

DfI Driver, Vehicle, Operator, and Enforcement Statistics

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Key Findings

- Almost 285,000 vehicle tests were carried out by the DVA during quarter 2 of 2018/19, an increase of 4% compared to the equivalent quarter last year. The vast majority of these (85%) were full tests, whilst the overall pass rate for these was 81%.
- At over 17,000, the number of new vehicle first registrations in the period April to June 2018 showed an increase of 2.3% from the equivalent period in 2017. New car first registrations accounted for the majority of this rise, up by a greater 2.8%.
- There were almost 1,179,000 vehicles licensed in Northern Ireland at 30th June 2018, an increase of 1.8% on last year. The vast majority (83%) were cars.
- The number of theory tests conducted during the quarter decreased by 3.7% to just under 18,000. Five out of the last six quarter-on-quarter comparisons have now shown decreases. The pass rate for private car theory tests was 46%, a small increase on last quarter.
- Almost 15,000 driving test applications were submitted during July to September 2018, an increase of 0.2% on the equivalent quarter in 2017. However during the same three-month period, the number of driving tests conducted decreased by 0.4% to approximately 14,400. The pass rate for these tests was 59%, up slightly on the 58% last quarter but broadly unchanged over the past five years.
- Almost 66,000 ordinary licensing transactions were carried out by DVA during July to September 2018. This represented a decrease of approximately 23% in comparison with the volume carried out in the corresponding quarter of 2017. 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 30th September 2018, there were over 1,098,000 full and eligible licence holders with private cars / light vans entitlement. This was a rise of 1.1% compared with the total twelve months ago.
- At the 30th September 2018, there were approximately 10,700 licensed taxi drivers, down by 10% 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 July to September 2018, DVA Enforcement staff checked nearly 1,200 vehicles; of these, the largest volume was for HGVs, accounting for nearly half of all the vehicles checked (46%).
- For the 12 month period up to the end of September 2018, Agency performance against two of the three targets was below the target level. Vehicle testing dropped for the third quarter in a row, from 94.5% to 86.9%. Driver testing also decreased for the third consecutive quarter, from 92.6% to 87.3%. Driver licensing was the only measure above target, rising for the fourth quarter in a row, from 97.1% to 98.1%.

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Introduction

This is the sixteenth edition of the quarterly publication '*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 2 of 2018/19. This covers the period from 1st July 2018 to 30th September 2018. Due to the transfer of vehicle licensing functions to DVLA, the data in the corresponding section is from 1st April 2018 to 30th June 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 (i.e. buses, heavy goods vehicles and taxis);
- Enforcement & compliance;
- DVA target monitoring.

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).

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 2018, almost 285,000 applications for vehicle tests were received by the DVA, up by 4.0% compared to the same three month period in 2017 (table 1.1). The vast majority (85%) of these were for full tests rather than re-tests. This increase was primarily as a result of a rise of 10,000 (5.5%) in full private car test applications. It should be noted that the figures for vehicle test applications includes taximeter tests (circa 1,100 tests per quarter), in contrast to the figures for vehicle tests conducted, which do not.

Fig. 1.1: Full Vehicle Tests - Applications & Conducted

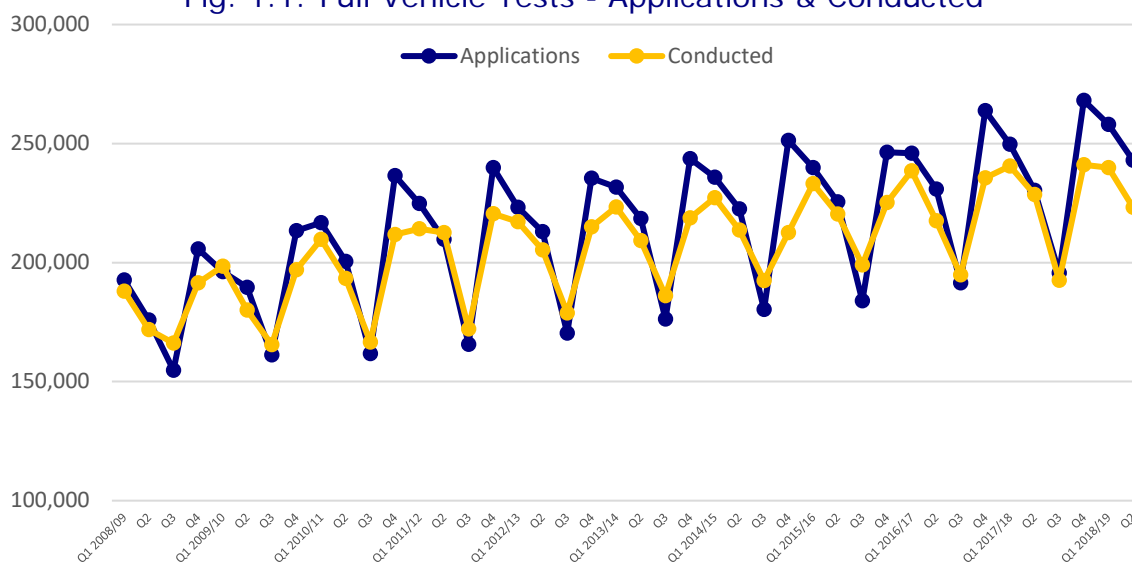
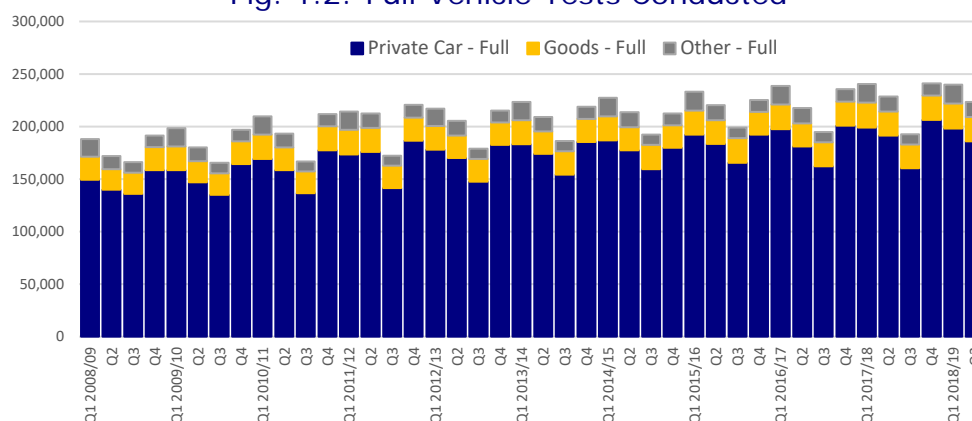


Fig. 1.2: Full Vehicle Tests Conducted

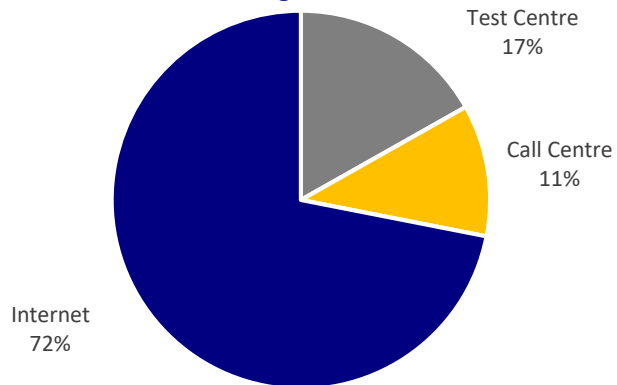
During quarter 2 approximately 264,000 vehicle tests were carried out by the DVA (full tests and re-tests), a decrease of 3.0% compared to the equivalent quarter last year. The vast majority of these (71%) were full tests for private cars (table 1.7).



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 2017-18¹), an increase of over 51,000 households.

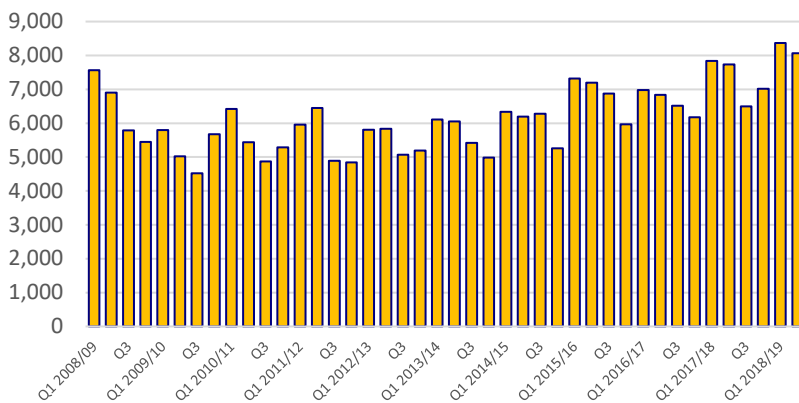
¹ Available from NISRA at <https://www.nisra.gov.uk/publications/chs-results>.

Fig. 1.3: Vehicle Test Applications by Booking Method



The most popular booking method for vehicle test applications was the internet booking system which received 72% of all applications, up by over 11,000 (4.0%) applications on the previous year (table 1.4).

Fig. 1.4: Failed to Attends



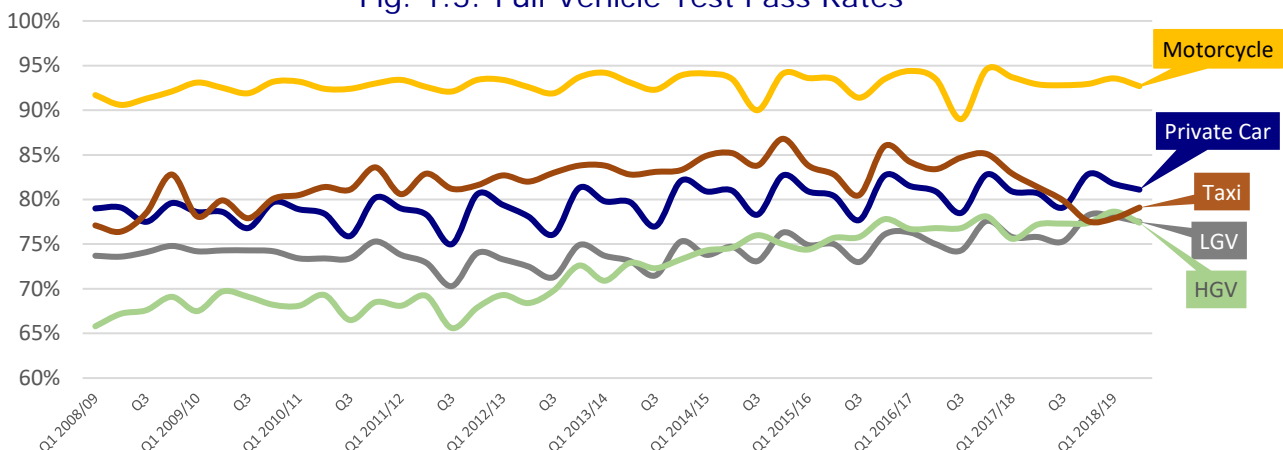
A total of 8,067 vehicles failed to attend for a booked test during the quarter, which is 4.3% higher than the equivalent period last year (table 1.10). This is approximately 2,700 working-hours of time lost.

Vehicle Test Pass Rates

In quarter 2, the overall pass rate for full tests was 81.2%, a small increase on the pass rate recorded in the same period last year. The full test pass rates varied by test category, from 77.4% for heavy goods to 92.7% 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 94.3%, also an increase when compared with the equivalent period in 2017. The re-test pass rates varied by test category, from 91.5% for trailers to 95.3% for taxis (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

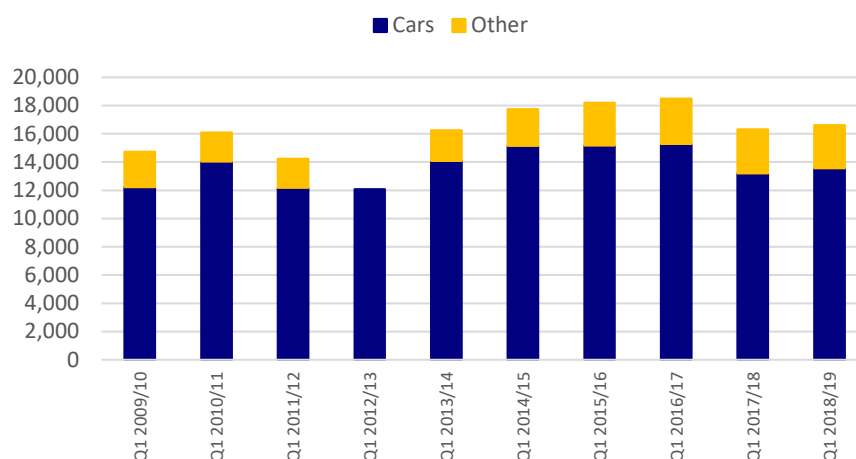
The busiest test centre was again Newtownards, which conducted almost 30,000 tests during the quarter, although this is partly due to the greater number of lanes at this centre. In comparison, the quietest centres were Downpatrick and Omagh, each having conducted approximately 11,000 tests during July to September 2018 (table 1.14).

Whilst the overall pass rate for private car full tests was 81.1%, by test centre this ranged from a high of 84.7% in Belfast Balmoral to a low of 75.2% 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.

Vehicle Registrations

During April to June 2018, just over 17,000 vehicles were registered for the first time in Northern Ireland. The number of new vehicle first registrations showed an increase of 2.3% from the same period in 2017. New car first registrations accounted for the majority of this increase, up by 2.8% when compared to 2017. Whilst there has been a rise in new vehicle registrations, the 17,057 is still substantially below the peak figure for quarter 1, which remains the 30,803 seen in 2014-15 (table 2.1).

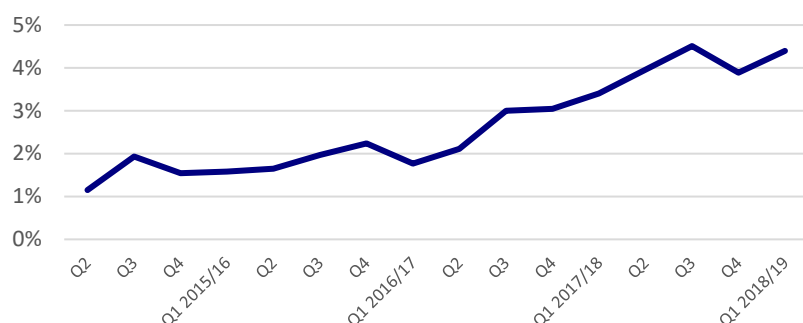
Fig. 2.1: New Vehicle Registrations*



* 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 2018 was Ford, accounting for 1,759 registrations. This marks the thirteenth quarter in a row that Ford has been at number one. The second largest make was Volkswagen accounting for 1,564 registrations (table 2.3). Of the makes in the top ten for car first registrations during the period, the largest increase was for Skoda (+41%, from 519 to 729) and the largest decrease was for Renault (-33%, from 757 to 511).

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



Over the past two years, there has been a decline in the proportion of diesel cars being newly registered, down from 52.6% of cars in 2016-17 Q2 to 36.3% this year (8,109 vehicles in 2016-17 Q2 down to 5,019 vehicles in 2018-19). Over the same period the number of alternative-fuel² cars newly registered more than doubled, from 271 in 2016-17 Q2 to 596 this year.

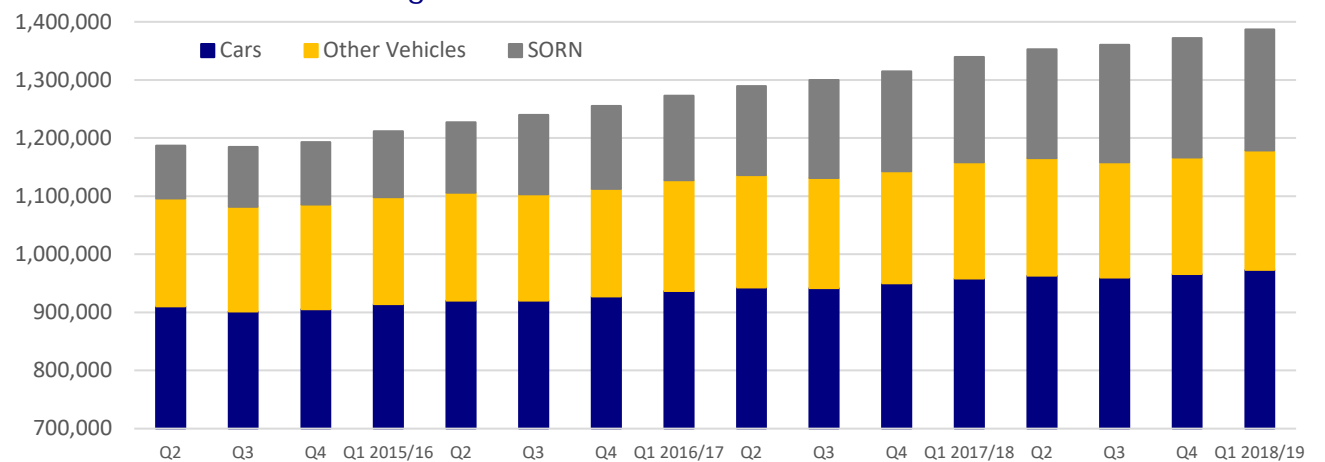
² Alternative-fuel vehicles are those able to use a range of alternatives to purely petrol or diesel fuel, including gas, electricity, or a combination such as gas bi-fuel and hybrid-electric.

As in the majority of the past four years, white remains the most popular colour for new cars, accounting for 20.5% of all new registrations. This is followed by grey (19.9%), blue (17.8%), black (13.8%) and red (13.6%).

There were 1,179,000 vehicles licensed in Northern Ireland at 30th June 2018, an increase of 1.8% compared with the previous year (table 2.13). Of these, 82.5% (973,145) were cars, and 11.9% (140,742) were goods vehicles (light and heavy).

Nearly 208,000 vehicles had a *Statutory Off-Road Notification* (SORN) at the 30th June 2018, representing 15.0% of the total vehicle stock (table 2.13). The number of SORN vehicles in Northern Ireland increased by nearly a sixth (14.9%) from the same period in 2017; in comparison to an 7.3% 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.

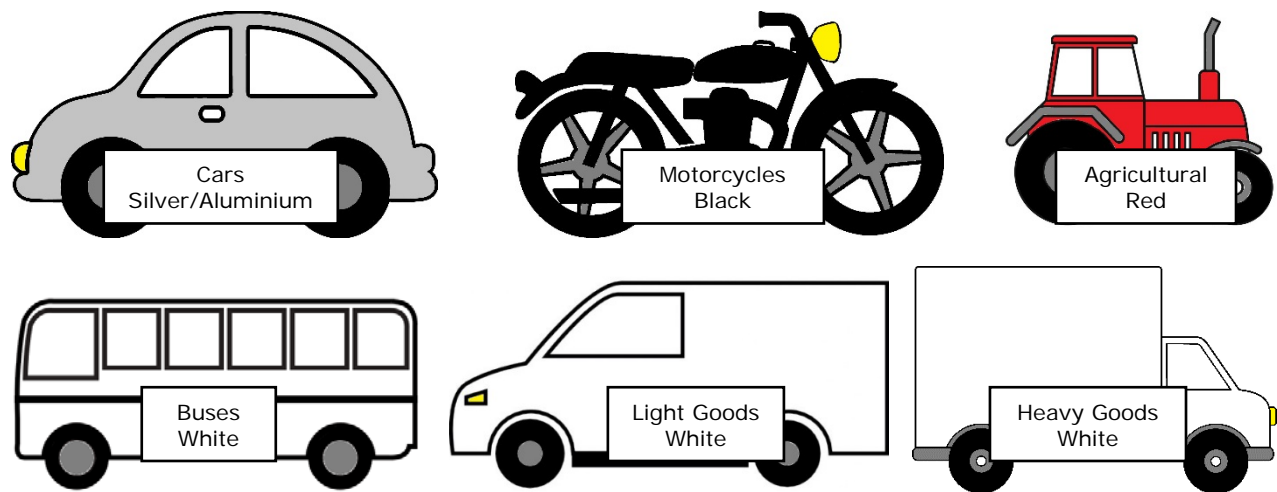
Fig. 2.3: Northern Ireland Vehicle Stock



As of 30th June 2018, the average age of a licensed vehicle in Northern Ireland was 8.5 years. However, there is some variance in average age for different body-types:

- Cars – 8.0 years;
 - Motorcycles – 12.6 years;
 - Light Goods – 8.1 years;
 - Heavy Goods – 9.7 years;
- Buses – 9.5 years;
 - Agricultural – 21.0 years;
 - Other – 9.7 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:



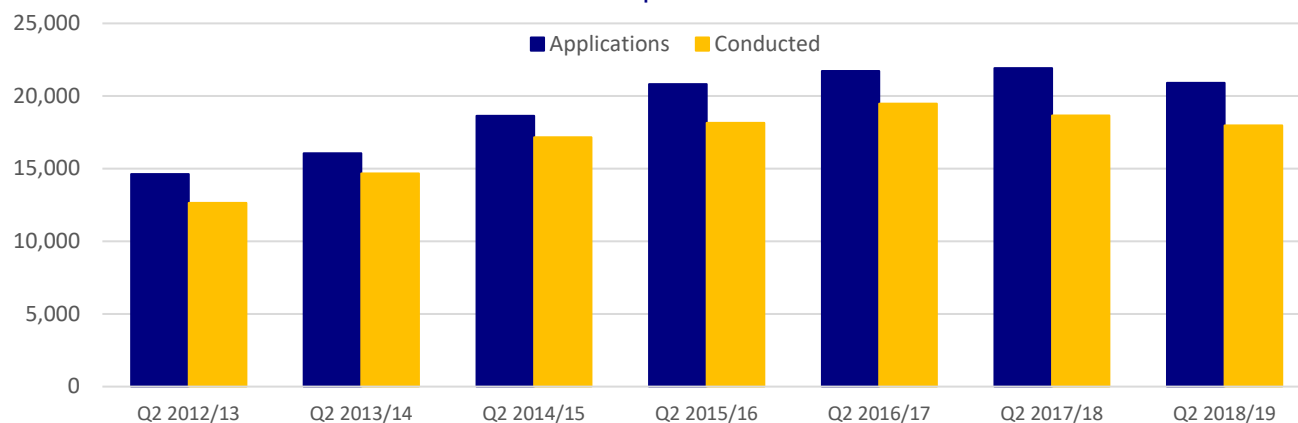
The DVA has responsibility for the theory test element of the overall driving test process. The test is administered in Northern Ireland by Pearson VUE under contract with the DfI through DVA.

Theory Test Applications and Tests Conducted

From July to September 2018, just under 21,000 theory test applications were received. This marks a decrease of 4.6% from the almost 22,000 recorded in the same quarter last year, which represented the peak figure in our series (figure 3.1).

During the same period the number of theory tests conducted also decreased by 3.7% to just under 18,000, compared with approximately 18,700 in 2017 (table 3.2). This increase was primarily driven by a decrease in the number of private car tests. Five out of the last six quarter-on-quarter comparisons have now shown decreases, since the series-peak in late-2016.

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



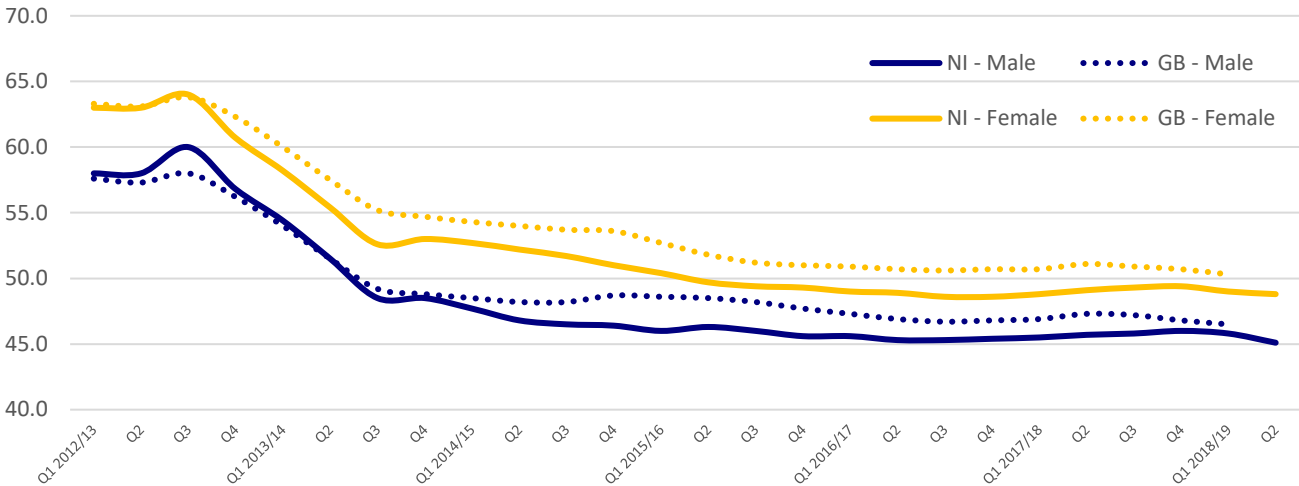
Theory Test Pass Rates

The theory test pass rate for private cars in quarter 1 showed a 0.4 percentage point increase to 46.0% when compared with the previous quarter (table 3.4). This figure is substantially lower than the peak in our series: in 2012/13 quarter two, the pass rate for private car theory tests was 62.7%. The theory test pass rate for motorcycles remains substantially higher, at 69.6%, 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 25.3%, an increase of 0.6 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 48.8% for females and 45.1% 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, Northern Ireland theory test pass rates for private car drivers have been lower than the Great Britain pass rates by approximately two percentage points.

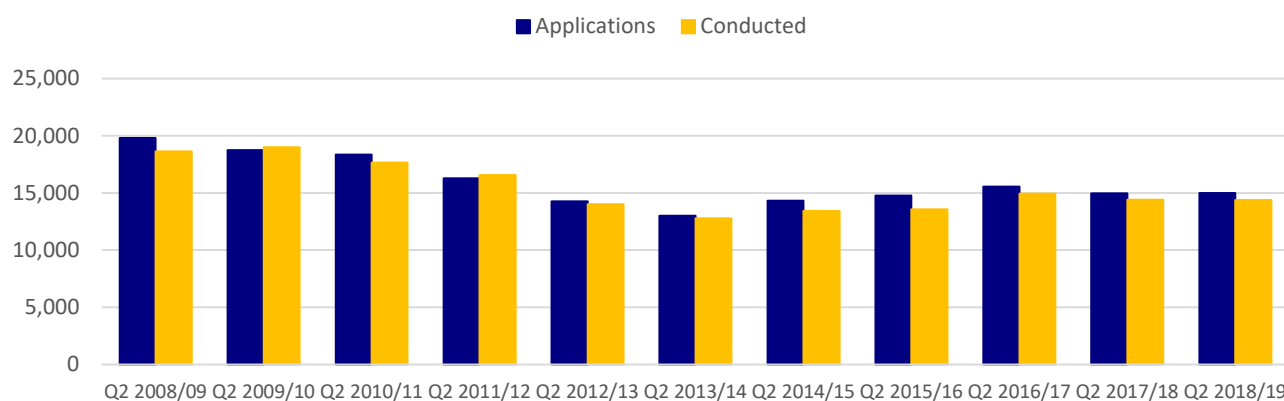
Driver Practical Testing

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 2018, just under 15,000 driving test applications were submitted to the DVA, a small increase of 0.2% on the equivalent quarter in 2017 (table 4.1). This is the second consecutive quarter-on-quarter increase, reversing the downward trend seen in 2017/18. However during the same three-month period, the number of driving tests conducted decreased by 0.4% from 14,419 in 2017 to 14,365 in July to September 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 2, there were 320 appointments where the individual failed to attend (FTA), representing an 8.6% increase on the same quarter last year (table 4.4) and the highest quarterly total for two years.

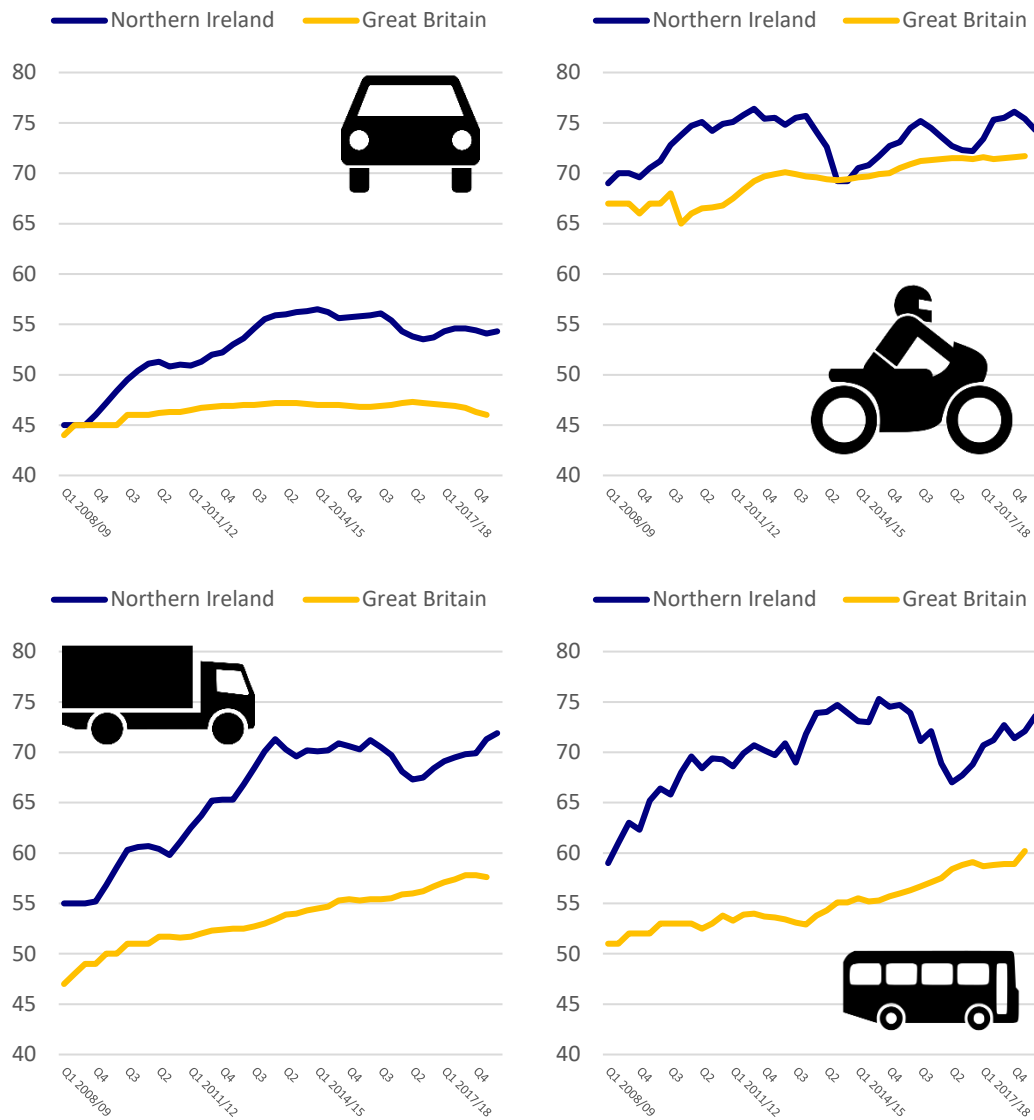
The most popular booking method for a driving test application was the internet booking system which received 74.1% of all applications, up 0.2 percentage points on the previous year (table 4.2).

Driving Test Pass Rates

For July to September 2018, the pass rate for all categories of driving tests was 59.4%, up 1.3 percentage points on the 58.6% 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 Tests by Test Centre

The test centre that conducted the most private car driving tests during the July to September 2018 period was, again, Belfast Balmoral (2,612 tests). The Armagh centre conducted the fewest, with a total of 744 tests during the quarter.

The overall pass rate for private car driving tests was 55.6%, ranging by test centre from 48.1% in Londonderry (Altnagelvin) to 67.8% 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.

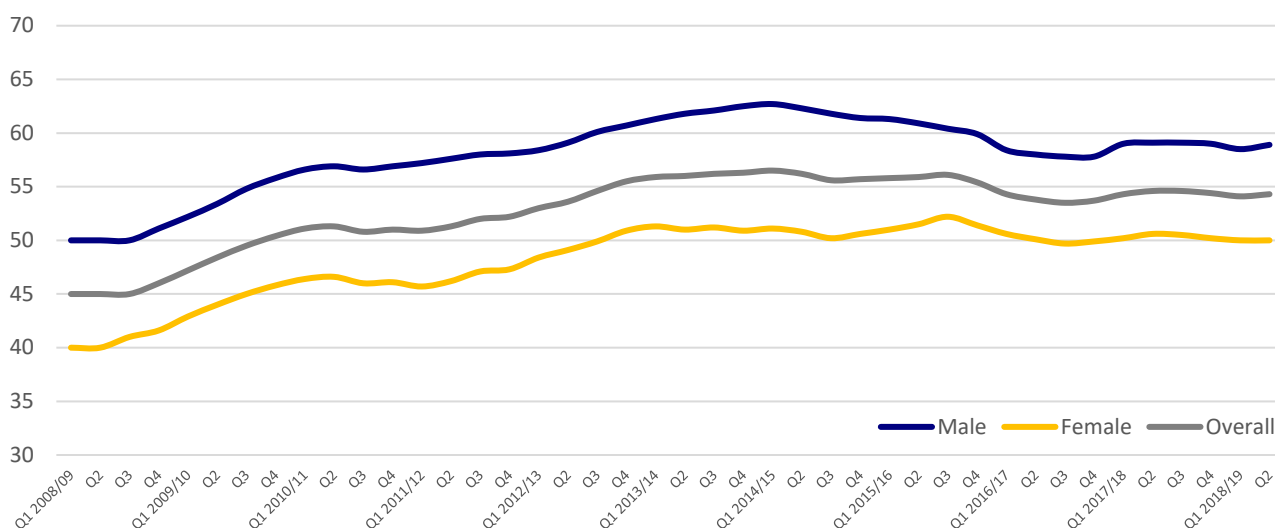
Driving Test Pass Rates by Gender

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 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, varying from 5.1 percentage points at the Belfast Balmoral centre (54.5% v 49.5%) to 14.0 percentage points at the Ballymena centre (65.5% v 51.5%).

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



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 2 2018/19 (6,465) was 14.3% lower than the figure for those issued during the same period in the previous year (7,541 licences) (table 5.1). Although it is worth noting that the 2017/18 figure represented a nine-year high point in our series.

A total of 65,930 ordinary licensing transactions were carried out by DVA during July to September 2018 (Figure 5.1). This represented a decrease of 22.8% in comparison with the volume carried out in the corresponding quarter of 2017. 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 been 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 3,108 vocational licensing transactions were carried out by DVA during quarter 2 2018/19, a decrease of 29.3% on the corresponding period in 2017 where the figure stood at 4,398 (table 5.2).

In other licensing activity, the number of letters of entitlement issued during the quarter remains high, from just over a thousand issued in the quarter ten years ago (2008/09 Q1: 1,047) to 4,786 issued between July and September 2018 (table 5.3). However, the volume of identity checks has substantially decreased over the same ten-year period: reducing from 19,391 in Q2 2008/09 to 7,238 in Q2 2018/19.

Fig. 5.1: Driver Licensing Transactions

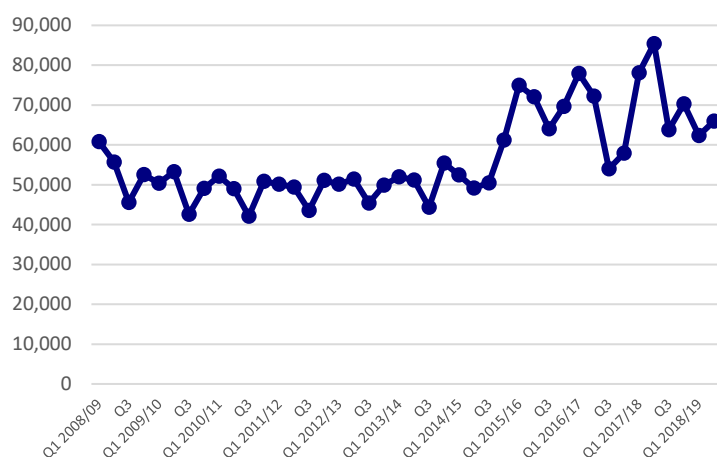
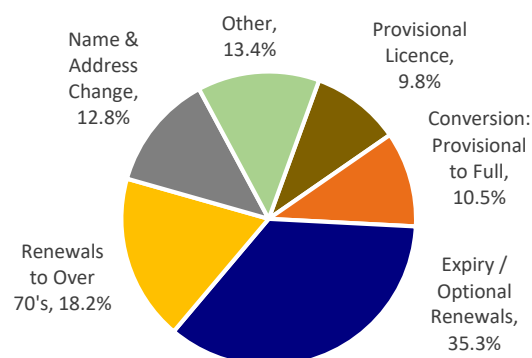


Fig. 5.2: Driver License Transactions Q2 2018/19, by Type



Driver Licence Stock

At the 30th September 2018, there were over 1,098,000 full and eligible licence holders with private cars / light vans entitlement, a rise of 1.1% compared with the total twelve months ago (table 5.9 & Figure 5.4). The number of people with this entitlement aged 65 and over has increased by over 10,000 since 30th June 2017, to now stand at almost 206,000 individuals. In addition, those licence holders aged 65 and over now account for a larger proportion of the driver licence stock: as of June

2017 they made up 18.1% of the total, whereas by September 2018 they were 18.8%, reflecting the nature of Northern Ireland's aging population.

Based on Mid-Year Population Estimates for Northern Ireland in 2017, it is estimated that 75.3% of Northern Ireland's 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 79.0% which is just over five percentage points higher than the 71.9% seen for females.

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

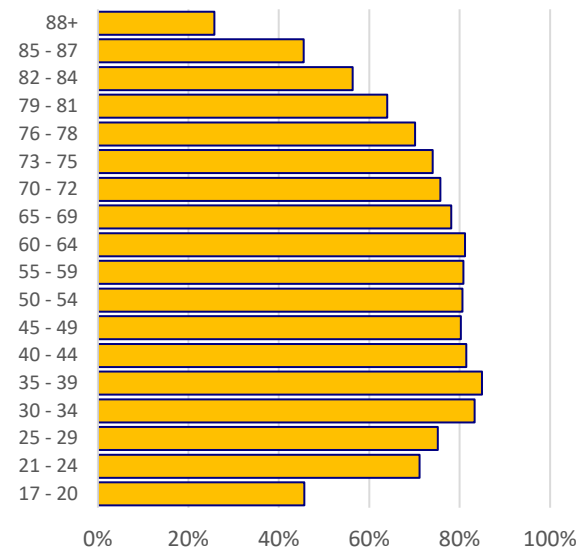


Fig. 5.4: Full & Eligible Private Car Licence Holders in Northern Ireland

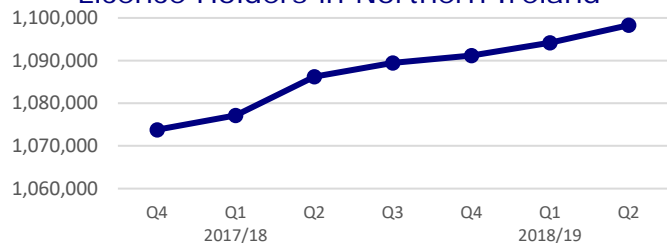
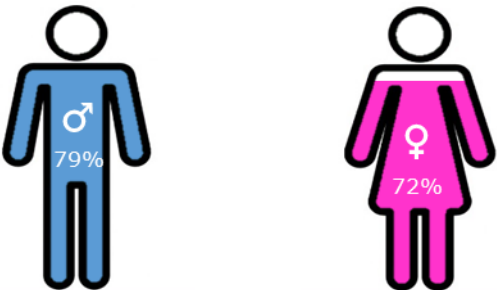


Fig. 5.5: Proportion of Population with a Full & Eligible Private Car Licence - by Gender

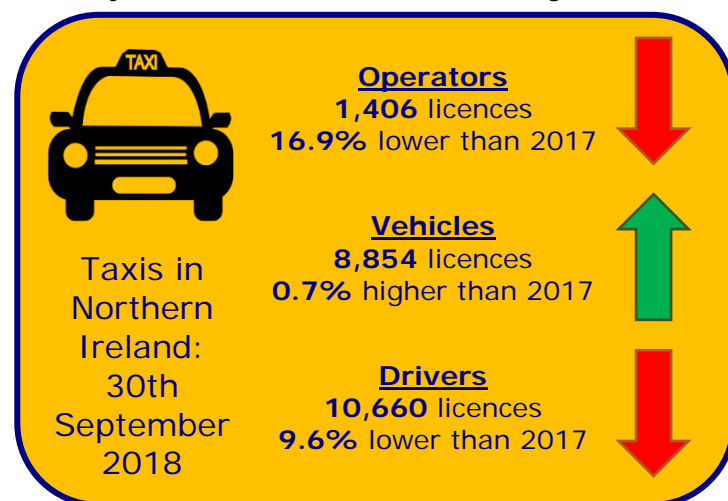


6 **Road Transport Licensing**

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 September 2018 (10,660) was down by 9.6% 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.

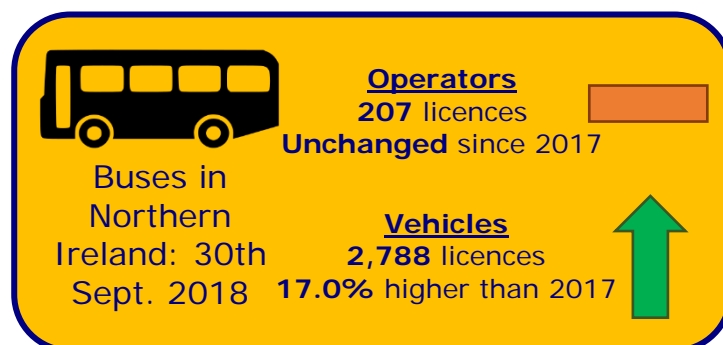
Over 2,000 vehicle licences for taxis were issued during July to September 2018, which is on par with the corresponding quarter in 2017 (table 6.1). At the 30th September 2018 there were 8,854 licensed taxi vehicles in Northern Ireland, marginally above the lowest recorded number in our time series (8,791 as of September 2017) and an increase of 0.7% on the previous year.

These taxi vehicles were affiliated to 1,406 licensed taxi operators, of which 85% were classified as small operators, i.e. can only list up to two taxis on the licence. The number of taxi operators is down almost a quarter when compared with the figure recorded four years ago.

Bus Licensing

The number of licensed buses at the 30th September 2018 was 2,788, this was up 17% on the figure at the end of September 2017 (table 6.3). 821 PSV omnibus licences were issued during the quarter, up 47.4% on the equivalent quarter in 2017 (table 6.1).

At the 30th September 2018, there were 207 bus operator licences in force, the same amount as recorded one year ago. During July to September 2018, a total of 58 bus operator licences were processed, up 13.7% on the 51 recorded in the same period last year.



Goods Licensing

The total current standard international goods vehicle operator licences in force as at the 30th September 2018 was 1,790, an increase of 1.8% on the 1,758 active one year ago (table 6.4).



This figure marks the high-point of our series since it began in 2012/13.

DVA 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 Activities

During July to September 2018, DVA enforcement staff checked 1,182 vehicles; of these, the largest volume was for HGVs, accounting for nearly half of all vehicles checked (46%) (table 7.1 & figure 7.1).

In quarter 2, there were a total of 289 fixed penalty notices issued by DVA enforcement officers (table 7.2 & figure 7.2). The total value of these fixed penalties issued was £48,630. The number of successful convictions during the quarter was 69.

During July to September 2018, enforcement teams carried out 14 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 33 spot checks on school buses carried out by enforcement officers (table 7.4 & figure 7.5).

Fig 7.1: Vehicles Spot-Checked, by Quarter

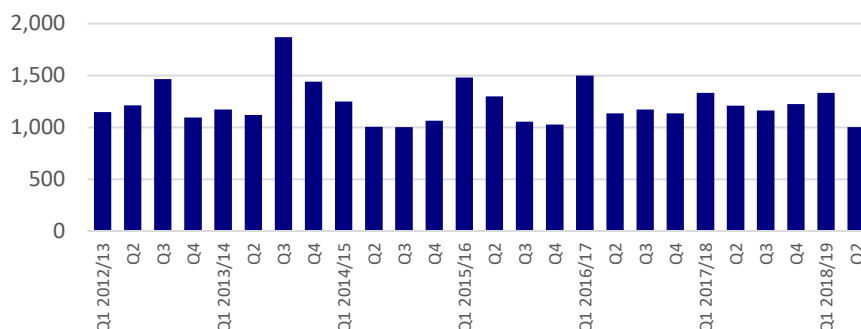


Fig 7.2: Fixed Penalties Issued, by Quarter

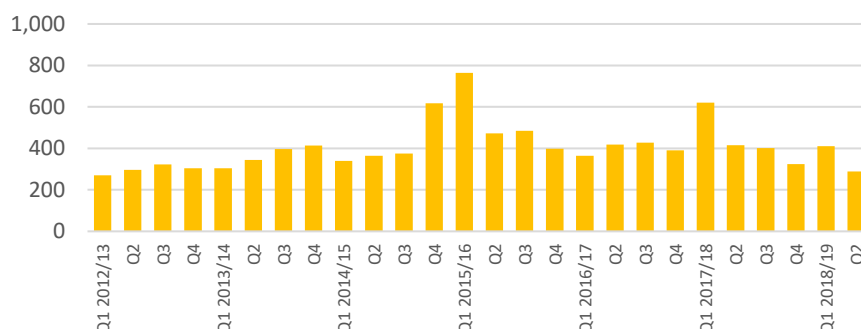


Fig 7.3: Convictions, by Quarter

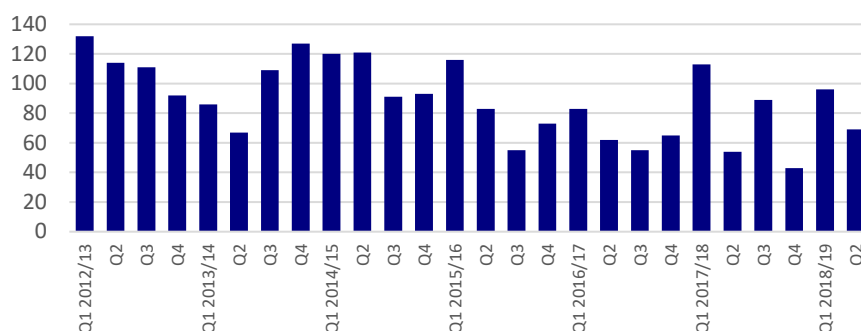


Fig 7.4: Joint or Cross-Border Operations, by Quarter

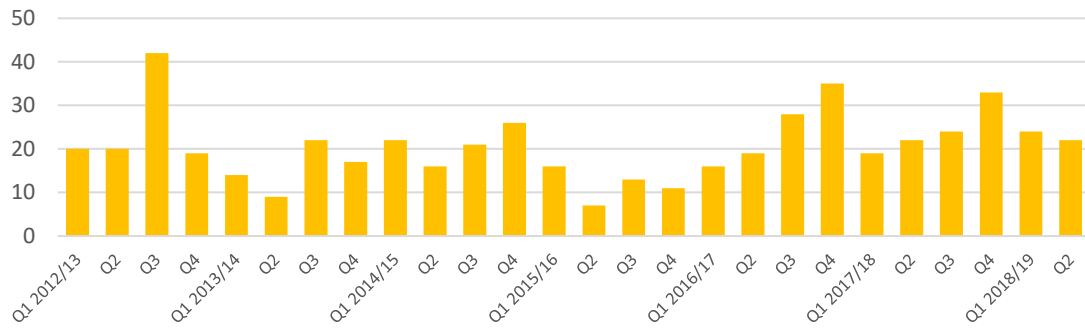
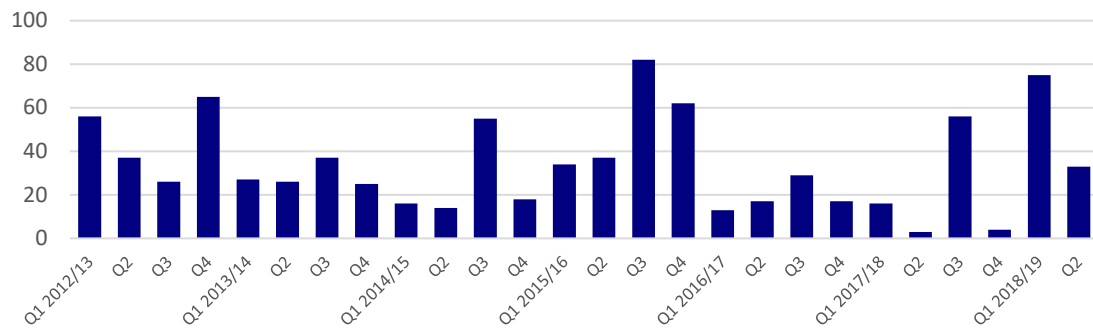


Fig 7.5: School Bus Checks, by Quarter



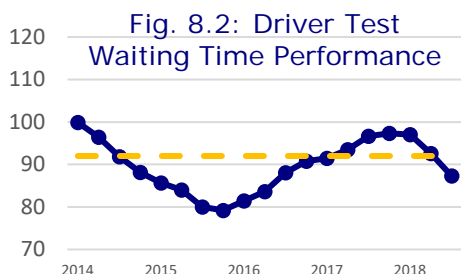
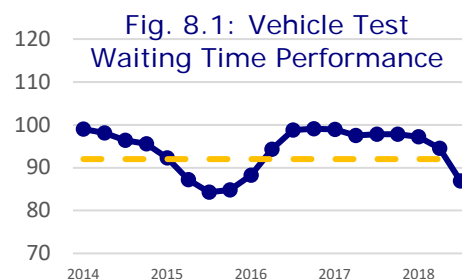


DVA Target Monitoring

The DVA monitors performance through three targets:

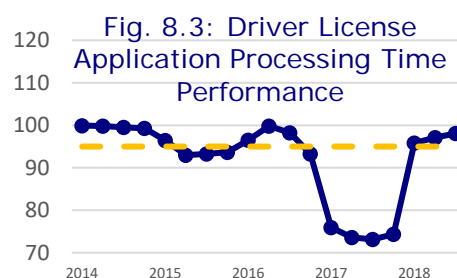
1. *Vehicle Testing* - Appoint 92% of vehicle test applications within 21 days or later on request;
2. *Driver Testing* - Appoint 92% of practical driving test applications within 28 days or, on request, at a later date;
3. *Driver Licensing* - Process 95% of complete driver licensing applications within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

Vehicle testing waiting time performance for the 12 months up to end-September 2018 was 86.9%. This represents a decrease of 7.6 percentage points on the position last quarter, and 5.1 percentage points below the current Agency target of 92% (table 8.1).



Driver testing waiting time performance for the 12 months up to end-September 2018 was 87.3%. This is a 5.3 percentage point decrease on the position in the previous quarter, and 4.7 percentage points below the current Agency target of 92% (table 8.1).

Driver licensing processing performance stood at 98.1% for the 12 month period up to end-September 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. They are produced 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 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-statistics>.

Note that three new target monitoring 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 *Driver Licensing System* 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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