



Northern Ireland Transport Statistics 2016-2017



Issue No: 28

Date of Publication: 28 September 2017

Theme: Transport and Travel

Reporting Period:

1 April 2016 to 31 March 2017

Issued by:

Analysis, Statistics and Research Branch

Department for Infrastructure

Room 4-13c, Clarence Court

10-18 Adelaide Street,

Belfast, BT2 8GB

Contact: Karen Moore

Telephone: 028 9054 0313 (Text relay prefix 18001)

Email: ASRB@nisra.gov.uk

URL: <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics>

Contents

Overall Summary	5
User Information	7
Chapter 1 Vehicle Registrations	29
Chapter 2 Driver and Vehicle Testing	49
Chapter 3 Road Network	56
Chapter 4 Freight	61
Chapter 5 Road Safety	67
Chapter 6 Public Transport	72
Chapter 7 Air Transport	76
Chapter 8 General Transport	88
Chapter 9 Transport and Disability	95
Technical Notes	104
Associated Publications	115
Sources Used for Publications and Useful Websites	117





© Crown copyright 2017

You may re-use this information (excluding logos) free of charge in any format or medium, under the terms of the Open Government Licence v.3.

To view this licence visit www.nationalarchives.gov.uk/doc/open-government-licence/version/3/
or email: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third party copyright information, you will need to obtain permission from the copyright holders concerned.

This publication is also available at

<https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics>.

Any enquiries regarding this document should be sent to us at:

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

Tel: +44 (0)28 9054 0800

Email: ASRB@nisra.gov.uk

Introductory Notes

The annual Transport Statistics 2016-17 publication has been prepared by Analysis, Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI).

As this is a compendium publication, the name of the department or organisation responsible for providing each series of statistics is shown under the appropriate table. The editor and production team acknowledge the assistance received from colleagues in government departments and agencies, non-departmental public bodies and external organisations and would like to thank them for their contributions to this publication.

Except where otherwise stated all tables relate to Northern Ireland.

The following symbols are used throughout:

- : not available
- not applicable or negligible
- * sample size too small for reliable estimates
- p provisional data
- r revised data

2016-17 denotes the financial year ending 31 March 2017.

Figures provided by statistical methods are rounded to the nearest final digit. There may be a slight discrepancy between the total shown and the sum of the constituent items.

This publication is available, on request, in alternative formats.

Enquiries concerning this publication may be directed to:

Karen Moore
Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

Tel: 028 9054 0313 (Text relay prefix 18001)

E-mail: ASRB@nisra.gov.uk

Website: <https://www.infrastructure-ni.gov.uk/topics/dfi-statistics-and-research>

Contents

	Page
Overall Summary	5
User Information	7
Chapter 1 Vehicle Registrations	
Summary of Chapter 1	30
1.1 Vehicles licensed by taxation group: 2012-2016	32
1.2 UK indices (2006=100) of licensed vehicle stock: 2006-2016	32
1.3a Vehicles licensed by taxation class and fuel type: 2016	33
1.3b Ultra-low emission vehicles (ULEV's) licensed in Northern Ireland: 2016-2017	34
1.4 Private Light Goods vehicles licensed by number of years registered, NI/GB comparison: 2016	35
1.5 Private Light Goods vehicles licensed in NI by number of years registered: 2012-2016	35
1.6 Private Light Goods vehicles licensed by engine capacity and fuel type: 2012-2016	36
1.7 Vehicles licensed by body type: 2012-2016	36
1.8 Vehicles licensed by body code: 2016	37
1.9 Private Light Goods vehicles licensed in NI by make and model: 2016	38
1.10 Twenty most popular Private Light Goods vehicles in NI: 2016	43
1.11 Motor vehicles registered for the first time in NI by vehicle type: 2012-2016	44
1.12 Private cars registered for the first time in NI by make: 2016	45
1.13 Light Goods vehicles registered for the first time in NI by make: 2016	46
1.14 Heavy Goods vehicles registered for the first time in NI by make: 2016	47
1.15 Car ownership levels in NI and England: 2012-13 to 2016-17	48
1.16 Private Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2012-2016	48
Chapter 2 Driver and Vehicle Testing	
Summary of Chapter 2	50
2.1 Vehicle test appointments provided in Northern Ireland: 2012-13 to 2016-17	51
2.2 Full test and retest appointments provided in Northern Ireland: 2012-13 to 2016-17	51
2.3 Full test pass rates in Northern Ireland: 2012-13 to 2016-17	51
2.4 Car 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17	52
2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2012-13 to 2016-17	52
2.6 Motorcycle 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17	53
2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2012-13 to 2016-17	53
2.8 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2012-13 to 2016-17	54
2.9 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2012-13 to 2016-17	54
2.10 Ordinary licences issued in Northern Ireland by type: 2012-13 to 2016-17	55
2.11 Vocational licences issued in Northern Ireland by type: 2012-13 to 2016-17	55

Chapter 3 Road Network

	Summary of Chapter 3	57
3.1	Road network summary lengths 2017 - All divisions	58
3.2	NI public road lengths by local government district and DfI Roads division by type of road: 2017	59
3.3	Public expenditure on NI roads: 2012-13 to 2016-17	60

Chapter 4 Freight

	Summary of Chapter 4	62
4.1	Goods vehicle operators' licences in force: 2012-13 to 2016-17	63
4.2	Road service (buses and coaches) licences issued: 2012-13 to 2016-17	63
4.3	Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2012-2016	64
4.4	International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2016	65
4.5	International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/ loading: 2016	65
4.6	Freight handled at NI airports: 2007-2016	66

Chapter 5 Road Safety

	Summary of Chapter 5	68
5.1	Reported road traffic injury collisions by attribution: 2012-2016	69
5.2	Vehicles involved in reported road traffic injury collisions: 2012-2016	69
5.3	Deaths and injuries caused due to reported road traffic injury collisions: 2007-2016	70
5.4	Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016	70
5.5	Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016	71
5.6	Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016	71

Chapter 6 Public Transport

	Summary of Chapter 6	73
6.1	Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Vehicle stock	74
6.2	Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Staff employed	74
6.3	Ulsterbus/ Metro transport: 2012-13 to 2016-17 – Passenger journeys, bus miles and kilometres	74
6.4	Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Local stage passenger receipts	74
6.5	NI Rail service assets and staff: 2012-13 to 2016-17	75
6.6	NI Rail service passenger journeys, miles, kilometres and receipts: 2012-13 to 2016-17	75

Chapter 7 Air Transport

	Summary of Chapter 7	77
7.1	Total aircraft movements and air transport movements at NI airports: 2007-2016	78
7.2	Air transport movements at NI airports: 2012-2016	79
7.3	Scheduled and chartered terminal passenger traffic via NI by airport: 2012-2016	80
7.4	UK airports by number of terminal passengers: 2011 and 2016	81
7.5	Scheduled direct weekly flights from NI airports: 2016 and 2017	82
7.6a	International air passenger traffic to and from Belfast International airport: 2015 and 2016	84
7.6b	International air passenger traffic to and from George Best Belfast City airport: 2015 and 2016	86
7.6c	International air passenger traffic to and from City of Derry airport: 2015 and 2016	87

Chapter 8 General Transport

	Summary of Chapter 8	89
8.1	Employees in transport related employment in NI by gender: March 2017	90
8.2	Employees in transport related employment in NI: March 2013-2017	90
8.3	Method of travel to work, UK/NI comparison: 2016 Quarter 4	91
8.4	Method of travel to work, NI: 2012-2016	91
8.5	Car parking by Council: 31 st March 2017	92
8.6	HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2012-2016	93
8.7	Domestic sea passenger movements by ferry route: 2012-2016	94
8.8	Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2012/13-2016/17	94

Chapter 9 Transport and Disability

	Summary of Chapter 9	96
9.1	Concessionary travel passes (SmartPasses) held and used by older people and people with a disability in Northern Ireland: 2012-13 to 2016-17	98
9.2	Valid Blue Badges held by category of entitlement in Northern Ireland: 2012-13 to 2016-17	99
9.3	Buses and coaches used as Public Service Vehicles - compliance with accessibility regulations: 2013-14 to 2016-17	100
9.4	Railway carriages used as Public Service Vehicles: 2013-14 to 2016-17	100
9.5	Mobility difficulties by age and gender, Northern Ireland: 2013-2015	101
9.6	Travel by mobility status and main mode/ mode, Northern Ireland: 2013-2015	102
9.7	Travel by mobility status and journey purpose, Northern Ireland: 2013-2015	103

Technical Notes	104
------------------------	-----

Associated Publications	115
--------------------------------	-----

Sources Used for Publications and Useful Websites	117
--	-----

Overall Summary

Chapter 1 Vehicle Registrations

- At 31 December 2016, there were 1,131,411 vehicles licensed in Northern Ireland, an increase of 3% from last year (1,103,082) and an increase of 7% since 2012 (1,060,328). 86% were Private Light Goods (PLG) vehicles and 8% were exempt from duty. Over the period 2006 to 2016, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 18% in Northern Ireland, compared with 14% in Scotland, 13% in England and 11% in Wales.
- In 2016, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 667, an increase of 7% since 2012 (625). Over the same time period, there has also been an increase of 6% in Great Britain (618 in 2012, 652 in 2016). Since 2009, Northern Ireland has consistently had more PLG vehicles per 1,000 population aged 17+ than Great Britain.

Chapter 2 Driver and Vehicle Testing

- The overall pass rate for car 'Learner' driving tests in Northern Ireland in 2016-17 was 54%, a decrease of 1 percentage point since 2015-16 (55%) and 2012-13 (55%). The overall pass rate in Great Britain in 2016-17 was 47%, the same as in each of the previous four years (47%).
- In Northern Ireland, the pass rate for touch screen theory tests for private car drivers in 2016-17 was 47%, no change since 2015-16 (47%) and a decrease of 12 percentage points since 2012-13 (59%). The Great Britain pass rate in 2016-17 was 49%, no change since 2015-16 (49%) and a decrease of 10 percentage points since 2012-13 (59%).
- Historically, for the practical driving test, the pass rate for males is higher than the pass rate for females. This year continues the trend with 58% of males passing the practical car driving test in 2016-17 compared to 50% of females. In contrast, for touch screen theory tests, the pass rate for females is historically higher than the pass rate for males. In 2016-17, 49% of females compared to 45% of males passed the car touch screen theory test.

Chapter 3 Road Network

- During 2016-17, maintenance (structural, routine and winter) accounted for 30% of the £388 million spend on our roads. New construction and improvement accounted for 24% of the money spent, while public lighting accounted for 4%. There was an increase of 4% in expenditure on the roads when compared to 2015-16.

Chapter 4 Freight

- During 2016, 49.3 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, an increase of 9% from 2015.

Chapter 5 Road Safety

- The number of road deaths occurring as a result of reported road traffic collisions has decreased by 8% from 74 in 2015 to 68 in 2016.

Chapter 6 Public Transport

- During 2016-17, there were 38.4 million passenger journeys on Ulsterbus, a decrease of 1% from last year (38.8 million) and a decrease of 6% from 2012-13 (40.7 million). For Metro services, 27.3 million passenger journeys were taken in 2016-17, an increase of 3% since 2015-16 (26.4 million) and an increase of 4% from 2012-13 (26.2 million).
- There were 14.2 million rail passenger journeys made in 2016-17, an increase of 5% from 2015-16 (13.5 million).

Chapter 7 Air Transport

- In 2016, Belfast International airport was the 10th busiest commercial airport in the UK with 5.15 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.67 million terminal passengers, accounting for 1% of all UK terminal passengers.
- Alicante in Spain was the most popular international route from Belfast International airport with 153,691 passengers flying there and back during 2016. Palma de Mallorca in Spain was the second most popular international route with 147,410 passengers and Malaga in Spain was the third most popular with 130,342 passengers.

Chapter 8 General Transport

- In 2016, there were 2.06 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), a 2% increase from the previous year (2.03 million) and less than 1% increase since 2012 (2.05 million).

Chapter 9 Transport and Disability

- In 2016-17, 312,593 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2016 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses.
- In 2013-2015, almost a fifth (18%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 590 journeys per year in 2013-2015, 40% less than those without a mobility difficulty (988 journeys per year).

User Information

This section contains some information about the background to the Northern Ireland Transport Statistics publication, the quality of the data contained in it and also guidance to assist with interpretation.

Background Information

Background and Uses of the Publication

The first annual NI Transport Statistics Publication (1989) was produced at the start of the 1990s. It brought together in one publication a variety of useful transport information published by a number of different sources and was modelled on corresponding transport publications in the UK. Similar information has been collected each year including, since 2013-14, a section on “Transport and Disability”. The publication currently includes information on vehicle registrations, driver and vehicle testing, the road network, freight, road safety, public transport, air transport, accessible transport and other transport statistics. The report is published each year at the end of September.

Uses - Policy Development and Briefing

The information in the publication is used for input into and monitoring a number of strategies and policies. For example, the number of private and light goods vehicles per 1,000 population aged 17 and over is included in the monitoring report of the Regional Development Strategy (to monitor the strategic planning guideline ‘To change the regional travel culture and contribute to healthier lifestyles’). In the Review of the Regional Transportation Strategy, a number of pieces of data from the annual publication were used including road safety figures (killed and seriously injured per 100,000 population), air passengers and air freight data. Information from the Annual such as car ownership has been used in sustainable transport work such as the bid for funding for the Plugged in Places project (developing an electric charging infrastructure for battery powered cars). The Transport and Disability section (chapter 9), which has been included since 2013-14 and further expanded since then, will be used to inform the development of a new Accessible Transport Strategy.

Uses – General Information and Research

Figures in the publication (private and light goods vehicles currently licensed by engine capacity and fuel type, vehicles currently licensed by body type) have been used for input into tax gap models run by HM Revenue and Customs. Data on the number of petrol and diesel vehicles in Northern Ireland have been used in a model by the Republic of Ireland’s National Climate Change Policy Section. Ricardo-AEA has used the petrol and diesel car figures as one of the inputs for calculating Greenhouse Gas emissions from transport. The Annual publication is generally used for reference and is a good starting point when looking for Northern Ireland transport statistics.

Data Collection and Timeliness

To inform this publication, data are supplied from a variety of sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. Previously, Central Statistics and Research Branch (which now falls

under ASRB) consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at:
<https://www.infrastructure-ni.gov.uk/publications/code-practice-official-statistics-principle-6-proportionate-burden>

Due to the nature of compendium publications, some data are available earlier than others. In addition, in order to publish data at a common time point, the figures may not be the latest available. More up-to-date data may be available directly from the individual data suppliers.

National 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 the 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 Northern Ireland Transport Statistics compendium publication is badged as National Statistics. It has undergone assessment by the UK Statistics Authority and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at:
<https://www.statisticsauthority.gov.uk/publication/statistics-on-transport-in-northern-ireland/>

Following the completion of a number of requirements, confirmation was received from the UK Statistics Authority in March 2011 that the publication has maintained its National Statistics status.

A copy of the Code of Practice for Official Statistics is available at:
<https://www.statisticsauthority.gov.uk/archive/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

In addition, some of the data published in the Transport Statistics compendium have been designated as National Statistics in their own right. These have been marked 'Data are National Statistics' in the appropriate sections overleaf and are also indicated as such in the relevant report chapters.

Most data in this publication are Official Statistics and, as such, will still conform to the key elements of the Code of Practice for Official Statistics although this has not been independently assessed. Translink data (Chapter 6 'Public Transport', Tables 9.1, 9.3 and 9.4) should be viewed as management information rather than Official Statistics, however these data are still of high quality.

Data in the Publication

Rounding

A number of tables contain rounded data and therefore there may be a slight discrepancy between the total and the sum of the constituent items.

Vehicles currently licensed (Tables 1.1 to 1.10 (excluding 1.3b), 1.16)

History of the data

Prior to July 2014 Vehicle Licensing Directorate within the Driver and Vehicle Agency (DVA) carried out the licensing and registration of vehicles. On 18th July 2014, the Northern Ireland vehicle licensing function moved to the Driver and Vehicle Licensing Agency (DVLA) in Swansea. DVA statisticians in the Department for Infrastructure (DfI) NI now receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from DVLA/ Department for Transport (DfT).

Description of the data

Up to July 2014, data on vehicles licensed in Northern Ireland were extracted from the Northern Ireland Vehicle Information System (NIVIS) and provided by DVA statisticians. Data presented after this date are based on data extracts from the DVLA administrative system provided to DVA statisticians by DfT. Data relate to the 31st December each year. Equivalent figures for Great Britain are produced by DfT.

Data quality assessment

Very Good – all data in this section on vehicle registrations up to the transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DVLA/ DfT are subject to a number of internal validation and audit checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

Tables 1.1 to 1.10

- Data refer to the number of vehicles currently licensed at 31st December of the year stated and reflect the total licensed vehicle stock at that point in time.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.
- Taxation groups are determined by the taxation class of the vehicle. Since 2015 the categorisation of taxation groups for Northern Ireland is based on the classification used for Great Britain by DfT i.e. Private Light Goods include taxation classes 10, 11, 23, 36, 39, 48, 49, 53 and 59. This means that the data for Northern Ireland are comparable with that for Great Britain. Note however, for data prior to 2015, the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.
- The age of vehicle in Table 1.4 is determined by using the date of first registration of the vehicle. While there is a known lag between the vehicle being manufactured and

the date of registration, DVA believe that the date of registration provides a reliable point from which a proxy age of vehicle can be calculated. From July 2014, the date of first registration relates to the UK for both Northern Ireland and Great Britain data. Prior to July 2014 however, for Northern Ireland, date of first registration was in Northern Ireland and for Great Britain, date of first registration was in Great Britain. Therefore, the date of first registration used in previous publications may have underestimated the age of the vehicle in cases where the vehicle was imported to Northern Ireland and re-registered in Northern Ireland.

- Body type data (Table 1.7) are determined by the body code of the vehicle. Vehicles with the same body code will not necessarily have the same taxation class (and vice versa). Therefore data based on body code and data based on taxation class are not interchangeable.
- Some data at 31st December 2013 are not available (see Tables 1.5, 1.6 and 1.7). Notes to explain this are in the Technical issues section on page 9 of the 2013-14 edition of NI Transport Statistics.

Table 1.16

- PLGs per 1,000 population aged 17 years and over is calculated by dividing the number of PLGs by the number of persons aged 17 and over, from the mid-year estimate of population for the appropriate year, and multiplying by 1,000.

Ultra-low emission vehicles (ULEV's) (Table 1.3b)

Description of the data

Data on ultra-low emission vehicles licensed in Northern Ireland at the 31st March sourced from DfT.

Data quality assessment

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any inconsistencies queried with the data provider.

Guidance on using the data

- DfT uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. All vehicles with fully electric powertrains, and cars and vans with tail-pipe emissions below 75g/km of CO₂ have been included.
- Section (a) of the table includes all vehicles of models that are eligible for the Plug-in Car and Van grants at 15th June 2017. The data may be changed retrospectively as models are added to the eligible list.
- Section (b) of the table includes all models of cars, vans and quadricycles identified as being fully electric or plug in hybrid. Most but not all of these models are eligible for the DfT Plug-in Car or Van Grants. For more details, see: <https://www.gov.uk/plug-in-car-van-grants/eligibility>
- The location of the registered keeper is based on the contact address held by DVLA and does not necessarily reflect where the vehicle is kept.
- Data on ULEV's were included for the first time in the 2015-16 edition of the NI Transport Statistics publication.

Vehicles registered for the first time (Tables 1.11 to 1.14)

Description of the data

Data on all new and used vehicles registered for the first time in Northern Ireland during the year provided by DVA. Data relate to calendar year.

Data quality assessment

Very Good – all data in this section on vehicle registrations up to the transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DfT are subject to a number of internal validation and audit checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Change to first registrations data

The transfer of vehicle licensing to DVLA on 14th July 2014 has given rise to some definitional/ classification changes as follows:

- The move of licensing functions from DVA in Northern Ireland to DVLA in Great Britain means that the registration of vehicles is on a UK wide basis. This move meant that the definition of a first registration was affected. Prior to July 2014, any vehicle relocated from GB to NI and subsequently re-registered in NI, was included in DVA registration statistics as being registered in NI for the first time. However, under a UK integrated licensing system, there are no longer first registrations which are solely referenced with respect to NI. All first registrations are now with reference to the UK as a whole i.e. a vehicle first registered in GB and subsequently used in NI is no longer counted as a NI first registration. A NI first registration is now only recorded as such if that vehicle has never previously been registered anywhere else in the UK.
- There were minor impacts around the classification and coding of different vehicle types associated with the change of administration of NI vehicle data from DVA to DVLA in July 2014 (see Table 1.11).

Impact of the change

The unavoidable definitional change to NI first registrations introduced a discontinuity in the series from July 2014 onwards. The impact of migrating Northern Ireland vehicle registration and licensing to DVLA is a reduced count in the NI vehicle licensing and registration figures. Therefore comparisons of the data before and after this date should be treated with caution.

Guidance on using the data

- The first registration figures presented in Tables 1.11-1.14 include both new and used vehicles, including imported vehicles, which have been registered for the first time in the United Kingdom and with a Northern Ireland registration address.
- While figures for new vehicles are directly comparable, figures for used vehicles from July 2014 onwards are not directly comparable with previous figures due to the change in definition of a first registration. Table 1.11 now presents new and used splits for each of the vehicle types included in the table. The new and used vehicle splits

are not included in Tables 1.12-1.14 due to the disproportionate effort to split the vehicle make by the new and used categorisation.

- *New vehicles* - When considering new vehicles, such registrations would account for a large proportion of their sales. So the trend in new vehicle first registrations can be taken as indicative of the trend in new vehicle sales.
- *Used vehicles* - However, the above is not the case with used vehicles where the vast majority of vehicles registered for the first time within Northern Ireland are imports. The figures therefore would not be generally reflective of all used car sales within NI given that many such sales involve cars with a previous UK registration (NI registration prior to July 2014) and these are not captured in the data.
- Government owned and non-government owned vehicles which fall into tax categories which are exempt from vehicle excise duty are included in the reported figures. However, the data no longer support the breakdown into exempt government owned and exempt non-government owned vehicles as was provided in publications prior to and including 2013-14.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.

Car ownership (Table 1.15)

These data are National Statistics.

Description of the data

Northern Ireland data on percentage of households with access to a car are sourced from the Continuous Household Survey run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Figures for England are produced by DfT from their National Travel Survey which became an England only survey in 2013 (covered all GB up to 2012).

Data quality assessment

Very Good - These data are produced from government surveys which are of high quality and are currently classified as National Statistics. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Data are based on households which have access to a car or van, which is a reasonable proxy for car ownership.

Northern Ireland - The Continuous Household Survey questionnaire does not specifically ask about ownership of cars. The question reads "Is there a car or van normally available for use by you or any member of your household?" This means that vehicles such as company cars would be included (if available for private use by the household), where the household has access to but does not necessarily own the vehicle. Those used solely for the carriage of goods are excluded.

England – The National Travel Survey question reads "Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?" Information on cars and vans is then extracted. Company car-pool cars are excluded (as you may not use the same car each day) but company cars which are available for private use by the household are included.

- Data represent household car ownership (the percentage of households which have access to a car or van), not individual car ownership (percentage of persons who have access to a car or van).

Driver and vehicle testing (Chapter 2)

Description of the data

Data cover all full vehicle tests and retest appointments provided in Northern Ireland during the year. In addition, information on all persons taking car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests in Northern Ireland during the year are reported in this section. These figures are provided by DVA. Equivalent information for Great Britain is provided by the Driver and Vehicle Standards Agency (DVSA). In addition, the numbers of ordinary and vocational licences issued in Northern Ireland during the year are provided by DVA.

Data quality assessment

Very Good – data are derived from administrative systems with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Vehicle tests (Tables 2.1 to 2.3)

Guidance on using the data

- Data presented in Tables 2.1 and 2.2 refer to the number of full annual vehicle tests and retests provided by DVA in Northern Ireland during the year. These figures include those tests where the customers failed to attend (FTA) but which DVA had provided an appointment for.
- The full test pass rates presented in Table 2.3 are derived using data on the actual outcome of the test. Note these figures exclude FTA's. It is important to be aware that pass rates, even within the same test category, may not be directly comparable between test centres. This is due to differences in the underlying make-up of the local fleet with regard to such factors as vehicle age and miles completed. Vehicle tests are carried out at 15 test centres, although not every centre carries out the full range of vehicle tests.
- Prior to 2014-15, data presented in Tables 2.1 to 2.3 on full tests and retests completed were not directly comparable with data published by DVA as the data categories were grouped differently. From 2014-15, vehicle testing data presented in Tables 2.1 to 2.3 are in line with that published by DVA, i.e. full test and retest appointments provided and full test pass rates, and are therefore comparable.
- A description of the aggregations used in Tables 2.2 and 2.3 to combine individual test types into common categories is described in the Vehicle Test Classifications table on page 113.
- For further description of the vehicle testing data, see Technical Notes on Tables 2.1 to 2.3 (page 104).
- Prior to the 2016/17 publication, the Single Vehicle Approval (SVA) and Individual Vehicle Approval (IVA) categories were presented together as one category in Tables 2.2 and 2.3. The IVA category now includes vehicle tests that historically have been included in the Heavy Goods, Omnibus and Trailer categories.

Driving tests (Tables 2.4, 2.6, 2.8 and 2.9)

Change to the motorcycle driving tests data

From the 2015-16 edition of this publication, motorcycle tests figures for NI and GB are reported on the same basis, i.e. Module 1 and Module 2 tests combined. Prior to this, GB figures referred to Module 2 tests only.

Impact of the change

Care should be taken when comparing NI and GB motorcycle tests figures in editions of this publication prior to 2015-16. They are not directly comparable as Great Britain supplied data for Module 2 tests only whereas Northern Ireland supplied data for both Module 1 and Module 2 tests combined.

Guidance on using the data

- For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. The number of special requirements tests conducted is approximately 300 per year with the majority related to the 'L' Test Private Cars' and the 'Motorcar + Trailer over 750kgs' tests.
- Care should be taken when comparing figures in editions of this publication prior to 2014-15 as these figures, where they exclude special requirements, show an under reporting of total tests conducted. Historical totals were revised accordingly in the 2014-15 edition.
- In editions of this publication prior to 2014-15, different groupings were used. The total number of practical driving tests (adding together car, motorcycle, large goods vehicle and passenger carrying vehicle driving tests) matched the total number of practical driving tests published by DVA. However, the separate figures for car, large goods vehicle and passenger carrying vehicle practical driving tests did not match due to slightly different groupings being used.
- Care should be taken when comparing practical driving tests figures in editions of this publication prior to 2014-15 as different groupings were used. Since the 2014-15 edition of this publication, these figures have been presented in line with DVA classifications.
- For Great Britain practical driving test data (Tables 2.4, 2.6 and 2.8), the "All persons" total includes cases where gender was not recorded.
- Driver Test Classifications are detailed on page 114.
- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.
- Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 2.6, page 105). This was introduced in NI on 8th December 2008 and in GB on 27th April 2009.
- The changes mean that the motorcycle test figures before and after the change in each country are not directly comparable as the test took a different format.
- Motorcycle tests figures for NI and GB are reported on the same basis since the 2015-16 edition of this publication, i.e. Module 1 and Module 2 tests combined.
- Motorcycle tests figures for NI and GB presented in editions of this publication prior to 2015-16 are not directly comparable. Great Britain supplied data for Module 2 tests

only whereas Northern Ireland supplied data for both Module 1 and Module 2 tests combined.

- In GB in 2015-16, 55,770 Module 1 tests were conducted of which 39,787 were passed, giving a pass rate of 71%. 53,184 Module 2 tests were conducted of which 37,925 were passed, also giving a pass rate of 71%. In total, 108,954 Module 1 and Module 2 tests were conducted of which 77,712 were passed giving an overall pass rate of 71%.
- In GB in 2016-17, 58,773 Module 1 tests were conducted of which 42,376 were passed, giving a pass rate of 72%. 57,416 Module 2 tests were conducted of which 40,608 were passed, giving a pass rate of 71%. In total, 116,189 Module 1 and Module 2 tests were conducted of which 82,984 were passed giving an overall pass rate of 71%

Touch screen theory tests (Tables 2.5 and 2.7)

Previous change to the theory test

In January 2012, the theory test changed and is now made up of multiple choice questions that are no longer published in learning materials. From January 2013, the suite of theory test questions changed and these remain unpublished.

Impact of the change

Motorcycle theory tests

- There seems to have been little or no impact on motorcycle theory test pass rates in Northern Ireland. There was a 2 percentage point drop in the pass rate from 76% in 2011-12 to 74% in 2012-13 but this was in line with the downward trend in previous years. From 2012-13 to 2013-14, the pass rate stayed the same at 74%. It then increased by 1 percentage point to 75% in 2014-15, then decreased by 2 percentage points to 73% in 2015-16 and a further 1 percentage point decrease to 72% in 2016-17.

Car theory tests

- Initially there was little impact on the Northern Ireland car theory test pass rate with a decrease of 2 percentage points from 61% in 2011-12 to 59% in 2012-13 but this was in line with the previous downward trend.
- However, there was a more substantial drop in the pass rate of 8 percentage points from 59% in 2012-13 to 51% in 2013-14 which may be due, in part, to the change in the suite of theory questions introduced in January 2013.
- In Great Britain, a similar decrease in the car theory test pass rate of 7 percentage points was noted from 59% in 2012-13 to 52% in 2013-14.
- 2014-15 pass rates for both Northern Ireland and Great Britain are similar to the previous year (49% and 51% respectively).
- From 2014-15 to 2015-16, pass rates for both Northern Ireland and Great Britain decreased by 2 percentage points; Northern Ireland from 49% to 47% and Great Britain from 51% to 49%.
- From 2015-16 to 2016-17 pass rates for both Northern Ireland (47%) and Great Britain (49%) remained unchanged.

Licences (Tables 2.10 and 2.11)

Guidance on using the data

- Data in Tables 2.10 and 2.11 refer to the number of licences issued during the year rather than the total number of current licences.
- In editions of this publication prior to 2014-15, Table 2.10 listed 'Full licences (Renewal)' as a category. This has since been separated into 'Expiry/ Optional renewals', 'Renewals to over 70's' and 'Medical renewals'. Also, 'Replacement licences' has since been separated into 'Name & address change', 'Replacement/ Duplicate licences' and 'Exchange licence'.
- In editions of this publication prior to 2014-15, Table 2.11 listed 'Passenger carrying vehicles (PCV)' and 'Large goods vehicles (LGV)' as categories. These have since been presented within the categories 'Provisional licences' and 'Renewal licences'. Also 'Replacement licences' has since been separated into 'Replacement/ Duplicate/ Exchange licences' and 'Name & address change'.

Road network (Chapter 3)

Description of the data

Data provided are length of Northern Ireland roads maintained by DfI Roads (formerly TransportNI) and public expenditure on Northern Ireland roads. These data are provided by DfI Roads.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- The figures only cover public roads which are maintained by DfI Roads.
- Data exclude motorway slip road lengths, car parks and footpaths.
- Urban-rural data are based on road speed limits (see Technical Notes, page 106).
- For motorway road lengths by Local Government District (LGD), a close approximation of the LGD area has been used as boundaries used by DfI Roads for motorway maintenance do not coincide with council boundaries.
- From 1st April 2015, 11 new LGDs took over from the previous 26 under a programme of reform. Note that with this change, Table 3.2 moved from reporting figures for 26 LGDs to figures for the 11 new LGDs.
- Details on the road expenditure data can be found in the Technical Notes on page 106.

Goods vehicle operators' licences and road service (buses and coaches) licences (Tables 4.1 to 4.2)

Description of the data

Data provided are the number of goods vehicle operators' licences in force (see section on "Change to road freight licences data" below) and road service (buses and coaches) operator and vehicle licences issued. These data are provided by DVA.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Road freight licences ceased to be issued from July 2012 following the introduction of goods vehicle operators' licences under the Goods Vehicles (Licensing of Operators) Act (Northern Ireland) 2010. A new category of licence, the Restricted licence, was introduced for operators using vehicles over 3,500kg who carry their own goods as part of a trade or business. Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. Total goods vehicle operator's licence figures from 2012-13 onwards are therefore not comparable with figures prior to 2012-13.

Change to road freight licences data

- Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. These types of operators are covered by the National and International road freight licences. See Technical Notes (page 106) for licence definitions.
- From July 2012, under the Goods Vehicles (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. See Technical Notes (page 106) for licence definitions.
- Vehicle licences ceased to be issued from 30th June 2012. With the introduction of the Goods Vehicle Act, vehicle identity discs were issued to all those holding a valid operator licence.

Impact of the change

- A new type of goods vehicle operator's licence has been introduced, the restricted licence, for operators using vehicles over 3,500kg who carry their own goods as part of a trade or business. As this type of licence was first introduced in 2012-13, there are no data in the Restricted category prior to 2012-13.
- As more people are required to obtain a goods vehicle operator's licence, the number of licences in force more than trebled from 2,134 in 2011-12 (shown in previous edition of this publication) to 6,571 in 2012-13. It then decreased to 5,930 in 2013-14 and again to 5,739 in 2014-15. The number of licences in force then increased to 5,980 in 2015-16 and again to 6,138 in 2016-17, more than 2½ times the number in force prior to the change in 2011-12 (2,134).
- This is the first year vehicle licences figures have not been presented in Table 4.1. As they ceased to be issued from 30th June 2012, there are no data after 2011-12.

Road freight (Tables 4.3 to 4.5)

The National Statistics designation of these data was temporarily removed at the end of 2014 pending a re-assessment against the Code of Practice for Official Statistics. The assessment was conducted from [July 2015 to July 2016](#) and the National Statistics status was reinstated in December 2016.

Description of the data

The data presented in these tables are sourced from the Continuing Survey of Road Goods Transport (Northern Ireland) and cover freight lifted by Northern Ireland registered heavy goods vehicles. These data are supplied by DfT.

Data quality assessment

Very Good – data are derived from a government survey. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years (Tables 4.3 and 4.4).
- Data refer only to freight carried by Northern Ireland registered heavy goods vehicles (over 3.5 tonnes).
- Between 2011 and 2012, a number of changes were made to how DfT road freight surveys, including the Continuing Survey of Road Goods Transport (Northern Ireland), were processed. Comparisons across years where methodological changes have occurred should be treated with caution. More information on the changes is available within the methodology note at: <https://www.gov.uk/government/publications/road-freight-domestic-and-international-statistics-guidance>

Air freight (Table 4.6)

See Air Transport section on page 21.

Road safety (Chapter 5)

These data are National Statistics.

Description of the data

The figures in this section relate to road traffic collisions, injuries and deaths that are reported to the police. Northern Ireland data are provided by the Police Service of Northern Ireland. Data for England, Scotland and Wales are supplied by DfT.

Data quality assessment

Very Good – The reported road casualty data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance

checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. The data are designated as National Statistics.

Guidance on using the data

- Figures include only those road traffic injury collisions that are brought to the attention of the police. They have not been checked against or supplemented by other sources. A data review carried out on Great Britain road casualty statistics found that there was an undercount of reported road casualties compared to actual numbers (as there is no legal obligation to report a road traffic collision).
- An approximation of total road casualties has been produced for Great Britain by DfT based on reported road casualties, hospital admissions from road traffic collisions and data from the National Travel Survey. This can be found in article 5 (Comparing police data on road accidents with other sources) of the Reported Road Casualties Great Britain 2008 Annual Report.
- Questions relating to road traffic collisions have been included in the Travel Survey for Northern Ireland (TSNI) from 2011. The PSNI have included TSNI data in the “Strengths and Limitations of the data” sections of their reports on Police Recorded Injury Road Traffic Collision and Casualties Statistics. These reports are available at: <https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics/>
- Irrespective of whether NI has a similar undercounting issue or not, the reported data still represent the single best source of information on vehicles involved in road traffic injury collisions. There are not believed to be any under reporting issues with data relating to fatalities.
- Whatever the level of reporting to the PSNI, assuming that this is reasonably constant over time, still allows the data to be used to measure trends, report on targets, highlight “accident blackspots”, evaluate interventions and policy impacts, etc.
- Note that the data from England, Scotland and Wales that appear in this publication also include only road traffic injury collisions that are brought to the attention of the police.

Tables 5.4 to 5.6

- 2016 figures for England, Scotland and Wales are scheduled to be published by DfT on 28th September 2017.
- Figures per 100,000 population have been calculated using the mid-year population estimate for the appropriate year.

Public transport (Chapter 6)

Description of the data

The figures in this section are on all journeys taken during the year on Ulsterbus, Metro and NI Railways services. The data are supplied by Translink.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- The fleet numbers refer to active fleet i.e. they include “normal” and “special” fleet (main service and others), but do not include reserve fleet.
- 2012-13 covers a 53 week period and the 2012-13 bus miles/ kilometres, rail passenger miles/ kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods.
- The average age of the bus fleet in Table 6.1 can go down from one year to the next if new stock is purchased during the year.
- It should be noted that a large proportion of Ulsterbus passenger journeys are taken by school pupils and therefore changes in the Ulsterbus trend will partly be driven by pupil numbers.
- The rail timetable issued in January 2013 increased the frequency of a number of services e.g. Derry~Londonderry trains now run hourly.
- Additional buses were put on to assist with scheduled services and to cover additional services for some Derry~Londonderry City of Culture events in 2013.
- The Derry~Londonderry to Coleraine railway line reopened at the end of March 2013. It had been closed for major engineering works since July 2012.
- Due to strike action Translink did not operate any scheduled bus or train services on Friday 13th March 2015.
- There was a fare increase in April 2012, May 2013 and February 2015 on Metro, Ulsterbus and NI Rail services.
- Metro, Ulsterbus and NI Rail fares were not changed in 2016 however an increase was introduced on 27th March 2017.

Change to NI Rail passenger journeys and miles data

- Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The number of journeys taken using weekly, monthly and annual rail tickets are not electronically recorded and are therefore estimated using journey factors. These journey factors were reviewed and revised down.
- There was also a revision and update of the commuter mileage calculations from April 2013 onwards which only affects the passenger miles data.

Impact of the change

- Figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.
- The table overleaf compares the figures calculated using the old journey factors and those calculated using the new journey factors and, for passenger miles, commuter mileage changes. Please note that since April 2014 only the new journey factors have been used to calculate these figures.

	2013-14
Passenger journeys (weekly average)	
Old journey factors	0.25
New journey factors	0.24
<i>Percentage difference</i>	-4
Passenger miles (weekly average)	
Old journey factors	4.74
New journey factors *	4.56
<i>Percentage difference</i>	-4

* Including commuter mileage changes.

- For passenger journeys (where the only change has been the new journey factors), there has been a reduction of 4% during 2013-14 in the weekly average passenger journeys, comparing the data calculated using the old journey factors with the data calculated using the new journey factors. This would be expected given that the journey factor has been reduced.
- For passenger miles (where commuter mileage calculations have been revised and updated as well as the application of new journey factors), there has been a reduction of 4% during 2013-14 in the weekly average passenger miles, comparing the data calculated using the old journey factors with the data calculated using the new journey factors.

Air transport (Tables 7.1 to 7.4, Table 7.6, Table 4.6)

Description of the data

These data cover scheduled and charter aircraft movements and terminal passenger numbers at Northern Ireland airports. The data are owned by the Civil Aviation Authority.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Definitions of the terms used in the tables are given in the Technical Notes (page 108). In general, the data refer to both inward and outward flights.
- Routes which have been discontinued and have therefore no flights or passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.
- Freight handled by Northern Ireland airports (Table 4.6) includes air freight carried into and out of the airports. Mail is not included.

Scheduled flights from NI airports (Table 7.5)

Description of the data

The figures in this table are a snapshot at the point of time when the data are provided (April and May 2017) of the number of scheduled direct weekly flights from each of the

Northern Ireland airports. The data are supplied by Belfast International airport, George Best Belfast City airport and City of Derry airport.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Data were provided by George Best Belfast City airport in April and City of Derry and Belfast International airports in May.
- Comparison from year to year can be difficult due to the nature of the data. Airlines are constantly reviewing their flights and can discontinue routes or establish new routes.
- Routes which have been discontinued and have therefore no flights in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.

Transport related employment/ Method of travel to work (Tables 8.1 to 8.4)

These data are National Statistics.

Description of the data

Employees in transport related employment are sourced from the Quarterly Employment Survey. Method of travel to work data come from the Labour Force Survey. The figures are supplied by the Department of Finance (Economic and Labour Market Statistics Branch).

Data quality assessment

Very Good - These data are produced from government surveys which are of high quality and have maintained their National Statistics classification following an independent assessment by the UK Statistics Authority. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

Guidance on using the data

- Numbers reported by the surveys have been grossed up to estimate the number of the Northern Ireland population in each category.
- Data on method of travel to work are only collected for one quarter of survey year (October to December) by the Labour Force Survey. As such they are reflective of travel during the October to December quarter rather than the whole year. Trend data can be compared as the data are recorded at the same time period each year. Due to sample size restrictions, only the numbers/ percentages taking the most popular modes of transport to work can be reported for Northern Ireland.
- Data in Tables 8.1 and 8.2 are not comparable with data in editions of this publication prior to 2011-12. The Standard Industrial Classification (SIC) categories were revised

in 2007 and SIC 2007 is now used to identify transport related employment for these tables. In publications prior to 2011-12, SIC 2003 was used.

Car parks (Table 8.5)

Description of the data

Data in Table 8.5 refer to the number of fee paying and free car parks and spaces in each council in Northern Ireland.

Data quality assessment

Very Good – data were collated from each of the 11 councils in Northern Ireland to represent the situation at 31st March 2017. Any large discrepancies between current and previous year were queried with the data provider.

Guidance on using the data

- These data only include car parks/ spaces managed by councils. As such they do not include, for example, employee car parks provided by private companies/ public bodies, supermarket car parks, etc.
- This table has been extended to include, for the first time, data on the number of disabled spaces in each council. For each council, the number of disabled spaces is included in the 'All spaces' total and is not in addition to these spaces. The intention is that these data will continue to be included in future editions.

Change to car parking data

On 1st April 2015, 11 new councils took over from the previous 26 LGD's under a programme of local government reform and from this date, responsibility for off-street car parks transferred from the then TransportNI (now DfI Roads) to the 11 councils. Therefore, data presented in Table 8.5 were sourced from Northern Ireland councils for the first time in 2015-16.

Impact of the change

The information presented in this publication is not directly comparable with editions prior to 2014-15 in which the figures are broken down by the historical 26 LGD's and the categories of information are different. Therefore, care should be taken when comparing figures taken from editions of this publication prior to 2014-15.

Sea rescues (Table 8.6)

Description of the data

These data cover HM Coastguard information on rescues carried out at sea provided by the Belfast Marine Rescue Co-ordination Centre (MRCC) of the Maritime and Coastguard Agency.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- Due to the nature of the data, large increases and decreases can occur when comparing data with previous years, for example, if there has been a large sea rescue incident during the year.
- Belfast MRCC's area of operation increased substantially on 19th December 2012. This means that data prior to 2013 are not comparable to data from 2013 onwards.
- Belfast MRCC's area of operation further increased in September 2015. This means that data prior to 2016 are not comparable to data from 2016 onwards. (see "Change to sea rescues data" section below).

Change to sea rescues data

- Clyde MRCC closed on 18th December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19th December 2012, this area of operation is included in the figures in the table.
- From September 2015 Belfast MRCC increased their area of responsibility to include the Solway Firth and down to St Bee's Head.

Impact of the change

- Comparing years (2013 – 2015) to 2012 (change in place for last 2 weeks of 2012)
 - The "All search and rescue operations" total increased significantly from 804 in 2012 to 1,540 in 2013. It then decreased to 1,361 in 2014 and increased slightly to 1,399 in 2015. The "All persons involved in incidents" total increased from 1,252 in 2012 to 1,819 in 2013. It then increased to 2,321 in 2014 and decreased to 1,491 in 2015.
- Comparing year 2016 to 2015 (change in place for last 4 months of 2015)
 - The "All search and rescue operations" total increased by 30% from 1,399 in 2015 to 1,822 in 2016. The "All persons involved in incidents" total increased by 31% from 1,491 in 2015 to 1,953 in 2016.
- Therefore, the overall impact of these increases in Belfast MRCC's area of operation has been that the number of search and rescue operations carried out and the number of persons involved in these incidents has largely increased.

Sea passengers (Table 8.7)

Maritime Statistics is a National Statistics publication.

Description of the data

These data relate to domestic sea passenger movements between Northern Ireland and Great Britain ports, including the Isle of Man. The data are derived from the Maritime Statistics compendium produced by DfT.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider. Data for the Maritime Statistics publication are produced to National Statistics standards.

Guidance on using the data

- Routes which have been discontinued and therefore have no passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in this current publication.

Local ferry passengers (Table 8.8)

Description of the data

These data cover the number of journeys taken by people using the Rathlin Island and Strangford Lough ferry services. Information on the Rathlin Island ferry is provided by Public Transport Services Division within DfI and information on the Strangford Lough ferry is provided by DfI Roads within DfI.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the Strangford Lough ferry including those that travel for free and school children etc. As a result, the data are more accurate. Prior to this figures for Strangford Lough ferry were a best estimate.
- Figures refer to financial years for both Rathlin Island Ferry and Strangford Lough Ferry. Prior to 2012-13, figures referred to calendar year.

Concessionary travel passes (SmartPasses) (Table 9.1)

Description of the data

Data on the number of concessionary travel passes (SmartPasses) held at 31st March (approx) and used at least once during the financial year have been supplied by Translink.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Guidance on using the data

- SmartPasses held/ used by older people includes holders/ users of the 60+ SmartPass or Senior (65+) SmartPass.
- SmartPasses held/ used by people with a disability includes holders/ users of the Registered Blind SmartPass and the War Disablement SmartPass (who may be aged under or over 60) or holders/ users of any category of Half Fare SmartPass (who are aged between 16 and 59).

- The uptake of SmartPasses by eligible older population has been calculated as the number of SmartPasses held by older people divided by the number of persons aged 60 and over according to the NISRA mid-year population estimates for the appropriate year i.e. for 2016-17, the population estimates for mid 2016 were used. Similarly, the usage of SmartPasses by eligible older population has been calculated as the number of SmartPasses used by older people divided by the number of persons aged 60 and over.
- From the 2015-16 edition of this publication, this table has included data on the number of SmartPasses used at least once during the financial year and the usage of SmartPasses by the eligible older population.

Blue Badges (Table 9.2)

Description of the data

These data refer to the number of Blue Badges held by both individuals and organisations at 31st March each year. These data are extracted from the internal Blue Badge database hosted by DfI in a SQL 2012 environment and provided by DfI Roads.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks.

Guidance on using the data

- The Blue Badge Scheme is an important service for people with severe mobility problems that enables badge holders to park close to where they need to go. The scheme operates throughout the UK, and is administered in Northern Ireland by DfI Roads.
- The concessions apply to on-street parking and include free use of parking meters and pay-and-display bays. Badge holders may also be exempt from limits on parking times imposed on others and can park for up to three hours on single and double yellow lines so long as they are not causing an obstruction (except where there is a ban on loading or unloading or other restrictions). While the scheme operates throughout the UK, there are small variations in its application in Northern Ireland.
- Data on the Blue Badge scheme were included for the first time in the 2015-16 edition of this publication.
- Details on the qualifying criteria for a Blue Badge can be found in the Technical Notes on page 110.

Buses and coaches used as Public Service Vehicles (Table 9.3)

Description of the data

Data on the number of buses and coaches used as Public Service Vehicles at 31st March have been supplied by Translink.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

Changes to Public Service Vehicles data

- Data are presented in Table 9.4 on the number of low floor buses (wheelchair accessible), coaches (wheelchair accessible) and coaches (non wheelchair accessible) based on compliance with the Public Service Vehicle Accessibility Regulations (NI) 2003 (PSVAR NI). This format was introduced in the 2015-16 edition of this publication.

Impact of the change

- Figures are not directly comparable with those presented in editions of this publication prior to 2015-16 as the categories are different.

Guidance on using the data

- Figures are based on compliance with Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI). Further information can be found in the Technical Notes on page 111.

Railway carriages used as Public Service Vehicles (Table 9.4)

Description of the data

Data on the number of railway carriages used as Public Service Vehicles at 31st March have been supplied by Translink.

Data quality assessment

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks.

Guidance on using the data

- Data on railway carriages used as Public Service Vehicles were included for the first time in the 2015-16 edition of this publication.
- Figures are based on compliance with the Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014) and the Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI). Further information can be found in the Technical Notes on page 112.

Mobility difficulties (Tables 9.5 to 9.7)

Description of the data

The data on persons aged 16 and over with or without a mobility difficulty and travel by mobility status and journey purpose/ mode of travel are produced from the Travel Survey for Northern Ireland (TSNI). The survey is run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. The analysis is produced by ASRB in DfI.

Data quality assessment

Very Good - These data are produced from a government survey which is of high quality. The standard reports from this survey (TSNI Headline Report and TSNI In-depth Report) are classified as National Statistics. In addition, variance checks are employed as an integral part of the production process with any large discrepancies between current and previous year investigated.

Guidance on using the data

- The definition of having a mobility difficulty is based on persons aged 16 and over who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified as having no mobility difficulty.
- Further information on the TSNi and definitions can be found in the TSNi reports (see Associated Publications section on page 115 for details).

Summary of changes since previous publication

<i>Change:</i>	<i>See details on page:</i>
Table 2.2 to 2.3 - Prior to the 2016/17 publication, the Single Vehicle Approval (SVA) and Individual Vehicle Approval (IVA) categories were presented together as one category. The IVA category now includes vehicle tests that historically have been included in the Heavy Goods, Omnibus and Trailer categories.	13
Table 4.1 – Vehicle licences figures are no longer presented in this table. As they ceased to be issued from 30 th June 2012, there are no data after 2011-12.	17
Table 8.5 – This table has been extended to include, for the first time, data on the number of disabled spaces in each council. For each council, the number of disabled spaces is included in the 'All spaces' total and is not in addition to these spaces.	23

Chapter 1: Vehicle Registrations

Vehicles licensed by taxation group: 2012-2016

UK indices (2006=100) of licensed vehicle stock: 2006-2016

Vehicles licensed by taxation class and fuel type: 2016

Ultra-low emission vehicles (ULEV's) licensed in Northern Ireland: 2016-2017

Private Light Goods vehicles licensed by number of years registered, NI/GB comparison: 2016

Private Light Goods vehicles licensed in NI by number of years registered: 2012-2016

Private Light Goods vehicles licensed by engine capacity and fuel type: 2012-2016

Vehicles licensed by body type: 2012-2016

Vehicles licensed by body code: 2016

Private Light Goods vehicles licensed in NI by make and model: 2016

Twenty most popular Private Light Goods vehicles in NI: 2016

Motor vehicles registered for the first time in NI by vehicle type: 2012-2016

Private cars registered for the first time in NI by make: 2016

Light Goods vehicles registered for the first time in NI by make: 2016

Heavy Goods vehicles registered for the first time in NI by make: 2016

Car ownership levels in NI and England: 2012-13 to 2016-17

Private Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2012-2016

At 31 December 2016, 1,131,411 vehicles were licensed in NI, of which 86% were Private Light Goods vehicles.

At 31 December 2016, 61% of all licensed vehicles in NI were fuelled by diesel.

During 2016-17, 80% of households in Northern Ireland had access to a car or van compared to 77% of households in England.

Data in Chapter 1 from National Statistics sources:

(see User Information section (page 8) for definition)

Table 1.15 Car ownership levels in NI and England

Symbols and Conventions:

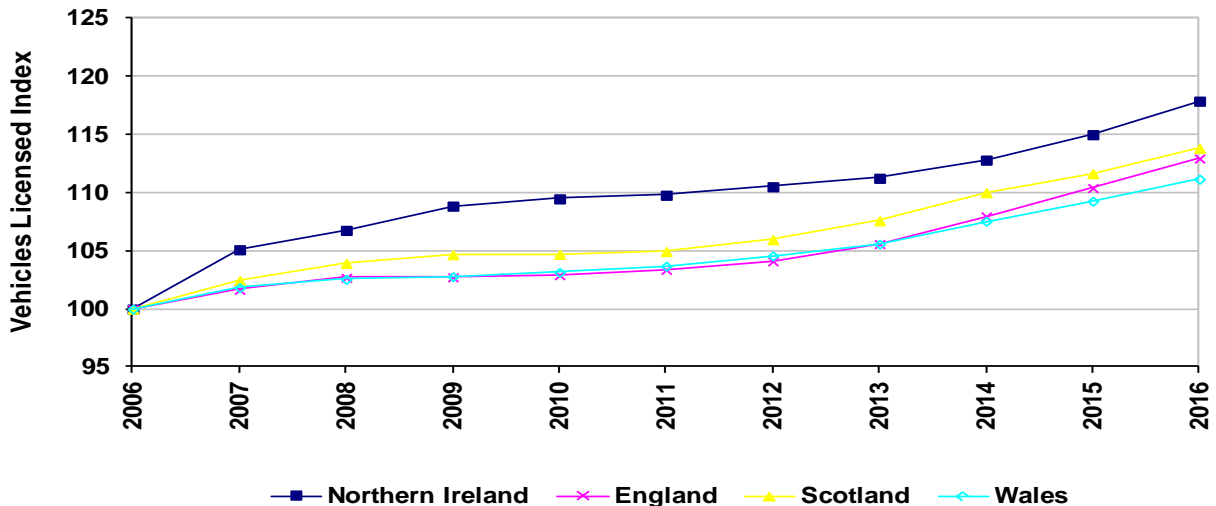
p Data are provisional

r Data have been revised from previous publication

1 Vehicle Registrations

1.1 At 31 December 2016, there were 1,131,411 vehicles licensed in Northern Ireland, an increase of 3% from last year (1,103,082) and an increase of 7% since 2012 (1,060,328). 86% were Private Light Goods (PLG) vehicles and 8% were exempt from duty. Over the period 2006 to 2016, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom; stock increased by 18% in Northern Ireland, compared with 14% in Scotland, 13% in England and 11% in Wales (Tables 1.1 & 1.2, Figure 1.1).

Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2006 to 2016 (2006=100)



- 1.2 At 31 December 2016, 61% of all licensed vehicles were fuelled by diesel, 39% by petrol and less than 1% by other types of fuel (Table 1.3a).
- 1.3 At 31 December 2016, the average age of a currently licensed PLG vehicle in Northern Ireland was 7.9 years, very similar to that in Great Britain (7.8 years) (Table 1.4).
- 1.4 Of the 1,131,411 vehicles licensed at 31 December 2016, 83% were cars, 12% goods vehicles, 2% motorcycles and 2% agricultural vehicles (Table 1.7).
- 1.5 During 2016, 71,362 vehicles were registered for the first time in Northern Ireland representing a 1% increase from 2015 (70,529). Of these 71,362 vehicles, 81% were new cars and 1% were used cars (Table 1.11).
- 1.6 Of the 58,523 cars registered for the first time during 2016, Ford was the most popular make (12%), followed by Volkswagen (9%) and Vauxhall (7%) (Table 1.12).
- 1.7 During 2016-17, 80% of households in Northern Ireland had access to a car or van similar to 2012-13 (79%). In England, 77% of households had access to a car or van in 2016, an increase of two percentage points since 2012 (75%) (Table 1.15).
- 1.8 In 2016, the number of Private Light Goods (PLG) vehicles per 1,000 population aged 17+ in Northern Ireland was 667, an increase of 7% since 2012 (625). Over the same time period, there has also been an increase of 6% in Great Britain (618 in 2012, 652 in 2016). Since 2009, Northern Ireland has consistently had more PLG vehicles per 1,000 population aged 17+ than Great Britain (Table 1.16, Figure 1.2).

Figure 1.2: PLG vehicles per 1,000 population aged 17+,
NI/GB comparison: 2006 to 2016

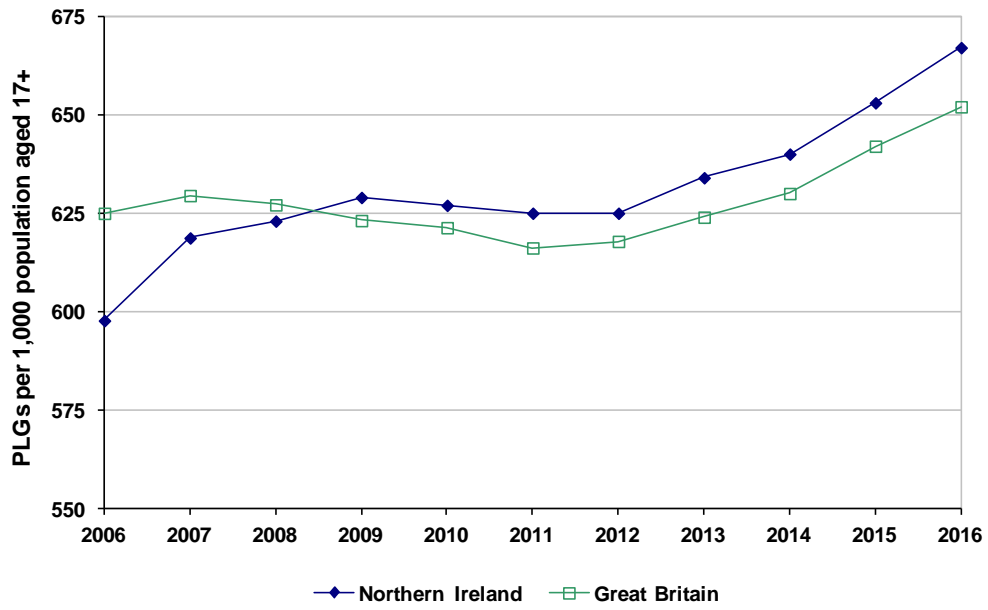


Table 1.1 Vehicles licensed by taxation group: 2012-2016¹

Taxation Group (Taxation Classes)	Number at 31 December									
	2012		2013		2014		2015		2016	
	Number	%	Number	%	Number	%	Number	%	Number	%
Private Light Goods (10, 11, 23, 36, 39, 48, 49, 53, 59)	885,976	83.6	901,357	84.5	916,598	84.7	941,330	85.3	967,802	85.5
Motorcycles, Scooters & Mopeds (17, 18, 93)	23,560	2.2	22,745	2.1	22,151	2.0	20,848	1.9	20,668	1.8
General (HGV) Goods (1, 2, 45, 46)	22,114	2.1	22,052	2.1	21,868	2.0	20,065	1.8	20,497	1.8
Bus (34, 38)	3,094	0.3	3,315	0.3	3,262	0.3	3,283	0.3	3,350	0.3
Agricultural/Tractors (40 & 44)	19,775	1.9	20,784	1.9	21,963	2.0	22,338	2.0	23,272	2.1
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82, 91, 92)	2,154	0.2	2,200	0.2	2,426	0.2	2,579	0.2	2,833	0.3
Crown (60)	7,862	0.7	1,936	0.2	1,855	0.2	1,848	0.2	1,761	0.2
Exempt (>60 except 79, 81, 82, 91, 92, 93)	95,793	9.0	92,115	8.6	91,604	8.5	90,791	8.2	91,228	8.1
All Vehicles	1,060,328	100.0	1,066,504	100.0	1,081,727	100.0	1,103,082	100.0	1,131,411	100.0

Source: Driver and Vehicle Agency (DVA)

- 1 From 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e. includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

Table 1.2 UK indices (2006=100) of licensed vehicle stock: 2006-2016

Year	England		Scotland		Wales		NI	
	Index	Index	Index	Index	Index	Index	Index	
2006	28,118	100.0	2,564	100.0	1,680	100.0	959	100.0
2007	28,585	101.7	2,627	102.5	1,711	101.8	1,008	105.1
2008	28,875	102.7	2,665	103.9	1,723	102.6	1,024	106.8
2009	28,888	102.7	2,684	104.7	1,727	102.8	1,044	108.9
2010	28,939	102.9	2,685	104.7	1,733	103.2	1,050	109.5
2011	29,069	103.4	2,691	105.0	1,742	103.7	1,053	109.8
2012	29,275	104.1	2,717	106.0	1,757	104.6	1,060	110.5
2013	29,692	105.6	2,759	107.6	1,774	105.6	1,067	111.3
2014	30,361	108.0	2,821	110.0	1,807	107.6	1,082	112.8
2015	31,047	110.4	2,863	111.7	1,836	109.3	1,103	115.0
2016	31,763	113.0	2,919	113.8	1,868	111.2	1,131	117.9

Sources: NI - DVA: GB - Department for Transport (DfT)

Table 1.3a Vehicles licensed by taxation class and fuel type: 2016

Number at 31 December

Code	Taxation Class ¹	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	8	19,650	0	19,658
2	Trailer HGV	0	365	0	365
10	Private/Heavy Goods	11	1,447	2	1,460
11	Private/Light Goods (PLG)	25,194	23,639	130	48,963
14	Special Vehicle	2	1,256	11	1,269
15	Special Trailer	0	1	0	1
16	Small Islands Goods	0	4	0	4
17	Bicycle	20,658	10	0	20,668
19	Electric Motorcycle	0	0	4	4
23	HGV CT	0	356	0	356
34	Bus	5	3,339	0	3,344
36	Euro 4 Light	6	2,584	5	2,595
37	Steam Vehicle	0	0	8	8
38	RPV Bus	0	6	0	6
39	LGV	176	89,195	42	89,413
40	Agricultural machine	523	22,561	1	23,085
44	Mowing machine	1	186	0	187
45	RPV HGV	0	463	0	463
46	RPV trailer HGV	0	11	0	11
47	Recovery vehicle	1	374	1	376
48	Petrol car	358,772	0	0	358,772
49	Diesel car	0	462,311	0	462,311
50	Tricycle	227	4	1	232
53	RPV HGV CT	0	30	0	30
55	General haulage	0	6	0	6
56	RPV general	0	0	0	0
57	Special types	0	140	0	140
58	RPV special types	0	3	0	3
59	Alternative fuel	0	0	3,902	3,902
60	Crown vehicle	40	1,719	2	1,761
61	Not licensed	79	122	7	208
65	Ambulance	9	451	0	460
66	Fire engine	6	89	0	95
70	Exempt (No licence)	0	1	0	1
71	Fire service	1	286	0	287
72	Lifeboat haulage	0	2	0	2
75	Lighthouse Authority	1	0	0	1
76	Police	404	1,152	2	1,558
77	Limited use	377	3,188	2	3,567
78	Disabled	27,377	47,144	608	75,129
79	Electric	0	0	724	724
81	Gritting vehicle	0	64	0	64
82	Snow plough	0	0	0	0
85	Disabled passenger	24	531	0	555
87	Health service vehicle	13	1,167	0	1,180
88	Historic vehicle	5,393	2,786	5	8,184
90	Exempt (Nil licence)	0	1	0	1
91	Personal export private	0	0	2	2
92	Direct export private	0	0	0	0
93	D or P export bicycle	0	0	0	0
	All Taxation Classes	439,308	686,644	5,459	1,131,411

Source: DVA

Table 1.3b Ultra-low emission vehicles (ULEV's)¹ licensed in Northern Ireland: 2016-2017

(a) By vehicle type	Number at 31 March	
	2016	2017
Plug-in-Grant Eligible Cars ²	902	1,379
Plug-in-Non Grant Eligible Cars	1	5
Non Plug-in Cars	3	15
Quadricycles	10	9
Motorcycles and tricycles	3	7
Plug-in Grant Eligible Vans ²	56	70
Plug-in Non Grant Eligible Vans	1	1
Non Plug-in Vans	5	10
Heavy goods	2	3
Buses and coaches	0	0
Other vehicles	14	12
All ULEV	997	1,511
(b) All plug-in cars, vans and quadricycles³		
by location of registered keeper⁴	2016^p	2017^p
Antrim	26	33
Ards	35	50
Armagh	18	29
Ballymena	30	35
Ballymoney	14	17
Banbridge	20	20
Belfast	231	451
Carrickfergus	19	25
Castlereagh	16	34
Coleraine	26	39
Cookstown	10	17
Craigavon	65	85
Derry	46	45
Down	34	49
Dungannon	19	26
Fermanagh	24	26
Larne	16	21
Limavady	9	14
Lisburn	59	91
Magherafelt	16	23
Moyle	7	6
Newry and Mourne	18	26
Newtownabbey	119 ^f	175
North Down	42	62
Omagh	24	27
Strabane	10	12
Unknown	16	26
All locations	969^f	1,464

Source: DfT

- 1 DfT uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. All vehicles with fully electric powertrains, and cars and vans with tail-pipe emissions below 75g/km of CO₂ have been included.
- 2 Section (a) of the table includes all vehicles of models that are eligible for the Plug-in Car and Van grants at 15th June 2017. The data may be changed retrospectively as models are added to the eligible list.
- 3 Section (b) of the table includes all models of cars, vans and quadricycles identified as being fully electric or plug in hybrid. Most but not all of these models are eligible for the DfT Plug-in Car or Van Grants. For more details, see: <https://www.gov.uk/plug-in-car-van-grants/eligibility>
- 4 The location of the registered keeper is based on the contact address held by DVLA and does not necessarily reflect where the vehicle is kept.

Table 1.4 Private Light Goods vehicles licensed by number of years registered, NI/GB comparison: 2016^{1, 2, 3}

Registered less than (years)	Number at 31 December			
	Northern Ireland		Great Britain	
	Number	%	Number	%
1	53,914	5.6	2,660,749	8.0
2	117,866	12.2	5,276,678	15.8
3	184,276	19.0	7,688,100	23.1
4	251,204	26.0	9,919,812	29.8
5	315,591	32.6	11,945,119	35.9
6	378,842	39.1	13,874,633	41.7
7	441,968	45.7	15,837,502	47.6
8	499,473	51.6	17,720,138	53.2
9	564,215	58.3	19,727,360	59.2
10	642,473	66.4	21,954,597	65.9
11	712,609	73.6	24,016,677	72.1
12	776,057	80.2	25,970,130	78.0
13	830,446	85.8	27,798,508	83.5
14	874,776	90.4	29,376,618	88.2
15	908,807	93.9	30,646,707	92.0
All Private Light Goods	967,802	100.0	33,296,614	100.0
Average age of vehicles (years)⁴	7.9		7.8	

Sources: NI - DVA; GB - DfT

1 Excludes electric cars.

2 From 2015 the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e. Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

3 The date of first registration relates to the UK for both Northern Ireland and Great Britain data (See User Information on page 9).

4 The age of vehicle is determined by using the date of first registration of the vehicle. While there is a known lag between the vehicle being manufactured and the date of registration, DVA believe that the date of registration provides a reliable point from which a proxy age of vehicle can be calculated (See User Information on page 9).

Table 1.5 Private Light Goods vehicles licensed in NI by number of years registered: 2012-2016¹

Registered less than (years)	Number (Thousands) at 31 December									
	2012		2013*		2014		2015 ^r		2016	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	75	8.4	:	:	54	5.9	54	5.7	54	5.6
2	142	16.1	:	:	109	11.9	115	12.3	118	12.2
3	213	24.0	:	:	162	17.7	174	18.5	184	19.0
4	285	32.1	:	:	220	24.0	234	24.9	251	26.0
5	361	40.7	:	:	282	30.8	296	31.5	316	32.6
6	449	50.7	:	:	341	37.2	360	38.2	379	39.1
7	527	59.5	:	:	409	44.6	418	44.4	442	45.7
8	596	67.2	:	:	492	53.7	485	51.5	499	51.6
9	658	74.2	:	:	569	62.1	566	60.1	564	58.3
10	714	80.6	:	:	642	70.0	640	68.0	642	66.4
11	764	86.2	:	:	709	77.4	708	75.2	713	73.6
12	804	90.8	:	:	768	83.8	769	81.7	776	80.2
13	834	94.1	:	:	817	89.2	821	87.3	830	85.8
14	854	96.4	:	:	853	93.1	863	91.7	875	90.4
15	867	97.8	:	:	876	95.6	892	94.8	909	93.9
All Private Light Goods Vehicles	886	100.0	:	:	917	100.0	941	100.0	968	100.0

Source: DVA

1 From 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e. includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

* Relevant data not available for 2013. See User Information section in 2013-14 edition of NI Transport Statistics.

^r 2015 data has been revised to reflect the age of the vehicle based on date of registration. It was discovered during a review of the table that it had been populated with an age based on a proxy date of manufacture rather than date of registration.

Table 1.6 Private Light Goods vehicles licensed by engine capacity and fuel type: 2012-2016¹

Engine capacity	Number at 31 December									
	2012		2013*		2014		2015		2016	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	1	0.0	:	:	0	0.0	122	0.0	125	0.0
Up to 1000cc	30,176	3.4	:	:	36,561	4.0	40,786	4.3	46,054	4.8
1001-1500cc	251,997	28.4	:	:	256,624	28.0	261,389	27.8	265,214	27.4
1501-2000cc	456,355	51.5	:	:	473,802	51.7	484,138	51.4	496,669	51.3
Over 2000cc	147,447	16.6	:	:	149,611	16.3	154,895	16.5	159,740	16.5
All Private Light Goods Vehicles	885,976	100.0	901,357	100.0	916,598	100.0	941,330	100.0	967,802	100.0
Petrol	395,277	44.6	392,409	43.5	387,883	42.3	386,218	41.0	384,159	39.7
Diesel	488,950	55.2	506,774	56.2	526,138	57.4	552,022	58.6	579,562	59.9
Other	1,749	0.2	2,174	0.2	2,577	0.3	3,090	0.3	4,081	0.4

Source: DVA

¹ From 2015 PLG classification for Northern Ireland is based on the classification used for Great Britain by DfT i.e. includes taxation classes 10, 11, 23, 36, 39, 48, 49, 53 & 59. Previously the categorisation of taxation groups for Northern Ireland differed to that used for Great Britain by DfT. In Private Light Goods, NI excluded 10, 23 and 53 and included 91 and 92.

* Data for engine capacity not available for 2013. See User Information section in 2013-14 edition of NI Transport Statistics.

Table 1.7 Vehicles licensed by body type: 2012-2016

Body type	Number at 31 December									
	2012		2013		2014		2015		2016	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	877,586	82.8	890,484	83.5	901,779	83.4	920,407	83.4	941,819	83.2
Taxi	610	0.1	579	0.1	556	0.1	550	0.0	514	0.0
Motorcycle	26,998	2.5	24,345	2.3	24,044	2.2	22,301	2.0	22,142	2.0
Tricycle	255	0.0	241	0.0	267	0.0	247	0.0	266	0.0
Light Goods Vehicle*	97,087	9.2	:	:	98,333	9.1	102,458	9.3	107,697	9.5
Heavy Goods Vehicle*	22,384	2.1	:	:	22,841	2.1	22,850	2.1	23,506	2.1
All Goods Vehicles	119,471	11.3	117,498	11.0	121,174	11.2	125,308	11.4	131,203	11.6
Bus/Coach	5,835	0.6	5,731	0.5	5,589	0.5	5,524	0.5	5,556	0.5
Agricultural Vehicle	23,169	2.2	22,411	2.1	24,268	2.2	24,591	2.2	25,513	2.3
Other	6,404	0.6	5,215	0.5	4,050	0.4	4,154	0.4	4,398	0.4
All body types	1,060,328	100.0	1,066,504	100.0	1,081,727	100.0	1,103,082	100.0	1,131,411	100.0

Source: DVA

* Data not available for 2013 to split 'All Goods Vehicles' category into 'Light Goods Vehicles' and 'Heavy Goods Vehicles'. See User Information section in 2013-14 edition of NI Transport Statistics.

Table 1.8 Vehicles licensed by body code: 2016

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	1,466	51	Front dumper	119
2	4 door saloon	124,201	52	Skip loader	330
3	Saloon	5,071	53	Special mobile unit	34
4	Convertible	13,984	54	Light 4 by 4 utilities	8,451
5	Coupe	29,633	55	Airport support unit	9
6	Estate	135,911	56	Single decker bus/coach	1,924
7	Taxi	514	57	Double decker bus/coach	448
8	Invalid vehicle	352	58	Standee bus	4
9	Tricycle	266	59	Half decker bus/coach	29
10	Goods tricycle	2	60	Minibus	3,151
11	Hearse	163	61	Curtain sided	1,334
12	Limousine	220	62	Tourer	155
13	3 door hatchback	140,511	63	Agricultural tractor	23,332
14	5 door hatchback	419,946	64	Combine harvester	132
15	Moped	20	65	Root crop harvester	6
16	Scooter	1,385	66	Forage harvester	130
17	Scooter combination	33	68	Sprayer	16
18	Motorcycle	20,078	69	Viner/Picker	2
19	M/C combination	10	70	Agricultural machine	1,696
20	PCV	5	71	Mowing machine	199
21	Sports	1,579	72	Moped	616
22	Panel van	64,380	73	Road surfacer	23
23	Box van	4,817	74	Road testing	6
24	Car derived van	12,439	75	Tractor	2,968
25	Light van	96	76	Ambulance	470
26	Pick-up	10,694	77	Fire engine	197
27	Motor home/Caravan	3,709	78	Bull dozer	2
28	Van/Side windows	2,382	79	Road stripper	1
29	Light goods	54	80	Tar sprayer	23
30	Pantehnicon	13	81	Line painter	27
31	Luton van	701	82	Roller	80
32	Insulated van	809	83	Street cleansing	318
33	Glass carrier	20	84	Gritting vehicle	235
34	Specially fitted van	164	85	Tower wagon	97
35	Van	2,764	86	Crane	133
36	Livestock carrier	429	87	Lift truck	455
37	Float	4	88	Snow plough	11
38	Flat lorry	972	89	Loading shovel	207
39	Dropside lorry	1,699	90	Rear digger	213
40	Tipper	4,051	91	Station tractor	0
41	Low loader	74	92	Tractor excavator	19
42	Truck	114	93	Hydraulic excavator	86
43	Breakdown truck	364	94	Cesspool emptier	9
44	Tanker	834	95	Skeletal vehicle	70
45	Solid bulk carrier	43	96	Multi purpose vehicle	68,979
46	Concrete mixer	324	97	Uncodable body type	61
47	Mobile plant	36	98	Not recorded	365
48	Car transporter	270	99	Special purpose	171
49	Refuse disposal	683	-	Missing	830
50	Goods	4,949			
				All vehicles currently licensed	1,131,411

Source: DVA

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2016¹

Number at 31 December

Abarth		Bentley		Citroen- Cont'd	
500	99	Arnage	14	C-Crosser	161
595	87	Bentayga	6	Dispatch	1,632
Punto	13	Continental	107	DS	3,342
Other	2	Flying Spur	10	Nemo	357
All Abarth	201	Mulsanne	7	Pluriel	10
Adly		Turbo R	5	Relay	1,401
Atv	5	Other	10	Saxo	353
All Adly	5	All Bentley	159	Synergie	62
Alfa Romeo		BMW		Xantia	66
147	178	1 Series	5,597	XM	8
155/156	114	2 Series	715	Xsara	473
159	215	3 Series	18,263	Xsara Picasso	4,049
166	12	4 Series	1,485	ZX	29
4C	10	5 Series	8,474	Other	778
Brera	47	6 Series	569	All Citroen	41,268
Giuletta	554	7 Series	515	Dacia	
GT	98	8 Series	8	Duster	846
GTV	32	I3	61	Logan	225
Mito	517	I8	18	Sandero	2,707
Spider	47	M1	91	Other	3
Other	48	M2	51	All Dacia	3,781
All Alfa Romeo	1,872	M3	470	Daewoo	
Aston Martin		M4	127	Kalos	77
DB7	16	M5	150	Lanos	15
DB9	29	M6	42	Matiz	15
DBS	8	M Coupe	5	Nubira	16
Rapide	5	M Roadster	8	Tacuma	9
Vantage	52	X1	967	Other	8
Other	13	X3	1,464	All Daewoo	140
All Aston Martin	123	X4	138	Daihatsu	
Audi		X5	2,833	Charade	73
80	104	X6	239	Copen	20
90	9	Z3	209	Cuore	33
100	36	Z4	514	Extol	5
A1	2,126	Other	600	Fourtrak	260
A2	231	All BMW	43,613	HiJet	12
A3	9,134	Bomag		Materia	20
A4	18,371	All Bomag	5	Sirion	220
A5	3,122	Boom		Sportrak	8
A6	5,603	All Boom	5	Terios	322
A7	396	Cadillac		YRV	96
A8	436	All Cadillac	9	Other	37
All Road	39	Can-Am		All Daihatsu	1,106
Cabriolet	19	All Can-Am	9	Daimler	
Coupe	48	Caterham		Limousine	32
Q3	1,334	All Caterham	16	Other	19
Q5	1,435	Chevrolet		All Daimler	51
Q7	797	Aveo	715	Dennis	
Quattro	12	Camaro	8	All Dennis	11
R8	32	Captiva	360	Dodge	
RS3	32	Cruze	495	Avenger	21
RS4	91	Epica	24	Caliber	75
RS5	25	Kalos	255	Journey	78
RS6	55	Lacetti	207	Nitro	46
S1	15	Matiz	410	Other	25
S3	215	Orlando	164	All Dodge	245
S4	107	Spark	757	Ferrari	
S5	67	Tacuma	132	458	14
S6	13	Trax	94	488	5
S8	28	Other	114	F12	5
TT	2,208	All Chevrolet	3,735	F430/Spider	7
Other	700	Chrysler		California	21
All Audi	46,840	300C	191	Other	27
Austin / Leyland / Leyland Daf		Crossfire	54	All Ferrari	79
Triumph/ Leyland Cars		Delta	28	Fiat	
Vanden Plas		Grand Voyager	340	124 Spider	12
Dolomite	7	Neon	12	500	4,062
FA	76	PT Cruiser	138	500C	139
FT	25	Sebring	54	Auto-Trail	83
Mini	1,465	Voyager	231	Barchetta	8
Spitfire	14	Ypsilon	118	Brava	6
Taxi-Hire Car	17	Other	93	Bravo	176
TR7	7	All Chrysler	1,259	Cl	10
Other	175	CI Motorhome		Cinquecento	8
All	1,786	All CI Motorhome	45	Coupe	17
Auto-Trail		Citroen		Croma	13
Ducato	10	2CV	41	Doblo	851
Other	28	AX	20	Ducato	1,495
All Auto-Trail	38	Berlingo	10,377	Fiorino	185
		C1	2,905	Fullback	5
		C2	1,000	Grand Punto	205
		C3	4,481	Idea	50
		C3 Picasso	1,304	Multipla	60
		C4	3,900	Panda	1,265
		C4 Grand Picasso	1,181	Punto	2,096
		C4 Picasso	1,745		
		C5	1,321		
		C6	18		
		C8	254		

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2016¹ - cont'd

Number at 31 December

Fiat (Cont'd)	Hummer	Kia
Qubo 28	All Hummer 9	Carens 576
Rapido 8	Hymer	Cee'd 2,280
Rollerteam 18	All Hymer 8	Cerato 173
Sciento 5	Hyundai	Magentis 112
Scudo 363	Accent 556	Niro 17
Scudo Panorama 14	Amica 766	Optima 218
Sedici 59	Atoz 24	Picanto 2,651
Seicento 76	Coupe 758	Pro Cee'd 592
Stilo 269	Elantra 99	Rio 2,508
Swift 8	Getz 3,029	Sedona 243
Talento 7	I10 5,469	Sorento 813
Tipo 15	I20 4,089	Soul 412
Ulysse 40	I30 4,901	Sportage 4,772
X1/9 6	I40 1,769	Venga 979
Other 599	I800 138	Other 94
All Fiat 12,261	Iload 64	All Kia 16,440
Foden	Ioniq 14	Lancia
All Foden 10	IX20 980	All Lancia 7
Ford / Iveco Ford	IX35 3,735	Land Rover
12M/15M 5	Lantra 10	Defender 3,112
B-Max 617	Matrix 625	Discovery 3,227
Capri 40	Santa Fe 2,012	Freelander 3,187
Cardinal Hearse 5	Sonata 61	Range Rover 3,294
C-Max 2,749	Terracan 155	Range Rover Sport 1,576
Cortina 8	Trajat 125	Other 570
Cougar 24	Tucson 1,796	All Land Rover 14,966
Ecosport 630	Veloster 117	LDV
Edge 50	Other 149	200 Series 9
Escort 289	All Hyundai 31,441	400 Series 145
Fiesta 29,370	Infiniti	Maxus 319
Focus 26,825	FX 8	V80 12
Focus C-Max 1,373	Q50 6	Other 40
Focus RS 170	Other 10	All LDV 525
Fusion 1,455	All Infiniti 24	Lexus
Galaxy 2,468	Isuzu	CT 274
Granada 14	D-Max 789	GS 255
Grand C-Max 421	Grafter 13	IS 1,884
Ka 3,321	NKR 15	LS 88
Kuga 3,665	Pick-up 10	NX 136
Maverick 26	Rodeo 701	RC 21
Mondeo 9,574	Trooper 581	RX 428
Mustang 68	Other 285	SC 23
Orion 7	All Isuzu 2,394	Other 78
Probe 10	Iveco	All Lexus 3,187
Puma 117	35C 7	Lincoln
Ranger 1,490	Daily 890	Town Car 6
Rollerteam 9	Turbo Daily 20	Other 5
Sapphire 7	Other 486	All Lincoln 11
Sierra 120	All Iveco 1,403	Lotus
S-Max 2,422	Jaguar	Elan 6
Sport Ka 20	Eagle 15	Elise 41
Street Ka 111	F-Pace 99	Esprit 9
Tourneo 150	F-Type 69	Evora 7
Tourneo Connect 54	Sovereign 28	Other 7
Transit 19,278	S-Type 542	All Lotus 70
Transit Connect 3,089	XE 253	LTI
Zetec 13	XF 1,432	TX1 328
Other 2,749	XJ 469	TX4 6
All Ford/Iveco Ford 112,813	XJL 19	TX11 35
Great Wall	XJR 31	Other 2
Steed 101	XJS 26	All LTI 371
All Great Wall 101	XK 189	Man
Honda	XKR 63	All Man 170
Accord 3,312	X-Type 1,371	Maserati
CB 8	Other 66	3200 6
Civic 9,936	All Jaguar 4,672	Coupe 10
CR 170	Jeep	Ghibli 62
CR-V 5,427	Cherokee 453	Grancabrio 6
CR-X 5	Commander 25	Granturismo 21
CR-Z 62	Compass 106	Levante 6
FR-V 278	Grand Cherokee 532	Quattroporte 15
HR-V 309	Patriot 148	Other 1
Insight 63	Renegade 174	All Maserati 127
Integra 29	Wrangler 79	
Jazz 4,275	Other 27	
Legend 29	All Jeep 1,544	
Logo 13	Kawasaki	
Prelude 38	All Kawasaki 6	
S2000 77		
Shuttle 6		
Stream 28		
Other 422		
All Honda 24,487		

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2016¹ - cont'd

Number at 31 December

Mazda		Microcar		Perodua	
121	10	MC1	7	Kelisa	6
323	313	All Microcar	7	Other	6
626	95	Mini		All Perodua	12
B Series	109	Cooper	4,734	Peugeot	
BT50	74	Cooper S	1,303	1007	83
CX-3	165	First	346	106	845
CX-5	702	One	4,933	107	3,377
CX-7	105	Other	43	108	1,036
Demio	95	All Mini	11,359	2008	1,497
Mazda 2	2,779	Mitsubishi		205	116
Mazda 3	2,985	3000 GT	8	206	7,621
Mazda 5	771	ASX	590	206 CC	228
Mazda 6	3,552	Canter	28	206 SW	291
MPS	11	Carisma	192	207	9,243
MPV	14	Challenger	27	207 CC	469
MX-3	8	Colt	1,237	208	4,535
MX-5	1,664	Galant	20	3008	2,651
Premacy	69	Grandis	78	305	7
RX-7	8	L200	3,130	306	1,160
RX-8	179	L300	5	307	5,632
Tribute	14	Lancer	768	307 CC	368
Other	319	Mirage	182	307 SW	346
All Mazda	14,041	Outlander	868	308	7,138
Mercedes		Shogun	2,442	308 CC	131
190	84	Shogun Pinin	116	309	10
200	9	Shogun Sport	490	4007	118
208	29	Space Star	107	405	70
220	11	Space Wagon	15	406	1,577
230	31	Other	708	407	1,833
240	7	All Mitsubishi	11,011	407 SW	550
250	14	Morgan		5008	453
260	7	4-4	11	508	863
280	22	Aero	5	607	78
300	80	Plus Four	8	806	19
308	20	Plus 8	5	807	130
312	18	Roadster	6	Bipper	440
320	7	Other	4	Boxer	1,311
420	6	All Morgan	39	Buxy	6
500	15	Nissan / Datsun		Elddis	16
A Class	3,211	200SX	21	Eurotaxi	5
B Class	1,056	350Z	172	Expert	1,153
C Class	11,893	370Z	51	Expert Tepee	61
Citan	152	Almera	1,328	Partner	4,859
CL	93	Almera Tino	546	Partner Combi	174
CLA Class	526	Bluebird	5	Partner Tepee	258
CLC Class	244	Cabstar	128	RCZ	474
CLK	1,010	Cube	23	Other	1,380
CLS	601	D22	178	All Peugeot	62,612
E Class	6,151	GT-R	36	Piaggio	
GL	659	Interstar	37	All Piaggio	7
M Class	1,322	Juke	4,392	Polaris	
R Class	87	Kubistar	102	All Polaris	6
S Class	823	Micra	6,663	Pontiac	
SL Class	287	Murano	81	All Pontiac	10
SLK	933	Navara	1,397	Porsche	
Sprinter	3,956	Note	3,717	911	525
V Class	34	NV200	260	911 GT3	11
Vaneo	16	NV400	42	924	15
Viano	56	Pathfinder	486	928	5
Vito	1,226	Patrol	70	944	34
Other	1,909	Petrol Di Sve	12	968	5
All Mercedes	36,605	Pixo	305	Boxster	550
MG		Primastar	396	Carrera	14
3 Series	88	Primera	716	Cayenne	439
6 Series	42	Pulsar	433	Cayman	175
GS	6	Qasqai	7,697	Macan	171
MGB/Midget	92	Qasqai +2	821	Panamera	55
MGF	98	Serena	7	Other	29
MGTF	165	Silvia	9	All Porsche	2,028
MG ZR	296	Skyliner	15	Proton	
MG ZS	84	Sunny	12	GEN-2	97
MG ZT	193	Terrano	980	Impian	21
Other	13	Vanette	35	Jumbuck	6
All MG	1,077	X-Trail	1,957	Persona	33
		Other	1,319	Satria	23
		All Nissan / Datsun	34,449	Savvy	52
				Wira	36
				Other	19
				All Proton	287

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2016¹ - cont'd

Number at 31 December

Regent		Seat (Cont'd)		Toyota	
All Regent 8		M 11	183	Altezza	12
Reliant		Toledo	1,445	Auris	7,346
All Reliant 9		Other	969	Avensis	12,324
Renault		All Seat 33,386		Avensis Verso	84
19	19	Skoda		Aygo	2,814
5	19	Citigo	748	Camry	43
9	5	Fabia	5,607	Carina	326
Captur	1,985	Felicia	67	Celica	727
Clio	20,305	Octavia	6,765	C-HR	13
Espace	239	Rapid	782	Corolla	6,183
Extra	5	Roomster	270	Corolla Verso	1,314
Fluence	12	Superb	2,554	Dyna	169
Grand Espace	173	Yeti	828	GT86	129
Grand Modus	385	Other	157	Hiace	1,621
Grand Scenic	1,516	All Skoda 17,778		HiLux	2,889
Kadjar	525	Smart / MCC		IQ	199
Kangoo	2,037	ForFour	184	Landcruiser	2,872
Koleos	218	ForTwo	514	MR2	315
Laguna	1,695	Passion	67	Paseo	11
LL29	233	Pulse	34	Picnic	120
Master	1,545	Pure	20	Previa	119
Megane	12,491	Roadster	59	Prius	404
Megane Coupe	221	Other	26	Proace	165
Megane Scenic	1,643	All Smart / MCC 904		RAV-4	5,504
Modus	1,463	Ssangyong		Starlet	399
Scenic	4,049	Korando	183	Supra	53
Traffic	3,706	Kyron	68	Urban Cruiser	144
Twingo	857	Rexton	142	Verso	884
Vel Satis	12	Rodius	273	Yaris	11,428
Wind Roadster	51	Tivoli	159	Yaris Verso	99
Other	2,459	Other	69	Other	3,128
All Renault 57,868		All Ssangyong 894		All Toyota 61,838	
Rolls Royce		Subaru		Trigano	
Phantom	6	BRZ	11	All Trigano 7	
Silver Seraph	5	Forester	317	TVR	
Other	42	Impreza	703	Chimaera	12
All Rolls Royce 53		Justy	22	Tuscan	5
Rover		Legacy	202	Other	15
25	589	Levorg	13	All TVR 32	
45	350	Outback	141	Vauxhall / Opel / Bedford	
75	772	Tribeca	11	Adam	860
100 Series	11	WRX	51	Agila	2,445
200 Series	135	XV	79	Ampera	26
400 Series	87	Other	168	Antara	871
600 Series	46	All Subaru 1,718		Astra	26,305
800 Series	6	Suzuki/Suzuki (Spain)		Astra Twintop	240
City Rover	47	Alto	2,239	Astravan	76
Metro	6	Baleno	71	Brava	10
Mini	43	Carry	18	Calibra	19
Mini Cooper	37	Celerio	596	Carlton	8
Range Rover	10	Grand Vitara	2,950	Cascade	45
Streetwise	83	Ignis	589	Cavalier	128
Other	119	Jimny	298	Chevette/Kadett	21
All Rover 2,341		Kizashi	5	Combo	1,846
Saab		Liana	190	Corsa	21,557
900	45	Splash	708	Corsavan	45
9000	14	Swift	3,866	Frontera	163
9-3	2,859	SX4	1,797	Insignia	9,319
9-5	625	Vitara	499	Manta	9
Other	55	Wagon R+	256	Meriva	4,677
All Saab 3,598		Other	242	Mokka	2,270
Santana		All Suzuki 14,324		Monaro	6
All Santana 10		Talbot		Monterrey	5
Seat		Express	97	Movano	533
Alhambra	2,012	Sunbeam	6	Nova	46
Altea	1,778	Other	16	Omega	150
Altea Freetrack	38	All Talbot 119		Signum	156
Altea XL	630	Tata		Tigra	341
Arosa	166	Safari	8	Vectra	8,333
Ateca	47	Other	6	Viva	322
Cordoba	123	All Tata 14		Vivaro	3,938
Exeo	1,184	Talbot		VX220	7
Ibiza	10,456	Express	97	VXR8	13
Inca	198	Sunbeam	6	Zafira	8,141
Leon	14,157	Other	16	Other	2,082
		All Talbot 119		All Vauxhall 95,013	

Table 1.9 Private Light Goods vehicles licensed in NI by make and model: 2016¹- cont'd

Number at 31 December

Volkswagen			
1000	43		
800	62		
Amarok	520		
Beetle	2,162		
Bora	2,927		
Caddy	5,596		
California	22		
Caravelle	200		
CC	1,044		
Clipper	5		
Corrado	28		
Crafter	1,565		
Derby	6		
EOS	270		
Fox	343		
Golf	37,595		
Golf Plus	1,375		
Jetta	5,263		
LT	466		
Lupo	269		
Passat	19,144		
Passat CC	972		
Phaeton	52		
Polo	18,540		
Scirocco	1,764		
Sharan	1,365		
Tiguan	3,559		
Touareg	991		
Touran	2,730		
Transporter	4,130		
Up	1,416		
Urban Fox	340		
Vento	14		
Other	2,854		
All Volkswagen	117,632		
Volvo			
240	18		
245	5		
440	14		
480	5		
740	21		
850	39		
940	41		
960	18		
C30	832		
C70	175		
S40	1,745		
S60	1,420		
S70	18		
S80	526		
S90	7		
V40	1,495		
V50	872		
V60	538		
V70	922		
V90	7		
XC60	1,290		
XC70	253		
XC90	1,355		
Other	571		
All Volvo	12,187		
Westfield			
All Westfield	17		
Yamaha			
All Yamaha	10		
Miscellaneous			
All Miscellaneous	1,044		
		All Private Light Goods Vehicles	967,802

Source: DVA

1 From 2015 the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e. Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

Table 1.10 Twenty most popular Private Light Goods vehicles in NI: 2016¹

Rank	Make and model	Number at 31 December	
		Number	%
1	Volkswagen Golf	37,595	3.9
2	Ford Fiesta	29,370	3.0
3	Ford Focus	26,825	2.8
4	Vauxhall Astra	26,305	2.7
5	Vauxhall Corsa	21,557	2.2
6	Renault Clio	20,305	2.1
7	Ford Transit	19,278	2.0
8	Volkswagen Passat	19,144	2.0
9	Volkswagen Polo	18,540	1.9
10	Audi A4	18,371	1.9
11	BMW 3 Series	18,263	1.9
12	Seat Leon	14,157	1.5
13	Renault Megane	12,491	1.3
14	Toyota Avensis	12,324	1.3
15	Mercedes C Class	11,893	1.2
16	Toyota Yaris	11,428	1.2
17	Seat Ibiza	10,456	1.1
18	Citroen Berlingo	10,377	1.1
19	Honda Civic	9,936	1.0
20	Ford Mondeo	9,574	1.0
	All Private Light Goods Vehicles	967,802	

Source: DVA

¹ From 2015 the categorisation of taxation groups for Northern Ireland is in line with that used for Great Britain by DfT i.e. Private Light Goods include tax classes 10, 11, 23, 36, 39, 48, 49, 53 and 59 (See User Information on page 9).

Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2012-2016^{1, 2}

Vehicle Type	Number				
	2012	2013	2014	2015	2016
Private Cars					
New cars	47,990	52,951	59,232	57,737	57,879
Used cars	31,601	34,814	21,448	1,137	644
All Private Cars	79,591	87,765	80,680	58,874	58,523
Buses					
New buses	:	:	:	251	124
Used buses	:	:	:	57	76
All Buses	411	584	594	308	200
Light Goods					
New Light Goods	:	:	:	6,954	7,567
Used Light Goods	:	:	:	324	324
All Light Goods	8,609	9,573	9,079	7,278	7,891
Heavy Goods					
New Heavy Goods	:	:	:	1,054	1,301
Used Heavy Goods	:	:	:	173	164
All Heavy Goods	2,531	2,973	2,232	1,227	1,465
Agricultural Vehicles³					
New Agricultural Vehicles	:	:	:	655	730
Used Agricultural Vehicles	:	:	:	162	200
All Agricultural Vehicles	2,099	2,022	2,021	817	930
Motorcycles⁴					
New Motorcycles	:	:	:	1,514	1,748
Used Motorcycles	:	:	:	140	117
All Motorcycles	2,011	2,048	2,080	1,654	1,865
Other Vehicles⁵					
New Other Vehicles	:	:	:	328	413
Used Other Vehicles	:	:	:	43	75
All Other Vehicles	15	21	207	371	488
New Vehicles	:	:	:	68,493	69,762
Used Vehicles	:	:	:	2,036	1,600
All Vehicles	95,267	104,986	96,893	70,529	71,362

Source: DVA

1 Prior to July 2014, any vehicle registered in NI for the first time, even if previously registered in GB, would have been counted as a first registration in NI. Since July 2014, only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

2 While figures for new vehicles are directly comparable, figures for used vehicles from July 2014 onwards are not directly comparable with previous figures due to the change in definition of a first registration (See User Information on page 11).

3 Agricultural vehicles includes tractors.

4 Motorcycles includes mopeds and scooters.

5 Prior to July 2014, this category of vehicle body type was classified as 'General Haulage and Special Types'. From July 2014 it is titled 'Other Vehicles' which brings the classification into line with the category presentation used by DfT. The category now includes special purpose vehicles, taxis, tricycles, not recorded and others.

Table 1.12 Private cars registered for the first time in NI by make: 2016¹

	Number
Make	Private Cars
Abarth	50
Alfa Romeo	122
Aston Martin	15
Audi	2,688
Austin	2
Bentley	21
BMW	3,015
Chevrolet	3
Chrysler	7
Citroen	1,905
Dacia	1,086
Ferrari	17
Fiat	732
Ford	7,105
Honda	1,205
Hyundai	3,705
Jaguar	438
Jeep	290
Kia	2,222
Land Rover	1,223
Lexus	267
Maserati	34
Mazda	995
Mercedes	2,150
MG	52
Mini	1,085
Mitsubishi	379
Nissan	3,318
Peugeot	2,463
Porsche	230
Renault	3,414
Rover	2
Saab	2
Seat	1,500
Skoda	2,051
Smart	108
Ssangyong	215
Subaru	123
Suzuki	1,260
Toyota	2,198
Triumph	1
Vauxhall	4,299
Volkswagen	5,544
Volvo	905
Other	77
All makes	58,523

Source: DVA

¹ Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

Table 1.13 Light Goods vehicles registered for the first time in NI by make: 2016¹

	Number
Make	Light Goods
Citroen	1,038
Fiat	327
Ford	1,760
Great Wall	19
Honda	5
Hyundai	3
Isuzu	316
Iveco	77
JCB	18
Land Rover	107
Massey Ferguson	7
Mercedes	465
Mitsubishi	161
Nissan	294
Peugeot	692
Polaris	5
Renault	591
Toyota	335
Vauxhall	485
Volkswagen	1,104
Volvo	1
Other	81
All makes	7,891

Source: DVA

¹ Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

Table 1.14 Heavy Goods vehicles registered for the first time in NI by make: 2016¹

	Number
Make	Heavy Goods
DAF Trucks	277
Dennis	7
Fiat	35
Hino	4
Isuzu	2
Isuzu Trucks	6
Iveco	107
JCB	15
MAN	91
Mercedes	118
Mitsubishi	5
Mitsubishi Fuso	8
Renault Trucks	61
Scania	244
Thwaites	7
Vauxhall	5
Volkswagen	28
Volvo	406
Other	39
All makes	1,465

Source: DVA

¹ Only vehicles that have not previously been registered anywhere else in the UK are classed as NI first registrations, in line with the UK definition (See User Information on page 11).

Table 1.15 Car¹ ownership levels in NI and England²: 2012-13 to 2016-17³

Percentage

Year	Percentage of households with access to a car or van					
	<u>Only one car/van</u>		<u>Two or more cars/vans</u>		<u>At least one car/van</u>	
	NI	England	NI	England	NI	England
2012-13	45	44	34	31	79	75
2013-14	44	43	34	32	78	75
2014-15	42	43	36	32	78	76
2015-16	43	42	36	33	79	75
2016-17	44	43	36	34	80	77

Sources: England - DfT National Travel Survey; NI - NISRA Continuous Household Survey

1 Includes cars and light vans.

2 From January 2013, the National Travel Survey changed its coverage from Great Britain to England only. Scotland and Wales are no longer sampled in the survey. The comparative figures in this table are therefore now for England instead of Great Britain. Note that England and Great Britain household car ownership percentages for 2012-13 are the same and therefore the 2012-13 figures in this table have not changed from previous publications.

3 Figures for England relate to calendar years whereas figures for Northern Ireland are for financial years.

Table 1.16 Private Light Goods vehicles per 1,000 population¹ aged 17 years and over, NI/GB comparison: 2012-2016

Year	Number at 31 December	
	NI	GB
2012	625	618
2013	634	624
2014	640	630
2015	653	642
2016	667	652

Sources: NI - NISRA, DVA; GB - Office for National Statistics, DfT

1 Data are based on the mid-year population estimate for the appropriate year.

Chapter 2: Driver and Vehicle Testing

Vehicle test appointments provided in Northern Ireland: 2012-13 to 2016-17

Full test and retest appointments provided in Northern Ireland: 2012-13 to 2016-17

Full test pass rates in Northern Ireland: 2012-13 to 2016-17

Car 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17

Touch screen theory tests for private car drivers, NI/GB comparison: 2012-13 to 2016-17

Motorcycle 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17

Touch screen theory tests for motorcyclists, NI/GB comparison: 2012-13 to 2016-17

Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2012-13 to 2016-17

Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2012-13 to 2016-17

Ordinary licences issued in Northern Ireland by type: 2012-13 to 2016-17

Vocational licences issued in Northern Ireland by type: 2012-13 to 2016-17

During 2016-17, 1,077,910 vehicle test appointments were provided in NI. 909,339 (84%) were for full tests for which the pass rate was 80.9%.

During 2016-17, the overall pass rate for car 'Learner' driving tests in NI was 54%; 58% for males and 50% for females.

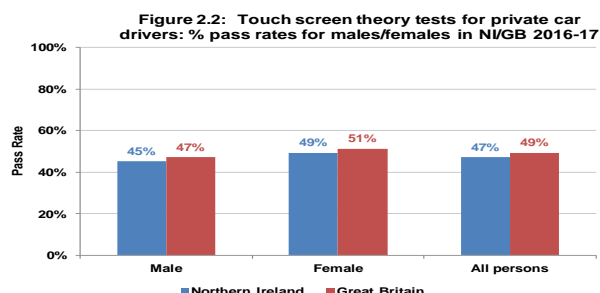
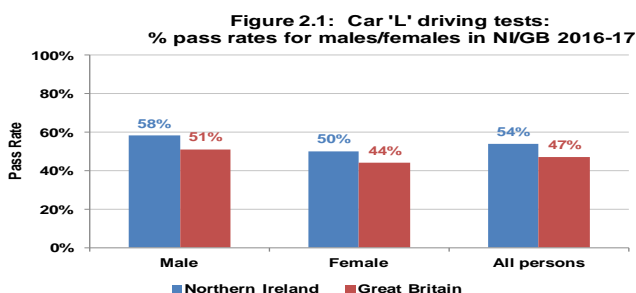
During 2016-17, the overall pass rate for car theory tests in NI was 47%; 45% for males and 49% for females.

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

2 Driver and Vehicle Testing

- 2.1 During 2016-17, the Driver and Vehicle Agency provided 1,077,910 vehicle test appointments across all vehicle testing categories, less than 1% increase from 1,075,386 tests in 2015-16. Of the 1,077,910 appointments, 909,339 (84%) were for full tests and 168,571 (16%) were for retests. The full test pass rate was 80.9% in 2016-17 (Tables 2.1 to 2.3).
- 2.2 There were 50,717 car 'Learner' driving tests conducted in Northern Ireland during 2016-17, an increase of 5% on the 48,298 tests conducted during 2015-16. The overall pass rate for car 'Learner' driving tests in Northern Ireland in 2016-17 was 54%, a decrease of 1 percentage point since 2015-16 (55%) and 2012-13 (55%). The overall pass rate in Great Britain in 2016-17 was 47%, the same as in each of the previous four years (47%). During 2016-17, the male pass rate for car 'Learner' driving tests in Northern Ireland was 58% compared to 50% for females (Table 2.4, Figure 2.1).
- 2.3 In Northern Ireland, the pass rate for touch screen theory tests for private car drivers in 2016-17 was 47%, no change since 2015-16 (47%) and a decrease of 12 percentage points since 2012-13 (59%). The Great Britain pass rate in 2016-17 was 49%, no change since 2015-16 (49%) and a decrease of 10 percentage points since 2012-13 (59%). In 2016-17, the female pass rate in Northern Ireland was 49% compared to 45% for males (Table 2.5, Figure 2.2).



- 2.4 In 2016-17, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 72%; 73% for males and 57% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 72% during 2016-17; 72% for males and 76% for females (Tables 2.6 & 2.7).
- 2.5 Historically, for the practical driving test, the pass rate for males is higher than the pass rate for females. This year continues the trend with 58% of males passing the practical car driving test in 2016-17 compared to 50% of females. In contrast, for touch screen theory tests, the pass rate for females is historically higher than the pass rate for males. In 2016-17, 49% of females compared to 45% of males passed the car touch screen theory test (Tables 2.4 to 2.7, Figures 2.1 & 2.2).
- 2.6 There were 3,529 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2016-17. The overall pass rate for all LGV and PCV driving tests was 68%, 2 percentage points less than the previous year (70%) (Table 2.8).
- 2.7 Of the 262,092 ordinary licences issued during 2016-17, 46% were expiry/ optional renewals, 13% were renewals to over 70's and 10% each were provisional licences, conversion of provisional to full and name and address change. Of the 14,000 vocational licences issued, 43% were renewal licences and 17% were provisional licences (Tables 2.10 & 2.11).

Table 2.1 Vehicle test appointments provided in Northern Ireland: 2012-13 to 2016-17¹

	Number				
	2012-13	2013-14	2014-15	2015-16	2016-17
Full Tests	834,419	856,289	866,295	901,537	909,339
Retests	178,923	175,822	166,964	173,849	168,571
Total Tests	1,013,342	1,032,111	1,033,259	1,075,386	1,077,910

Source: Driver and Vehicle Agency (DVA)

1 Includes Failed to Attend's (FTA's).

Table 2.2 Full test and retest appointments provided in Northern Ireland: 2012-13 to 2016-17^{1, 2, 3, 4}

	Number									
	2012-13 ^r		2013-14 ^r		2014-15 ^r		2015-16 ^r		2016-17	
	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest	Full Test	Retest
Private Cars	691,510	144,316	710,885	142,387	719,209	135,568	751,677	142,935	759,518	139,013
Motorcycles	22,326	1,342	23,043	1,262	22,844	1,191	22,750	1,238	21,977	1,116
Light Goods	65,307	17,519	66,879	17,627	67,825	16,994	69,237	16,964	68,827	16,110
Heavy Goods	24,941	7,922	24,451	7,252	24,672	6,445	24,808	6,225	25,477	6,036
Trailers	14,539	3,126	14,982	3,033	15,523	2,904	16,368	2,791	17,119	2,747
Omnibus	2,759	887	2,599	792	2,685	787	2,583	713	2,620	612
Taxis	9,629	3,220	9,667	2,879	9,571	2,546	9,611	2,272	9,112	2,274
LPCV	2,847	496	2,820	458	2,865	404	2,968	496	2,947	441
SVA	32	12	22	9	13	4	20	6	15	5
IVA	256	78	551	102	644	111	1,061	198	1,123	179
CDG	273	5	390	21	444	10	454	11	604	38
Total Tests	834,419	178,923	856,289	175,822	866,295	166,964	901,537	173,849	909,339	168,571

Source: DVA

1 Includes Failed to Attend's (FTA's).

2 See Vehicle Test Classifications on page 113.

3 Prior to the 2016/17 publication the SVA and IVA categories were presented together as one category.

4 The IVA category now includes vehicle tests that historically have been included in the Heavy Goods, Omnibus and Trailer categories.

Table 2.3 Full test pass rates in Northern Ireland: 2012-13 to 2016-17^{1, 2, 3, 4}

	Percentage				
	2012-13	2013-14	2014-15	2015-16	2016-17
Private Cars	78.8	79.8	80.8	80.5	81.1
Motorcycles	93.1	93.6	93.5	93.4	93.6
Light Goods	73.0	73.4	74.4	74.7	75.8
Heavy Goods	70.0	72.4	75.0	75.9	77.1
Trailers	79.4	80.6	82.0	83.3	84.2
Omnibus	78.3	78.6	79.8	79.2	81.7
Taxis	72.6	75.7	77.9	80.4	79.2
LPCV	82.9	83.3	85.2	83.4	84.4
SVA	48.1	27.3	76.9	57.9	60.0
IVA	72.3	82.5	82.8	81.9	85.6
CDG	98.1	93.7	96.4	96.9	93.0
Overall	78.5	79.4	80.5	80.3	80.9

Source: DVA

1 Excludes Failed to Attend's (FTA's).

2 See Vehicle Test Classifications on page 113.

3 Prior to the 2016/17 publication the SVA and IVA categories were presented together as one category.

4 The IVA category now includes vehicle tests that historically have been included in the Heavy Goods, Omnibus and Trailer categories.

Table 2.4 Car 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17^{1, 2, 3, 4}

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	21,484	682,699	19,854	706,757	21,179	733,161	22,886	736,261	24,170	826,085
Female	25,006	753,774	22,904	770,823	24,129	799,341	25,412	801,472	26,547	904,843
All persons	46,490	1,436,481	42,758	1,477,585	45,308	1,532,504	48,298	1,537,735	50,717	1,730,936
Tests passed										
Male	13,044	345,599	12,407	358,143	13,008	370,343	13,705	372,777	13,970	417,879
Female	12,739	331,653	11,651	337,436	12,216	348,367	13,051	350,667	13,258	397,286
All persons	25,783	677,255	24,058	695,580	25,224	718,711	26,756	723,444	27,228	815,168
Percentage passed										
Male	61	51	62	51	61	51	60	51	58	51
Female	51	44	51	44	51	44	51	44	50	44
All persons	55	47	56	47	56	47	55	47	54	47

Sources: NI - DVA; GB - Driver and Vehicle Standards Agency (DVSA)

1 For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. In the 2014-15 edition of this publication, historical totals for tests conducted and tests passed were revised accordingly. Care should therefore be taken when comparing figures against those in editions of this publication prior to 2014-15, as these figures, where they exclude special requirements, show an under reporting of total tests conducted.

2 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driver Test Classifications on page 114. Note that these classifications differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

3 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

4 Excludes Failed to Attend's (FTA's).

Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2012-13 to 2016-17¹

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	22,773	660,068	26,901	817,226	30,911	885,944	32,656	986,413	36,115	1,004,796
Female	20,943	583,984	23,679	724,615	26,777	794,285	28,792	914,260	30,197	947,423
All persons	43,716	1,244,052	50,580	1,541,841	57,688	1,680,229	61,448	1,900,673	66,312	1,952,219
Tests passed										
Male	12,941	371,314	13,046	398,865	14,357	431,607	14,894	470,739	16,388	470,189
Female	12,712	364,060	12,558	396,323	13,649	425,543	14,207	466,255	14,661	479,982
All persons	25,653	735,374	25,604	795,188	28,006	857,150	29,101	936,994	31,049	950,171
Percentage passed										
Male	57	56	48	49	46	49	46	48	45	47
Female	61	62	53	55	51	54	49	51	49	51
All persons	59	59	51	52	49	51	47	49	47	49

Sources: NI - DVA; GB - DVSA

1 Excludes Failed to Attend's (FTA's).

Table 2.6 Motorcycle 'L' driving tests, NI/GB comparison: 2012-13 to 2016-17^{1, 2, 3, 4, 5, 6}

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	2,677	117,517	1,881	81,351	2,198	91,572	2,513	98,756	2,628	105,543
Female	383	13,661	180	8,387	204	9,627	219	10,198	196	10,646
All persons	3,060	131,178	2,061	89,738	2,402	101,199	2,732	108,954	2,824	116,189
Tests passed										
Male	2,045	83,361	1,320	57,476	1,621	65,245	1,884	71,745	1,927	76,629
Female	270	8,110	106	4,801	125	5,572	152	5,967	112	6,355
All persons	2,315	91,471	1,426	62,277	1,746	70,817	2,036	77,712	2,039	82,984
Percentage passed										
Male	76	71	70	71	74	71	75	73	73	73
Female	70	59	59	57	61	58	69	59	57	60
All persons	76	70	69	69	73	70	75	71	72	71

Sources: NI - DVA; GB - DVSA

1 NI and GB figures are reported on the same basis, i.e. Module 1 and Module 2 tests combined, for all years presented in the table. In editions of this publication prior to 2015-16, GB figures represented Module 2 tests only. See User Information for details (page 14).

2 Motorcycle tests changed from a single test to a 2 module test where both modules must be passed. This change was introduced in NI on 8th December 2008 and in GB on 27th April 2009. All of the figures in this table relate to the time period after the change and therefore can be compared. However care should be taken if comparing figures with those prior to the change in previous publications.

3 For Northern Ireland data, from 2014-15 onwards, improved extraction options have allowed compilation and reporting of tests conducted where a special requirement was requested. In the 2014-15 edition of this publication, historical totals for tests conducted and tests passed were revised accordingly. Care should therefore be taken when comparing figures against those in editions of this publication prior to 2014-15, as these figures, where they exclude special requirements, show an under reporting of total tests conducted.

4 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driver Test Classifications on page 114. Note that these classifications differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

5 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

6 Excludes Failed to Attend's (FTA's).

Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2012-13 to 2016-17¹

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	1,626	66,542	1,245	47,644	1,325	56,996	1,521	64,489	1,714	68,222
Female	217	7,062	110	4,674	149	5,809	157	6,680	152	7,041
All persons	1,843	73,604	1,355	52,318	1,474	62,805	1,678	71,169	1,866	75,263
Tests passed										
Male	1,190	49,190	918	35,918	998	42,062	1,111	46,302	1,227	48,659
Female	165	5,621	87	3,710	105	4,450	106	4,787	115	5,120
All persons	1,355	54,811	1,005	39,628	1,103	46,512	1,217	51,089	1,342	53,779
Percentage passed										
Male	73	74	74	75	75	74	73	72	72	71
Female	76	80	79	79	70	77	68	72	76	73
All persons	74	74	74	76	75	74	73	72	72	71

Sources: NI - DVA; GB - DVSA

1 Excludes Failed to Attend's (FTA's).

Table 2.8 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2012-13 to 2016-17^{1, 2, 3}

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
Tests conducted										
Male	4,111	50,564	4,432	52,529	4,474	58,236	2,860	72,497	3,316	80,057
Female	276	4,844	334	4,780	248	5,156	125	6,483	213	7,510
All persons	4,387	55,408	4,766	57,309	4,722	63,392	2,985	78,980	3,529	87,567
Tests passed										
Male	2,897	26,743	3,146	28,382	3,202	32,130	2,010	40,180	2,272	45,330
Female	185	2,599	225	2,818	153	3,032	77	3,814	142	4,530
All persons	3,082	29,342	3,371	31,200	3,355	35,162	2,087	43,994	2,414	49,860
Percentage passed										
Male	70	53	71	54	72	55	70	55	69	57
Female	67	54	67	59	62	59	62	59	67	60
All persons	70	53	71	54	71	55	70	56	68	57

Sources: NI - DVA; GB - DVSA

1 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driver Test Classifications on page 114. Note that these classifications differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

2 For GB, gender details about licence holders from other countries (outside of GB) are reliant upon information being captured accurately at the time of booking a test. Where gender data has not been captured, these candidates are only recorded in the "All persons" total.

3 Excludes Failed to Attend's (FTA's).

Table 2.9 Large Goods Vehicle (LGV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2012-13 to 2016-17^{1, 2}

	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV	LGV	PCV
Tests conducted										
Male	3,680	431	3,845	587	3,988	486	2,617	243	3,031	285
Female	228	48	273	61	213	35	78	47	155	58
All persons	3,908	479	4,118	648	4,201	521	2,695	290	3,186	343
Tests passed										
Male	2,585	312	2,710	436	2,837	365	1,829	181	2,075	197
Female	153	32	182	43	130	23	49	28	103	39
All persons	2,738	344	2,892	479	2,967	388	1,878	209	2,178	236
Percentage passed										
Male	70	72	70	74	71	75	70	74	68	69
Female	67	67	67	70	61	66	63	60	66	67
All persons	70	72	70	74	71	74	70	72	68	69

Source: DVA

1 In the 2014-15 edition of this publication, Northern Ireland figures were provided in line with DOE classifications for the first time, with data relating to 2010-11 to 2013-14 being revised accordingly. See Driver Test Classifications on page 114. Note that these classifications differ slightly from those used in editions of this publication prior to 2014-15. Care should therefore be taken if comparing figures.

2 Excludes Failed to Attend's (FTA's).

Table 2.10 Ordinary licences issued in Northern Ireland by type: 2012-13 to 2016-17

Ordinary licences	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licence	24,692	13	25,792	13	25,359	12	27,068	10	25,292	10
Conversion of provisional to full	26,095	13	24,269	12	24,709	12	26,840	10	26,246	10
Expiry/ Optional renewals ¹	52,431	27	56,558	28	68,126	32	130,130	46	121,797	46
Renewals to over 70's	35,021	18	37,767	19	39,185	18	39,473	14	33,357	13
Medical renewals	6,015	3	5,915	3	6,307	3	6,955	2	5,747	2
Name & address change	24,007	12	26,165	13	24,665	12	25,864	9	26,679	10
Replacement/ Duplicate licences	23,121	12	20,995	10	19,726	9	18,699	7	16,953	6
Exchange licence	5,470	3	5,503	3	5,234	2	5,709	2	6,021	2
All Ordinary licences	196,852	100	202,964	100	213,311	100	280,738	100	262,092	100

Source: DVA

¹ These figures include those renewing their licences when they expire. Figures are at a much higher level than what would be considered normal transaction volumes due to being in a peak period of cyclical renewals.

Table 2.11 Vocational licences issued in Northern Ireland by type: 2012-13 to 2016-17

Vocational licences	Number/Percentage									
	2012-13		2013-14		2014-15		2015-16		2016-17	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licence	1,749	12	1,905	13	1,829	13	2,043	14	2,384	17
Conversion of provisional to full	1,257	8	1,305	9	1,269	9	1,367	9	1,730	12
Renewal licences	8,592	57	8,260	55	7,300	52	7,770	53	6,063	43
Replacement/ Duplicate/ Exchange licences	1,850	12	1,790	12	1,841	13	1,750	12	2,060	15
Name & address change	1,719	11	1,830	12	1,700	12	1,613	11	1,763	13
All Vocational licences	15,167	100	15,090	100	13,939	100	14,543	100	14,000	100

Source: DVA

Chapter 3: Road Network

Road network summary lengths 2017 - All divisions

NI public road lengths by local government district and DfI Roads division by type of road: 2017

Public expenditure on NI roads: 2012-13 to 2016-17

At 1 April 2017, there were 25,652 kilometres of public road in Northern Ireland.

22% of NI road lengths were urban and 78% were rural at 1 April 2017.

£388 million was spent on our roads during 2016-17.

Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

3 Road Network

- 3.1 At 1 April 2017, there were 25,652 kilometres of public road in Northern Ireland. Unclassified roads accounted for the largest proportion (61%) of all roads followed by C roads (18%), B roads (11%), A roads (9%) and Motorways (<1%) (Table 3.1).
- 3.2 Analysis of the urban/ rural split of the road network reveals that 22% of road lengths are urban (speed limit of 40 mph or less) and 78% are rural (speed limit of more than 40 mph). This varies between the different road types with C roads having the highest proportion (94%) of rural road length and unclassified roads having the lowest proportion (71%) of rural road length (Table 3.1).
- 3.3 Thirty seven percent of all motorways in Northern Ireland are located within DfI Roads Northern Division compared with 6% in Western Division. Within each DfI Roads Division, Eastern Division has the highest percentage (70%) of unclassified roads, followed by Southern, Western and Northern Divisions with 61%, 60% and 57% respectively (Table 3.2).
- 3.4 During 2016-17, maintenance (structural, routine and winter) accounted for 30% of the £388 million spend on our roads. New construction and improvement accounted for 24% of the money spent, while public lighting accounted for 4%. There was an increase of 4% in expenditure on the roads when compared to 2015-16 (Table 3.3, Figure 3.1).

Figure 3.1: Public Expenditure on Northern Ireland Roads: 2012-13 to 2016-17

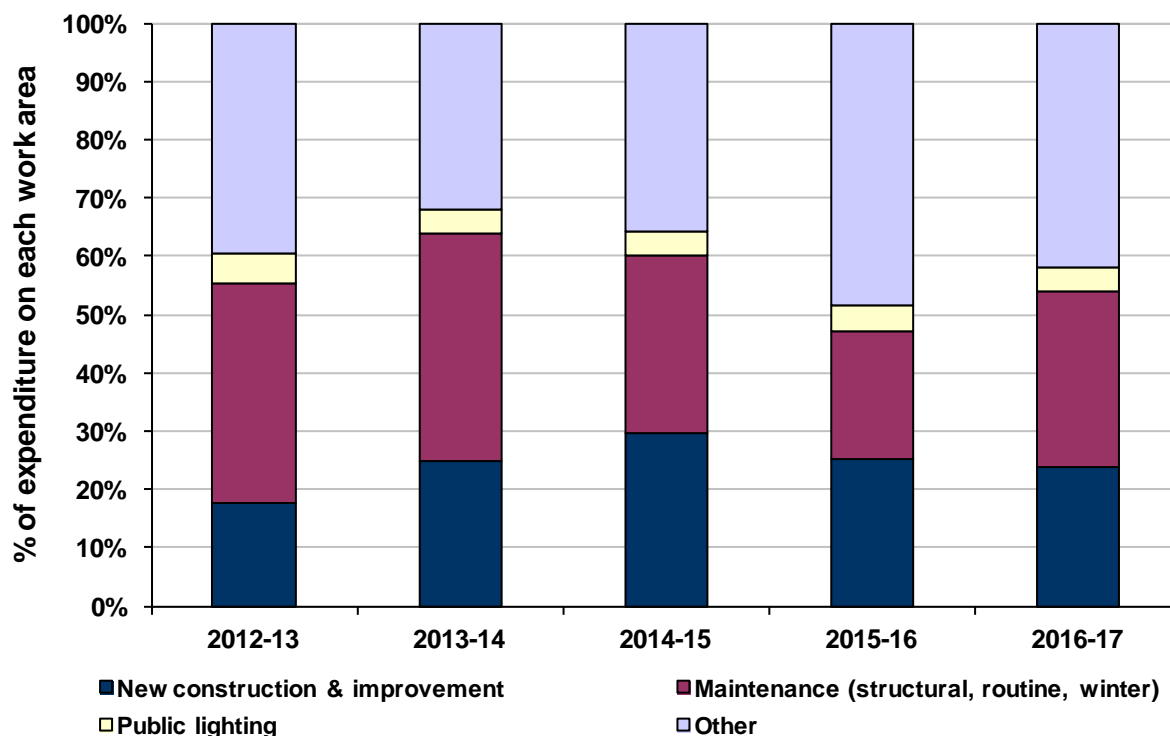


Table 3.1 Road network summary lengths 2017 - All divisions¹

						Km
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length ²	
Motorway ³	Motorway	37.0	192.8	229.8	114.9	
A Roads	Dual	115.4	301.3	416.6	208.3	
A Roads	Single	512.0	1,580.8	2,092.9	2,092.9	
B Roads	Dual	2.2	1.3	3.5	1.7	
B Roads	Single	375.0	2,525.0	2,900.0	2,900.0	
C Roads	Dual	2.5	0.0	2.5	1.3	
C Roads	Single	287.9	4,441.3	4,729.2	4,729.2	
Unclassified	Dual	1.9	0.0	1.9	0.9	
Unclassified	Single	4,454.3	11,149.0	15,603.2	15,603.2	
All Road Classes^{4,5,6}		5,788.2	20,191.4	25,979.6	25,652.4	

Source: DfI Roads

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2017.

2 On Motorways and Dual Carriageways: 2 Carriageway Km = 1 Route Km.

3 Motorway figures exclude slip road lengths.

4 Stretches for car parks and footpaths are not included in these figures.

5 Road lengths recorded here are for adopted roads only.

6 See Technical Notes, page 106.

Table 3.2 NI public road lengths by local government district and DfI Roads division by type of road: 2017^{1,2,3}

Local government district/ DfI Roads division	Km						
	Motorway ⁴	A Roads		B Roads	C Roads	Unclassified	All road types ^{5, 6, 7}
		Dual c'way	Single c'way				
Antrim and Newtownabbey	35.2	13.9	111.5	150.3	239.2	811.3	1,361.4
Causeway Coast and Glens	0.0	5.0	291.9	452.1	446.2	1,445.2	2,640.3
Mid and East Antrim	7.3	25.8	163.3	236.2	309.0	996.6	1,738.1
All Northern Division	42.5	44.7	566.6	838.5	994.3	3,253.1	5,739.8
Ards and North Down	0.0	26.4	136.3	57.8	165.2	773.4	1,159.1
Armagh City, Banbridge and Craigavon	27.2	29.9	231.0	399.3	677.7	2,196.7	3,561.8
Newry, Mourne and Down	0.0	28.9	321.9	290.0	605.0	1,814.8	3,060.5
All Southern Division	27.2	85.2	689.2	747.1	1,447.8	4,784.9	7,781.4
Belfast	12.4	21.1	92.5	50.9	35.8	874.9	1,087.6
Lisburn and Castlereagh	25.6	11.9	111.4	141.7	227.6	836.0	1,354.2
All Eastern Division	38.0	33.1	204.0	192.6	263.4	1,710.9	2,441.8
Derry City and Strabane	0.0	17.4	91.3	260.9	451.5	1,498.1	2,319.2
Fermanagh and Omagh	0.0	0.6	319.3	445.8	884.2	2,329.8	3,979.7
Mid Ulster	7.3	27.4	222.5	416.8	689.1	2,027.5	3,390.5
All Western Division	7.3	45.3	633.1	1,123.5	2,024.9	5,855.3	9,689.4
All Divisions	114.9	208.3	2,092.9	2,901.7	4,730.4	15,604.2	25,652.4

Source: DfI Roads

1 Lengths are in route kilometres.

2 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2017.

3 Totals may not always exactly equal the sum of individual components, due to rounding.

4 Motorway figures exclude slip road lengths.

5 Stretches for car parks and footpaths are not included in these figures.

6 Road lengths recorded here are for adopted roads only.

7 See Technical Notes, page 106.

Table 3.3 Public expenditure on NI roads: 2012-13 to 2016-17

	£ Thousands				
	2012-13	2013-14	2014-15	2015-16	2016-17 ^{P,7}
New construction and improvement	70,223	107,651	124,430	93,104	92,441
Maintenance					
Structural ¹	105,740	125,829	88,597	49,804	82,240
Routine ²	35,261	38,733	32,433	26,812	28,640
Winter ³	7,871	6,157	7,767	5,396	5,399
Public lighting ⁴	20,700	17,852	17,708	16,360	16,003
All road expenditure^{5, 6}	396,745	436,147	421,780	372,278	388,123

Source: DfI Roads

1 Structural maintenance: reconstruction, overlay, resurfacing, surface dressing, patching, footways, bridges.

2 Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, drainage, earthworks, fences.

3 Winter maintenance: salting, snow clearance.

4 Public lighting: maintenance and energy.

5 Includes other expenditure. The total is the full expenditure of DfI Roads i.e. includes admin, resource, capital and depreciation.

6 For further information on these figures, see Technical Notes on page 106.

7 Structural maintenance has increased from previous year due to more budget being made available in 2016-17.

Chapter 4: Freight

Goods vehicle operators' licences in force: 2012-13 to 2016-17

Road service (buses and coaches) licences issued : 2012-13 to 2016-17

Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2012-2016

International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2016

International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/loading: 2016

Freight handled at NI airports: 2007-2016

At 31st March 2017, 6,138 goods vehicle operators' licences were in force in NI.

In 2016, 49.3 million tonnes of freight were lifted within NI and transported by road in Heavy Goods Vehicles.

32,776 tonnes of freight were handled at NI airports in 2016.

Symbols and Conventions:

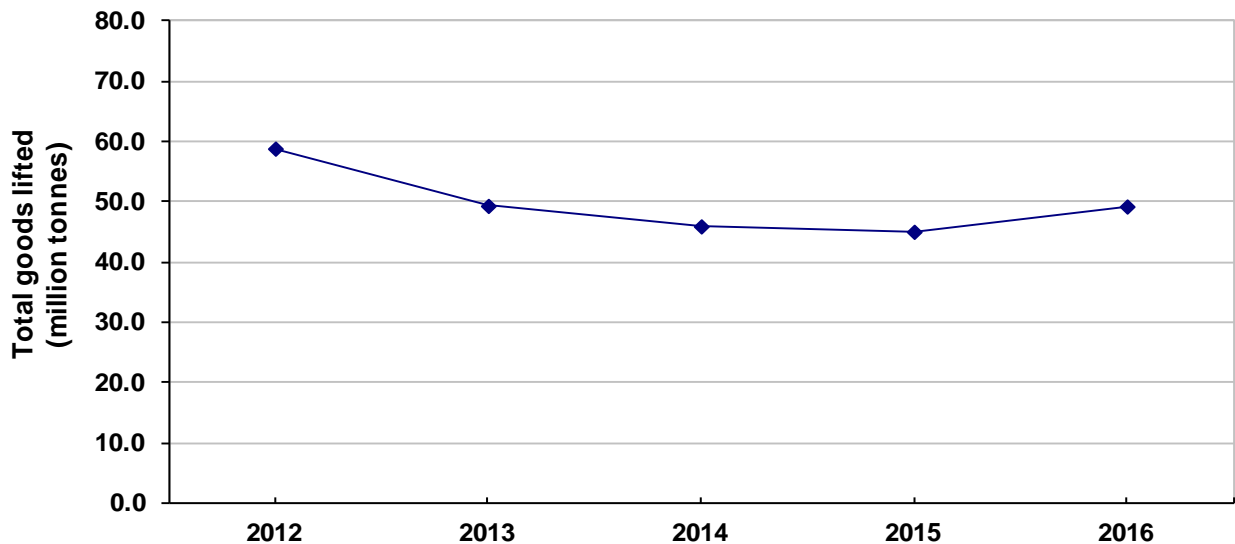
p Data are provisional

r Data have been revised from previous publication

4 Freight

- 4.1 At 31st March 2017, 6,138 goods vehicle operators' licences were in force in Northern Ireland. Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicles (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. 66% of goods vehicle operators' licences in force in 2016-17 were Restricted licences (Table 4.1).
- 4.2 During 2016-17 there were 204 bus and coach operator licences issued and 2,339 bus and coach vehicle licences issued. Of the bus and coach licences, 82% of operator licences and 96% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2016, 49.3 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles, an increase of 9% from 2015. 'Food products, including beverages and tobacco' were the greatest single commodity transported within Northern Ireland, accounting for 15.7 million tonnes (32%) of all tonnes moved. 'Products of agriculture, forestry and raw materials' accounted for 12.5 million tonnes (25%), 'Metal, mineral and chemical products' accounted for 9.2 million tonnes (19%) and 'Other products' (e.g. waste, mail and packaging) accounted for 8.9 million tonnes (18%) (Table 4.3, Figure 4.1).

Figure 4.1: Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2012 to 2016



- 4.4 During 2016, 2.9 million tonnes of freight were transported on international outward journeys from NI/ GB by NI registered hauliers. Of these, the largest commodity was 'Metal, mineral and chemical products' accounting for 0.9 million tonnes (30%). In 2016, 2.8 million tonnes were carried on international inward journeys to NI/GB by NI registered heavy goods vehicles. 'Other products' (e.g. waste, mail and packaging) was the largest commodity category, accounting for 1.1 million tonnes (40%) (Table 4.4).
- 4.5 32,776 tonnes of freight were handled at Northern Ireland airports in 2016, an increase of 6% from 2015 (30,940 tonnes) (Table 4.6).

Table 4.1 Goods vehicle operators' licences in force: 2012-13 to 2016-17¹

	Number				
	2012-13	2013-14	2014-15	2015-16	2016-17
Operator licences²					
Restricted ³	4,724	4,046	3,825	3,973	4,038
National	394	377	374	380	381
International	1,453	1,507	1,540	1,627	1,719
All Operator licences	6,571	5,930	5,739	5,980	6,138

Source: DVA

1 These figures relate to the total current licences as a snapshot at the 31st March in Northern Ireland.

2 Prior to July 2012, only operators using vehicles over 3,500kg to carry goods for hire or reward had to be licensed. From July 2012, under the Goods Vehicles (Licensing of Operators) Act (NI) 2010, operators using vehicles over 3,500kg who carry their own goods as part of a trade or business also have to be licensed and are required to obtain a Restricted licence. See Technical Notes (page 106) for licence definitions.

3 For 2012-13 to 2015-16, the Restricted licences figure includes temporary permits. In 2016-17, there were no temporary permits remaining to be converted to full Restricted licences.

Table 4.2 Road service (buses and coaches) licences issued: 2012-13 to 2016-17

	Number				
	2012-13	2013-14	2014-15	2015-16	2016-17
Operator licences					
National	44	43	44	35	36
International	148	168	172	165	168
All Operator licences	192	211	216	200	204
Vehicle licences					
National	161	158	146	96	90
International	2,093	2,409	2,487	2,528	2,249
All Vehicle licences	2,254	2,567	2,633	2,624	2,339

Source: DVA

Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2012-2016¹

	Thousand Tonnes				
(a) By mode of working	2012	2013	2014	2015	2016
Mainly public haulage	28,489	23,053	20,665	23,185	21,090
Mainly own account	30,422	26,323	25,348	21,895	28,221
All modes	58,910	49,376	46,013	45,080	49,311
(b) By gross weight of vehicle					
Rigid Vehicles					
Over 3.5 to 17 tonnes	4,726	4,086	2,513	2,352	3,632
Over 17 to 25 tonnes	3,207	2,841	2,547	3,559	3,353
Over 25 tonnes	19,279	14,963	15,981	16,081	16,165
All rigids	27,211	21,890	21,042	21,993 ^f	23,151
Articulated Vehicles					
Over 3.5 to 33 tonnes	1,570	965	556	1,531	660
Over 33 tonnes	30,129	26,522	24,415	21,557	25,500
All artics	31,699	27,486	24,971	23,087 ^f	26,160
All Vehicles					
Over 3.5 to 25 tonnes	8,134	7,049	5,246	6,774	7,250
Over 25 tonnes	50,776	42,327	40,767	38,306	42,061
All weights	58,910	49,376	46,013	45,080	49,311
(c) By commodity²					
Products of agriculture, forestry and raw materials					
Agricultural products	5,470	4,237	4,589	3,710	3,075
Coal and lignite	336	141	772	284	913
Metal ore and other mining and quarrying	12,418	10,393	12,816	11,967	8,539
Subtotal	18,224	14,772	18,177	15,961	12,526
Food products, including beverages and tobacco					
Food products	10,528	8,665	6,282	7,638	15,726
Textile, leather and wood products					
Textiles and textile products; leather and leather products	600	299	57	197	273
Wood products	995	1,300	498	1,613	862
Subtotal	1,595	1,599	555	1,811	1,135
Metal, mineral and chemical products					
Coke and refined petroleum products	5,432	4,683	4,295	3,389	2,770
Chemical products	1,400	1,491	1,400	1,407	853
Glass, cement and other non-metallic mineral products	5,792	3,719	4,040	4,082	4,559
Metal products	1,310	843	998	1,429	1,062
Subtotal	13,935	10,736	10,733	10,308	9,243
Machinery and equipment, consumer durables					
Machinery and equipment	1,715	599	250	317	1,027
Transport equipment	433	426	225	401	506
Furniture	454	152	272	170	218
Subtotal	2,603	1,177	747	888	1,751
Other products					
Waste related products	3,838	4,222	4,226	2,734	3,198
Mail, parcels	318	423	:	112	357
Empty containers, pallets and other packaging	1,162	885	508	851	428
Household and office removals	486	1,091	969	690	1,301
Grouped goods	6,161	5,414	3,101	3,475	3,167
Unidentifiable goods	:	393	589	595	444
Other goods	:	:	:	:	:
Subtotal	12,026	12,427	9,519	8,475	8,894
All commodities	58,910	49,376	46,013	45,080	49,311

Source: Continuing Survey of Road Goods Transport Northern Ireland (CSRGT NI), DfT

¹ Totals may not always exactly equal the sum of individual components due to rounding.

² Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years.

^f = none recorded in the sample or not available due to small sample size.

Table 4.4 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2016^{1, 2}

Outward journey ³	Total traffic				of which: Hire or reward			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
Products of agriculture, forestry, raw materials	598	21	136	24	479	22	130	30
Food products, includ. beverages and tobacco	459	16	124	22	:	:	:	:
Textile, leather and wood products	:	:	:	:	:	:	:	:
Metal, mineral and chemical products	853	30	120	22	652	30	95	22
Machinery and equipment, consumer durables	67	2	8	1	:	:	:	:
Other products	680	24	137	25	588	27	111	26
All commodities	2,872	100	556	100	2,142	100	429	100

Inward journey ³	Total traffic				of which: Hire or reward			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
Products of agriculture, forestry, raw materials	475	17	162	27	460	21	157	32
Food products, includ. beverages and tobacco	356	13	100	17	312	14	93	19
Textile, leather and wood products	:	:	:	:	:	:	:	:
Metal, mineral and chemical products	673	24	94	16	608	28	85	17
Machinery and equipment, consumer durables	:	:	:	:	:	:	:	:
Other products	1,143	40	198	33	708	32	128	26
All commodities	2,826	100	597	100	2,197	100	487	100

Source: CSRG T NI, DfT

1 Totals may not always exactly equal the sum of individual components due to rounding.

2 Commodity data from 2013 have been coded using a different coding frame (NST 2007), with classifications being retrospectively applied to earlier years.

3 An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere. An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

‘:’ = none recorded in the sample or not available due to small sample size.

Table 4.5 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/ loading: 2016¹

Country	Outward journey ²				Inward journey ²			
	Tonnes		Tonne-kms		Tonnes		Tonne-kms	
	(Thousand)	%	(Million)	%	(Thousand)	%	(Million)	%
European Community								
Irish Republic	2,798	97	501	90	2,635	93	450	75
Other ³	:	:	:	:	:	:	:	:
All Countries	2,872	100	556	100	2,826	100	597	100

Source: CSRG T NI, DfT

1 Countries (excluding Irish Republic) have been amalgamated due to small size samples involved. See Technical Notes (page 107) for further details.

2 An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere. An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

3 Other relates to other European countries excluding the Irish Republic.

‘:’ = none recorded in the sample or not available due to small sample size.

Table 4.6 Freight¹ handled at NI airports: 2007-2016

Tonnes

Year	Belfast International	George Best Belfast City	City of Derry	All airports²
2007	38,429	1,057	0	39,485
2008	36,115	168	0	36,282
2009	29,804	138	0	29,941
2010	29,716	155	0	29,871
2011	31,062	457	0	31,519
2012	29,095	581	0	29,676
2013	29,288	527	0	29,814
2014	30,073	491	0	30,565
2015	30,389	551	0	30,940
2016	32,300	476	0	32,776

Source: CAA Statistics

1 Freight figures only. Mail is not included.

2 Individual figures may not sum exactly to "All airports" total due to rounding.

Chapter 5: Road Safety

Reported road traffic injury collisions by attribution: 2012-2016

Vehicles involved in reported road traffic injury collisions: 2012-2016

Deaths and injuries caused due to reported road traffic injury collisions: 2007-2016

Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

In 2016, 81% of reported road traffic injury collisions were mainly attributable to drivers.

In 2016, there were 68 road deaths due to reported road traffic collisions, a decrease of 8% from 2015.

In 2016, there were 334 reported road traffic injury collisions per 100,000 population in NI.

Data in Chapter 5 from National Statistics sources:

(see User Information section (page 8) for definition)

All tables in Chapter 5 (Road Safety) are from National Statistics sources.

Symbols and Conventions:

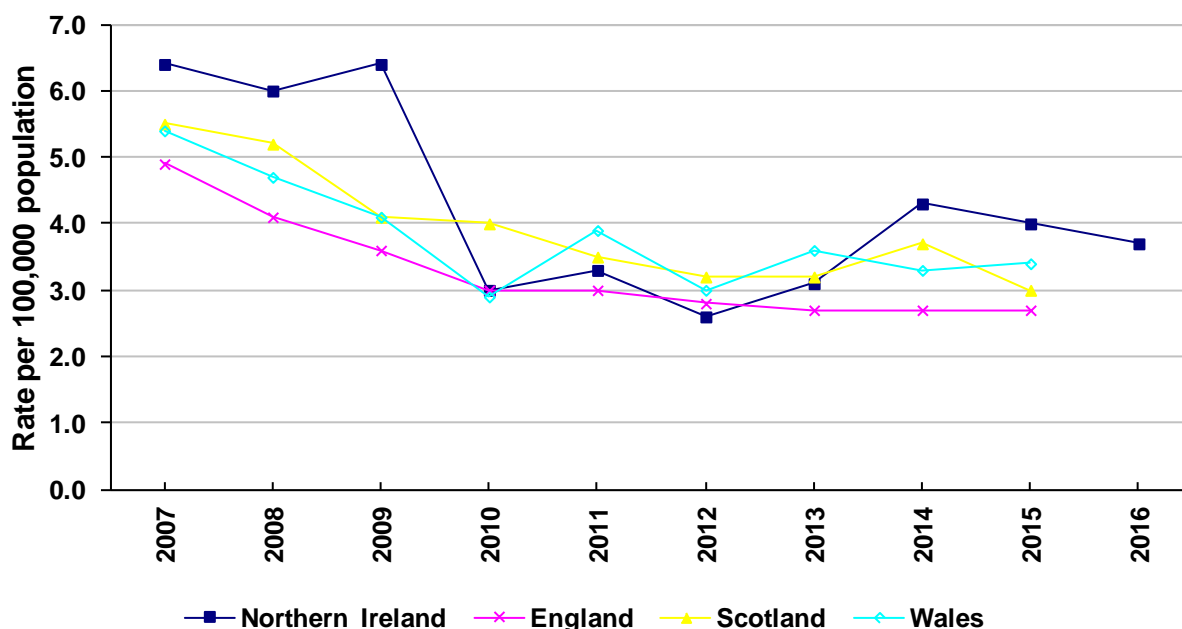
p Data are provisional

r Data have been revised from previous publication

5 Road Safety

- 5.1 In 2016, 81% of reported road traffic injury collisions were mainly attributable to drivers, 6% to pedestrians and 4% to road conditions (Table 5.1).
- 5.2 During 2016 there were 11,645 vehicles involved in reported road traffic injury collisions representing a 3% increase on the 11,329 vehicles during 2015. Cars accounted for 84% of vehicles involved in reported road traffic injury collisions (Table 5.2).
- 5.3 Between 2015 and 2016, the number of reported road casualties (killed, seriously or slightly injured) decreased by 1% from 9,737 to 9,591 (Table 5.3).
- 5.4 The number of road deaths occurring as a result of reported road traffic collisions has decreased by 8% from 74 in 2015 to 68 in 2016 (Table 5.3).
- 5.5 There were 334 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2016, a less than 1% increase on the 2015 rate of 332. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in Northern Ireland in 2016 was 55 (Table 5.4).
- 5.6 In 2016, the reported road traffic injury collision death rate in Northern Ireland was 3.7 deaths per 100,000 population compared to the 2015 rate of 4.0 deaths. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision death rate in Northern Ireland in 2016 was 0.6 (Figure 5.1, Table 5.5).

Figure 5.1: Road Traffic Injury Collision Deaths per 100,000 Population in Northern Ireland, England, Scotland and Wales: 2007 to 2016*



*England, Scotland and Wales 2016 figures are scheduled to be published by DfT on 28th September 2017.

Table 5.1 Reported road traffic injury collisions by attribution¹: 2012-2016

Number/Percentage

Mainly attributable to:	<u>2012</u>		<u>2013</u>		<u>2014</u>		<u>2015</u>		<u>2016</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,521	78	4,512	77	4,767	78	4,907	80	5,044	81
Motor cyclists	113	2	136	2	149	2	119	2	120	2
Passengers	42	1	32	1	56	1	46	1	38	1
Pedal cyclists	91	2	82	1	96	2	101	2	112	2
Pedestrians	475	8	436	7	409	7	417	7	374	6
Road conditions	217	4	295	5	263	4	258	4	250	4
Vehicle defects	59	1	78	1	80	1	70	1	92	1
Other causes	262	5	260	4	274	4	236	4	215	3
All attributions^{1,2}	5,780	100	5,831	100	6,094	100	6,154	100	6,245	100

Source: Police Service of Northern Ireland (PSNI)

1 Due to the number of collisions where responsibility was shared by more than one party, the "All attributions" total may be more than the total number of collisions.

2 During 2016, there were 6,225 injury collisions recorded by the PSNI.

Table 5.2 Vehicles involved in reported road traffic injury collisions: 2012-2016

Number/Percentage

Type of vehicle	<u>2012</u>		<u>2013</u>		<u>2014</u>		<u>2015</u>		<u>2016</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars ¹	8,870	84	8,848	83	9,359	84	9,607	85	9,798	84
Motor cycles	309	3	339	3	309	3	302	3	302	3
Pedal cycles	284	3	266	3	338	3	285	3	337	3
Goods vehicles	731	7	788	7	774	7	830	7	875	8
PCVs ²	177	2	206	2	205	2	170	2	179	2
Others ³	164	2	150	1	148	1	135	1	154	1
All vehicles	10,535	100	10,597	100	11,133	100	11,329	100	11,645	100

Source: PSNI

1 Includes motor cars used as taxis.

2 Includes coaches, buses and minibuses.

3 Includes motor caravans, tractors, invalid carriages, fire engines, black taxis etc and unknown vehicles.

Table 5.3 Deaths and injuries caused due to reported road traffic injury collisions: 2007-2016

Year	Children			All ages			Number
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	All casualties
2007	5	101	894	113	1,097	8,226	9,436
2008	7	94	851	107	990	8,454	9,551
2009	4	116	860	115	1,035	8,617	9,767
2010	2	93	749	55	892	8,010	8,957
2011	2	91	837	59	825	7,876	8,760
2012	5	87	956	48	795	8,167	9,010
2013	2	71	858	57	720	8,410	9,187
2014	4	66	827	79	710	8,599	9,388
2015	5	67	853	74	711	8,952	9,737
2016	4	78	872	68	828	8,695	9,591

Source: PSNI

Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

Year	Per 100,000 population ^{1, 2}				Per 10,000 vehicles ²				Units as indicated
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales	
2007	340	314	239	277	59	56	47	49	
2008	350	291	234	257	61	52	46	45	
2009	349	278	221	234	60	50	43	41	
2010	314	261	195	225	54	47	38	40	
2011	308	254	188	210	53	46	37	37	
2012	317	243	182	194	54	44	36	34	
2013	318	230	169	191	55	42	33	33	
2014	331	242	164	190	56	43	31	33	
2015	332	230	158	179	56	41	30	30	
2016	334	:	:	:	55	:	:	:	

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

2 England, Scotland and Wales 2016 figures are scheduled to be published by DfT on 28th September 2017.

Table 5.5 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

Units as indicated

Year	Per 100,000 population ^{1, 2}				Per 10,000 vehicles ²			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2007	6.4	4.9	5.5	5.4	1.1	0.9	1.1	0.9
2008	6.0	4.1	5.2	4.7	1.0	0.7	1.0	0.8
2009	6.4	3.6	4.1	4.1	1.1	0.7	0.8	0.7
2010	3.0	3.0	4.0	2.9	0.5	0.5	0.8	0.5
2011	3.3	3.0	3.5	3.9	0.6	0.5	0.7	0.7
2012	2.6	2.8	3.2	3.0	0.5	0.5	0.6	0.5
2013	3.1	2.7	3.2	3.6	0.5	0.5	0.6	0.6
2014	4.3	2.7	3.7	3.3	0.7	0.5	0.7	0.6
2015	4.0	2.7	3.0	3.4	0.7	0.5	0.6	0.6
2016	3.7	:	:	:	0.6	:	:	:

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

2 England, Scotland and Wales 2016 figures are scheduled to be published by DfT on 28th September 2017.

Table 5.6 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2007-2016

Units as indicated

Year	Per 100,000 population ^{1, 2}				Per 10,000 vehicles ²			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2007	536	427	310	408	94	77	61	72
2008	537	394	299	370	93	71	58	65
2009	545	377	287	341	94	68	56	60
2010	496	352	253	326	85	64	50	57
2011	483	342	241	307	83	63	47	54
2012	494	326	237	279	85	60	46	49
2013	502	304	216	270	86	55	42	47
2014	510	322	210	265	87	58	40	45
2015	526	306	204	248	88	54	38	42
2016	515	:	:	:	85	:	:	:

Sources: NI - NISRA, PSNI; GB - ONS, DfT

1 Figures per 100,000 population have been calculated using the mid year population estimate for the appropriate year.

2 England, Scotland and Wales 2016 figures are scheduled to be published by DfT on 28th September 2017.

Chapter 6: Public Transport

Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Vehicle stock

Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Staff employed

Ulsterbus/ Metro transport: 2012-13 to 2016-17 – Passenger journeys, bus miles and kilometres

Ulsterbus/ Metro transport: 2012-13 to 2016-17 - Local stage passenger receipts

NI Rail service assets and staff: 2012-13 to 2016-17

NI Rail service passenger journeys, miles, kilometres and receipts: 2012-13 to 2016-17

At the end of 2016-17, the average age of the Ulsterbus stock was 9.1 years and for Metro buses 8.9 years.

In 2016-17, there were 65.7 million bus passenger journeys, an increase of 1% from 2015-16.

There were 14.2 million rail passenger journeys in 2016-17, an increase of 5% from 2015-16.

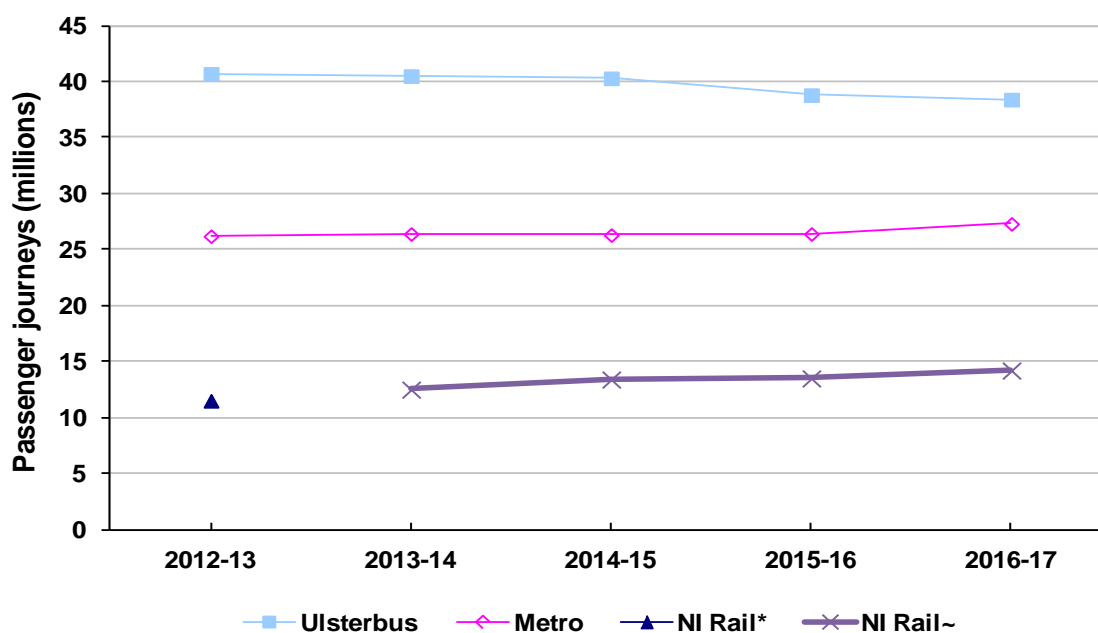
Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

6 Public Transport

- 6.1 At the end of 2016-17, there were 1,076 Ulsterbuses and 285 Metro buses on the roads which were, on average, 9.1 years and 8.9 years old respectively (Table 6.1).
- 6.2 During 2016-17, there were 38.4 million passenger journeys on Ulsterbus, a decrease of 1% from last year (38.8 million) and a decrease of 6% from 2012-13 (40.7 million). For Metro services, 27.3 million passenger journeys were taken in 2016-17, an increase of 3% since 2015-16 (26.4 million) and an increase of 4% from 2012-13 (26.2 million) (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage bus passenger receipts in 2016-17 were £88.0 million, an increase of 2% from 2015-16 (£86.3 million). Metro local stage bus passenger receipts in 2016-17 (£37.0 million) were very similar to that in 2015-16 (£37.1 million) (Table 6.4).
- 6.4 There were 14.2 million rail passenger journeys made in 2016-17, an increase of 5% from 2015-16 (13.5 million) (Table 6.6, Figure 6.1).
- 6.5 Railway passenger receipts increased by 4% from £45.0 million in 2015-16 to £46.9 million in 2016-17 (Table 6.6).

Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys 2012-13 to 2016-17



* Figures calculated using old journey factors.
 ~ Figures calculated using new journey factors.

Note: There has been a discontinuity in this series due to a methodological change. Figures for NI Rail passenger journeys were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. Therefore, figures for NI Rail passenger journeys from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.

Ulsterbus/ Metro transport: 2012-13 to 2016-17

Table 6.1 Vehicle stock

	Age/Number									
	<u>2012-13</u>		<u>2013-14</u>		<u>2014-15</u>		<u>2015-16^P</u>		<u>2016-17^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	6.5	7.5	6.8	8.5	7.5	7.1	8.1	7.9	9.1	8.9
Number of buses	1,136	284	1,126	288	1,126	294	1,072	284	1,076	285

Source: Translink

Table 6.2 Staff employed

	Number									
	<u>2012-13</u>		<u>2013-14</u>		<u>2014-15</u>		<u>2015-16^P</u>		<u>2016-17^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,259	733	2,276	723	2,269	722	2,169	701	2,124	709

Source: Translink

Table 6.3 Passenger journeys, bus miles and kilometres

	Millions									
	<u>2012-13¹</u>		<u>2013-14</u>		<u>2014-15</u>		<u>2015-16^P</u>		<u>2016-17^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	40.7	26.2	40.5	26.4	40.3	26.3	38.8	26.4	38.4	27.3
Bus miles	35.4	7.8	35.5	7.7	34.4	7.8	33.4	7.6	33.3	7.6
Bus kilometres	57.0	12.5	57.1	12.4	55.3	12.5	53.7	12.3	53.6	12.2

Source: Translink

¹ 2012-13 covers a 53 week period and the 2012-13 bus miles/ kilometres data are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years in the table cover 52 week periods.

Table 6.4 Local stage passenger receipts

	£ Millions									
	<u>2012-13¹</u>		<u>2013-14</u>		<u>2014-15</u>		<u>2015-16^P</u>		<u>2016-17^P</u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	87.1	34.5	87.8	35.3	87.1	35.5	86.3	37.1	88.0	37.0

Source: Translink

¹ 2012-13 covers a 53 week period and the 2012-13 passenger receipts figure is based on this 53 week period. All other years in the table cover 52 week periods.

Table 6.5 NI Rail service assets and staff: 2012-13 to 2016-17

	Number				
	2012-13	2013-14	2014-15	2015-16 ^P	2016-17 ^P
Route miles of track	211	211	211	211	211
Rolling stock ¹ :					
Locomotives	2	2	2	2	2
Passenger coaches	143	143	143	143	143
Stations	22	22	22	22	22
Staff employed	908	931	949	916	911

Source: Translink

1 Includes only rolling stock which are currently in service. New cars, which have been brought into service over the last few years, all come fitted with an integrated engine and carry passengers and have therefore been included in the 'passenger coaches' category. The locomotive figure only includes those used for passenger services.

Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2012-13 to 2016-17¹

	Millions/£ Thousands				
	2012-13 ²	2013-14	2014-15	2015-16 ^P	2016-17 ^P
Passenger journeys (Millions)	11.5	12.5	13.4	13.5	14.2
Passenger miles (Millions)	216.1	237.2	258.7	271.2	281.6
Passenger kilometres (Millions)	347.8	381.9	416.5	436.6	453.4
Passenger receipts (£ Thousands)	35,738	41,313	43,597	44,991	46,946

Source: Translink

1 Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. There was also a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.

2 2012-13 covers a 53 week period and the 2012-13 passenger miles/ kilometres and passenger receipts data are based on this 53 week period. However, the 2012-13 passenger journeys figure has been restated for a 52 week period. All other years in the table cover 52 week periods.

Chapter 7: Air Transport

Total aircraft movements and air transport movements at NI airports: 2007-2016

Air transport movements at NI airports: 2012-2016

Scheduled and chartered terminal passenger traffic via NI by airport: 2012-2016

UK airports by number of terminal passengers: 2011 and 2016

Scheduled direct weekly flights from NI airports: 2016 and 2017

International air passenger traffic to and from Belfast International airport: 2015 and 2016

International air passenger traffic to and from George Best Belfast City airport: 2015 and 2016

International air passenger traffic to and from City of Derry airport: 2015 and 2016

8.1 million terminal passengers passed through NI airports in 2016.

Alicante was the most popular destination from Belfast International airport in 2016.

In 2016 Belfast International and George Best Belfast City were the 10th and 17th busiest commercial airports in the UK respectively.

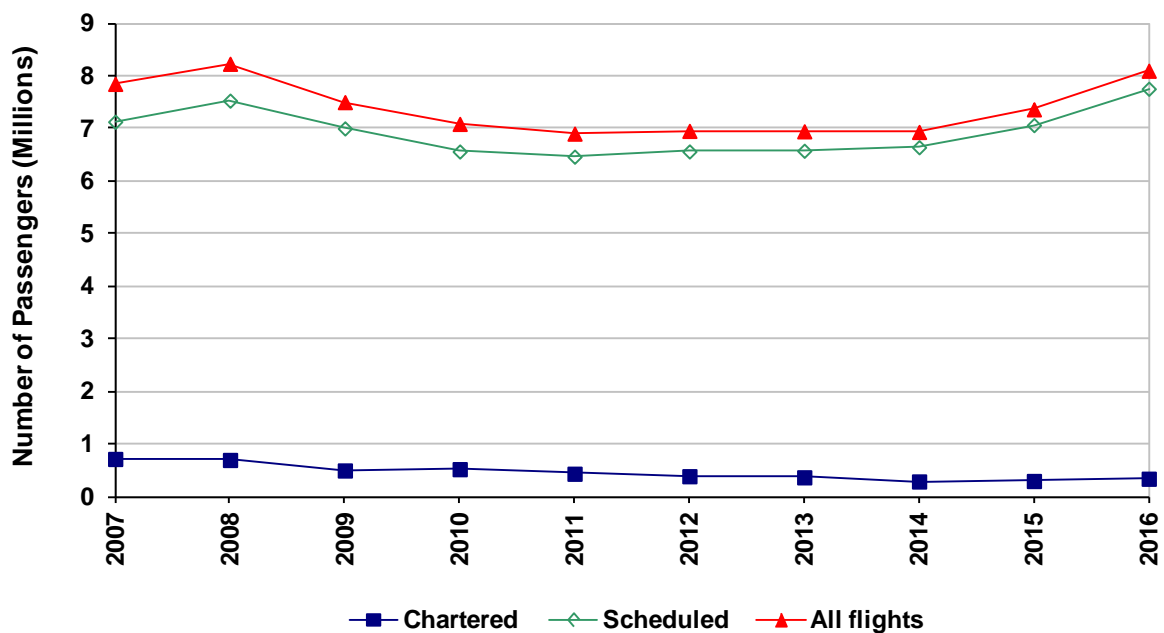
Symbols and Conventions:

- p Data are provisional
- r Data have been revised from previous publication

7 Air Transport

- 7.1 There were 81,506 air transport movements (landings and takeoffs) during 2016, an increase of 3% from the 2015 figure of 78,771 (Table 7.1).
- 7.2 Between 2015 and 2016, air transport movements at Belfast International airport increased by 5%, George Best Belfast City airport increased by 2% and City of Derry airport decreased by 4%. In 2016, Belfast International airport accounted for 47% of all air transport movements, George Best Belfast City airport 51% and City of Derry airport 2%. Of the 81,506 air transport movements occurring during 2016, 96% were scheduled and 4% were chartered (Table 7.2).
- 7.3 During 2016, 8.1 million terminal passengers passed through Northern Ireland airports, 10% higher than the 2015 figure (7.37 million). Between 2015 and 2016 the number of passengers travelling on scheduled flights increased by 10% (7.07 million in 2015, 7.76 million in 2016) and passenger numbers on chartered flights increased by 14% from 0.30 million to 0.34 million (Table 7.3, Figure 7.1).

Figure 7.1: Terminal Passengers at NI Airports: 2007 to 2016



- 7.4 In 2016, Belfast International airport was the 10th busiest commercial airport in the UK with 5.15 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.67 million terminal passengers, accounting for 1% of all UK terminal passengers. In the 5 years between 2011 and 2016, Belfast International airport saw an increase of 25% in the number of terminal passengers while George Best Belfast City airport saw an increase of 11% (Table 7.4).
- 7.5 Alicante in Spain was the most popular international route from Belfast International airport with 153,691 passengers flying there and back during 2016. Palma de Mallorca in Spain was the second most popular international route with 147,410 passengers and Malaga in Spain was the third most popular with 130,342 passengers (Table 7.6a).

**Table 7.1 Total aircraft movements and air transport movements at NI airports¹:
2007-2016**

Year	Number							
	Belfast International		George Best Belfast City		City Of Derry		All Airports	
	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements
2007	77,395	51,805	43,022	39,925	11,598	5,733	132,015	97,463
2008	77,943	53,631	42,990	40,205	13,035	5,823	133,968	99,659
2009	68,813	44,060	39,330	37,604	10,286	4,185	118,429	85,849
2010	60,742	39,230	40,324	38,701 ^f	9,948	3,848	111,014	81,779 ^f
2011	57,460	37,308	41,844	40,556	8,464	3,839	107,768	81,703
2012	58,011	39,120	37,189	35,921	7,355	3,114	102,555	78,155
2013	54,003	36,596	38,050	36,865	7,103	3,011	99,156	76,472
2014	50,973	34,795	37,112	36,052	5,764	2,537	93,849	73,384
2015	52,246	36,273	41,782	40,571	5,005	1,927	99,033	78,771
2016	55,155	38,104	42,475	41,546	5,441	1,856	103,071	81,506

Source: CAA Statistics

¹ Excludes air taxi operations.

Table 7.2 Air transport movements¹ at NI airports: 2012-2016

							Number
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2012	33,144	0	33,144	2,077	3,899	5,976	39,120
2013	30,517	0	30,517	2,006	4,073	6,079	36,596
2014	29,187	0	29,187	1,545	4,063	5,608	34,795
2015	30,516	0	30,516	1,649	4,108	5,757	36,273
2016	35,232	0	35,232	1,872	1,000	2,872	38,104

George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2012	35,780	0	35,780	141	0	141	35,921
2013	36,732	0	36,732	133	0	133	36,865
2014	35,921	0	35,921	131	0	131	36,052
2015	40,476	0	40,476	95	0	95	40,571
2016	41,482	0	41,482	64	0	64	41,546

City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2012	3,042	0	3,042	72	0	72	3,114
2013	2,934	0	2,934	77	0	77	3,011
2014	2,503	0	2,503	34	0	34	2,537
2015	1,923	0	1,923	4	0	4	1,927
2016	1,854	0	1,854	2	0	2	1,856

All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2012	71,966	0	71,966	2,290	3,899	6,189	78,155
2013	70,183	0	70,183	2,216	4,073	6,289	76,472
2014	67,611	0	67,611	1,710	4,063	5,773	73,384
2015	72,915	0	72,915	1,748	4,108	5,856	78,771
2016	78,568	0	78,568	1,938	1,000	2,938	81,506

Source: CAA Statistics

1 Excludes air taxi operations.

**Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport¹:
2012-2016**

Airport / Year	Passengers		Number
	Scheduled	Chartered	All flights
Belfast International			
2012	3,947,716	364,725	4,312,441
2013	3,679,015	343,454	4,022,469
2014	3,762,444	269,241	4,031,685
2015	4,100,345	289,516	4,389,861
2016	4,811,983	335,416	5,147,399
George Best Belfast City			
2012	2,232,913	13,289	2,246,202
2013	2,528,237	13,485	2,541,722
2014	2,539,610	15,501	2,555,111
2015	2,682,431	10,282	2,692,713
2016	2,655,725	7,229	2,662,954
City Of Derry			
2012	385,224	12,985	398,209
2013	371,632	13,341	384,973
2014	344,317	5,940	350,257
2015	284,238	244	284,482
2016	290,579	92	290,671
All Airports			
2012	6,565,853	390,999	6,956,852
2013	6,578,884	370,280	6,949,164
2014	6,646,371	290,682	6,937,053
2015	7,067,014	300,042	7,367,056
2016	7,758,287	342,737	8,101,024

Source: CAA Statistics

1 Excludes air taxi operations.

Table 7.4 UK airports by number of terminal passengers¹: 2011 and 2016

Number/Percentage

Rank	Airport	2016		2011		Percentage change (2016/2011)
		Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	
1	HEATHROW	75,672	28.2	69,391	31.6	9.1
2	GATWICK	43,115	16.1	33,644	15.3	28.2
3	MANCHESTER	25,599	9.5	18,807	8.6	36.1
4	STANSTED	24,318	9.1	18,047	8.2	34.7
5	LUTON	14,642	5.5	9,510	4.3	54.0
6	EDINBURGH	12,348	4.6	9,384	4.3	31.6
7	BIRMINGHAM	11,639	4.3	8,608	3.9	35.2
8	GLASGOW	9,324	3.5	6,858	3.1	36.0
9	BRISTOL	7,604	2.8	5,768	2.6	31.8
10	BELFAST INTERNATIONAL	5,147	1.9	4,102	1.9	25.5
11	NEWCASTLE	4,805	1.8	4,336	2.0	10.8
12	LIVERPOOL (JOHN LENNON)	4,777	1.8	5,247	2.4	-8.9
13	EAST MIDLANDS INTERNATIONAL	4,651	1.7	4,208	1.9	10.5
14	LONDON CITY	4,539	1.7	2,993	1.4	51.7
15	LEEDS BRADFORD	3,611	1.3	2,937	1.3	23.0
16	ABERDEEN	2,955	1.1	3,083	1.4	-4.1
17	BELFAST CITY (GEORGE BEST)	2,665	1.0	2,397	1.1	11.2
18	SOUTHAMPTON	1,947	0.7	1,762	0.8	10.5
19	CARDIFF WALES	1,344	0.5	1,208	0.6	11.3
20	DONCASTER SHEFFIELD	1,256	0.5	822	0.4	52.8
	Other airports ²	6,395	2.4	6,178	2.8	3.5
	All reporting UK airports^{2,3}	268,355	100	219,289	100	22.4

Source: CAA Statistics

1 Excludes air taxi operations.

2 'Other airports' and 'All reporting UK airports' excludes Alderney, Guernsey, Isle of Man and Jersey.

3 Individual figures may not sum to total due to rounding.

Table 7.5 Scheduled direct weekly flights¹ from NI airports: 2016² and 2017

Summer schedule

Destination	Belfast International ^{3,4,5,6}		George Best Belfast City ^{7,8}		City Of Derry ^{9,10,11}	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2016	2017	2016	2017	2016	2017
Aberdeen	-	-	8	7	-	-
Alicante	16	20	5	3	-	-
Amsterdam	9	9	7	7	-	-
Barcelona	4	5	-	-	-	-
Berlin	3	3	-	-	-	-
Birmingham	16	16	44	42	-	-
Bordeaux Merignac	2	2	-	-	-	-
Boston (Providence)	-	2	-	-	-	-
Bristol	17	17	-	-	-	-
Brussels	-	-	5	-	-	-
Cardiff	-	-	7	7	-	-
Dubrovnik	1	3	-	-	-	-
East Midlands	-	-	26	26	-	-
Edinburgh	20	20	36	31	-	-
Exeter	-	-	7	7	-	-
Faro	12	17	9	7	2	-
Fuerteventura	1	1	-	-	-	-
Gdansk	2	2	-	-	-	-
Glasgow	21	12	38	31	5	5
Girona	-	3	-	-	-	-
Ibiza	4	5	-	-	-	-
Inverness	-	-	7	7	-	-
Isle Of Man	-	-	20	7	-	-
Jersey	4	4	-	-	-	-
Katowice	2	2	-	-	-	-
Keflavik	2	-	-	3	-	-
Krakow	6	6	-	-	-	-
Lanzarote	6	4	-	-	-	-
Las Palmas	1	2	-	-	-	-
Leeds Bradford	-	-	30	27	-	-
Liverpool	32	29	33	7	5	2
London City	-	-	17	17	-	-
London Heathrow	-	-	59	59	-	-
London Gatwick	63	70	-	-	-	-
London Stansted	28	27	-	-	7	13
Luton	24	24	-	-	-	-
Majorca (Palma)	13	17	5	4	-	1
Malaga	14	17	9	7	-	-
Malta	-	-	-	-	-	-
Manchester	18	17	44	46	-	-
Menorca (Mahon)	1	2	-	-	-	-
Milan	2	2	-	-	-	-
Murcia	2	-	-	-	-	-
Newcastle	18	18	-	-	-	-
Newquay	-	-	1	2	-	-
New York (Stewart)	7	3	-	-	-	-
Nice	2	3	-	-	-	-

Table 7.5 Scheduled direct weekly flights¹ from NI airports: 2016² and 2017 - cont'd

Summer schedule

Destination	Belfast International ^{3,4,5,6}		George Best Belfast City ^{7,8}		City Of Derry ^{9,10,11}	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2016	2017	2016	2017	2016	2017
Paris	6	6	-	-	-	-
Pisa	1	-	-	-	-	-
Prague	-	-	-	-	-	-
Rome Fiumicino	-	-	-	-	-	-
Reus	3	4	-	-	-	-
Southampton	-	-	21	20	-	-
Split	1	1	-	-	-	-
Tenerife South	4	4	-	-	-	-
Verona	1	1	-	-	-	-
Vilnius	2	2	-	-	-	-
Warsaw	2	2	-	-	-	-
Wroclaw	2	2	-	-	-	-
Zakynthos	1	1	-	-	-	-

Sources: Belfast International airport, George Best Belfast City airport, City of Derry airport

- 1 Flights at least once a week during most of the timetable period.
- 2 Detail relating to 2016 data can be found in the footnotes of Table 7.5 in the 2015-16 edition of NI Transport Statistics.
- 3 Belfast International airport started new routes to Boston (Providence) and Girona in 2017.
- 4 Flights to Keflavik from Belfast International airport are now seasonal (winter) only and will restart 11th October 2017.
- 5 Flights to Murcia from Belfast International airport ceased on 25th September 2016.
- 6 Flights to Pisa from Belfast International airport ceased on 26th September 2016.
- 7 Brussels Airlines flights from George Best Belfast City airport to Brussels ceased on 26th March 2017.
- 8 Flights to Keflavik from George Best Belfast City airport started on 1st June 2017.
- 9 Flights to Stansted from City of Derry airport operated 6 times per week from January to 28th March 2017. There were no flights during April 2017 and 13 flights per week since 2nd May 2017.
- 10 Flights to Majorca (Palma) from City of Derry airport will operate once a week for 8 weeks from 26th June to 14th August 2017.
- 11 Ryanair flights from City of Derry airport to Faro ceased on 30th September 2016.

**Table 7.6a International air passenger traffic to and from Belfast International airport¹:
2015 and 2016**

Country/Airport	Belfast International Airport						Number/Percentage
	2016			2015			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Austria							
Salzburg	3,141	0	3,141	3,530	0	3,530	-11
Vienna	0	0	0	256	256	0	-100
Bulgaria							
Burgas	15,998	0	15,998	13,208	0	13,208	21
Plovdiv	3,494	0	3,494	2,923	0	2,923	20
Sofia	264	0	264	0	0	0	-
Croatia							
Dubrovnik	5,858	5,858	0	5,860	5,860	0	0
Split	5,952	5,658	294	5,442	5,146	296	9
Zagreb	163	0	163	0	0	0	-
Cyprus							
Larnaca	19,162	0	19,162	19,327	0	19,327	-1
Czech Republic							
Prague	522	362	160	19,641	19,641	0	-97
Denmark							
Copenhagen	129	0	129	61	0	61	111
Finland							
Enontekio	374	0	374	0	0	0	-
Helsinki	0	0	0	360	0	360	-100
Ivalo	358	0	358	0	0	0	-
Rovaniemi	1,702	0	1,702	1,692	0	1,692	1
France							
Bordeaux	7,359	7,169	190	7,299	7,299	0	1
Clermont Ferrand	608	0	608	0	0	0	-
Le Touquet	0	0	0	78	0	78	-100
Lyon	5,432	3,221	2,211	619	450	169	778
Nice	19,210	17,652	1,558	20,081	20,081	0	-4
Paris (Charles De Gaulle)	76,374	73,385	2,989	77,969	77,912	57	-2
Paris (Le Bourget)	92	0	92	80	0	80	15
Tarbes-Lourdes International	6,979	0	6,979	6,668	0	6,668	5
Toulon / Hyeres	0	0	0	347	0	347	-100
Toulouse (Blagnac)	0	0	0	2,834	0	2,834	-100
Germany							
Berlin (Schonefeld)	15,209	15,209	0	0	0	0	-
Dusseldorf	98	0	98	0	0	0	-
Hamburg	0	0	0	272	0	272	-100
Hanover	393	0	393	0	0	0	-
Greece							
Athens	0	0	0	154	0	154	-100
Corfu	7,191	0	7,191	12,135	0	12,135	-41
Heraklion	8,681	0	8,681	13,697	0	13,697	-37
Rhodes	6,671	0	6,671	4,841	0	4,841	38
Zakinthos	6,177	6,177	0	4,672	4,672	0	32
Hungary							
Budapest	0	0	0	362	0	362	-100
Iceland							
Keflavik	27,664	27,664	0	26,133	26,133	0	6
Ireland							
Cork	158	0	158	35	0	35	351
Dublin	377	0	377	1,517	0	1,517	-75
Kerry County	2	0	2	0	0	0	-
Shannon	0	0	0	271	0	271	-100
Italy							
Bergamo	9,645	9,645	0	0	0	0	-
Genoa	128	0	128	0	0	0	-
Milan (Malpensa)	2	0	2	0	0	0	-
Parma	170	0	170	0	0	0	-
Pisa	5,556	5,556	0	4,666	4,666	0	19
Rome (Fiumicino)	0	0	0	14,981	14,938	43	-100
Treviso	214	0	214	80	0	80	168
Venice	126	0	126	252	0	252	-50
Verona Villafranca	6,260	0	6,260	4,768	4,768	0	31
Luxembourg							
Luxembourg	90	0	90	0	0	0	-
Latvia							
Riga	0	0	0	67	0	67	-100
Lithuania							
Vilnius	29,897	29,897	0	21,777	21,777	0	37
Malta							
Malta	0	0	0	22,963	22,963	0	-100
Netherlands							
Amsterdam	121,976	121,976	0	101,894	101,833	61	20
Poland							
Gdansk	5,004	5,004	0	0	0	0	-
Katowice	27,851	27,851	0	23,155	23,155	0	20
Krakow	54,580	54,580	0	44,157	44,157	0	24
Warsaw (Modlin Masovia)	5,761	5,761	0	0	0	0	-
Wroclaw	4,986	4,986	0	0	0	0	-

Table 7.6a International air passenger traffic to and from Belfast International airport¹: 2015 and 2016 – cont'd

Country/Airport	Belfast International Airport						Number/Percentage
	2016			2015			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU cont'd							
Portugal (excluding Madeira)							
Faro	124,455	124,455	0	113,758	113,758	0	9
Lisbon	0	0	0	418	0	418	-100
Romania							
Bucharest (Otopeni)	0	0	0	290	0	290	-100
Slovak Republic							
Bratislava	0	0	0	250	52	198	-100
Piestany	0	0	0	86	0	86	-100
Slovenia							
Ljubljana	113	0	113	0	0	0	-
Spain							
Alicante	153,691	153,691	0	114,865	114,865	0	34
Almeria	0	0	0	45	0	45	-100
Badajoz	101	0	101	0	0	0	-
Barcelona	35,491	35,491	0	37,924	37,805	119	-6
Bilbao	60	0	60	0	0	0	-
Girona	0	0	0	61	0	61	-100
Ibiza	28,425	21,357	7,068	30,514	15,282	15,232	-7
Leon	157	0	157	0	0	0	-
Madrid	0	0	0	170	0	170	-100
Mahon	11,485	4,823	6,662	11,403	4,825	6,578	1
Malaga	130,342	122,867	7,475	117,770	110,258	7,512	11
Murcia San Javier	9,990	9,990	0	16,204	16,204	0	-38
Palma de Mallorca	147,410	108,872	38,538	137,405	98,040	39,365	7
Reus	52,480	16,265	36,215	36,304	11,077	25,227	45
Salamanca	157	0	157	0	0	0	-
Santiago de Compostela	118	118	0	0	0	0	-
Valladolid	614	0	614	0	0	0	-
Spain (Canary Islands)							
Arrecife	108,757	64,906	43,851	75,784	58,721	17,063	44
Fuerteventura	7,109	7,109	0	0	0	0	-
Las Palmas	18,496	12,827	5,669	20,690	11,588	9,102	-11
Tenerife (Surreina Sofia)	90,509	34,014	56,495	75,224	54,554	20,670	20
Sweden							
Stockholm (Arlanda)	0	0	0	175	0	175	-100
Europe-Other							
Albania							
Tirana	0	0	0	60	0	60	-100
Azerbaijan							
Baku (Heyder Aliyev Int'l)	168	0	168	0	0	0	-
Belarus							
Minsk Int'l	0	0	0	66	0	66	-100
Minsk Loshitsa	40	0	40	0	0	0	-
Faroe Islands							
Vagar	0	0	0	70	0	70	-100
Macedonia							
Ohrid	0	0	0	136	0	136	-100
Norway							
Oslo (Gardermoen)	0	0	0	110	110	0	-100
Switzerland							
Geneva	23,277	23,277	0	25,552	25,418	134	-9
Turkey							
Bodrum (Milas)	9,050	0	9,050	9,214	0	9,214	-2
Dalaman	26,688	0	26,688	31,395	0	31,395	-15
Istanbul	117	0	117	0	0	0	-
Istanbul (Sabiha Gokcen)	66	0	66	0	0	0	-
Rest of the World							
Jordan							
Amman	80	0	80	0	0	0	-
Lebanon							
Beirut	61	0	61	51	0	51	20
Egypt							
Sharm El Sheikh (Ophira)	0	0	0	6,289	0	6,289	-100
Tunisia							
Enfidha - Hammamet Intl	0	0	0	2,902	0	2,902	-100
Canada							
Toronto	0	0	0	221	0	221	-100
U.S.A							
Chicago (O'Hare)	0	0	0	260	0	260	-100
Las Vegas	0	0	0	1,118	622	496	-100
New York (JF Kennedy)	0	0	0	553	0	553	-100
New York (Newark)	79,042	79,042	0	69,258	69,258	0	14
Orlando	5,508	3,095	2,413	5,831	2,925	2,906	-6
Cuba							
Varadero	467	0	467	0	0	0	-
All routes	1,582,562	1,249,810	332,752	1,433,550	1,151,069	282,481	10

Source: CAA Statistics

1 Excludes air taxi operations.

Table 7.6b International air passenger traffic to and from George Best Belfast City airport¹: 2015 and 2016

Country/Airport	George Best Belfast City Airport						Number/Percentage
	2016			2015			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Austria</u>							
Graz	41	0	41	0	0	0	-
Salzburg	488	0	488	0	0	0	-
<u>Belgium</u>							
Antwerp	152	152	0	0	0	0	-
Brussels	19,841	19,841	0	0	0	0	-
<u>Denmark</u>							
Copenhagen	95	0	95	0	0	0	-
<u>Finland</u>							
Helsinki	0	0	0	72	0	72	-100
<u>France</u>							
Clermont Ferrand	293	0	293	0	0	0	-
Lyon	184	0	184	0	0	0	-
Lyon (Bron)	69	0	69	0	0	0	-
Paris (Charles de Gaulle)	174	174	0	0	0	0	-
<u>Italy</u>							
Verona Villafranca	3,593	272	3,321	9,530	0	9,530	-62
<u>Netherlands</u>							
Amsterdam	41,042	41,042	0	26,084	26,084	0	57
Maastricht	0	0	0	64	0	64	-100
<u>Portugal (excluding Madeira)</u>							
Faro	67,151	67,151	0	59,053	59,053	0	14
<u>Spain</u>							
Alicante	28,669	28,669	0	0	0	0	-
Barcelona	146	146	0	10,456	10,456	0	-99
Malaga	67,618	67,618	0	54,456	54,300	156	24
Palma de Mallorca	29,135	29,135	0	11,480	11,480	0	154
Europe-Other							
<u>Faroe Islands</u>							
Vagar	0	0	0	78	0	78	-100
<u>Unknown</u>							
Unknown	2,665	0	2,665	0	0	0	-
All routes	261,356	254,200	7,156	171,273	161,373	9,900	53

Source: CAA Statistics

1 Excludes air taxi operations.

**Table 7.6c International air passenger traffic to and from City of Derry airport¹:
2015 and 2016**

Number/Percentage

Country/Airport	City of Derry Airport						% Change of all flights
	2016			2015			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Ireland</u>							
Dublin	0	0	0	28	28	0	-100
Shannon	0	0	0	37	0	37	-100
<u>Netherlands</u>							
Amsterdam	92	0	92	0	0	0	-
<u>Portugal (excluding Madeira)</u>							
Faro	11,662	11,662	0	2,902	2,902	0	302
<u>Spain</u>							
Alicante	0	0	0	4,152	4,152	0	-100
All routes	11,754	11,662	92	7,119	7,082	37	65

Source: CAA Statistics

1 Excludes air taxi operations.

Chapter 8: General Transport

Employees in transport related employment in NI by gender: March 2017

Employees in transport related employment in NI: March 2013-2017

Method of travel to work, UK/NI comparison: 2016 Quarter 4

Method of travel to work, NI: 2012-2016

Car parking by council: 31st March 2017

HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2012-2016

Domestic sea passenger movements by ferry route: 2012-2016

Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2012/13-2016/17

84% of the surveyed NI workforce travelled to work by car, van or minibus in October to December 2016.

Belfast Marine Rescue Co-ordination Centre carried out 1,822 search and rescue operations in 2016.

In 2016, there were 2.06 million sea passenger movements between NI and GB ports (including the Isle of Man), a 2% increase since 2015.

Data in Chapter 8 from National Statistics sources:

(see User Information section (page 8) for definition)

Tables 8.1 and 8.2 Employees in transport related employment

Tables 8.3 and 8.4 Method of travel to work

Table 8.7 Domestic sea passenger movements

Symbols and Conventions:

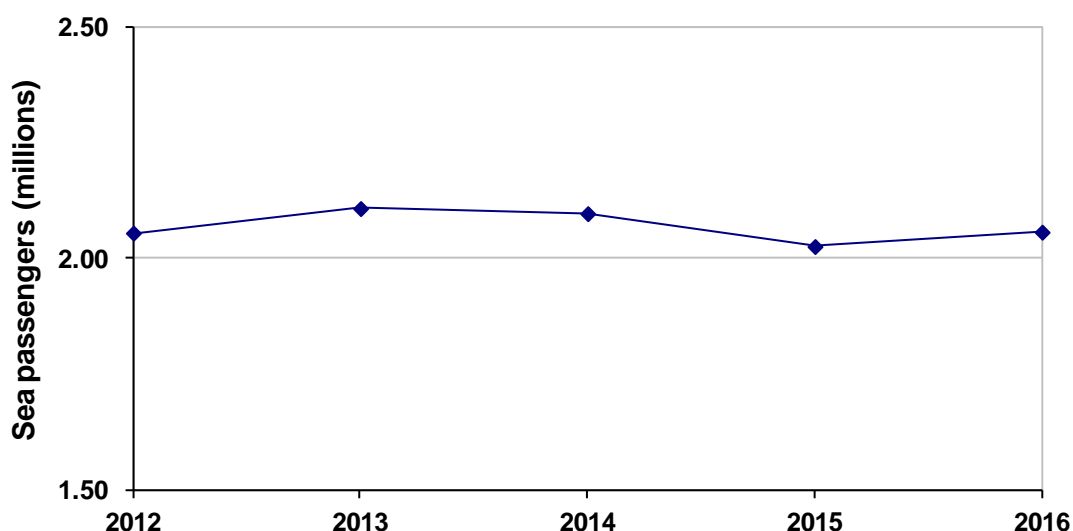
p Data are provisional

r Data have been revised from previous publication

8 General Transport

- 8.1 In March 2017, there were 46,340 people in transport related employment in Northern Ireland. Of these, 82% were male and 18% were female employees. Considering hours worked, 88% of males were full time employees compared to 61% of females. Land transport and transport via pipelines accounted for 34% of people in transport related employment in March 2017 with a further 29% of people employed in wholesale and retail trade and repair of motor vehicles and motorcycles (Table 8.1).
- 8.2 Approximately five-sixths (84%) of the Northern Ireland workforce interviewed in October to December 2016 reported that their method of travel to work was car, van or minibus. This compares to 68% in the United Kingdom as a whole (Table 8.3).
- 8.3 There were 1,822 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre (MRCC) in 2016, a 30% increase from 2015 (1,399) (Table 8.6).
- 8.4 In 2016, there were 2.06 million sea passenger movements between Northern Ireland and Great Britain ports (including the Isle of Man), a 2% increase from the previous year (2.03 million) and less than 1% increase since 2012 (2.05 million) (Table 8.7, Figure 8.1).

Figure 8.1: Domestic sea passenger movements between NI and GB ports (including the Isle of Man): 2012 to 2016



- 8.5 During 2016-17, 95,714 passengers travelled between Ballycastle and Rathlin Island, an increase of 23% on 2015-16 (77,992) and 617,309 passengers used the Strangford Lough ferry, an increase of 16% on 2015-16 (531,252) (Table 8.8).

Table 8.1 Employees in transport related employment¹ in NI by gender: March 2017^P

Class	Standard Industrial Classification 2007 ²	Number						
		Males			Females			All employees
		Full time	Part time	All males	Full time	Part time	All females	
29	Manufacture of motor vehicles, trailers and semi-trailers	3,520	40	3,560	270	40	310	3,870
30	Manufacture of other transport equipment	6,000	30	6,030	940	130	1,070	7,100
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	9,280	1,650	10,940	1,450	970	2,420	13,350
49	Land transport and transport via pipelines	10,970	2,040	13,020	1,220	1,400	2,620	15,640
50	Water transport	280	20	300	130	60	190	500
51	Air transport	270	30	300	230	140	370	660
52	Warehousing and support activities for transportation	3,150	540	3,690	900	630	1,530	5,220
All employees		33,470	4,360	37,830	5,150	3,360	8,510	46,340

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for this table. In publications prior to 2011-12, SIC 2003 was used.

Table 8.2 Employees in transport related employment¹ in NI: March 2013-2017

Class	Standard Industrial Classification 2007 ²	Number				
		2013	2014 ^f	2015 ^f	2016 ^{r, p}	2017 ^P
29	Manufacture of motor vehicles, trailers and semi-trailers	3,140	3,360	3,800	3,990	3,870
30	Manufacture of other transport equipment	6,930	7,200	7,000	7,590	7,100
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	11,000	10,940	11,920	12,500	13,350
49	Land transport and transport via pipelines	14,290	13,550	13,920	14,510	15,640
50	Water transport	420	400	410	370	500
51	Air transport	570	530	580	620	660
52	Warehousing and support activities for transportation	4,710	4,220	5,170	5,230	5,220
All employees		41,080	40,190	42,790	44,820	46,340

Source: Quarterly Employment Survey

1 Figures are rounded to the nearest 10 and may not sum due to rounding.

2 Data in this table are not comparable with publications prior to NI Transport Statistics 2011-12. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used to identify transport related employment for this table. In publications prior to 2011-12, SIC 2003 was used.

Table 8.3 Method of travel to work, UK/NI comparison^{1, 2}: 2016 Quarter 4

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,490	67.9	567	84.4
Motorbike, moped, scooter	175	0.7	*	*
Bicycle	819	3.4	*	*
Bus, coach	1,696	7.0	28	4.1
Taxi	87	0.4	*	*
Railway train	1,443	5.9	15	2.2
Underground train, tram	920	3.8	*	*
Walk	2,506	10.3	47	7.0
Other method	134	0.6	*	*
All Methods of travel^{3, 4}	24,271	100.0	671	100.0

Source: Labour Force Survey, October to December 2016 (UK - ONS; NI - NISRA)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 In 2017, a reweighting exercise revised data according to the latest population estimates. Data in this table have been revised accordingly.

3 Excludes those for whom method of travel is not known.

4 Data are rounded to the nearest thousand and may not sum due to rounding.

* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

Table 8.4 Method of travel to work, NI^{1, 2, 3}: 2012-2016

Method of travel	Percentage				
	2012 ^r	2013 ^r	2014 ^r	2015 ^r	2016
Car, van, minibus	84.3	81.1	81.1	82.1	84.4
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	3.1	3.8	5.0	5.0	4.1
Taxi	*	*	*	*	*
Railway train	*	1.2	1.4	*	2.2
Walk	9.1	10.7	9.2	9.5	7.0
Other method	*	*	*	*	*
All Methods of travel	100.0	100.0	100.0	100.0	100.0

Source: Labour Force Survey (NI - NISRA)

1 Figures are based on those in employment, excluding those on government schemes and those working from home or in the same grounds or buildings as their home.

2 Figures based on Quarter 4 (October to December).

3 In 2017, a reweighting exercise revised data according to the latest population estimates. Data from 2012 onwards in this table have been revised accordingly.

* below minimum quotation level of 8,000 cases. Figures under this (and % based on them) are not stated.

Table 8.5 Car parking by Council: 31st March 2017

Council	Fee paying		Free		All car parks	All spaces	Number
	Car parks	Spaces	Car parks	Spaces			Disabled spaces ⁶
Antrim and Newtownabbey ¹	4	409	7	1,028	11	1,437	40
Ards and North Down	22	1,403	21	1,659	43	3,062	91
Armagh City, Banbridge and Craigavon ²	17	2,002	34	1,870	51	3,872	110
Belfast City	17	1,455	14	730	31	2,185	41
Causeway Coast and Glens ³	10	1,601	69	4,857	79	6,458	172
Derry City and Strabane ⁴	15	1,126	15	892	30	2,018	59
Fermanagh and Omagh ⁵	13	1,309	27	1,799	40	3,108	:
Lisburn and Castlereagh	8	738	4	233	12	971	21
Mid and East Antrim	15	2,401	42	2,265	57	4,666	:
Mid Ulster	7	759	16	1,239	23	1,998	59
Newry, Mourne and Down	11	1,199	26	1,560	37	2,759	96
All Councils	139	14,402	275	18,132	414	32,534	689

Source: NI Councils

- 1 In Antrim and Newtownabbey Council, Central (Castle Way), Antrim was changed from pay on foot to free of charge on 1st January 2017.
- 2 In Armagh, Banbridge and Craigavon Council, the changes in numbers are as a result of a review of the original DRD/TNI figures; the change of one car park from a charged facility to a free one; the loss of spaces as a result of a road scheme impacting on the number of spaces in a car park and the omission of 2 car parks from the original Technical Specification supplied by the DRD/TNI. With the exception of the Mall West, which is a Pay on Foot car park, the remainder of the car parks and spaces are Off Street.
- 3 In Causeway Coast and Glens Council, the increase in the number of car parks and spaces since last year is mainly due to the addition of car parks adjacent to community centres and council buildings.
- 4 In Derry City and Strabane Council, Foyle Valley Railway was turned into a Pay & Display car park from 1st February 2017.
- 5 In Fermanagh and Omagh Council, there is one additional car park since last year (Cliff Road, Belleek with 30 spaces which transferred from the former DSD (now DfC) after the initial tranche of transfers). There is also one space less in Campsie car park due to an Emergency Planning portacabin located in one spot.
- 6 For each Council, the number of disabled spaces is included in the 'All spaces' total and is not in addition to these spaces.

‘:’ denotes information is not available from the relevant Council.

Table 8.6 HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2012-2016^{1, 2}

	Number				
	2012	2013	2014	2015	2016
Search and rescue operations					
Commercial vessels	22	57	53	36	35
Fishing vessels	35	44	45	41	68
Pleasure craft	243	426	326	320	430
Incidents to persons	207	305	291	273	424
Medical evacuations	105	430	403	459	495
Other craft	21	197	146	153	164
No persons or craft involved	171	81	97	117	206
All Search and rescue operations	804	1,540	1,361	1,399	1,822
Persons involved in incidents					
Persons rescued	183	264	205	239	312
Persons assisted	1,055	1,532	2,086	1,237	1,622
Lives lost	14	23	30	15	19
All Persons involved in incidents	1,252	1,819	2,321	1,491	1,953

Source: Maritime and Coastguard Agency

1 Clyde MRCC closed on 18th December 2012. Belfast MRCC took over Clyde's former area of operation from the Mull of Galloway to the North of Jura including the inner Clyde. From 19th December 2012, this area of operation is included in the figures in the table. Therefore, figures from 19th December 2012 are not directly comparable with previous figures.

2 From September 2015 Belfast MRCC increased their area of responsibility to include the Solway Firth and down to St Bee's Head.

Table 8.7 Domestic sea passenger movements by ferry route: 2012-2016¹

		Thousands				
NI Port	GB Port	2012	2013	2014	2015	2016 ^P
Belfast	Heysham	9	7	6	6	6
Belfast	Liverpool	207	241	267	262	268
Belfast	Cairnryan	1,116	1,150	1,124	1,126	1,217
Larne	Cairnryan	524	501	492	472	536
Larne	Troon	169	180	178	131	0
Larne	Heysham ²	1	-	-	-	-
Warrenpoint	Heysham	7	8	7	7	9
All NI to GB Routes		2,033	2,086	2,075	2,004	2,035

		Thousands				
NI Port	Isle of Man Port	2012	2013	2014	2015	2016
Belfast	Douglas	18	18	17	16	21
Larne	Douglas	4	4	3	5	-
All NI to IoM Routes		21	21	21	21	21

Source: Maritime Statistics DfT

1 Totals may not always exactly equal the sum of individual components due to rounding.

2 Larne - Heysham route closed in October 2012.

Table 8.8 Local ferry passengers - Rathlin Island and Strangford Lough Ferries: 2012/13-2016/17

	Number				
	2012-13	2013-14	2014-15	2015-16 ^r	2016-17
Rathlin Island Ferry ¹	73,690	79,205	71,022	77,992	95,714
Strangford Lough Ferry ^{2, 3}	525,229	550,060	552,296	531,252	617,309
All passenger journeys	598,919	629,265	623,318	609,244	713,023

Source: DfI

1 Rathlin Island Ferry operators introduced special offers/family deals in 2016-17.

2 From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the ferry including those that travel for free and school children etc. As a result, the data are more accurate.

3 The increase in passenger journeys during 2016-17 was a result of the re-opening of Exploris Aquarium in Portaferry.

Chapter 9: Transport and Disability

Concessionary travel passes (SmartPasses) held and used by older people and people with a disability in Northern Ireland: 2012-13 to 2016-17

Valid Blue Badges held by category of entitlement in Northern Ireland: 2012-13 to 2016-17

Buses and coaches used as Public Service Vehicles – compliance with accessibility regulations: 2013-14 to 2016-17

Railway carriages used as Public Service Vehicles: 2013-14 to 2016-17

Mobility difficulties by age and gender, Northern Ireland: 2013-2015

Travel by mobility status and main mode/ mode, Northern Ireland: 2013-2015

Travel by mobility status and journey purpose, Northern Ireland: 2013-2015

In 2016-17, 328,998 SmartPasses were held by eligible people. 95% of these were held by people aged 60+.

In 2016-17, 98% of buses and coaches used as Public Service Vehicles were wheelchair accessible.

On average those with a mobility difficulty made 590 journeys per year in 2013-2015, 40% less than those without a mobility difficulty.

Symbols and Conventions:

p Data are provisional

r Data have been revised from previous publication

9 Transport and Disability

- 9.1 In 2016-17, 328,998 SmartPasses were held by eligible people in Northern Ireland, an increase of 2% from 2015-16 (321,215 SmartPasses) and an increase of 12% from 2012-13 (293,775 SmartPasses). Of these, 95% were held by older people and 5% by people with a disability. Of the 328,998 SmartPasses held in 2016-17, 228,552 (69%) were used at least once during the year (Table 9.1).
- 9.2 In 2016-17, 312,593 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2016 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses (Table 9.1).
- 9.3 In 2016-17, 114,891 Blue Badges were held in Northern Ireland, a decrease of 2% from 2015-16 (117,738) and an increase of 6% from 2012-13 (108,900). Of these, 60,606 (53%) were held by people who automatically qualified for a Blue Badge, 53,455 (47%) were held as a result of further assessment and 830 (less than 1%) were held by organisations (Table 9.2).
- 9.4 In 2016-17, 1,245 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 1% from 2015-16 (1,236). Of these, 1,079 (87%) were low-floor wheelchair accessible buses and 136 (11%) were wheelchair accessible coaches. 143 railway carriages were used as Public Service Vehicles in Northern Ireland in 2016-17, the same since 2013-14. Of these, all (100%) were wheelchair accessible carriages (Tables 9.3 & 9.4).
- 9.5 In 2013-2015, almost a fifth (18%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 590 journeys per year in 2013-2015, 40% less than those without a mobility difficulty (988 journeys per year) (Table 9.5).
- 9.6 In 2013-2015, the majority of journeys were made by car for both those with a mobility difficulty and those without a mobility difficulty. However, car journeys accounted for a higher proportion of the journeys made by those with a mobility difficulty (83% of all journeys made) than those without a mobility difficulty (71% of all journeys made). Walks accounted for 7% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (19%) (Table 9.6).
- 9.7 In 2013-2015, the top reasons for making a journey for those with a mobility difficulty were shopping (28% of all journeys made) and leisure/other purpose (27% of all journeys made). The proportion of shopping journeys made by those with a mobility difficulty (28%) was higher than the proportion of shopping journeys made by those without a mobility difficulty (19%). The proportion of leisure/other journeys made by those with a mobility difficulty (27%) was around the same as the proportion of leisure/other journeys made by those without a mobility difficulty (28%) (Table 9.7, Figure 9.1).

Figure 9.1: Proportion of all journeys taken by mobility status and journey purpose, Northern Ireland: 2013 to 2015

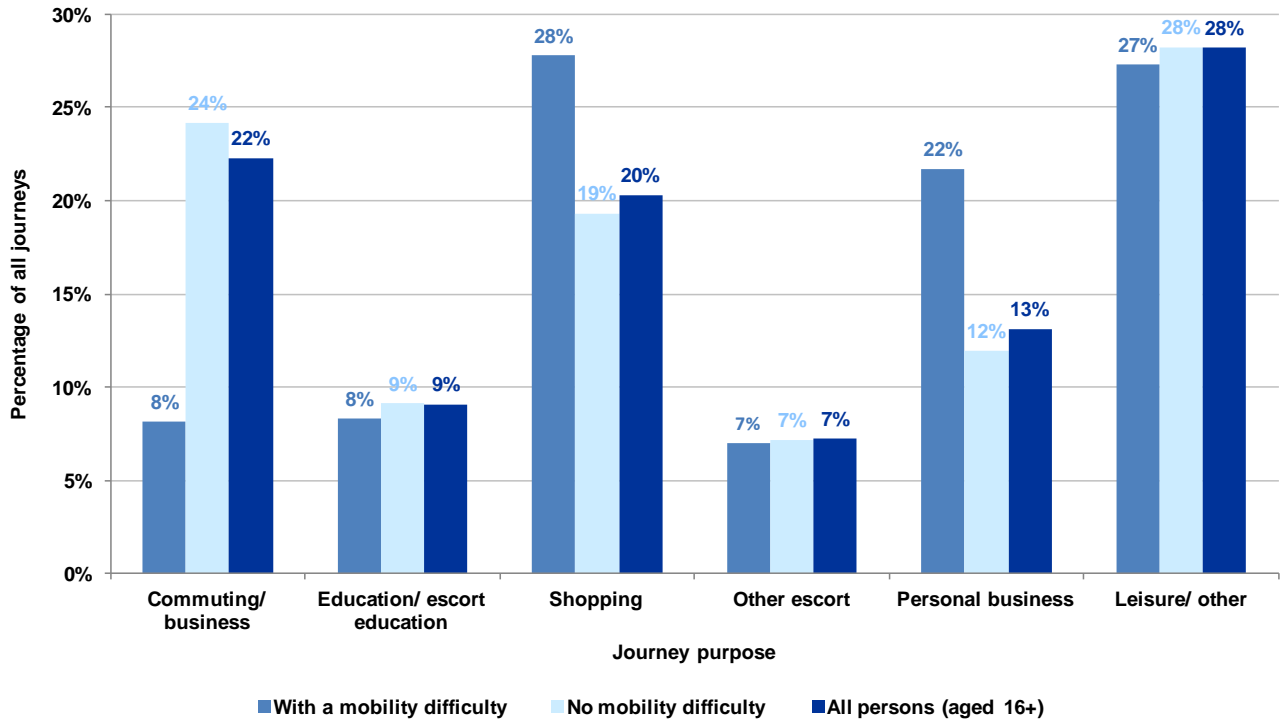


Table 9.1 Concessionary travel passes (SmartPasses)¹ held² and used³ by older people⁴ and people with a disability⁵ in Northern Ireland: 2012-13 to 2016-17

Financial year (figures as at end year, 31 March)	Number/Percentage Uptake					
	SmartPasses Held		SmartPasses Used (at least once)		All SmartPasses Held	All SmartPasses Used (at least once)
	by older people	by people with a disability	by older people	by people with a disability		
2012-13	278,702	15,073	189,165	10,627	293,775	199,792
2013-14	282,317	15,345	196,406	11,083	297,662	207,489
2014-15	291,636	15,474	205,169	11,614	307,110	216,783
2015-16	305,137	16,078	207,885	11,857	321,215	219,742
2016-17	312,593	16,405	216,406	12,146	328,998	228,552
	Uptake of SmartPasses by eligible older population⁶ (%)		Usage of SmartPasses by eligible older population⁷ (%)			
2012-13	76		52			
2013-14	76		53			
2014-15	77		54			
2015-16	79		54			
2016-17	79		55			

Source: Translink

1 Concessionary fares passes for older people and people with a disability meeting the eligibility criteria.

2 The number of SmartPasses held at 31st March (approx).

3 The number of SmartPasses used at least once during the financial year.

4 SmartPasses held/ used by older people includes holders/ users of the 60+ SmartPass or Senior (65+) SmartPass.

5 SmartPasses held/ used by people with a disability includes holders/ users of the Registered Blind SmartPass and the War Disablement SmartPass (who may be aged under or over 60) or holders/ users of any category of Half Fare SmartPass (who are aged between 16 and 59) (see Technical Notes, page109).

6 Uptake is calculated as the number of SmartPasses held by older people divided by the eligible older population. The "eligible older population" is approximated as the number of persons aged 60 and over according to the NISRA mid-year population estimates for the appropriate year e.g. for 2016-17, the population estimates for mid 2016 were used.

7 Usage is calculated as the number of SmartPasses used by older people divided by the eligible older population. For "eligible older population" see footnote 6 above.

Table 9.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2012-13 to 2016-17

Number/Percentage				
Financial year (figures as at end year, 31 March)	Valid Blue Badges held without further assessment ¹	Valid Blue Badges held subject to further assessment ²	Valid Blue Badges held by organisations ³	Total valid Blue Badges held
Valid badges				
2012-13	56,821	50,964	1,115	108,900
2013-14	58,789	53,743	1,199	113,731
2014-15	59,125	54,536	1,114	114,775
2015-16	61,341	55,408	989	117,738
2016-17	60,606	53,455	830	114,891
Percentage of valid badges				
2012-13	52	47	1	100
2013-14	52	47	1	100
2014-15	52	48	1	100
2015-16	52	47	1	100
2016-17	53	47	1	100

Source: DfI Roads

1 Persons who automatically qualify for a Blue Badge as they are in receipt of the higher rate of the mobility component of the Disability Living Allowance, are registered blind or receive a War Pensioner's Mobility Supplement.

2 Persons who applied for a Blue Badge who did not meet the automatic criteria, but met other criteria (see Technical Notes, page 110) where a discretionary decision has to be made or more information has been requested from their GP.

3 Organisations which care for people with disabilities and meet one of the criteria (see Technical Notes, page 110).

Table 9.3 Buses and coaches used as Public Service Vehicles¹ - compliance with accessibility regulations²: 2013-14 to 2016-17

Number/Percentage				
Financial year (figures as at end year, 31 March)	Low floor buses ³ (Wheelchair accessible)	Coaches ⁴ (Wheelchair accessible)	Coaches ⁵ (Non wheelchair accessible)	Total number of vehicles
2013-14	1,121	131	30	1,282
2014-15	1,134	131	29	1,294
2015-16	1,074	133	29	1,236
2016-17	1,079	136	30	1,245
Percentage of all vehicles⁶				
2013-14	87	10	2	100
2014-15	88	10	2	100
2015-16	87	11	2	100
2016-17	87	11	2	100

Source: Translink

1 Figures do not include school coaches (non wheelchair accessible) of which there were 57 in 2015-16 and 59 in 2016-2017. Reserve fleet (vehicles withdrawn from service) are also not included.

2 Based on compliance with Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI).

3 Compliant with Schedules 1 & 2 of PSVAR NI.

4 Compliant with Schedules 1 & 3 of PSVAR NI.

5 Compliant with Schedule 3 only of PSVAR NI.

6 Percentages may not sum to 100% due to rounding.

Table 9.4 Railway carriages used as Public Service Vehicles: 2013-14 to 2016-17

Number/Percentage				
Financial year (figures as at end year, 31 March)	TSI PRM compliant vehicles ¹	RVAR compliant carriages ²	Wheelchair accessible carriages	Total number of carriages
2013-14	129	129	143	143
2014-15	129	129	143	143
2015-16	129	129	143	143
2016-17	129	129	143	143
Percentage of all vehicles				
2013-14	90	90	100	100
2014-15	90	90	100	100
2015-16	90	90	100	100
2016-17	90	90	100	100

Source: Translink

1 Based on compliance with Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014).

2 Based on compliance with Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI).

Table 9.5 Mobility difficulties¹ by age and gender, Northern Ireland: 2013-2015

		Percent/Journeys				
	Mobility status ¹	16-49	50-59	60-69	70+	All aged 16+ ²
Males² (aged 16+)	With a mobility difficulty	7	16	26	39	16
	No mobility difficulty	93	84	74	61	84
	All males² (aged 16+)	100	100	100	100	100
Females² (aged 16+)	With a mobility difficulty	9	20	27	47	20
	No mobility difficulty	91	80	73	53	80
	All females² (aged 16+)	100	100	100	100	100
All adults² (aged 16+)	With a mobility difficulty	8	18	26	43	18
	No mobility difficulty	92	82	74	57	82
	All adults² (aged 16+)	100	100	100	100	100
Average number of journeys per person per year:						
	With a mobility difficulty	739	*	609	488	590
	No mobility difficulty	1,017	994	949	878	988
	All adults² (aged 16+)	994	921	860	709	915

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 Only includes those who answered the questions on mobility difficulties.

Table 9.6 Travel by mobility status¹ and main mode²/ mode³, Northern Ireland: 2013-2015

Travel mode ⁴	Average number of journeys per person per year by main mode ²			Average distance travelled per person per year by mode ³ (miles)		
	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)
	Journeys/Miles					
Walk	39	184	158	25	200	168
Bicycle	2	6	5	*	35	29
Car driver	338	579	535	2,092	4,358	3,944
Car passenger	149	123	128	991	1,127	1,102
Car undefined	-	-	-	*	*	*
Motorcycle	-	1	1	*	20	17
Other private	17	41	37	148	506	440
Metro and Ulsterbus	15	29	27	89	250	220
Other bus	7	3	4	56	49	50
NI Railways	3	8	7	*	156	138
Black taxi	-	-	-	*	*	*
Taxi	20	13	14	75	50	54
Other public	-	-	-	*	*	*
Undefined mode	-	-	-	*	*	*
All modes	590	988	915	3,545	6,755	6,167

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 Main mode is the form of transport used for the greatest length of the journey. For example, if the journey had 2 stages, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode and therefore the journey is assigned to the "NI Railways" category.

3 Mode of travel is the form of transport used for a stage of a journey. For example, if a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to the "walk" mode of travel and 10 miles to the "NI Railways" mode of travel.

4 Definitions of the types of modes of travel can be found in the Travel Survey for Northern Ireland In-depth Report 2013-2015 (see Associated Publications section on page 115).

5 Only includes those who answered the questions on mobility difficulties.

Table 9.7 Travel by mobility status¹ and journey purpose², Northern Ireland: 2013-2015

Journey purpose ²	Journeys/Miles					
	Average number of journeys per person per year by journey purpose ²			Average distance travelled per person per year by journey purpose ² (miles)		
	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)	With a mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)
Commuting / business	48	239	204	508	2,387	2,043
Education / escort education	49	90	83	153	331	298
Shopping	164	191	186	738	911	880
Other escort	41	71	66	264	397	373
Personal business	128	118	120	706	702	702
Leisure / other	161	279	258	1,177	2,027	1,871
All purposes	590	988	915	3,545	6,755	6,167

Source: Travel Survey for Northern Ireland, DfI

1 The definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus/ coach, by train or any combination of these. Those that said they only have difficulty driving a car are classified in this table as having no mobility difficulty.

2 The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means, for example, the purpose of a journey from the shops to home is 'shopping'. Definitions of the types of journey purpose can be found in the Travel Survey for Northern Ireland In-depth Report 2013-2015 (see Associated Publications section on page 115).

3 Only includes those who answered the questions on mobility difficulties.

Technical Notes

This section contains definitions of terms used in the publication tables and some general information, for example, how the vehicle testing process works.

CHAPTER 1 VEHICLE REGISTRATIONS

Table 1.3a

Tax Class 61 - Not licensed: Tax class printed on a registration book for a vehicle which has not been licensed with DVA.

Tax Class 70 - Exempt (No licence): Vehicles used exclusively on roads not repairable at public expense.

Tax Class 88 – Historic vehicle: Certain types of vehicles more than 25 years old.

Tax Class 91 – Personal export private: Exempt when acquired by foreign national for use in foreign country but may be driven for up to 2 months by that owner prior to exportation.

Tax Class 92 - Direct export private: A motor car which is exported directly from the manufacturer.

Tax Class 93 – D or P export bicycle: As Tax Class 92 but relates to motorcycles. DVA advised that this tax class should be included in the Motorcycles, Scooters and Mopeds taxation group.

Table 1.3b

Plug-in car grant eligibility guidance is available at:

<https://www.gov.uk/government/publications/plug-in-car-grant>

This guidance is for manufacturers of plug-in cars. It explains

- the technical criteria that cars must meet to be eligible for the plug-in grant scheme
- how to register a vehicle to be eligible under the scheme.

A list of eligible cars and information about buying one is available at:

<https://www.gov.uk/plug-in-car-van-grants>

CHAPTER 2 DRIVER AND VEHICLE TESTING

Tables 2.1 to 2.3

The number of full tests and retests provided during the year include those tests where the customers failed to attend (FTA). If the vehicle fails the full test, the owner has 21 days to apply for the vehicle to be retested. Most of the retests in the year will be as a result of vehicles failing the full test during the year. However, some of the retests carried out during the current year will be a result of failing the full test in the previous year while other retests will not be carried out until the next year. There may also be multiple failures of the same vehicle and vehicles that do not return to be retested.

The full test pass rates are derived using data on the actual outcome of the test. Note these figures exclude FTA's.

There were some changes to car, light and heavy goods vehicle testing under the European Commission Directive (2010) which introduced a number of mandatory new test requirements mainly as a result of the increased number of electrical safety systems fitted to modern vehicles. The majority of the changes were implemented by each EU Member State by 31st December 2011.

Vehicle Test Classifications are detailed on page 113.

Tables 2.4, 2.6 and 2.8 (GB data)

Driver testing: For Great Britain practical driving test data, the “All persons” total includes cases where gender was not recorded. In publications prior to 2011-12, the “All persons” total for Great Britain only included cases where gender had been recorded. Notes and definitions for the GB data can be found at:

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

Tables 2.4, 2.6, 2.8 and 2.9 (NI data)

Driver Test Classifications are detailed on page 114.

Tables 2.5 and 2.7

Touch screen theory tests began on 1st January 2000. The hazard perception element was introduced on 6th January 2003. Theory tests consist of a multiple choice element and a hazard perception element, both of which must be passed.

The theory test changed in January 2012. It is now made up of multiple choice questions which are no longer published in learning materials. From January 2013, the suite of questions used in the DVA theory test were changed, these remain unpublished.

Table 2.6

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

Since the 2015-16 edition of this publication, NI and GB figures are reported on the same basis i.e. Module 1 and Module 2 tests combined.

Note that in previous editions of this publication, NI and GB figures were not reported on the same basis. From 8th December 2008, the NI figures were based on Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2. From 27th April 2009, the GB figures were based on Module 2 tests only i.e. number taking Module 2 tests and number passing Module 2.

In Northern Ireland, from February 2011, learner moped and motorcycle riders are required to complete a Compulsory Basic Training (CBT) course with an Approved Motorcycle Instructor (AMI) before they can take their practical test.

The main EU 3DLD (Third Driving Licence Directive) changes, relating to motorcycle driver testing came into force on 19th January 2013. This has introduced a number of restrictions including:

- Mopeds must not be faster than 28mph (or 50 km/h)
- New A2 category of medium sized motorcycles, with a minimum age requirement of 19.
- It will no longer be possible to automatically move to an unrestricted bike two years from acquiring an A (restricted) licence - without first taking a practical test.
- The minimum age for Direct Access to the largest motorcycles is set at 24.
- The minimum and maximum power output for testing vehicles changes for the practical A2 and A tests.

Tables 2.10 and 2.11

Renewal licences: There is a requirement to renew your licence at set periods depending on the licence categories held and medical circumstances. For most categories, the renewal period is 10 years.

CHAPTER 3 ROAD NETWORK

Tables 3.1 and 3.2

- All route lengths are shown in kilometres.
- Slip roads are not included in the motorway route lengths. Slip road route lengths add up to approximately 19km.
- Adopted roads are maintained by DfI Roads (formerly TransportNI).
- The locations of council boundaries do not coincide with boundaries used by DfI Roads for motorway maintenance purposes. The figures given here for motorway lengths within council areas are a close approximation.
- Urban roads are defined as having a speed limit of 40 mph (miles per hour) or less. Rural roads are defined as having a speed limit of 41 mph or more.

Table 3.3

- From 2012-13 to 2013-14, the structural maintenance spend increased due to increased budget and the capital figure increased due to large Strategic Road Improvement schemes such as the A2 and A8.
- From 2013-14 to 2014-15, the increase in the new construction and improvement spend is broadly related to expenditure on the A2 Shore Rd, Greenisland and A8 Belfast to Larne roads, together with preparatory works for the A31 Magherafelt By-Pass and A26 Glarryford. The decrease in the structural maintenance expenditure is indicative of the level of funding made available during the 2014-2015 year; the heavily constrained resource funding position has resulted in a significant decrease in TransportNI's (now DfI Roads) expenditure, a trend that looks likely to continue in the 2015-2016 year.
- From 2014-15 to 2015-16, the structural maintenance spend has decreased due to reduced budget being made available. The decrease in the new construction and improvement figure is largely due to major capital schemes, namely the A8 Belfast to Larne and the A2 Shore Road Greenisland, being opened to the public in that year. Investment continues in other major capital schemes such as the A26 Glarryford, the A31 Magherafelt Bypass and the A5 Western Transport Corridor.
- From 2015-16 to 2016-17, the structural maintenance spend has increased due to more budget being made available.

CHAPTER 4 FREIGHT

Table 4.1

From July 2012, the Goods Vehicles (Licensing of Operators) Act (NI) 2010 came into effect. This requires that all vehicles with a gross weight over 3,500kg used to transport goods as part of a business or trade (own account or hire or reward) must be covered by a goods vehicle operator's licence. Prior to this, a road freight licence was needed only by operators who used a vehicle of more than 3,500kg to carry goods for hire or reward.

There are 3 types of goods vehicle operator's licence:

- Restricted Licence - for those who only carry their own goods or materials in connection with their trade or business. This licence covers all transport operations in the UK. A temporary permit scheme was introduced to allow "own account" business owners to

operate pending the processing of their full Restricted Licence application. It was expected that all temporary permits would be converted to full licences by April 2015. However, in 2015-16, there were 2 temporary permits remaining to be converted to full Restricted Licences. In 2016-17, there were no temporary permits remaining.

- Standard (National) Licence - for those who carry their own goods or materials in connection with their trade or business and/ or carry goods for hire or reward. This licence covers all transport operations in the UK. A Transport Manager CPC qualification is required to be held by somebody in or employed by the company.
- Standard (International) Licence - same as above except this licence covers transport operations throughout Europe.

With the introduction of the Goods Vehicles (Licensing of Operators) Act (NI) 2010, vehicle identity discs were issued to all those holding a valid operator licence.

Table 4.2

A Road Service Licence is required by any person or company wishing to use a bus or coach to carry passengers by road for reward. Each licence specifies the fleet which the holder may use and the services he wishes to operate.

Tables 4.3 to 4.5

Tables 4.3 to 4.5 show results from the Continuing Survey of Road Goods Transport (CSRGT) NI which is conducted by DfT. This survey provides information on the loads and journeys made by NI registered goods vehicles over 3.5 tonnes. CSRGT NI was implemented after a National Statistics Quality Review into road freight statistics in 2003 and has been in place since 2004.

Tables 4.4 and 4.5

Tonne-kms: For end-to-end journeys this is a result of multiplying the weight of goods carried by the distance (in kilometres) they were carried.

Outward Journey: An outward journey is defined as a journey where the origin was either NI or GB and destination elsewhere.

Inward journey: An inward journey is defined as a journey where the destination was either NI or GB and origin elsewhere.

Table 4.5

The other European countries excluding the Irish Republic could include Austria, Belgium, Denmark, Germany, Finland, France, Greece, Italy, Netherlands, Spain, Sweden and Portugal.

Table 4.6

Freight handled by Northern Ireland airports includes air freight carried into and out of the airports. Mail is not included.

CHAPTER 5 ROAD TRAFFIC INJURY COLLISIONS

Reported road traffic injury collisions: Figures include only those road traffic injury collisions that are brought to the attention of the police (see User Information section page 18). Road traffic injury collisions are collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved.

Killed: Died within 30 days from injuries received in an accident.

Serious injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion,

internal injuries, crushings, severe cuts and lacerations or severe general shock requiring medical treatment.

Slight injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Under 16 years of age.

CHAPTER 6 PUBLIC TRANSPORT

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- 2012-13 covers a 53 week period and 2012-13 bus miles/ kilometres, rail passenger miles/ kilometres and receipts are based on this 53 week period. However, the 2012-13 passenger journeys figures have been restated for a 52 week period. All other years cover 52 week periods.
- Figures for NI Rail passenger journeys and miles were revised and updated back to April 2013. The journey factors used to calculate the estimated number of journeys taken using weekly, monthly and annual rail tickets were revised down. There was also a revision and update of the commuter mileage calculations. Therefore, figures for NI Rail passenger journeys and miles from 2013-14 onwards are not directly comparable with figures for previous years which were calculated using higher journey factors.
- Translink figures are financial period based. The financial year end date varies each year, but is always the last Sunday in March. The financial year end dates for 2012-13 to 2016-17 data are as follows:

Year	Year End Date
2012-13	31/03/2013
2013-14	30/03/2014
2014-15	29/03/2015
2015-16	27/03/2016
2016-17	26/03/2017

CHAPTER 7 AIR TRANSPORT

Aircraft movement: An aircraft take-off or landing at an airport. These could be either commercial or non-commercial flights. For airport traffic purposes, one arrival and one departure are counted as two movements.

Air transport movements: Landings or takeoffs of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements including empty aircraft, loaded charter and air taxi movements are included. (Note that CAA statistics exclude air taxi operations).

Air taxi movement: Movement by a light aircraft operating on a non-scheduled service. These are predominantly sole-use charter operations.

Passengers: All revenue and non-revenue passengers on air transport movement flights.

Terminal passengers: Travellers who board or disembark an aircraft on a commercial flight at the reporting airport. It therefore excludes transit passengers who remain on board aircraft which land at the airport and then depart for another destination. A passenger travelling between two reporting airports is counted twice, once at each airport.

Scheduled services: Those performed according to a published timetable, available for use by the general public.

Charter services: All other services.

Tables 7.5 to 7.6c

Routes which do not have recorded flights for the stated years in these tables are omitted, but routes will be included if flights are recorded in future years.

CHAPTER 8 GENERAL TRANSPORT

Tables 8.1 and 8.2

Standard Industrial Classification (SIC): Standard Industrial Classification is used for classifying business establishments and other statistical units by the type of activity in which they are engaged. The classification provides a framework for the collection, tabulation, presentation and analysis of data. Regular reviews of the standard classifications are conducted to ensure that economic and social changes are reflected in the classification. The SIC has been revised a number of times since it was first introduced including in 2003 and in 2007. SIC 2007 is used in the tables in the NI Transport Statistics from 2011-12 onwards. SIC 2003 was used in NI Transport Statistics reports prior to 2011-12. SIC 2003 and SIC 2007 are not directly comparable as the categories within each classification vary.

Tables 8.3 and 8.4

The Labour Force Survey (LFS) is a sample survey of approximately 60,000 private households in the United Kingdom each quarter. Respondents are asked questions about their economic activity and related issues. In Great Britain, the survey has been conducted quarterly since spring 1992. In Northern Ireland, the survey was carried out annually until the winter of 1994-95, when a quarterly survey was introduced.

Table 8.6

Other craft: Includes incidents involving military vessels, military aircraft, civilian aircraft etc.

No person or craft involved: Includes incidents in which no craft or person was involved such as hoaxes, false alarms and the misuse of pyrotechnics.

Table 8.7

The figures in this table show the number of ferry traffic passengers travelling on each route, to and from Northern Ireland. Any routes which ceased to operate prior to the published time period have been removed from the table. 2016 figures are provisional and will be finalised as part of *Final sea passenger statistics: 2016* released on 8th November 2017 (provisional date).

Table 8.8

- The Rathlin Island ferry runs from Ballycastle to Rathlin Island.
- The Strangford Lough ferry runs from Portaferry to Strangford.
- From the beginning of the 2012 financial year, a system has been put in place to record every person that travels on the Strangford Lough ferry including those that travel for free and school children etc. As a result, the data are more accurate. Prior to this, figures were a best estimate.

CHAPTER 9 TRANSPORT AND DISABILITY

Table 9.1

Concessionary Fares Scheme: People who are aged 60 and over, or have a disability may be entitled to concessionary travel on bus and railway journeys within Northern Ireland (and across all of Ireland if aged 65 and over). The Concessionary Fares scheme was

established to promote accessible public transport for members of the community who are most at risk of social exclusion, through discounted fares. Currently the following concessions are provided:

Free travel for:

- everyone aged 60 and over
- people who are registered blind
- war disablement pensioners

Half fare travel for people:

- who are in receipt of the mobility component of Disability Living Allowance (DLA)
- who are in receipt of the mobility component of Personal Independence Payment (PIP)
- who have had a driving licence refused or revoked on medical grounds
- who have a learning disability
- who are partially sighted

To be eligible for any of the above concessions, a concessionary travel card, called a SmartPass, must be applied for and received.

Half Fare SmartPass holders are aged between 16 and 59. Once a Half Fare SmartPass holder approaches the age of 60 years they are issued with a 60+/ Senior (65+) application form to complete as this SmartPass is more beneficial to them since it allows full concession on public transport travel within Northern Ireland.

Following the introduction of the Personal Independence Payment (PIP) benefit within DfC on 20th June 2016, the mobility component of PIP is now also part of the eligibility criteria for the Half Fare SmartPass (similar to the mobility component of Disability Living Allowance (DLA)). There are now five sub criteria within the Half Fare SmartPass category.

There are no data available as to how many older people (60+/Senior (65+)) holding SmartPasses have or would consider themselves to have a disability.

Scheme members holding either Registered Blind or War Disablement SmartPasses are issued renewal forms on expiry as both these passes allow full concession regardless of age, i.e. they may be under or over 60 years. While renewal forms are issued automatically upon expiry of current SmartPasses, the onus to complete and ensure return of the forms remains with the SmartPass holder.

The number of SmartPass holders is a fluid number at any given time during the year as new SmartPasses are both issued and inactivated on a continual basis. Therefore the number of SmartPass holders is a snapshot taken at a specific date around the end of the year.

Table 9.2

The Blue Badge scheme provides on-street parking concessions for badge holders who travel either as drivers or passengers.

You qualify for a Blue Badge if you:

- receive the higher rate of the mobility component of Disability Living Allowance (DLA)
- are registered blind
- receive a War Pension Mobility Supplement

- receive a benefit under the Armed Forces and Reserve Forces Compensation Scheme within tariff levels 1-8 (inclusive) and have been certified by the Service Personnel and Veterans Agency (SPVA) as having a permanent and substantial impairment which causes inability to walk or very considerable difficulty walking.
- are in receipt of 8 points or more under the “moving around” activity for the mobility component of Personal Independence Payment (PIP)
- have a permanent and substantial disability which means you cannot walk, or have very considerable difficulty walking - in this case your doctor may be asked to confirm your eligibility.
- drive a vehicle regularly, have a severe disability in both arms and are unable to operate, or have considerable difficulty operating, all or some types of parking meter.
- have children under the age of three, who have a disability due to a medical condition and need to travel with bulky equipment or be close to a vehicle for emergency medical treatment, they may be eligible for a badge.

Organisations which care for people with disabilities and meet one of the above criteria may be eligible to apply for a ‘Support Organisation’ badge.

Once issued, a badge is normally valid for three years. However, if an applicant is granted a badge on the basis of a time-bound award of DLA, PIP or a War Pension the badge validity will only last as long as the award.

The badges can be used throughout the UK and while travelling abroad within the European Union (EU) and in some other European and non-European countries.

The Blue Badge scheme does not apply to off-street car parks, private roads or at most airports.

A Blue Badge costs £10.

A guide on the Blue Badge Scheme, detailing information on the rights and responsibilities of a blue badge holder and also where a badge can and can't be used is available at:

<https://www.nidirect.gov.uk/articles/blue-badge-scheme-guide-badge-holders>

Table 9.3

Data on the number of buses and coaches used as Public Service Vehicles are based on compliance with the Public Service Vehicle Accessibility Regulations (Northern Ireland) 2003 (PSVAR NI) as follows:

- Low floor buses (wheelchair accessible) are compliant with Schedules 1 & 2 of PSVAR NI. These are single or double decked buses.
- Coaches (wheelchair accessible) are compliant with Schedules 1 & 3 of PSVAR NI. These are single or double decked coaches that meet step, handhold and destination screen requirements and are wheelchair accessible.
- Coaches (non wheelchair accessible) are compliant with Schedule 3 only of PSVAR NI. These are single decked coaches built between 2003 and 2005 that meet step, handhold and destination screen requirements so that they are accessible to people with certain disabilities, albeit not wheelchair accessible.

PSVAR NI 2003 legislation is available at:

<http://www.legislation.gov.uk/nisr/2003/37/contents/made>

Table 9.4

Data on the number of railway carriages used as Public Service Vehicles are based on compliance with the Technical Specification for Interoperability for Persons of Reduced Mobility (TSI PRM) (EU regulation 1300/2014) and the Rail Vehicle Accessibility Regulations (Northern Ireland) 2014 (RVAR NI).

Further information on TSI PRM is available at:

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R1300>

RVAR NI 2014 legislation is available at:

<http://www.legislation.gov.uk/nisr/2014/45/contents/made>

The terminology “railway carriages” used in Table 9.4 is interchangeable with “passenger coaches” as used in Table 6.5.

Tables 9.5 to 9.7

The Travel Survey for Northern Ireland (TSNI) is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). As the sample size is relatively small, 3 years of data need to be combined to ensure the analysis carried out is robust. Further information on the TSNI and definitions used can be found in the TSNI reports at:

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

Vehicle Test Classifications

Type	BSP Category	Type	BSP Category
CDG (Carriage of Dangerous Goods)	CDG (HGV) CDG (Trailer)	Private Car	Private Car Private Car – Other
Heavy Goods	Artic 2 Artic 2 -RPC/VED Artic 3 Artic 3 - RPC/VED Breakdown Vehicle Heavy Motor Car / Truck Dual Purpose Vehicle HGV2 HGV2 - RPC/VED HGV3 HGV3 - RPC/VED HGV4 HGV4 - RPC/VED MOT Other Road Construction Vehicle Tower Vehicle VED/RPC (S)	IVA (Individual Vehicle Approval)	Heavy Goods N2-max mass >3.5t but not exceeding 12 Heavy Goods N3-max mass >12t Bus M2 (max mass not exceeding 5 tonnes) Bus M3 (2 axle, max mass exceeding 5 tonnes) Bus M3 (3 axle, max mass exceeding 5 tonnes) Free M2,M3 Light Trailer O2-max mass >0.75t but not exceeding Heavy Trailers O4-max mass >10t Heavy Trailers O3-max mass >3.5t but not exceeding Light Trailer O1-max mass < 0.75t Free O1,O2,O3&O4 Basic IVA, M1 (Kit Car) Basic IVA, N1 (Kit LGV) Free M1 Free N1 Free N2,N3 Standard IVA, M1 (Production Car) Standard IVA, N1 (Production LGV)
Light Goods	Light Goods Light Goods - Other	SVA (Single Vehicle Approval)	Partial MSVA (pre) SVA 2 Wheeled moped/motorcycle SVA Low Powered Moped SVA 3 or 4 Wheeled moped/motorcycle SVA Enhanced with Model Report SVA Enhanced without Model Report SVA MC Retest SVA Production Vehicles SVA Retest (Basic/Enhanced) SVA Retest vehicle with ECWVTA & no Cert. of Conf. SVA Basic SVA SVA Basic SVA Æ» Kit Car/Disabled Person Vehicle SVA Basic SVA Æ» Production Vehicle/Other
LPCV (Large Passenger Carrying Vehicle)	LPCV / 17-35 Seatbelt LPCV / Minibus (more than 8 passenger seats) LPCV / Minibus 9-16 Seatbelt LPCV / Minibus 9-16 Seatbelt RPC LPCV / Minibus RPC LPCV / 36+ Seatbelt	Taxi	Stretched Limousine - Taxi Taxi Stretched/Heavy Taxi Taximeter*
Motorcycles	Motorcycle – Other Motorcycle I Motorcycle II Quadricycle Tricycle	Trailer	One Axle Trailer Two Axle Trailer Three Axle Trailer Trailer - Other
Omnibus	Initial Bus Test Initial Bus Test DDA General accessibility only General and wheelchair accessibility Initial Bus Test 17-35 seatbelt Initial Bus Test 36+ seatbelt Omnibus 17-35 Seatbelt Omnibus 36+ Seatbelt Omnibus 9-16 Seatbelt Omnibus First Time Omnibus Standard Omnibus Standard Articulated PSV DDA Dual schedule (General AND Wheelchair) Retest Omnibus Standard Dual DDA Omnibus Standard Single DDA		

*The taximeter test is a separate test to the taxi vehicle test and is not a vehicle roadworthiness test.

Driver Test Classifications

Type	BSP Category
L Test Motorcycles	Moped ¹ Off-Road Moped ¹ Light Motorcycle (75cc to 120cc) ¹ Off Road Light Motorcycle (75cc to 120cc) ¹ Motorcycle (over 120cc but less than 125cc) ¹ Off Road Motorcycle (over 120cc but less than 125cc) ¹
	Moped ² Off-Road Moped ² Small Sized Motorcycle (120cc to 125cc) ² Off-Road Small Sized Motorcycle (120cc to 125cc) ² Medium Sized Motorcycle (395cc) ² Off-Road Medium Sized Motorcycle (395cc) ² Large Sized Motorcycle (595cc) ² Off-Road Large Sized Motorcycle (595cc) ² Extended Motorcycle ²
L Test Private Cars	Motorcar
LGV (Large Goods Vehicle)	Goods Vehicle 3500kg-7500kg Goods Vehicle 3500kg-7500kg + Trailer over 750kg Goods Vehicle over 7500kg + Trailer over 750kg Large Goods Vehicle over 7500kg
Miscellaneous Test Categories	Agricultural Tractor Extended Motorcar Show + Tell Large Goods Vehicle over 7500kg Show + Tell Motor Vehicle with over 8 passenger seats Tracked Vehicle Motorcar + Trailer over 750kgs
PCV (Passenger Carrying Vehicle)	Minibus 9-16 seats Motor Vehicle + Trailer over 750kgs Motor Vehicle with over 8 passenger seats

1. Pre 19 January 2013 test categories.
2. Post 19 January 2013 test categories.

Associated Publications

Travel Survey for Northern Ireland

Available in both electronic
and hard copy:

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0799 (Text relay prefix 18001)
Website: <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
E-mail: ASRB@nisra.gov.uk

Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation/ Regional Transportation Strategy for Northern Ireland 2002-2012

Available in both electronic
and hard copy:

Regional Transportation Unit
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
BELFAST BT2 8GB

Telephone: 028 9054 0685 (Text relay prefix 18001)
Website: <https://www.infrastructure-ni.gov.uk/articles/regional-transport-strategy-northern-ireland>

Northern Ireland Ports Traffic

Available in both electronic
and hard copy:

Economic and Labour Market Statistics Branch
NISRA
Colby House
Stranmillis Court
BELFAST BT9 5RR

Telephone: 028 9052 9900
Website: <https://www.economy-ni.gov.uk/publications/ports-traffic-publication-2015>
E-mail: ashehelpline@finance-ni.gov.uk

Transport Statistics Great Britain

Available in electronic copy:

Department for Transport
Transport Statistics
Zone 2/27, Great Minster House
33 Horseferry Road
LONDON SW1P 4DR

Telephone: 020 7944 4847

Fax: 020 7944 2165

Website: <https://www.gov.uk/government/collections/transport-statistics-great-britain>

E-mail: publicationgeneral.enq@dft.gsi.gov.uk

ROI Road Freight Transport Survey/ Transport Omnibus

Available in electronic copy:

Central Statistics Office
Transport Section
Skehard Road
Cork T12 X00E
IRELAND

Telephone: 00353 2145 35000

Fax: 00353 2145 35555

Website: <http://www.cso.ie/en/releasesandpublications/e/p/p-rfts/roadfreighttransportsurvey2015/index.html>

E-mail: transport@cso.ie

PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI

Available in electronic copy:

Website:

<https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics/>

Sources Used for Publications and Useful Websites

Tables 1.1 to 1.14, 1.16, 2.1 to 2.11, 4.1 to 4.2

DVA – Driver and Vehicle Agency (DfI Analysis, Statistics and Research Branch)

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/driver-vehicle-agency-statistics>

Table 1.3b

DfT - Department for Transport

<https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Table 1.16 (population)

NISRA – Northern Ireland Statistics and Research Agency

www.nisra.gov.uk

GB figures for Tables 1.2, 1.4, 1.15, 1.16, 4.3 to 4.5, 5.4 to 5.6, 8.7
and GB & UK transport statistics publications

DfT - Department for Transport

www.gov.uk/government/organisations/department-for-transport

Tables 2.4 to 2.8

DVSA – Driver and Vehicle Standards Agency

www.gov.uk/government/organisations/driver-and-vehicle-standards-agency

Tables 3.1 to 3.3, 8.8, 9.2

DfI Roads

https://www.infrastructure-ni.gov.uk/DfI_Roads-overview-0

Tables 4.6, 7.1 to 7.4, 7.6a, 7.6b, 7.6c

CAA - Civil Aviation Authority

www.caa.co.uk

Tables 5.1 to 5.6

PSNI - Police Service of Northern Ireland

www.psni.police.uk

Tables 6.1 to 6.6, 9.1, 9.3, 9.4

Translink

www.translink.co.uk

Table 7.5

Belfast International airport

George Best Belfast City airport

City of Derry airport

www.belfastairport.com/en/

www.belfastcityairport.com/

www.cityofderryairport.com/

Tables 8.1 to 8.4

NISRA Economic and Labour Market Statistics

<https://www.economy-ni.gov.uk/topics/statistics-and-economic-research>

Table 8.5

NI councils

<https://www.nidirect.gov.uk/contacts/local-councils-in-northern-ireland>

Table 8.6

Maritime and Coastguard Agency

www.gov.uk/government/organisations/maritime-and-coastguard-agency

Tables 9.5 to 9.7, Travel Survey for Northern Ireland publications

DfI - Department for Infrastructure

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

NI road safety statistics publications

DfI - Department for Infrastructure

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-statistics>

Republic of Ireland statistics

Central Statistics Office

www.cso.ie