Northern Ireland Transport Statistics 2017-2018

Contents

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25,714 km
of public road at
1 April 2018

Urban 22%

Rural 78%

£367 million
spent on our roads during 2017-18

At end of 2017-18:

1,087
Ulsterbuses
on the roads

ULSTERBUS

296
Metro buses
on the roads

METRO

Average age
of stock:

9.4
years old

8.8
years old

81.1
million
bus and rail passenger journeys
in 2017/18

66.1m 1%*

15.0m 6%*

*increase from 2016/17

333,699
SmartPasses held
at 31 March 2018

95%
held by older people

DfI 60+ / Senior
(65+) SmartPass

95%

100%
Translink trains

98%
Translink buses/coaches

Translink

used by the public were wheelchair
accessible at 31 March 2018

Those with a mobility difficulty
made an average of 387 (39%)
fewer journeys per year than those
without a mobility difficulty

Average journeys per year, 2014-16

No mobility difficulty **980**

Mobility difficulty **593**

Acknowledgements

Symbols and Conventions

2017-18   denotes the financial year ending 31 March 2018.

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.

The following symbols are used throughout:

-       negligible (less than 0.5 (including 0))

*   sample size too small for reliable estimates

p   provisional data

r   revised data

Accessibility

If this document is not in a format that meets your needs, please contact us to discuss your requirements.

Contact Us

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Change to Northern Ireland Transport Statistics publication

Since the previous edition of the Northern Ireland Transport Statistics annual report, ASRB sought the views of users on its continued publication via a [user consultation](.).

The user consultation opened on the 8 January 2018 and closed on the 2 March 2018, a period of 8 weeks.

The consultation proposed that, given the nature of the publication as a compendium piece gathering data available elsewhere from others, ASRB cease the compilation and publication of the report, with the 2016-17 edition being the final report.

From the responses received, an ongoing need for the continued collection, processing and publication of several chapters was identified, specifically the Road Network (Chapter 3), Public Transport (Chapter 6) and Transport and Disability (Chapter 9). The consultation also indicated that there is little use of the remaining chapters in the report.

Following careful consideration of the feedback received from the user consultation, ASRB took the decision to retain the report but to considerably reduce its content.

As a result, from this 2017-18 edition onwards, the Northern Ireland Transport Statistics report will consist of 3 chapters namely; 'Road Network', 'Public Transport' and 'Transport and Disability'. Previous chapters on Vehicle Registrations, Driver and Vehicle Testing, Freight, Road Safety, Air Transport and General Transport have been discontinued.

The [outcome of the user consultation](.) has been published alongside the publication series on the DfI website.

Useful links for data no longer included in the publication from this year onwards have been provided on pages 37-38.

Renumbering of Tables

The following table details the renumbering of tables in this edition of the publication:

NI Transport Statistics 2017-18	Previous editions
Chapter 1 Road Network	**Chapter 3**
1.1 Road network summary lengths: 2018 - All divisions	Table 3.1
1.2 NI public road lengths by local government district and DfI Roads division by type of road: 2018	Table 3.2
1.3 Public expenditure on NI roads: 2013-14 to 2017-18	Table 3.3
Chapter 2 Public Transport	**Chapter 6**
2.1 Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Vehicle stock	Table 6.1
2.2 Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Staff employed	Table 6.2
2.3 Ulsterbus/ Metro transport: 2013-14 to 2017-18 – Passenger journeys, bus miles and kilometres	Table 6.3
2.4 Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Local stage passenger receipts	Table 6.4
2.5 NI Rail service assets and staff: 2013-14 to 2017-18	Table 6.5
2.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2013-14 to 2017-18	Table 6.6
Chapter 3 Transport and Disability	**Chapter 9**
3.1 Concessionary travel passes (SmartPasses) held and used by older people and people with a disability in Northern Ireland: 2013-14 to 2017-18	Table 9.1
3.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2013-14 to 2017-18	Table 9.2
3.3 Buses and coaches used as Public Service Vehicles - compliance with accessibility regulations: 2013-14 to 2017-18	Table 9.3
3.4 Railway carriages used as Public Service Vehicles: 2013-14 to 2017-18	Table 9.4
3.5 Mobility difficulties by age and gender, Northern Ireland: 2014-2016	Table 9.5
3.6 Travel by mobility status and main mode/ mode, Northern Ireland: 2014-2016	Table 9.6
3.7 Travel by mobility status and journey purpose, Northern Ireland: 2014-2016	Table 9.7

Contents

Key Points

Chapter 1 Road Network

- At 1 April 2018, there were 25,714 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%).

- 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.

- During 2017-18, new construction and improvement accounted for 29% of the £367 million spend on our roads. Maintenance (structural, routine and winter) accounted for 27% of the money spent, while public lighting accounted for 5%. There was a decrease of 5% in expenditure on the roads when compared to 2016-17.

Chapter 2 Public Transport

- At the end of 2017-18, there were 1,087 Ulsterbuses and 296 Metro buses on the roads which were, on average, 9.4 years and 8.8 years old respectively.

- During 2017-18, there were 38.1 million passenger journeys on Ulsterbus, a decrease of 1% from last year (38.4 million) and a decrease of 6% from 2013-14 (40.5 million). For Metro services, 28.0 million passenger journeys were taken in 2017-18, an increase of 2% since 2016-17 (27.3 million) and an increase of 6% from 2013-14 (26.4 million).

- There were 15.0 million rail passenger journeys made in 2017-18, an increase of 6% from 2016-17 (14.2 million).

Chapter 3 Transport and Disability

- At 31 March 2018, 316,880 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2017 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses.

- At 31 March 2018, 1,246 buses and coaches were used as Public Service Vehicles in Northern Ireland, similar to 31 March 2017 (1,245). Of these, 1,079 (87%) were low-floor wheelchair accessible buses and 137 (11%) were wheelchair accessible coaches. 143 railway carriages were used as Public Service Vehicles in Northern Ireland at 31 March 2018, the same since 31 March 2014. Of these, all (100%) were wheelchair accessible carriages.

- In 2014-2016, 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 593 journeys per year in 2014-2016, 39% less than those without a mobility difficulty (980 journeys per year). For further information on journeys, see Travel Survey for Northern Ireland.

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 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. Historically, the publication has included information on vehicle registrations, driver and vehicle testing, the road network, freight, road safety, public transport, air transport, transport and disability (since 2013-14) and other transport statistics. However, following a user consultation at the start of 2018, the publication was reduced to include information on the road network, public transport and accessible transport only. The report is published each year at the end of September.

The information in the publication is used for input into and monitoring strategies and policies. For example, the Transport and Disability section (chapter 3), which has been included since 2013-14 and further expanded since then, has been used to inform the development of an Accessible Transport Strategy. The 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 various sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. In 2011, 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 Statistics. They are awarded National Statistics status following an assessment by the UK Statistics 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 had maintained its National Statistics status.

A copy of the Code of Practice for Statistics is available at:
https://www.statisticsauthority.gov.uk/code-of-practice/

Previous editions of this Transport Statistics compendium contained data which were designated as National Statistics in their own right. However, following the user consultation, these data are no longer presented in the publication.

Data in this edition are Official Statistics and, as such, will still conform to the key elements of the Code of Practice for Statistics although this has not been independently assessed. Note however that Translink data (Chapter 2 'Public Transport' and Tables 3.1, 3.3 and 3.4) should be viewed as management information rather than Official Statistics, though these data are still of high quality.

CHAPTER 1: ROAD NETWORK *(previously 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 30).
- 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 1.2 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 30.

CHAPTER 2: PUBLIC TRANSPORT *(previously 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. These data are management information and 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

- Only scheduled (timetabled) services are included, but non-scheduled services (such as private hire or tours) only account for a small part of Translink's services.
- The fleet numbers refer to active fleet i.e. they include "normal" and "special" fleet (main service and others), but <u>do not</u> include reserve fleet.
- The average age of the bus fleet in Table 2.1 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 be partly driven by pupil numbers.
- 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.
- 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 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.
- Metro, Ulsterbus and NI Rail introduced a fare increase from April 2018.
- The number of journeys taken using weekly, monthly and annual rail tickets are not electronically recorded and are therefore estimated using journey factors.
- 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 (further information is available in the user information section of the 2014-15 edition of this publication).

CHAPTER 3: TRANSPORT AND DISABILITY *(previously Chapter 9)*

Concessionary travel passes (SmartPasses) (Table 3.1)

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 2017-18, the population estimates for mid-2017 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 3.2)

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 the Blue Badge Unit, 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 32.
- Blue badge figures have been revised and updated back to 2013-14. Differences are due to blue badges being added and removed from the blue badge database retrospectively and the inclusion of a number of blue badges from online applications in 2016-17.

Buses and coaches used as Public Service Vehicles (Table 3.3)

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 3.3 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 33.

Railway carriages used as Public Service Vehicles (Table 3.4)

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 33.

Mobility difficulties (Tables 3.5 to 3.7)

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 35 for details).

Chapter 1: Road Network

Table 1.1:
Road network summary lengths: 2018 - All divisions

Table 1.2:
NI public road lengths by local government district and DfI Roads division by type of road: 2018

Table 1.3:
Public expenditure on NI roads: 2013-14 to 2017-18

At 1 April 2018, there were 25,714 kilometres of public road in Northern Ireland

At 1 April 2018:

22% of NI road lengths were Urban

78% of NI road lengths were Rural

£367 million was spent on our roads during 2017-18

£367 million

Symbols and Conventions:
p   Data are provisional

1 Road Network

1.1 At 1 April 2018, there were 25,714 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 1.1).

1.2 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 1.1).

1.3 Thirty seven percent of all motorways in Northern Ireland are located within DfI Roads Northern Division compared with 8% 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 62%, 60% and 57% respectively (Table 1.2).

1.4 During 2017-18, new construction and improvement accounted for 29% of the £367 million spend on our roads. Maintenance (structural, routine and winter) accounted for 27% of the money spent, while public lighting accounted for 5%. There was a decrease of 5% in expenditure on the roads when compared to 2016-17 (Table 1.3, Figure 1.1).

Figure 1.1: Public Expenditure on Northern Ireland Roads: 2013-14 to 2017-18
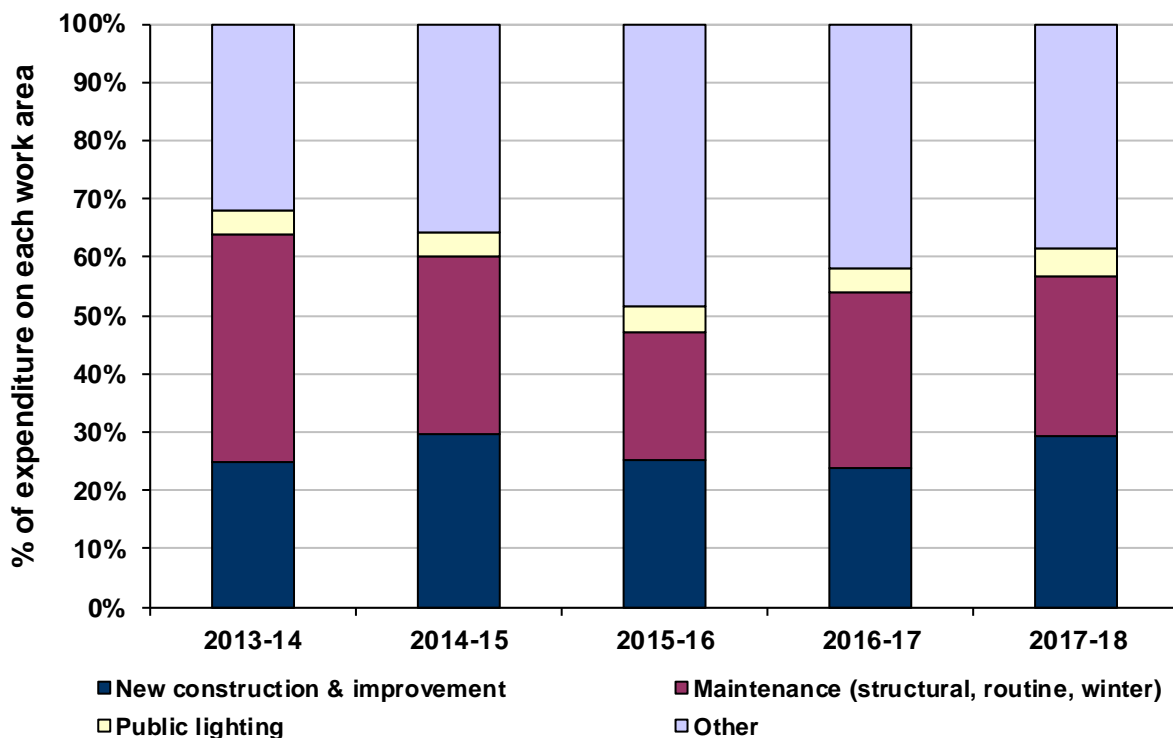
Table 1.1   Road network summary lengths: 2018 - All divisions[1,2]

Km

Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length[3]
Motorway[4]	Motorway	37.0	192.8	229.8	114.9
A Roads	Dual	129.6	326.9	456.4	228.2
A Roads	Single	511.1	1,579.6	2,090.7	2,090.7
B Roads	Dual	2.4	1.3	3.7	1.8
B Roads	Single	376.1	2,524.1	2,900.2	2,900.2
C Roads	Dual	2.5	0.0	2.5	1.3
C Roads	Single	288.1	4,443.8	4,731.9	4,731.9
Unclassified	Dual	1.9	0.0	1.9	0.9
Unclassified	Single	4,488.7	11,155.7	15,644.3	15,644.3
All Road Classes[5,6,7]		**5,837.3**	**20,224.2**	**26,061.5**	**25,714.3**

Source: DfI Roads

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2018.

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

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

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 30.

Table 1.2 NI public road lengths by local government district and DfI Roads division by type of road: 2018[1,2,3]

Km

Local government district/ DfI Roads division	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	21.7	108.2	150.7	239.2	817.0	1,371.9
Causeway Coast and Glens	0.0	5.0	290.5	452.1	446.2	1,450.1	2,643.8
Mid and East Antrim	7.3	37.1	153.1	236.2	309.0	1,001.7	1,744.4
All Northern Division	**42.5**	**63.8**	**551.7**	**838.9**	**994.3**	**3,268.8**	**5,760.1**
Ards and North Down	0.0	26.4	136.3	57.8	165.2	775.4	1,161.0
Armagh City, Banbridge and Craigavon	25.6	30.0	230.9	399.3	677.7	2,208.8	3,572.2
Newry, Mourne and Down	0.0	29.6	320.5	290.0	605.0	1,817.2	3,062.2
All Southern Division	**25.6**	**86.0**	**687.7**	**747.1**	**1,447.8**	**4,801.3**	**7,795.4**
Belfast	12.4	21.1	92.5	50.8	35.8	873.2	1,085.8
Lisburn and Castlereagh	25.6	12.0	111.2	141.7	227.6	836.4	1,354.4
All Eastern Division	**38.0**	**33.1**	**203.7**	**192.5**	**263.4**	**1,709.5**	**2,440.2**
Derry City and Strabane	0.0	17.4	91.3	260.9	451.5	1,503.9	2,325.0
Fermanagh and Omagh	0.0	0.6	321.0	445.7	884.4	2,333.4	3,985.0
Mid Ulster	8.9	27.4	235.3	416.9	691.7	2,028.5	3,408.7
All Western Division	**8.9**	**45.3**	**647.6**	**1,123.5**	**2,027.6**	**5,865.7**	**9,718.6**
All Divisions	**114.9**	**228.2**	**2,090.7**	**2,902.4**	**4,733.2**	**15,645.3**	**25,714.3**

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 2018.

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 30.

Table 1.3   Public expenditure on NI roads: 2013-14 to 2017-18

£ Thousands

	2013-14	2014-15	2015-16	2016-17	2017-18[p]
New construction and improvement	107,651	124,430	93,104	92,441	107,393
Maintenance					
Structural[1]	125,829	88,597	49,804	82,240	62,012
Routine[2]	38,733	32,433	26,812	28,640	28,593
Winter[3]	6,157	7,767	5,396	5,399	9,699
Public lighting[4]	17,852	17,708	16,360	16,003	17,604
All road expenditure[5, 6]	**436,147**	**421,780**	**372,278**	**388,123**	**367,456**

Source: DfI Roads

1 Structural maintenance: reconstruction, overlay, resurfacing, surface dressing, patching, footways, bridges. Note: From 2016-17 to 2017-18, the structural maintenance spend decreased due to less budget being made available in 2017-18.

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

3 Winter maintenance: salting, snow clearance. Note: 2017-18 was an exceptional year hence reason for increased spend from previous years.

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 30.

Chapter 2: Public Transport

Table 2.1:
Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Vehicle stock

Table 2.2:
Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Staff employed

Table 2.3:
Ulsterbus/ Metro transport: 2013-14 to 2017-18 – Passenger journeys, bus miles and kilometres

Table 2.4:
Ulsterbus/ Metro transport: 2013-14 to 2017-18 - Local stage passenger receipts

Table 2.5:
NI Rail service assets and staff: 2013-14 to 2017-18

Table 2.6:
NI Rail service passenger journeys, miles, kilometres and receipts: 2013-14 to 2017-18

At end of 2017-18:

1,087 Ulsterbuses on the roads

ULSTERBUS

296 Metro buses on the roads

METRO

Average age of stock:
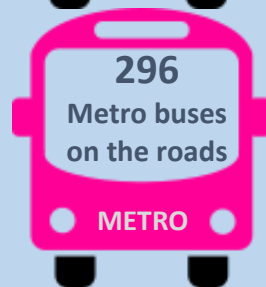
9.4 years old

8.8 years old

There were **66.1 million** bus passenger journeys in 2017-18

Bus

1% Increase from 2016-17

There were **15.0 million** rail passenger journeys in 2017-18

Rail
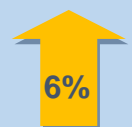
6% Increase from 2016-17

Symbols and Conventions:
p   Data are provisional

17

2   Public Transport

2.1   At the end of 2017-18, there were 1,087 Ulsterbuses and 296 Metro buses on the roads which were, on average, 9.4 years and 8.8 years old respectively (Table 2.1).

2.2   During 2017-18, there were 38.1 million passenger journeys on Ulsterbus, a decrease of 1% from last year (38.4 million) and a decrease of 6% from 2013-14 (40.5 million). For Metro services, 28.0 million passenger journeys were taken in 2017-18, an increase of 2% since 2016-17 (27.3 million) and an increase of 6% from 2013-14 (26.4 million) (Table 2.3, Figure 2.1).

2.3   Ulsterbus local stage bus passenger receipts in 2017-18 were £89.3 million, an increase of 1% from 2016-17 (£88.0 million). Metro local stage bus passenger receipts in 2017-18 were £39.0 million, an increase of 5% from 2016-17 (£37.0 million) (Table 2.4).

2.4   There were 15.0 million rail passenger journeys made in 2017-18, an increase of 6% from 2016-17 (14.2 million) (Table 2.6, Figure 2.1).

2.5   Railway passenger receipts increased by 5% from £46.9 million in 2016-17 to £49.5 million in 2017-18 (Table 2.6).

Figure 2.1: Ulsterbus, Metro and NI Rail Passenger Journeys: 2013-14 to 2017-18
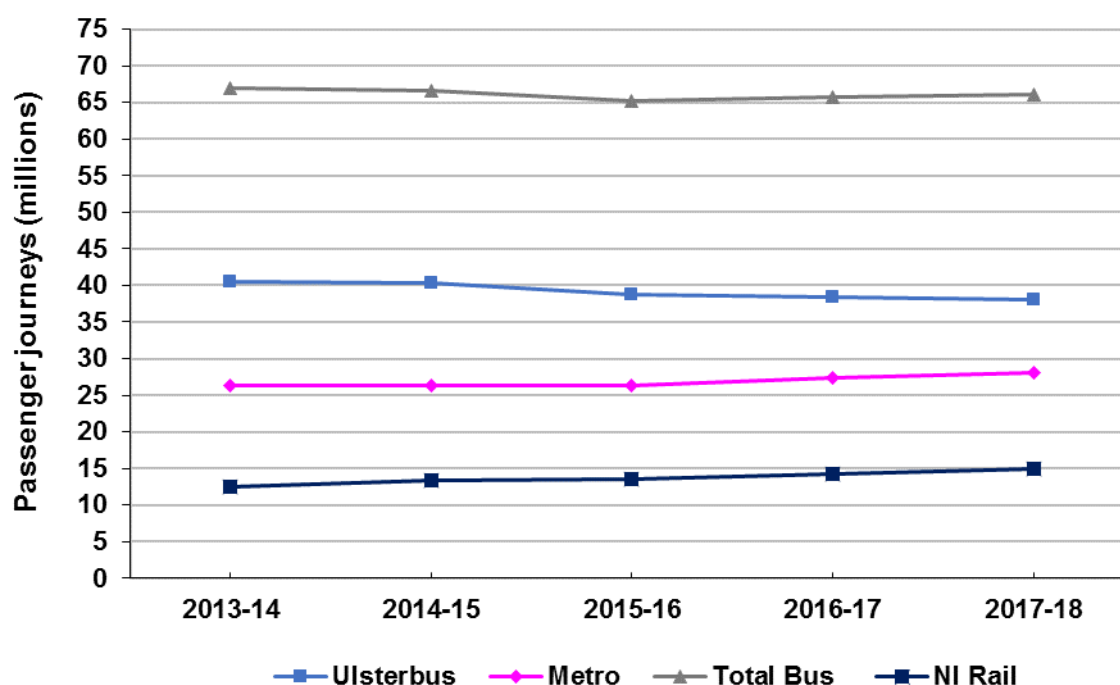
Ulsterbus/ Metro transport: 2013-14 to 2017-18

Table 2.1   Vehicle stock

<div align="right">Age/Number</div>

	2013-14		2014-15		2015-16		2016-17[p]		2017-18[p]	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	6.8	8.5	7.5	7.1	8.1	7.9	9.1	8.9	9.4	8.8
Number of buses	1,126	288	1,126	294	1,072	284	1,076	285	1,087	296

<div align="right">Source: Translink</div>

Table 2.2   Staff employed

<div align="right">Number</div>

	2013-14		2014-15		2015-16		2016-17[p]		2017-18[p]	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,276	723	2,269	722	2,169	701	2,124	709	2,154	756

<div align="right">Source: Translink</div>

Table 2.3   Passenger journeys, bus miles and kilometres

<div align="right">Millions</div>

	2013-14		2014-15		2015-16		2016-17[p]		2017-18[p]	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	40.5	26.4	40.3	26.3	38.8	26.4	38.4	27.3	38.1	28.0
Bus miles	35.5	7.7	34.4	7.8	33.4	7.6	33.3	7.6	33.6	7.9
Bus kilometres	57.1	12.4	55.3	12.5	53.7	12.3	53.6	12.2	54.0	12.7

<div align="right">Source: Translink</div>

Table 2.4   Local stage passenger receipts

<div align="right">£ Millions</div>

	2013-14		2014-15		2015-16		2016-17[p]		2017-18[p]	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	87.8	35.3	87.1	35.5	86.3	37.1	88.0	37.0	89.3	39.0

<div align="right">Source: Translink</div>

Table 2.5   NI Rail service assets and staff: 2013-14 to 2017-18

Number

	2013-14	2014-15	2015-16	2016-17[p]	2017-18[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	931	949	916	911	942

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 2.6   NI Rail service passenger journeys, miles, kilometres and receipts: 2013-14 to 2017-18

Millions/£ Thousands

	2013-14	2014-15	2015-16	2016-17[p]	2017-18[p]
Passenger journeys (Millions)	12.5	13.4	13.5	14.2	15.0
Passenger miles (Millions)	237.2	258.7	271.2	281.6	299.7
Passenger kilometres (Millions)	381.9	416.5	436.6	453.4	482.5
Passenger receipts (£ Thousands)	41,313	43,597	44,991	46,946	49,455

Source: Translink

Chapter 3: Transport and Disability

Table 3.1:
Concessionary travel passes (SmartPasses) held and used by older people and people with a disability in Northern Ireland: 2013-14 to 2017-18

Table 3.2:
Valid Blue Badges held by category of entitlement in Northern Ireland: 2013-14 to 2017-18

Table 3.3:
Buses and coaches used as Public Service Vehicles – compliance with accessibility regulations: 2013-14 to 2017-18

Table 3.4:
Railway carriages used as Public Service Vehicles: 2013-14 to 2017-18

Table 3.5:
Mobility difficulties by age and gender, Northern Ireland: 2014-2016

Table 3.6:
Travel by mobility status and main mode/ mode, Northern Ireland: 2014-2016

Table 3.7:
Travel by mobility status and journey purpose, Northern Ireland: 2014-2016

333,699
Smartpasses held at 31 March 2018

95%
held by older people

DfI 60+ / Senior (65+) SmartPass

95%

100%
Translink trains
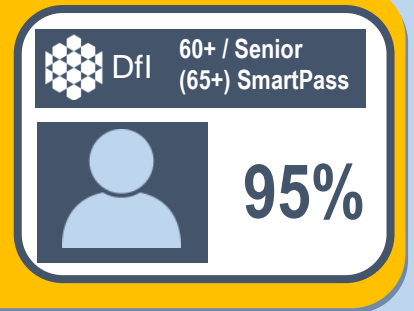
98%
Translink buses/coaches

used by the public were wheelchair accessible at 31 March 2018

Those with a mobility difficulty made an average of 387 (39%) fewer journeys per year than those without a mobility difficulty

Average journeys per year, 2014-16

No mobility difficulty — **980**

Mobility difficulty — **593**

Symbols and Conventions:
r   Data have been revised from previous publication

21

3   Transport and Disability

3.1   At 31 March 2018, 333,699 SmartPasses were held by eligible people in Northern Ireland, an increase of 1% from 31 March 2017 (328,998 SmartPasses) and an increase of 12% from 31 March 2014 (297,662 SmartPasses). Of these, 95% were held by older people and 5% by people with a disability. Of the 333,699 SmartPasses held at 31 March 2018, 235,302 (71%) were used at least once during the year (Table 3.1).

3.2   At 31 March 2018, 316,880 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2017 mid-year population estimate of those persons aged 60 and over, there was an approximately 79% uptake of these SmartPasses (Table 3.1).

3.3   At 31 March 2018, 122,817 Blue Badges were held in Northern Ireland, an increase of 4% from 31 March 2017 (117,878) and an increase of 8% from 31 March 2014 (113,716). Of these, 64,605 (53%) were held by people who automatically qualified for a Blue Badge, 57,263 (47%) were held as a result of further assessment and 949 (less than 1%) were held by organisations (Table 3.2).

3.4   At 31 March 2018, 1,246 buses and coaches were used as Public Service Vehicles in Northern Ireland, similar to 31 March 2017 (1,245). Of these, 1,079 (87%) were low-floor wheelchair accessible buses and 137 (11%) were wheelchair accessible coaches. 143 railway carriages were used as Public Service Vehicles in Northern Ireland at 31 March 2018, the same since 31 March 2014. Of these, all (100%) were wheelchair accessible carriages (Tables 3.3 & 3.4).

3.5   In 2014-2016, 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 593 journeys per year in 2014-2016, 39% less than those without a mobility difficulty (980 journeys per year) (Table 3.5).

3.6   In 2014-2016, 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 (81% of all journeys made) than those without a mobility difficulty (71% of all journeys made). Walks accounted for 8% 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 3.6).

3.7   In 2014-2016, the top reasons for making a journey for those with a mobility difficulty were leisure/other purpose (29% of all journeys made) and shopping (27% of all journeys made). The proportion of shopping journeys made by those with a mobility difficulty (27%) 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 (29%) was around the same as the proportion of leisure/other journeys made by those without a mobility difficulty (30%) (Table 3.7, Figure 3.1).

Figure 3.1: Proportion of all journeys taken by mobility status and journey purpose, Northern Ireland: 2014 to 2016

Percentage of all journeys

Journey purpose	With a mobility difficulty	No mobility difficulty	All persons (aged 16+)
Commuting/ business	7%	24%	23%
Education/ escort education	8%	9%	9%
Shopping	27%	19%	20%
Other escort	7%	7%	7%
Personal business	21%	12%	13%
Leisure/ other	29%	30%	30%

Journey purpose

■ With a mobility difficulty   ■ No mobility difficulty   ■ All persons (aged 16+)
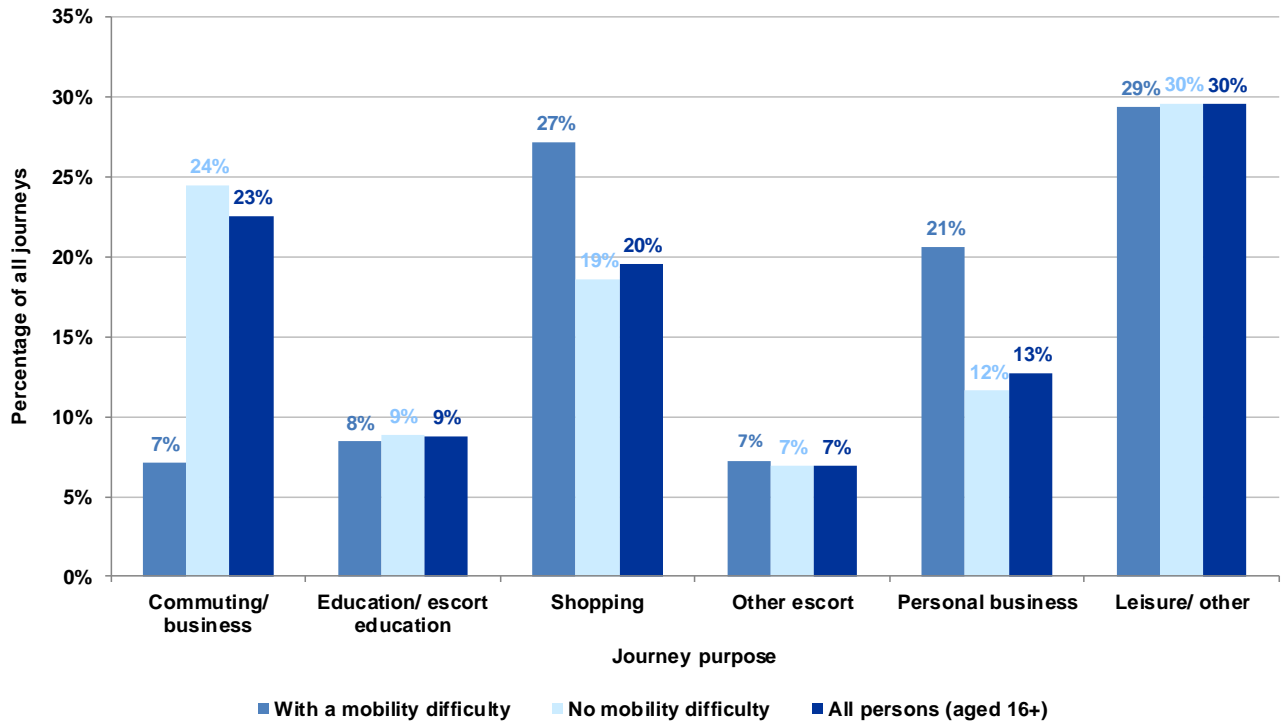
Table 3.1 Concessionary travel passes (SmartPasses)[1] held[2] and used[3] by older people[4] and people with a disability[5] in Northern Ireland: 2013-14 to 2017-18

Number/Percentage Uptake

Financial year (figures as at end year, 31 March)	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		
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**
2017-18	316,880	16,819	222,995	12,307	**333,699**	**235,302**
	Uptake of SmartPasses by eligible older population[6] (%)	**Usage of SmartPasses by eligible older population[7] (%)**				
2013-14	*76*	*53*				
2014-15	*77*	*54*				
2015-16	*79*	*54*				
2016-17	*79*	*55*				
2017-18	*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, page 31).

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 2017-18, the population estimates for mid-2017 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 3.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2013-14 to 2017-18

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				
2013-14[r]	58,790	53,747	1,179	**113,716**
2014-15[r]	59,126	54,535	1,054	**114,715**
2015-16[r]	61,343	55,406	913	**117,662**
2016-17[r]	60,608	56,440	830	**117,878**
2017-18[4]	64,605	57,263	949	**122,817**
Percentage of valid badges				
2013-14	*52*	*47*	*1*	*100*
2014-15	*52*	*48*	*1*	*100*
2015-16	*52*	*47*	*1*	*100*
2016-17[r]	*51*	*48*	*1*	*100*
2017-18	*53*	*47*	*1*	*100*

Source: Blue Badge Unit, 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 32) 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 32).

4 The increase in the number of blue badges at 31 March 2018 is partly due to a rise in the number of first time applicants. Figures for previous years were also lower due to a backlog of processing blue badge applications. This backlog was cleared during mid-2016 to early 2017.

r Blue badge figures have been revised and updated back to 2013-14. Differences are due to blue badges being added and removed from the blue badge database retrospectively and the inclusion of a number of blue badges from online applications in 2016-17.

Table 3.3 Buses and coaches used as Public Service Vehicles[1] - compliance with accessibility regulations[2]: 2013-14 to 2017-18

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**
2017-18	1,079	137	30	**1,246**
Percentage of all vehicles[6]				
2013-14	*87*	*10*	*2*	*100*
2014-15	*88*	*10*	*2*	*100*
2015-16	*87*	*11*	*2*	*100*
2016-17	*87*	*11*	*2*	*100*
2017-18	*87*	*11*	*2*	*100*

Source: Translink

1 Figures do not include school coaches (non wheelchair accessible) of which there were 55 in 2017-18, 59 in 2016-17 and 57 in 2015-16. 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 3.4 Railway carriages used as Public Service Vehicles: 2013-14 to 2017-18

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**
2017-18	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*
2017-18	*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 3.5   Mobility difficulties[1] by age and gender, Northern Ireland: 2014-2016

<div align="right">Percent/Journeys</div>

	Mobility status[1]	16-49	50-59	60-69	70+	All aged 16+[2]
Males[2] (aged 16+)	With a mobility difficulty	6	14	24	39	**16**
	No mobility difficulty	94	86	76	61	**84**
	All males[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
Females[2] (aged 16+)	With a mobility difficulty	9	19	25	47	**19**
	No mobility difficulty	91	81	75	53	**81**
	All females[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
All adults[2] (aged 16+)	With a mobility difficulty	8	17	24	44	**18**
	No mobility difficulty	92	83	76	56	**82**
	All adults[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
Average number of journeys per person per year:						
	With a mobility difficulty	*	*	648	476	**593**
	No mobility difficulty	1,000	1,009	942	883	**980**
	All adults[2] (aged 16+)	**980**	**939**	**870**	**705**	**911**

<div align="right">Source: Travel Survey for Northern Ireland, DfI</div>

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 3.6   Travel by mobility status[1] and main mode[2]/ mode[3], Northern Ireland: 2014-2016

<div align="right">Journeys/Miles</div>

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+)
Walk	46	186	**161**	29	204	**173**
Bicycle	2	7	**6**	*	43	**36**
Car driver	331	565	**523**	1,882	4,286	**3,857**
Car passenger	148	127	**131**	962	1,121	**1,093**
Car undefined	-	-	**-**	*	*	*
Motorcycle	-	1	**1**	*	20	**17**
Other private	17	42	**37**	120	468	**406**
Metro and Ulsterbus	19	28	**26**	91	245	**218**
Other bus	5	3	**3**	42	58	**55**
NI Railways	3	9	**8**	*	156	**137**
Black taxi	-	1	**1**	*	*	*
Taxi	22	14	**15**	72	56	**59**
Other public	-	-	**-**	*	*	*
Undefined mode	-	-	**-**	*	*	*
All modes	**593**	**980**	**911**	**3,261**	**6,662**	**6,055**

<div align="right">Source: Travel Survey for Northern Ireland, DfI</div>

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 2014-2016 (see Associated Publications section on page 35).

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

Table 3.7 Travel by mobility status[1] and journey purpose[2], Northern Ireland: 2014-2016

Journeys/Miles

Journey purpose[2]	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	42	240	**205**	397	2,385	**2,031**
Education / escort education	50	87	**80**	127	307	**275**
Shopping	161	182	**178**	644	866	**826**
Other escort	43	68	**63**	280	384	**365**
Personal business	122	114	**116**	603	700	**682**
Leisure / other	174	290	**269**	1,211	2,021	**1,876**
All purposes	**593**	**980**	**911**	**3,261**	**6,662**	**6,055**

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 2014-2016 (see Associated Publications section on page 35).

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

Technical Notes

This section contains general information and some definitions of terms used in the publication tables.

CHAPTER 1: ROAD NETWORK

Tables 1.1 and 1.2
- 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 presented in Table 1.2 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.
- From 2017 to 2018, there has been an increase of approximately 18km in Class 1 (A Class) which is mainly due to the A26 being added to the system in 2017-18. There has also been an increase of approximately 41km in Unclassified due to new adoptions (the length of which is fairly typical).

Table 1.3
- From 2013-14 to 2014-15, the increase in the new construction and improvement spend was 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 was indicative of the level of funding made available during the 2014-2015 year; the heavily constrained resource funding position resulted in a significant decrease in TransportNI's (now DfI Roads) expenditure.
- From 2014-15 to 2015-16, the structural maintenance spend decreased due to reduced budget being made available. The decrease in the new construction and improvement figure was 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 continued 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 increased due to more budget being made available.
- From 2016-17 to 2017-18, the structural maintenance spend decreased due to less budget being made available in 2017-18. 2017-18 was an exceptional year hence reason for increased winter maintenance spend from previous years.

CHAPTER 2: PUBLIC TRANSPORT

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- All years in the tables 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 2013-14 to 2017-18 data are as follows:

Year	Year End Date
2013-14	30/03/2014
2014-15	29/03/2015
2015-16	27/03/2016
2016-17	26/03/2017
2017-18	25/03/2018

CHAPTER 3: TRANSPORT AND DISABILITY

Table 3.1
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 3.2

The Blue Badge scheme provides on-street parking concessions for people with severe mobility problems who travel either as drivers or passengers. Benefits include free on-street parking in 'pay and display' bays.

You qualify for a Blue Badge if you:
- receive the higher rate of the mobility component of Disability Living Allowance (DLA)
- receive a War Pension Mobility Supplement
- receive a benefit under the Armed Forces and Reserve Forces Compensation Scheme within tariff levels one to eight (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 registered blind
- receive eight points or more under the "moving around" activity for the mobility component of Personal Independence Payment (PIP)
- 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 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

If you 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 who meet one of the criteria above may be eligible to apply for a 'Support Organisation' badge.

A Blue Badge costs £10. Support organisations will be charged £10 for each vehicle they register. 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 Blue Badge scheme does not apply to off-street car parks, private roads or at most airports.

The Blue Badge is recognised throughout the EU therefore holders can use the parking concessions available in all EU countries. However, these concessions may not be the same as in Northern Ireland and may change over time.

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 3.3

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 3.4

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 3.4 is interchangeable with "passenger coaches" as used in Table 2.5.

Tables 3.5 to 3.7

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

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

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.gov.uk

ROI 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:https://www.cso.ie/en/statistics/transport/transportomnibus/
E-mail: transport@cso.ie

Data Sources and Useful Websites

Current edition of publication

Sources and useful websites related to the data tables presented in this edition of the publication are summarized below:

Table Number	Source	Website
1.1 to 1.3, 3.2	DfI Roads	https://www.infrastructure-ni.gov.uk/DfI Roads-overview-0
2.1 to 2.6, 3.1, 3.3, 3.4	Translink	www.translink.co.uk
3.5 to 3.7	Travel Survey for Northern Ireland, DfI	https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland

Historical editions of publication (prior to 2017-2018 edition)

From the 2017-2018 edition of this publication onwards, six chapters have been discontinued, namely Vehicle Registrations, Driver and Vehicle Testing, Freight, Road Safety, Air Transport and General Transport.   Sources and useful information/ websites related to these former chapters are summarized below:

Chapter/ Table Number	Source	Useful Information/ Website
Chapter 1: Vehicle Registrations		
Tables 1.1 to 1.14, 1.16	Driver and Vehicle Agency (DVA)	Vehicle licensing data is published by DVA on a quarterly basis at: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/driver-vehicle-agency-statistics
Table 1.3b	Department for Transport (DfT)	https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01 (see VEH0130 and VEH0131)
Tables 1.15 and 1.16 (population)	Northern Ireland Statistics and Research Agency (NISRA)	www.nisra.gov.uk
GB figures for Tables 1.2, 1.4, 1.15, 1.16	Department for Transport (DfT)	www.gov.uk/government/organisations/department-for-transport
Chapter 2: Driver and Vehicle Testing		
Tables 2.1 to 2.11	Driver and Vehicle Agency (DVA)	Driver and vehicle testing data is published by DVA on a quarterly basis at: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/driver-vehicle-agency-statistics
GB figures for Tables 2.4 to 2.8	Driver and Vehicle Standards Agency (DVSA)	https://www.gov.uk/government/collections/driving-tests-and-instructors-statistics
Chapter 4: Freight		
Tables 4.1 to 4.2	Driver and Vehicle Agency (DVA)	Vehicle licensing data is published by DVA on a quarterly basis at: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/driver-vehicle-agency-statistics
Tables 4.3 to 4.5	Department for Transport (DfT)	Road freight data is collected by DfT via the Continuing Survey of Road Goods Transport, Northern Ireland (CSRGT NI): https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics

Table 4.6	Civil Aviation Authority (CAA)	https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/
Chapter 5: Road Safety		
Tables 5.1 to 5.6	Police Service of Northern Ireland (PSNI)	Road safety data is published by PSNI at: https://www.psni.police.uk/inside-psni/Statistics/road-traffic-collision-statistics/ and by DfI at: https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-statistics
GB figures for Tables 5.4 to 5.6	Department for Transport (DfT)	www.gov.uk/government/organisations/department-for-transport
Chapter 7: Air Transport		
Tables 7.1 to 7.4, 7.6a, 7.6b, 7.6c	Civil Aviation Authority (CAA)	https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/
Table 7.5	Belfast International airport	www.belfastairport.com/en/
	George Best Belfast City airport	www.belfastcityairport.com/
	City of Derry airport	www.cityofderryairport.com/
Chapter 8: General Transport		
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
Table 8.7	Department for Transport (DfT)	https://www.gov.uk/government/collections/maritime-and-shipping-statistics