

DfI Driver, Vehicle, Operator, and Enforcement Statistics

Quarter One: April to June 2018

Issue number: 15

Date of publication: 13th September 2018

Theme: Travel and Transport

Coverage: Northern Ireland

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Key Findings

- Almost 282,000 Vehicle Tests were carried out by the DVA during quarter 1 of 2018/19, a decrease of over 1% compared to the equivalent quarter last year. The vast majority of these (85%) were Full Tests.
- The overall pass rate for Full Tests was approximately 82%, a slight increase compared with the same period last year, and slightly above the trend over the past ten years.
- The number of new vehicle first registrations in the period January – March 2018 showed a decrease from the equivalent period in 2017, down by over 8%. Within this, new car first registrations decreased by a greater 11%, which is over two thousand fewer registrations than seen for the quarter in 2017.
- The top make for private cars registered for the first time during the January to March period was Ford, accounting for 2,240 such registrations, whilst the second largest make was Volkswagen at almost 1,650 first registrations. All makes in the Top Ten for car first registrations during the period showed a decrease in numbers when compared to the same period in 2017.
- There were almost 1,167,000 vehicles licensed in Northern Ireland at 31 March 2018, an increase of 2.1% on last year. The vast majority (83%) were cars.
- The number of Theory Tests Conducted during the quarter increased by 7.3% to over 18,500. This increase follows on from the decreases seen in each of the four previous quarter-on-quarter comparisons.
- The Theory Test pass rate for Private Cars during Q1 was 45.6%, a decrease on the previous quarter. This figure also marks the lowest rate seen since our series began in 2012/13.
- Over 16,000 Driving Test Applications were submitted during April to June 2018, an increase of 3.6% on the equivalent quarter in 2017. However during the same three-month period, the number of Driving Tests Conducted decreased by 2.1% to just under 14,800.
- The pass rate for all categories of Driving Tests was over 58%, unchanged on the rate recorded in the equivalent quarter last year. Pass rates for all categories of vehicle remain broadly unchanged over the past five years.
- The most popular booking method for vehicle test applications was the internet booking system which received almost 73% of all applications, up from 69% three years ago.
- Over 62,000 ordinary licensing transactions were carried out by DVA during April to June 2018. This represented a decrease of approximately 20% in comparison with the volume carried out in the corresponding quarter of 2017.
- At the 30th June 2018, there were over 1,094,000 Full and Eligible licence holders with Private Cars / Light Vans entitlement. This was a rise of 1.6% compared with the total twelve months ago and 3.3% higher than the total five years ago.
- At the 30th June 2018, there were over 11,100 licensed Taxi Drivers, down by 5% when compared with the same point of 2017. This is a continuation of the declining trend with numbers down by over a quarter on the series high of around 15,800 recorded at the end of 2013.
- During April to June 2018, DVA Enforcement staff checked over 1,600 vehicles; of these, the largest volume was for HGVs, accounting for nearly half of all the vehicles checked (47%).
- For the 12 month period up to end-June 2018, performance against all three Agency targets was above the target levels. Vehicle Testing dropped from 97.2% last quarter to 94.5% in the current quarter. Driver Testing also decreased, from 97.0% to 92.6%, whereas Driver Licensing increased from 95.8% to 97.1%.

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Format

This edition sees the introduction of a new format and structure of the publication. The publication has been split into three separate documents: this report (provided as a PDF), the tables (an Excel workbook), and the user guide (PDF). The aim of this new format is to make it easier to find the content you need, whilst allowing us the opportunity to enhance the way we explain the statistics and their context in an engaging, focussed and more visually appealing format.

In addition to providing the tables in a separate, accessible, format, we have taken the decision to combine the quarterly tables with the trend tables that were published alongside them. This will make it easier to identify emerging trends, and improve usability. All previously published statistics will continue to be available in this new format, although the layout has inevitably changed. For the full details of these changes, including the new table numbers, please see the Changes section on page 20 of the accompanying User Guide.

The rationale behind these changes is to improve communication around official and national statistics. This is specifically stated as an objective for the UK Statistics Authority, in the '*Better Statistics, Better Decisions*' publication¹. There is a particular focus around making statistics more accessible to non-specialist audiences, with Objective 3 setting out a vision to improve communication: "*by finding innovative ways of making data, statistics and analysis more accessible, engaging and easier to understand, to support accurate and meaningful interpretation*".

If you have any feedback or questions regarding the new format, please contact us at DVA.Statistics@nisra.gov.uk.

¹ <https://www.statisticsauthority.gov.uk/archive/news/uk-statistics-authority-statement-of-strategy-2015-2020-better-statistics-better-decisions.pdf>

Introduction

This is the fifteenth edition of the quarterly publication under the new departmental title '*DfI Driver, Vehicle, Operator, and Enforcement Statistics*'. The statistics reported within this publication includes summary key business volumes and transactions for Drivers, Vehicles, and Operators and in the area of regulation and Enforcement during Quarter 1 of 2018/19. This covers the period from 1 April 2018 to 30 June 2018. Due to the transfer of Vehicle Licensing functions to DVLA, the data in the corresponding section is from 1 January 2018 to 31 March 2018.

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 (Buses and Taxis);
- Roadside Enforcement.

Whilst the majority of data is taken from DVA systems, some is sourced from within the wider DfI. In addition, 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 continue to be presented in section 2.

Final, fully validated year end statistics will be published in the '*DfI Driver, Vehicle, Operator, and Enforcement Statistics, 2018/19*', which is scheduled for public release in late May/early June 2019. The latest edition of the year end annual statistics for 2017/18 can be found 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 and Vehicle Agency* (DVA) is an Executive Agency within the *Department for Infrastructure* (DfI) which was established following departmental restructuring in May 2016. DVA was formed on 1st 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).

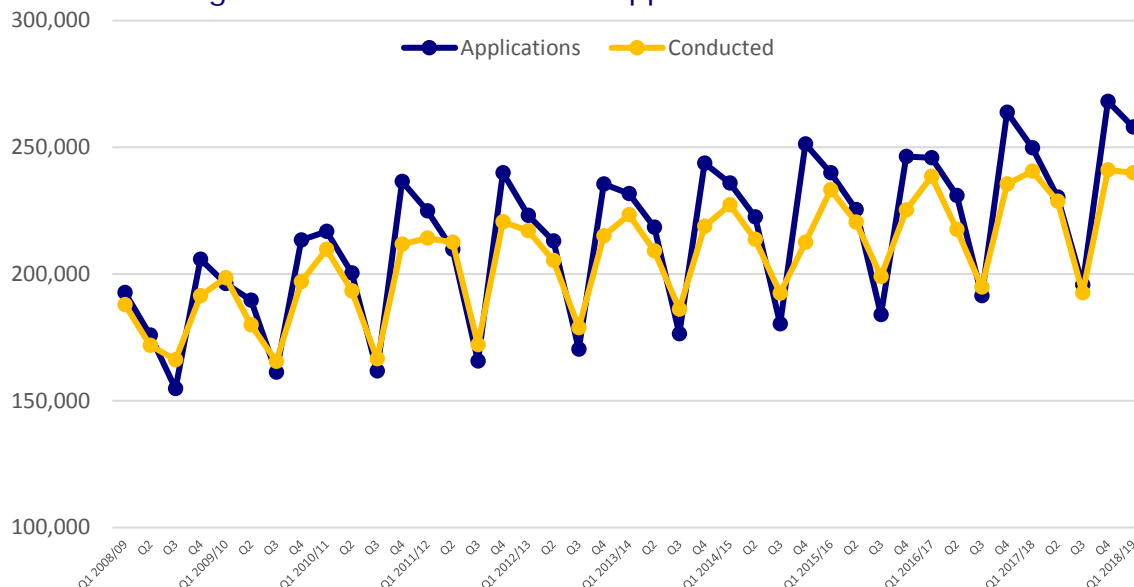
1. Vehicle Testing

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

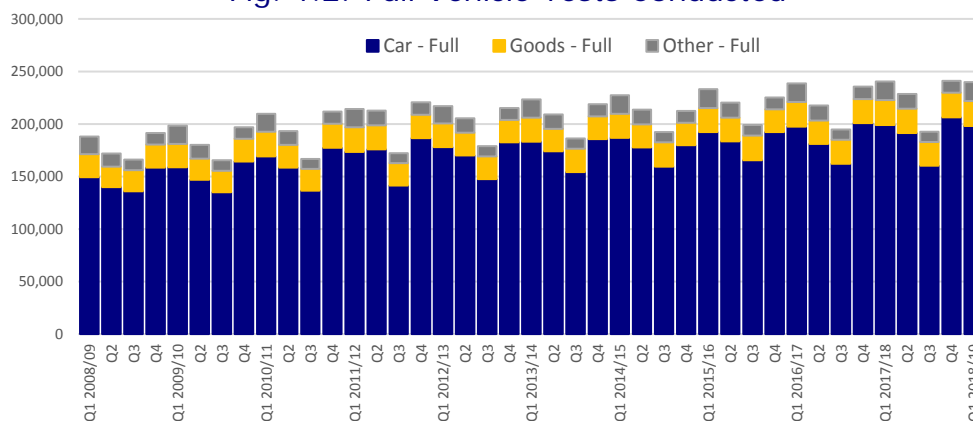
From April to June 2018, over 300,000 applications for Vehicle Tests were received by the DVA, up by 2.0% compared to the same three month period in 2017 (Table 1.1). The vast majority (85.7%) of these were for Full Tests rather than Re-tests. This increase was primarily as a result of a rise of 7,000 (3.5%) in Full Private Car test applications. It should be noted that the figures for vehicle test applications includes applications for taximeter tests.

Fig. 1.1: Full Vehicle Tests - Applications & Conducted



During Quarter 1 approximately 282,000 vehicle tests were carried out by the DVA (Full tests and Re-tests), a decrease of 1.0% compared to the equivalent quarter last year. The vast majority of these (73%) were Full tests for private cars (Table 1.7).

Fig. 1.2: Full Vehicle Tests Conducted



Increased levels of vehicle test applications and tests conducted seen in the trend series can, in part, be explained by the increased proportion of households in Northern Ireland with access to at least one car/van, which has risen from 77% in 2007/08 to 81% in 2017/18 (Continuous Household Survey 2017-18²), an increase of over 51,000 households.

² Available from NISRA at <https://www.nisra.gov.uk/publications/chs-results>.

The most popular booking method for vehicle test applications was the internet booking system which received 71.6% of all applications, up by over 27,500 (14.6%) applications on the previous year (Table 1.4).

Fig. 1.3: Vehicle Test Applications by Booking Method

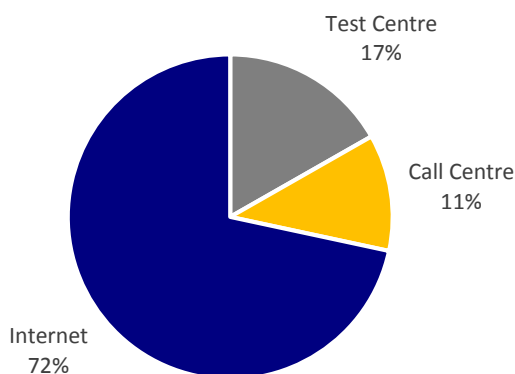
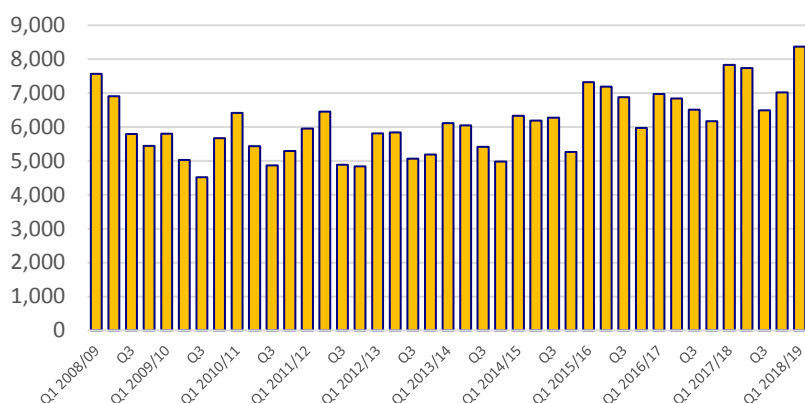


Fig. 1.4: Failed to Attends



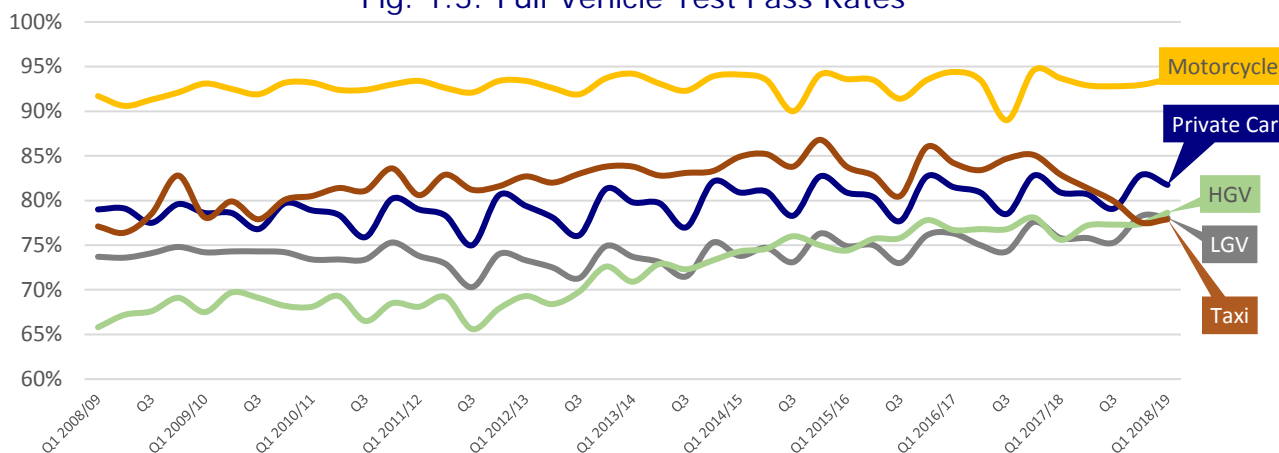
A total of 8,371 vehicles failed to attend for a booked test during the quarter, which is 6.8% higher than the equivalent period last year (Table 1.10). This is approximately 2,800 man-hours of time lost.

Vehicle Test Pass Rates

In Quarter 1, the overall pass rate for Full tests was 82.0%, a small increase on the pass rate recorded in the same period last year. The Full test pass rates varied by test category, from 77.9% for Taxis to 93.6% 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 94.4%, also an increase when compared with the equivalent period in 2017. The Re-test pass rates varied by test category, from 91.8% for Heavy Goods to 95.1% for Motorcycles (for those categories where there were greater than 200 retests) (Table 1.12).

Fig. 1.5: Full Vehicle Test Pass Rates



Vehicle Tests by Test Centre

The busiest test centre was Newtownards, which conducted a total of 27,329 tests during the quarter. In comparison, the quietest centre was Larne, which conducted 12,152 tests during April to June 2018 (Table 1.14).

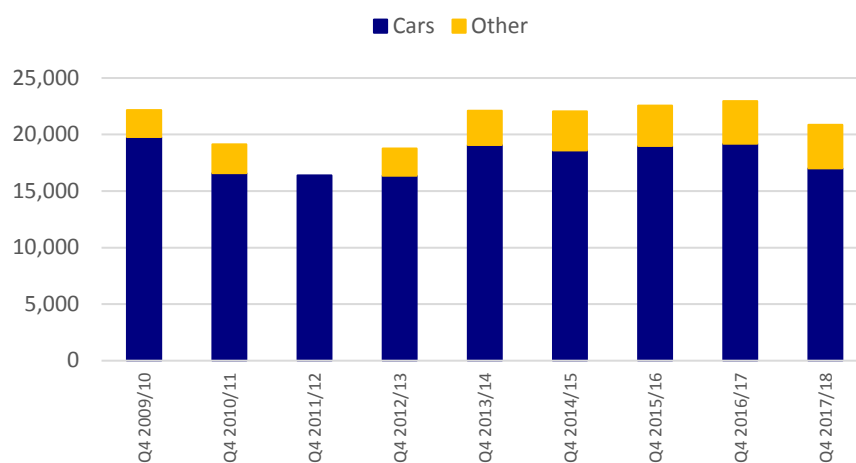
Whilst the overall pass rate for Private Car Full tests was 81.7%, by test centre this ranged from a high of 85.1% in Belfast (Balmoral) to a low of 75.4% in Larne (Table 1.14). However, this overall pass rate takes no account of differences between the conditions or age of cars presenting for testing at each test centre and which will impact on an individual centre's pass rate.

2. Vehicle Licensing and Registration

Vehicle Registrations

During January to March 2018, 21,376 vehicles were registered for the first time in Northern Ireland. The number of new vehicle first registrations showed a decrease of 8.4% from the same period in 2017. New car first registrations accounted for the majority of this decrease, down by 11.4% when compared to 2017. The 17,014 new cars registered was the lowest number for the January to March period since 2013 (Table 2.1).

Fig. 2.1: New Vehicle Registrations*



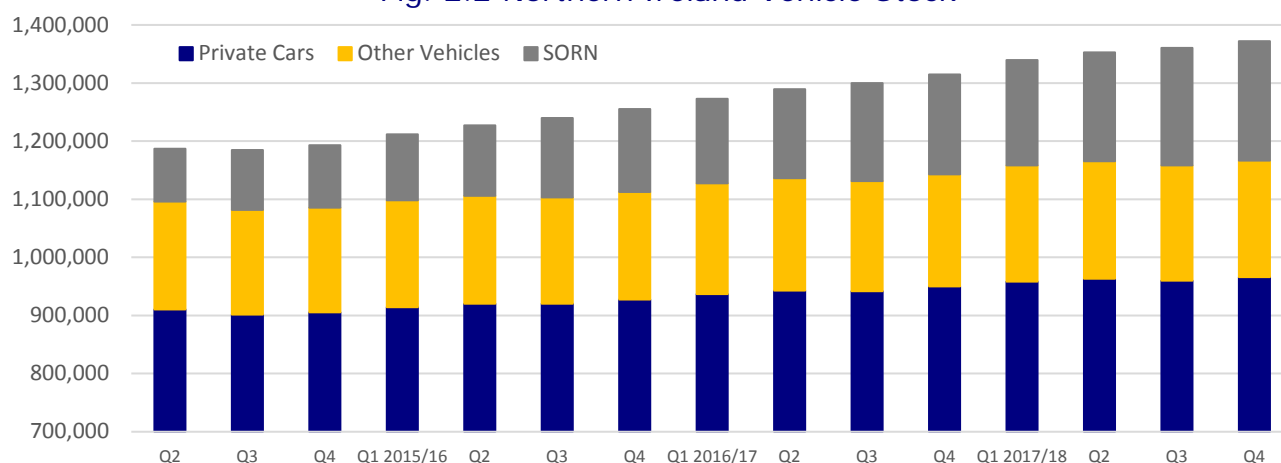
* Other Registrations split into new & used for Q4 2011/12 are unavailable.

The top make for private cars registered for the first time during January to March 2018 was Ford, accounting for 2,240 registrations. This marks the twelfth quarter in a row that Ford has been at number one. The second largest make was Volkswagen accounting for 1,648 registrations (Table 2.3). All of the makes in the Top Ten for car first registrations during the period showed a decrease in numbers when compared to the same period in 2017.

There were 1,166,839 vehicles licensed in Northern Ireland at 31 March 2018, an increase of 2.1% compared with the previous year (Table 2.13). Of these, 82.8% (966,273) were Cars, and 11.9% (139,094) were Goods Vehicles (Light and Heavy).

A total of 204,945 vehicles had a Statutory Off Road Notification (SORN) at the 31 March 2018, representing 14.9% of the total vehicle stock (Table 2.13). The number of SORN vehicles in Northern Ireland increased by nearly a fifth (19.4%) from the same period in 2017; in comparison to an 11.5% 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. 2.2 Northern Ireland Vehicle Stock



3. Driver Theory Testing

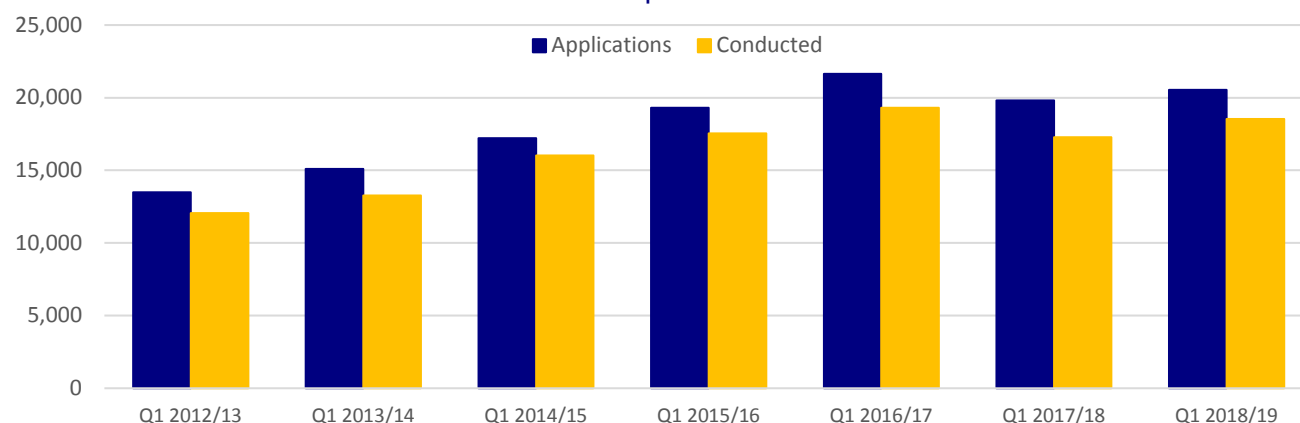
The DVA has responsibility for the theory test element of the overall driving test process. The test is administered in Northern Ireland by Pearson VUE under contract with the DfI through DVA.

Theory Test Applications and Tests Conducted

From April to June 2018, 20,538 Theory Test applications were received. This marks an increase of 3.6% in applications compared with the same quarter last year and reverses the recent downwards trend (Figure 3.1).

During the same period the number of Theory Tests conducted also increased by 7.3% to 18,529, compared with 17,271 in April to June 2018 (Table 3.2). This increase was primarily driven by increases in the number of PCV tests. This increase in quarterly comparison figures for tests conducted follows on from the decreases seen in each of the four previous quarter-on-quarter comparisons.

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



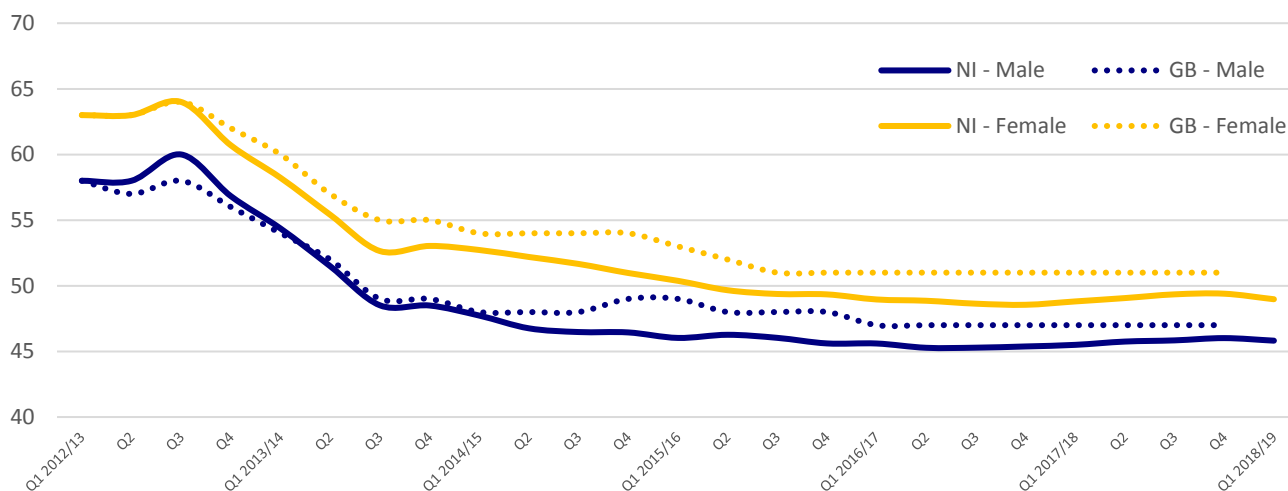
Theory Test Pass Rates

The Theory Test pass rate for Private Cars in quarter 1 showed a 3.1 percentage point decrease to 45.6% when compared with the previous quarter (Table 3.4). This figure also marks the lowest rate seen since our series began in 2012/13. The Theory Test pass rate for Motorcycles remains substantially higher, at 73.1%, 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 pass rate was 24.7%, a decrease of 0.7 percentage points over the preceding quarter.

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 period the pass rates were 49% for females and 46% for males. The figures for both genders have been gradually decreasing at the same rate since 2012.

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



In general, from early in 2013, NI Theory test pass rates for private car drivers have been lower than the GB pass rates by approximately two percentage points.

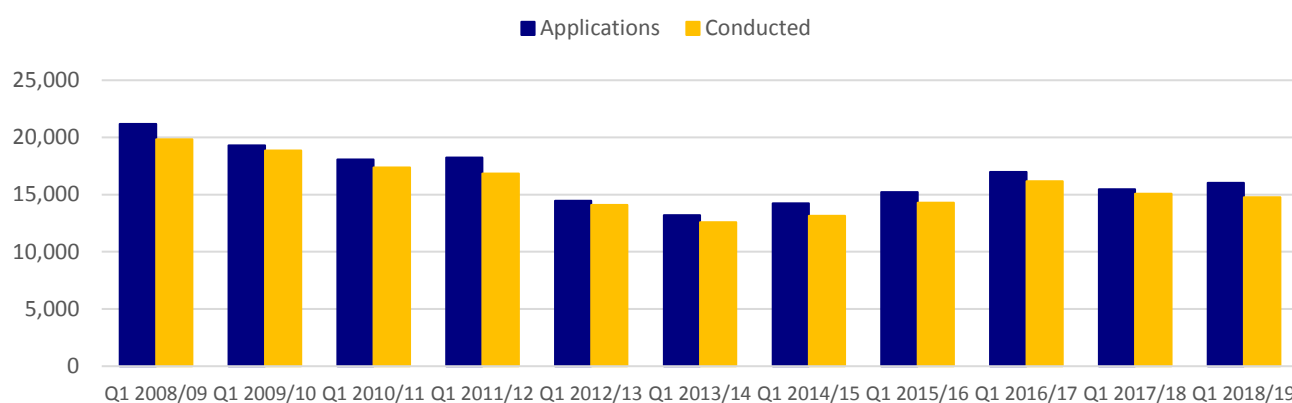
4. Driver Practical Testing

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 April to June 2018, 16,035 Driving Test Applications were submitted to the DVA, an increase of 3.6% on the equivalent quarter in 2017 (Table 4.1). This increase in applications reverses the recent trend of four consecutive quarter-on-quarter decreases, and is the highest volume recorded in two years. However during the same three-month period, the number of Driving Tests Conducted decreased by 2.1% from 15,083 in 2017 to 14,772 in April to June 2018 (Table 4.3 & Figure 4.1). The decrease in the number of tests conducted continues the ongoing downward trend seen over the past eighteen months.

Fig. 4.1: Practical Tests - Applications & Conducted - Quarterly Comparisons



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 1, there were 295 appointments where the individual failed to attend (FTA), representing a 10.6% increase on the same quarter last year (Table 4.4).

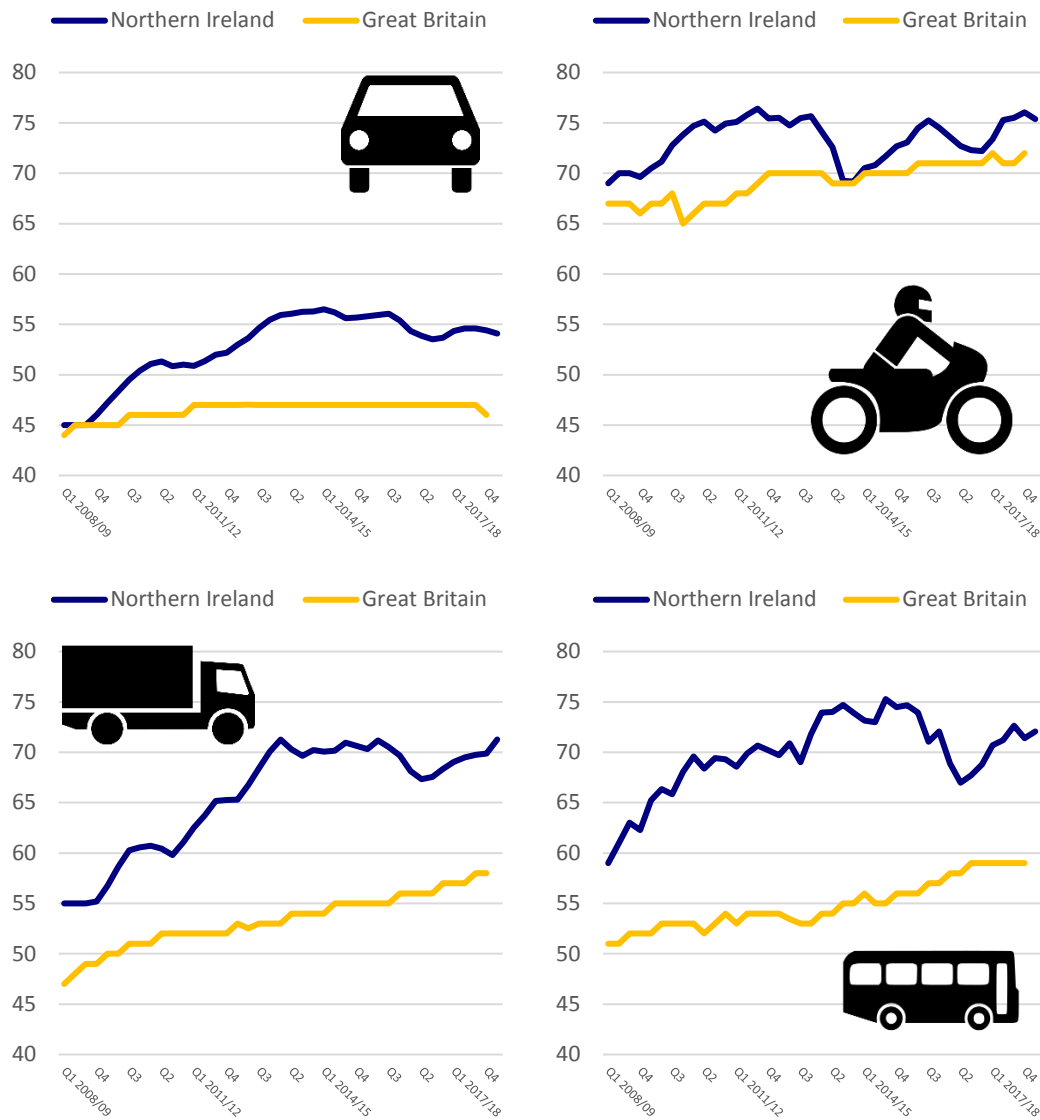
The most popular booking method for a driving test application was the internet booking system which received 72.7% of all applications, up 0.3 percentage points on the previous year and 4.0 percentage points on three years ago (Table 4.2).

Driving Test Pass Rates

For April to June 2018, the pass rate for all categories of Driving Tests was 58.4%, unchanged on the rate 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, NI pass rates across all four vehicle categories, are higher than the GB pass rates (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 Test Pass Rate by Test Centre

The overall pass rate for Private Car Driving tests was 54.3%, ranging by Test Centre from 43.1% in Londonderry (Altnagelvin) to 69.4% in Downpatrick (Table 4.6). 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.

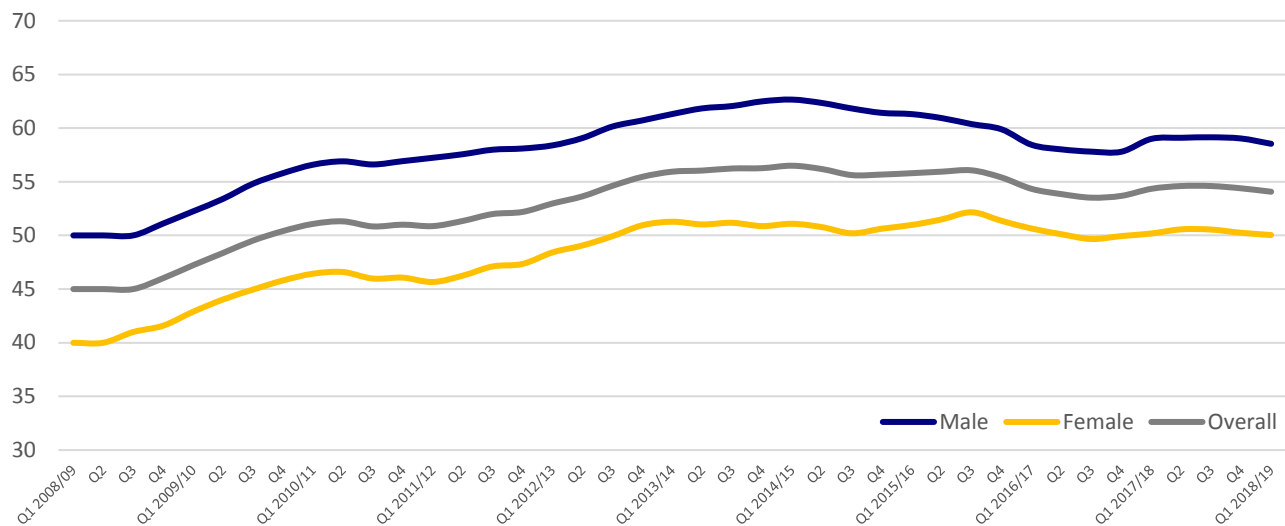
The difference in pass rates by gender across test centres was most pronounced in Lisburn test centre where male (70.6%) pass rates were 13.9 percentage points higher than females (56.6%) (Table 4.7). In comparison the difference between males and females in the Omagh test centre was 0.15 percentage points, and was the only test centre where the female pass rate was higher than the male (62.01% v 62.16%).

Driving Test Pass Rates by Gender

A clear gender gap is apparent in NI test pass rates, using a four quarter rolling average (Table 4.10 & Figure 4.3). In the latest period Males had a 9 percentage point higher pass rate compared to Females for the Car driving test. This gap has remained relatively consistent over the past decade.

Whilst similar gender gaps in favour of males are also apparent in GB 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



5. 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, goods vehicles, buses and other vehicles.

Driver Licensing Transactions

The number of Ordinary First Licences (Provisional Licences) issued in quarter 1 2018/19 (6,102) was 9.5% lower than the figure for those issued during the same period in the previous year (6,739 licences) (Table 5.1).

A total of 62,356 ordinary licensing transactions were carried out by DVA during April to June 2018 (Figure 5.1). This represented a decrease of 20.1% in comparison with the volume carried out in the corresponding quarter of 2017. As the period of validity of a driving license 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.

Similarly, a total of 3,278 vocational licensing transactions were carried out by DVA during quarter 1 2018/19, a decrease of 19.4% on the corresponding period in 2017 where the figure stood at 4,069 (Table 5.2).

In other licensing activity, the number of Letters of Entitlement issued has risen to an all-time high, from just over a thousand issued in the quarter ten years ago (2008/09 Q1: 1,047) to over 5,300 issued between April and June 2018 (Table 5.3). However, the volume of Identity Checks has substantially decreased over the same ten-year period: reducing from 29,009 in Q1 2008/09 to 7,285 in Q1 2018/19.

Fig. 5.1: Driver Licensing Transactions

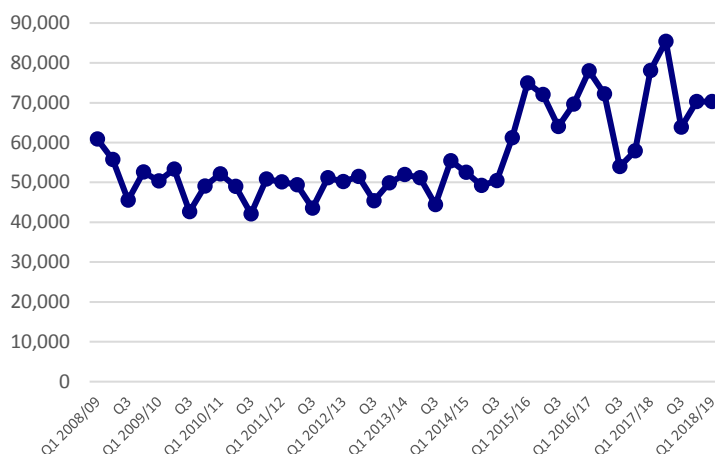
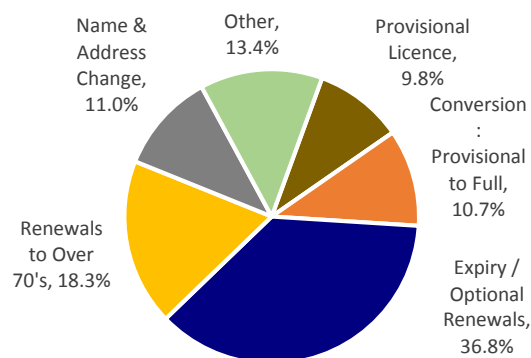


Fig. 5.2: Driver License Transactions Q1 2018/19, by Type



Driver License Stock

At the 30th June 2018, there were over 1,094,000 Full and Eligible licence holders with Private Cars / Light Vans entitlement, a rise of 1.6% compared with the total twelve months ago (Table 5.4i & Figure 5.4). The number of people with this entitlement aged 65 and over has increased by almost 28,200 since 30th June 2013, to now stand at over 202,600 individuals. In addition, those license holders aged 65 and over now account for a larger proportion of the driver license stock: as of June 2013 they made up 16.5% of the total, whereas by June 2018 they were 18.5%, reflecting the nature of Northern Ireland's aging population.

Based on Mid-Year Population Estimates for Northern Ireland in 2017, it is estimated that 75.1% of Northern Irelands population aged 17+ had a full and eligible licence with entitlement for Private Cars / Light Vans (Table 5.8i). For males the estimated figure was 78.6% which is just over seven percentage points higher than the 71.5% seen for females.

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

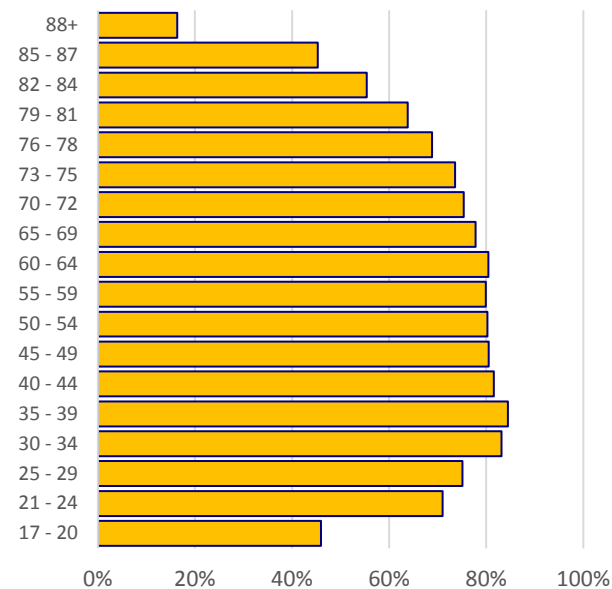


Fig. 5.4: Full & Eligible Private Car License Holders in Northern Ireland

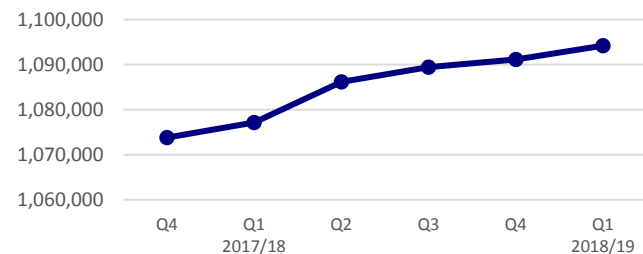
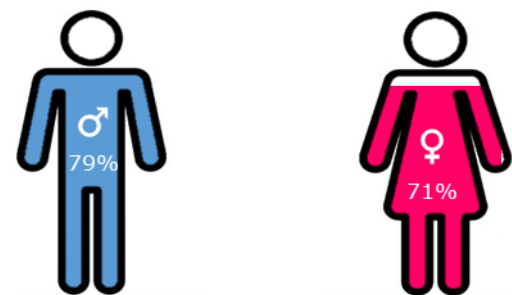


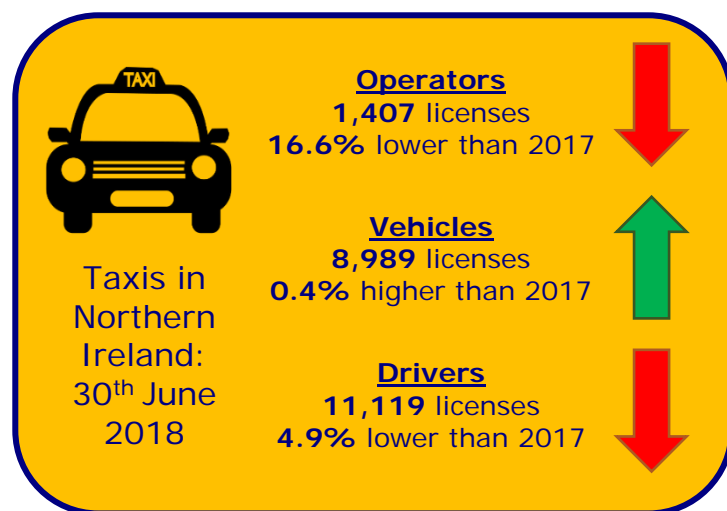
Fig. 5.5: Proportion of Population with a Full & Eligible Private Car License - by Gender



6. Road Transport Licensing

Passenger Transport Licensing Division in DVA are 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 June 2018 (11,119) was down by 4.9% on the previous year (Table 6.2). This is a continuation of the declining trend with numbers down by almost a third on the series high of 15,802 recorded at the end of 2013. This reduction may have been exacerbated by the introduction of a new taxi driver theory and

practical driving test which was introduced on 31st Oct 2014.

2,300 vehicle licences for Taxis were issued during April to June 2018, which is 1.0% lower than the corresponding quarter in 2017 (Table 6.1). At the 30th June 2018 there were 8,989 licensed taxi vehicles in Northern Ireland, marginally above the lowest recorded number in our time series (8,791 as of September 2017) and an increase of 0.4% on the previous year.

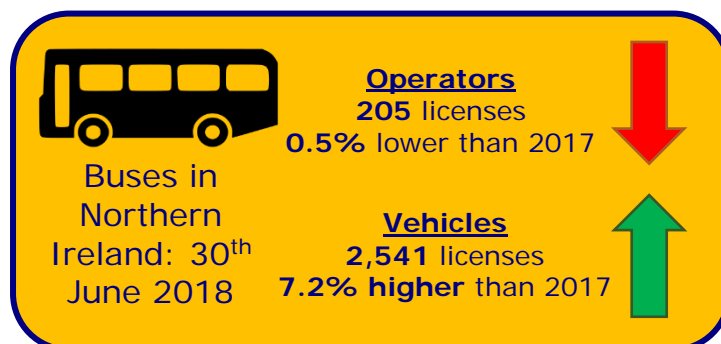
These taxi vehicles were affiliated to 1,407 licensed taxi operators, of which 85% were classified as small operators, i.e. can only list up to two taxis on the licence. At the end of June 2018, the number of Taxi Operators was 1,407, down almost a quarter when compared with the figure recorded four years ago.

Bus Licensing

The number of licensed Omnibuses at the 30th June 2018 was 2,541, this was up 7.2% on the figure at the end of June 2017 (Table 6.3). 839 PSV Omnibus licenses were issued during the quarter, up 28.3% on the equivalent quarter in 2017 (Table 6.1).

At the 30th June 2018, there were 205 Bus Operator licenses in force, a slight drop compared to the 206 active one year ago. During April to June 2018, a total of 55 Bus Operator Licenses were processed,

down slightly on the 58 recorded in the same period last year.



Goods Licensing

The total current Standard International goods vehicle operator licences in force as at the 30th June 2018 was 1,788, an increase of 2.1% on the 1,752 active one year ago (Table 6.4). This figure marks the high-point of our series since it began in 2012/13.



7. Enforcement

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 April to June 2018, DVA Enforcement staff checked 1,614 vehicles; of these, the largest volume was for HGVs, accounting for nearly half of all vehicles checked (47%) (Table 7.1 & Figure 7.1).

In Quarter 1, there were a total of 411 Fixed Penalty Notices issued by DVA Enforcement Officers (Table 7.2 & Figure 7.2). The total value of these fixed penalties issued was £59,160. The number of successful convictions during the quarter was 96.

During April to June 2018, DVA Enforcement teams carried out 16 joint operations with the PSNI (Table 7.3 & Figure 7.4). They also carried out 8 cross border operations in conjunction with the Road Safety Authority in Ireland along with PSNI and An Garda Síochána. In addition, there were 75 spot checks on School Buses carried out by enforcement officers (Table 7.4 & Figure 7.5).

Fig 7.1: Vehicles Spot-Checked, by Quarter

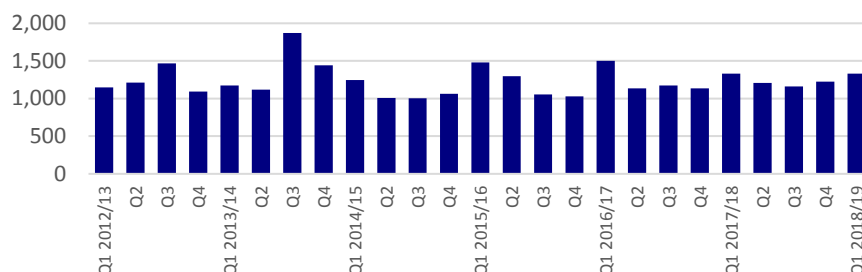


Fig 7.2: Fixed Penalties Issued, by Quarter

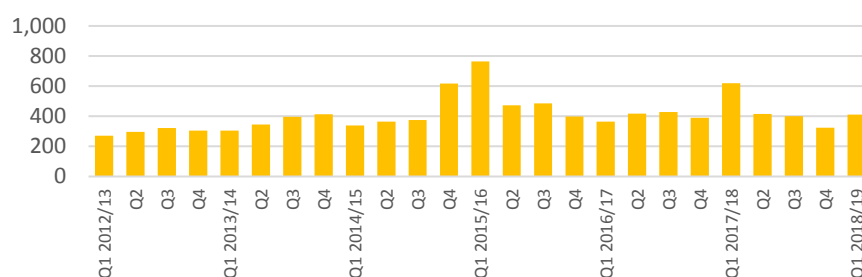


Fig 7.3: Convictions, by Quarter

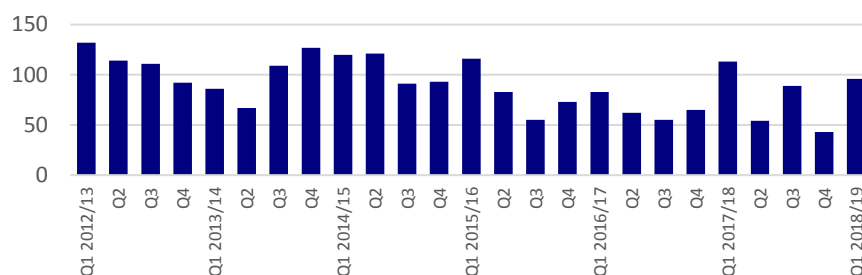


Fig 7.4: Joint or Cross-Border Operations, by Quarter

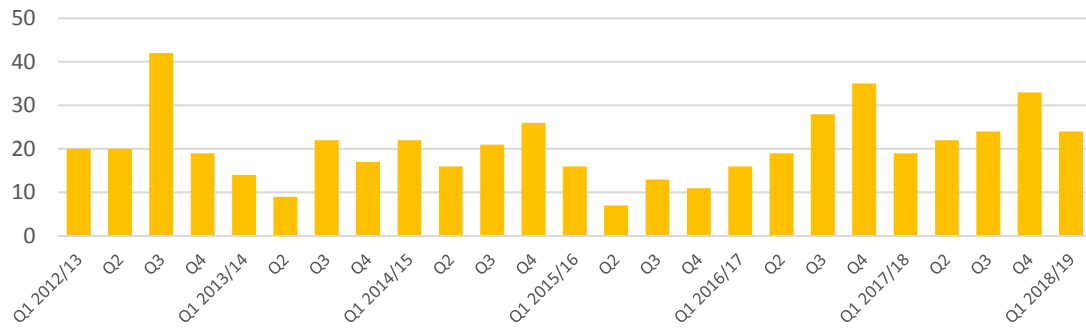
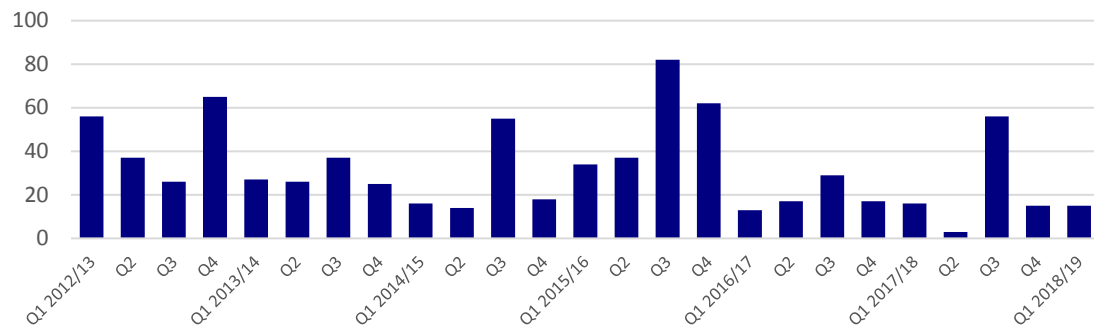


Fig 7.5: School Bus Checks, by Quarter

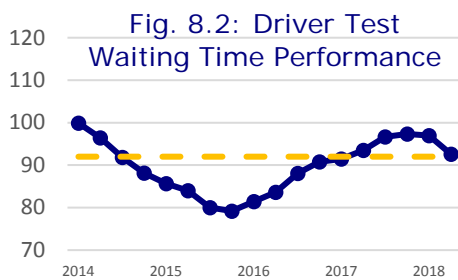
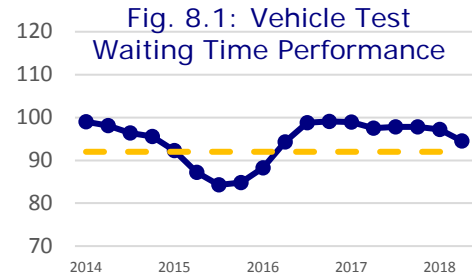


8. DVA Target Performance Monitoring

The DVA monitors performance through three targets:

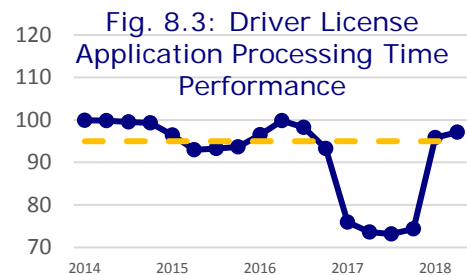
1. *Vehicle Testing* - Appoint 92% of vehicle test applications within 21 days or later on request;
2. *Driver Testing* - Appoint 92% of practical driving test applications within 28 days or, on request, at a later date;
3. *Driver Licensing* - Process 95% of complete driver licensing applications within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

Vehicle testing waiting time performance for the 12 months up to end-June 2018 was 94.5%. This represents a decrease of 2.7 percentage points on the position last quarter, although it remains 2.5 percentage points above the current Agency target of 92% (Table 8.1).



Driver testing waiting time performance for the 12 months up to end-June 2018 was 92.6%. This is a 4.4 percentage point decrease on the position in the previous quarter, although it remains marginally above the current Agency target of 92% (Table 8.1).

Driver licensing processing performance stood at 97.1% for the 12 month period up to end-June 2018, above the Agency target of 95%. Performance had been adversely impacted by the introduction of the new Driver Licensing System in November 2016 and specifically on performance up until the end of March 2017, the more recent data reflects a substantial increase in performance since April 2017 (Table 8.1).



Notes

National Statistics

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.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are 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 details see: <https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/code-practice-official-statistics>.

Note that three new performance indicators have been added to the report since National Statistics accreditation was achieved. Having discussed these with the Office for Statistical Regulation (OSR), 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 Driver Licensing processing time target met many aspects of the Code of Practice, more investigation of the processes and quality checks associated with the new Replacement Driver System (RDS) would be required before it could be similarly deemed fully compliant. In the interim, this indicator 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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