful prosecutions since our time series began in 2012.

During July to September 2019, enforcement teams carried out nine joint operations with the PSNI (table 7.3 & figure 7.4). They also carried out eight cross border operations in conjunction with the Road Safety Authority in Ireland, along with PSNI and An Garda Síochána.

The DVA conducted 28 school bus checks during the quarter (table 7.4 & figure 7.5).

Fig 7.4: Joint or Cross-Border Operations, by Quarter

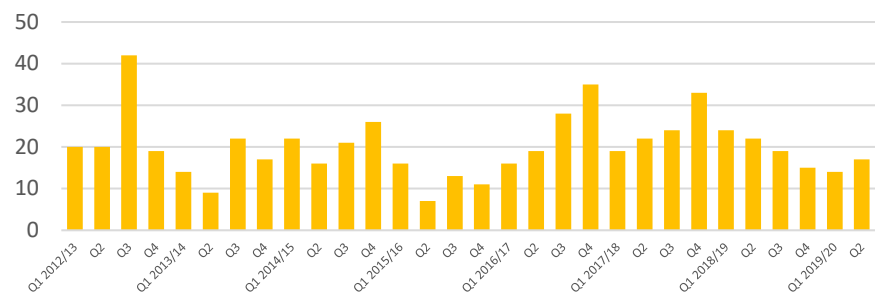
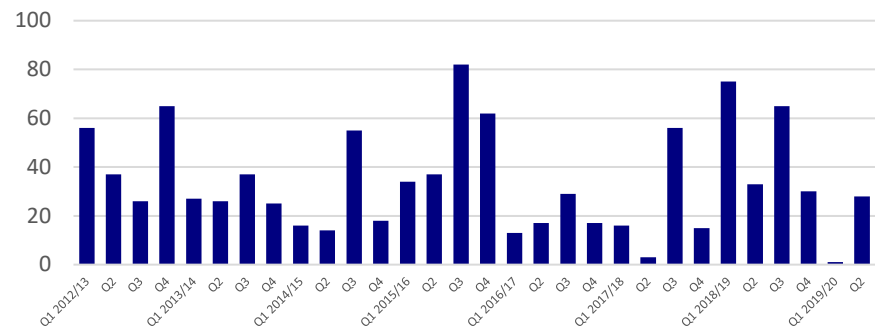


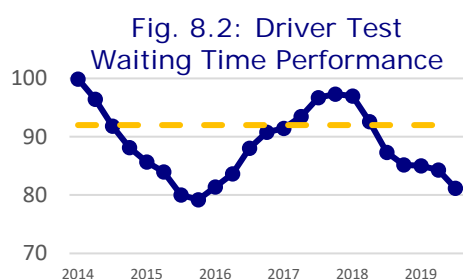
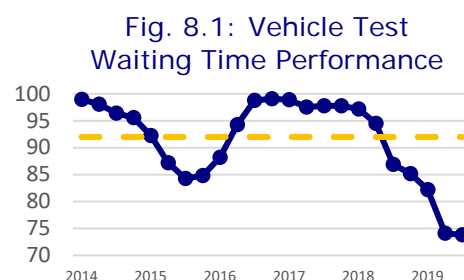
Fig 7.5: School Bus Checks, by Quarter



The DVA monitors performance through four targets:

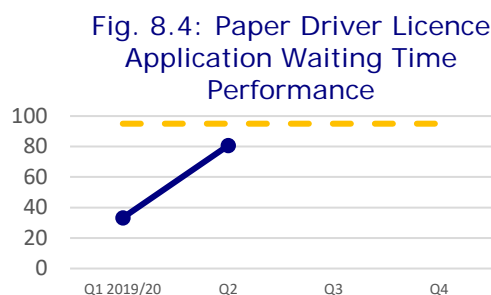
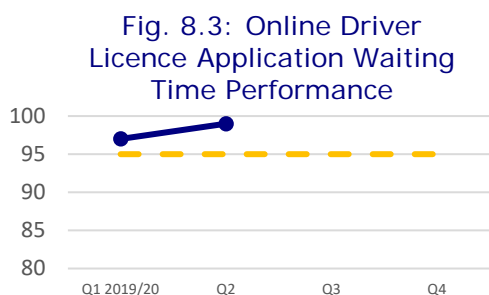
1. *Vehicle Testing* - Appoint 92% of vehicle test applications within 21 days or later on request;
2. *Driver Testing* - Appoint 92% of practical driving test applications within 28 days or, on request, at a later date;
3. *Online Driver Licensing* - Process 95% of complete online driver licensing applications within 5 working days;
4. *Paper Driver Licensing* - Process 95% of complete paper driver licensing applications within 10 working days.

Vehicle testing waiting time performance for the 12 months up to end-September 2019 was 73.8%. This represents a decrease of 0.3 percentage-points on the position last quarter, and 18.2 percentage-points below the current Agency target of 92% (table 8.1). This is the lowest reported figure since our time series began in 2014.



Driver testing waiting time performance for the 12 months up to end-September 2019 was 81.2%. This is a 3.2 percentage-point decrease on the position in the previous quarter, and 10.9 percentage-points below the current Agency target of 92% (table 8.1).

For 2019-20, the DVA has split the reporting for driver licensing into two: one target for online applications (5 days) and another for paper applications (10 days). Neither of these is directly comparable to the previous *all-in-one* target. The figures reported are therefore for the first six months of 2019-20 only, and not a 12-month performance like the other targets.



For 2019-20 quarter two, online driver licensing performance was 99.0%, 4.0 percentage-points above the Agency target of 95%. For paper driver licensing, the performance was 80.7%, substantially below the Agency target of 95%.

(Note that the third and fourth indicators in this section do not yet have National Statistics accreditation, although continue to have Official Statistics status).

## Notes

### **National Statistics**

On the 24<sup>th</sup> March 2015, the UK Statistics Authority designated this series as National Statistics. This means the Authority has certified them as compliant with its Code of Practice for Official Statistics. You can find both the assessment report and letter of confirmation on the UK Statistics Authority website at <https://www.statisticsauthority.gov.uk/publication/driver-and-vehicle-statistics-in-northern-ireland>.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality, and public value. DVA statisticians produce them free from any political interference and undergo regular quality assurance reviews to ensure that they meet customer needs.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They were awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

The 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 further details, see <https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/code-practice-statistics>.

Note that since the report achieved National Statistics accreditation, we have added four new target-monitoring indicators. We have discussed these with the Office for Statistical Regulation (OSR), and it has been agreed that both the Vehicle Testing and Driver Testing Waiting Time targets fully comply with the National Statistics standard. However, whilst the two Driver Licensing processing time targets meet many aspects of the Code of Practice, more investigation of the processes and quality checks associated with the new *Driver Licensing System* would be required before the OSR could deem them fully compliant. In the interim, these indicators will continue to have the status of Official Statistics and this has been highlighted in the relevant section of the report.

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