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Bonneagair

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NISRA
Northern Ireland
Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

NORTHERN IRELAND TRANSPORT STATISTICS

2018 - 2019



ISSUED BY: Analysis, Statistics and Research Branch

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NATIONAL STATISTICS STATUS

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

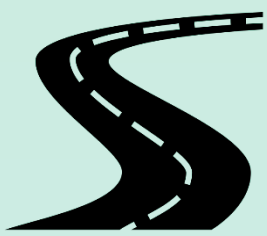
The Northern Ireland Transport Statistics were designated as National Statistics in March 2011, following a [full assessment](#) against the [Code of Practice for Statistics](#).

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Introduced a chapter on Transport & Disability, in response to user need, from the 2013-2014 report onwards.
- Added a summary page of infographics to summarize the key points in the report in an easily accessible format from the 2015-2016 report onwards.
- Moved from a 2 star to a 3 star rating on the Tim Berners-Lee 5-star rating of linked open data. This was achieved by making the publication tables available in ODS (Open Document Spreadsheet) format from the 2016-2017 report onwards.
- Carried out a [user consultation](#) to seek the views of users. Following this, a number of chapters were discontinued from the 2017-2018 report onwards.
- Produced a [Background Quality Report](#) which details further information relating to the pillars and principles of the Code of Practice for Statistics.

ROAD NETWORK

25,735 Km of public road at 1 April 2019



Urban 23%
(speed limit ≤ 40 mph)



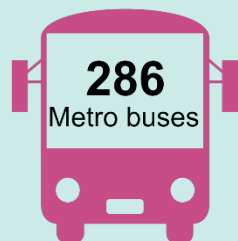
Rural 77%
(speed limit > 40 mph)

£437 million spent on NI roads during 2018-19

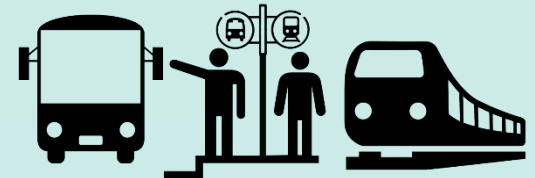


PUBLIC TRANSPORT

Stock on the road at end of March 2019



84.5 million bus and rail passenger journeys in 2018-19



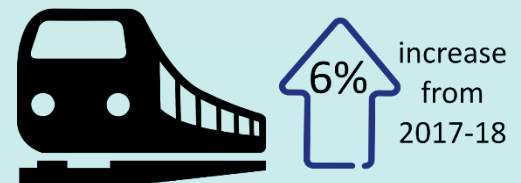
Bus passenger journeys in 2018-19

38.7
million
passenger
journeys

26.2
million
passenger
journeys

3.7
million
passenger
journeys
(since 3 Sept 2018)

15.8 million rail passenger journeys in 2018-19



TRANSPORT AND DISABILITY

98%
Translink
buses/coaches



100%
Translink
trains



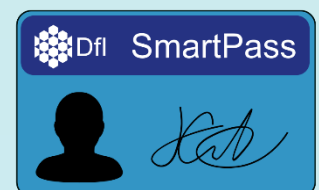
used by the public were
wheelchair accessible
at 31 March 2019

**Travel Survey for
Northern Ireland, 2015-17**

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

No mobility difficulty **978**

Mobility difficulty **596**



342,109
Smartpasses held
at 31 March 2019

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KEY POINTS

CHAPTER 1: ROAD NETWORK

- At 1 April 2019, there were 25,735 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 (less than 1%).
- Analysis of the urban/ rural split of the road network reveals that 23% of carriageway road lengths are urban (speed limit of 40 mph or less) and 77% are rural (speed limit of more than 40 mph).
- During 2018-19, new construction and improvement accounted for 30% of the £437 million spend on our roads. Maintenance (structural, routine and winter) accounted for 31% of the money spent, while public lighting accounted for 4%. There was an increase of 19% in expenditure on the roads when compared to 2017-18 (£367 million); this was mainly due to increased expenditure on road improvements and structural maintenance.

CHAPTER 2: PUBLIC TRANSPORT

- At the end of 2018-19, there were 1,093 Ulsterbuses, 286 Metro buses and 30 Gliders on the roads which were, on average, 10.1 years, 8.3 years and 0.8 years old respectively.
- During 2018-19, there were a total of 84.5 million bus and rail passenger journeys; 68.7 million bus passenger journeys (Ulsterbus, Metro and Glider), an increase of 4% from 2017-18 (66.1 million), and 15.8 million rail passenger journeys, an increase of 6% from 2017-18 (15.0 million).
- Of the 68.7 million bus passenger journeys during 2018-19, 38.7 million were on Ulsterbus, an increase of 2% from 2017-18 (38.1 million) and 26.2 million were on Metro, a decrease of 6% since 2017-18 (28.0 million). There were also 3.7 million passenger journeys on Glider services since they were introduced on 3 September 2018 up to 31 March 2019.

CHAPTER 3: TRANSPORT AND DISABILITY

- At 31 March 2019, 324,808 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2018 mid-year population estimate of those persons aged 60 and over (410,974 persons), there was an approximately 79% uptake of these SmartPasses.
- At 31 March 2019, 1,303 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 5% from 31 March 2018 (1,246). Of the 1,303 buses and coaches, 1,143 (88%) were low-floor wheelchair accessible buses and 130 (10%) were wheelchair accessible coaches.
- At 31 March 2019, 143 railway carriages were used as Public Service Vehicles in Northern Ireland; this was equivalent to the figure at 31 March 2015. Of the 143 railway carriages used as Public Service Vehicles, all (100%) were wheelchair accessible.
- In 2015-2017, one sixth (17%) of persons aged 16 and over, who responded to the Travel Survey for Northern Ireland (TSNI), reported having a mobility difficulty. On average those with a mobility difficulty made 596 journeys per year in 2015-2017, 39% less than those without a mobility difficulty (978 journeys per year).

INTRODUCTION

This statistical report is a compendium publication produced by the Analysis, Statistics and Research Branch (ASRB) of the Department for Infrastructure (DfI). It brings together information on the road network, public transport and accessible transport in Northern Ireland and is published each year around September/October.

The report is used for a range of purposes; DfI uses the information to inform policy, set objectives and monitor performance in relation to transport in Northern Ireland. For example, key customers in DfI report that the Public Transport section (chapter 2) and the Transport and Disability section (chapter 3) have been used to show progress against Outcomes 8, 9 and 11 of the [draft Programme for Government](#). The report may also be used by private companies and academics to study trends or for research purposes.

The first annual report was produced in the 1990s and was modelled on corresponding transport publications in the UK. The publication series is available on the [DfI website](#). In recent years, the report has been updated to reflect user needs. For further information see [user consultation](#).

The report includes management information and national statistics as highlighted within each chapter. The name of the department or organisation responsible for providing each series of statistics is also shown under the appropriate data table.

CHAPTER 1: ROAD NETWORK

Table 1.1 Road network summary lengths: 2019 - All DfI Roads divisions

Table 1.2 NI public road lengths by Local Government District and DfI Roads division by type of road: 2019

Table 1.3 Public expenditure on NI roads: 2014-15 to 2018-19

At 1 April 2019,
there were
25,735 kilometres
of public road in
Northern Ireland



At 1 April 2019:



23% of NI
carriageway road
lengths were **Urban**
(speed limit ≤ 40 mph)



77% of NI
carriageway road
lengths were **Rural**
(speed limit > 40 mph)

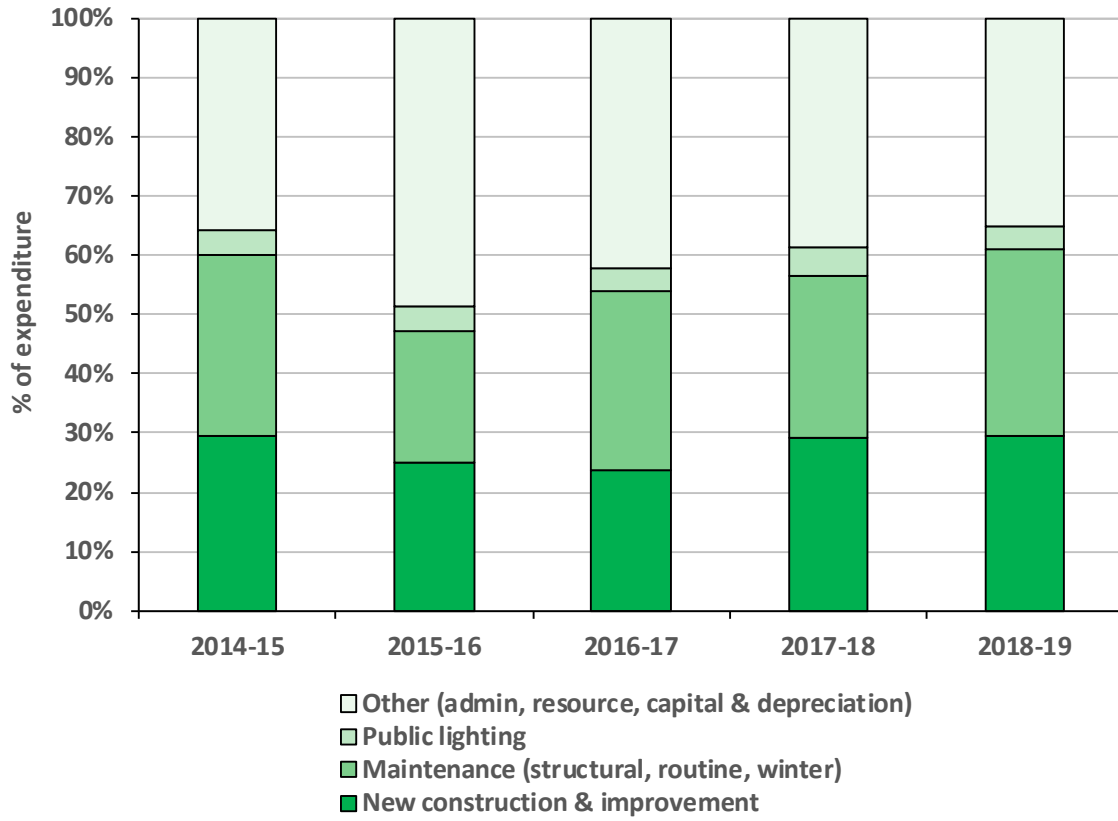
£437 million
spent on NI roads
during 2018-19



CHAPTER 1: ROAD NETWORK

- 1.1 The data presented in this chapter relate to the length of roads in Northern Ireland maintained by DfI Roads and the public expenditure on these roads. The data are management information and are provided by [DfI Roads](#).
- 1.2 At 1 April 2019, there were 25,735 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 (less than 1%) (Table 1.1).
- 1.3 Analysis of the urban/ rural split of the road network reveals that 23% of carriageway road lengths are urban (speed limit of 40 mph or less) and 77% 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 carriageway road length and unclassified roads having the lowest proportion (71%) of rural carriageway road length (Table 1.1).
- 1.4 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).
- 1.5 During 2018-19, new construction and improvement accounted for 30% of the £437 million spend on our roads. Maintenance (structural, routine and winter) accounted for 31% of the money spent, while public lighting accounted for 4% (Figure 1.1). There was an increase of 19% in expenditure on the roads when compared to 2017-18 (£367 million) (Table 1.3); this was mainly due to increased expenditure on road improvements and structural maintenance.

**Figure 1.1 Public Expenditure on NI Roads:
2014-15 to 2018-19**



Source: DfI Roads

Table 1.1 Road network summary lengths: 2019 - All DfI Roads divisions^{1,2}

Km					
Road Class ³	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length) ⁴	Total Route Length ⁵
Motorway ⁶	Motorway	37.0	192.8	229.8	114.9
A Roads	Dual	129.6	336.2	465.8	232.9
A Roads	Single	508.9	1,560.2	2,069.2	2,069.2
B Roads	Dual	2.4	1.3	3.7	1.8
B Roads	Single	377.7	2,533.6	2,911.3	2,911.3
C Roads	Dual	2.5	0.0	2.5	1.3
C Roads	Single	297.8	4,434.4	4,732.2	4,732.2
Unclassified	Dual	1.9	0.0	1.9	0.9
Unclassified	Single	4,517.8	11,152.8	15,670.6	15,670.6
All Road Classes^{7,8}		5,875.7	20,211.3	26,086.9	25,735.1

Source: DfI Roads

1 The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2019.

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

3 For definitions of A, B, C and unclassified roads, see [User Guidance](#).

4 Carriageway length (Kms) is the sum of the lengths of each carriageway of a dual or motorway section. On motorways and dual carriageways: 2 Carriageway Km = 1 Route Km.

5 Route length (Kms) is the distance between two points on the road network, regardless of whether the section is motorway or dual carriageway.

6 Motorway figures exclude slip road lengths.

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

8 Road lengths recorded here are for adopted roads only i.e. those maintained by DfI Roads.

Table 1.2 NI public road lengths by Local Government District and DfI Roads division by type of road: 2019^{1,2,3}

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	819.8	1,374.7
Causeway Coast and Glens	0.0	8.7	288.2	458.1	446.4	1,447.9	2,649.3
Mid and East Antrim	7.3	38.1	153.1	236.5	309.0	1,004.1	1,748.0
All Northern Division	42.5	68.5	549.4	845.3	994.6	3,271.8	5,772.0
Ards and North Down	0.0	26.4	136.3	57.8	165.2	777.1	1,162.7
Armagh City, Banbridge and Craigavon	25.6	30.0	231.5	399.3	677.7	2,210.8	3,574.8
Newry, Mourne and Down	0.0	29.6	320.5	290.0	605.0	1,822.3	3,067.4
All Southern Division	25.6	86.0	688.2	747.1	1,447.8	4,810.2	7,804.9
Belfast	12.4	21.1	92.5	50.8	35.8	875.8	1,088.4
Lisburn and Castlereagh	25.6	12.0	111.2	141.7	227.6	842.7	1,360.7
All Eastern Division	38.0	33.1	203.7	192.5	263.4	1,718.5	2,449.2
Derry City and Strabane	0.0	17.4	91.3	260.9	451.5	1,506.3	2,327.4
Fermanagh and Omagh	0.0	0.6	321.0	445.7	884.4	2,334.0	3,985.6
Mid Ulster	8.9	27.4	215.6	421.6	691.7	2,030.9	3,396.0
All Western Division	8.9	45.3	627.8	1,128.2	2,027.6	5,871.2	9,709.0
All Divisions	114.9	232.9	2,069.2	2,913.2	4,733.4	15,671.6	25,735.1

Source: DfI Roads

1 Route lengths are in kilometres.

2 The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2019.

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

4 Motorway figures exclude slip road lengths.

5 For definitions of A, B, C and unclassified roads, see [User Guidance](#).

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

7 Road lengths recorded here are for adopted roads only i.e. those maintained by DfI Roads.

Table 1.3 Public expenditure on NI roads: 2014-15 to 2018-19

	£ Thousands				
	2014-15	2015-16	2016-17	2017-18	2018-19 ^p
New construction and improvement ¹	124,430	93,104	92,441	107,393	129,110
Maintenance					
Structural ²	88,597	49,804	82,240	62,012	101,575
Routine ³	32,433	26,812	28,640	28,593	30,048
Winter ⁴	7,767	5,396	5,399	9,699	5,313
Public lighting ⁵	17,708	16,360	16,003	17,604	17,412
All road expenditure^{6,7}	421,780	372,278	388,123	367,456	436,515

Source: DfI Roads

1 The new construction and improvement spend has increased in 2018-19 due to strategic road improvements between Randalstown and Derry.

2 Structural maintenance: reconstruction, overlay, resurfacing, surface dressing, patching, footways, bridges. This spend increased from 2017-18 to 2018-19 due to more budget being made available in 2018-19.

3 Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, drainage, earthworks, fences. There was an increased spend in 2018-19 due to road markings and signs to promote road safety measures.

4 Winter maintenance: salting, snow clearance. 2017-18 was an exceptional year hence reason for lower spend in 2018-19 and other years.

5 Public lighting: maintenance and energy.

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

7 For further information on these management information figures, see [User Guidance](#).

p = Provisional data.

CHAPTER 2: PUBLIC TRANSPORT

Table 2.1 Ulsterbus/ Metro/ Glider vehicle stock and staff: 2014-15 to 2018-19

Table 2.2 Ulsterbus/ Metro/ Glider passenger journeys, bus miles, kilometres and receipts: 2014-15 to 2018-19

Table 2.3 NI Rail service assets and staff: 2014-15 to 2018-19

Table 2.4 NI Rail service passenger journeys, miles, kilometres and receipts: 2014-15 to 2018-19

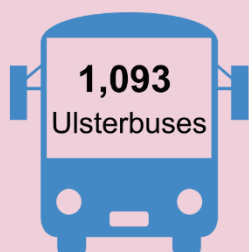
Table 2.5 Public transport passenger journeys: 2014-15 to 2018-19

Stock on the road
at end of
March 2019

Average age
of stock at end
of March 2019

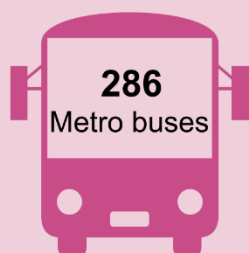
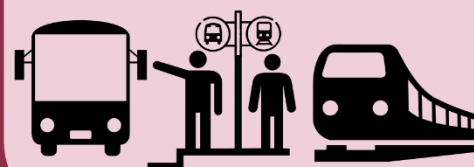
Bus passenger
journeys
in 2018-19

During 2018-19, there were
a total of **84.5 million**
bus and rail passenger journeys



10.1
years old

38.7
million
passenger
journeys



8.3
years old

26.2
million
passenger
journeys

There were **15.8 million**
rail passenger journeys in
2018-19



0.8
years old

3.7
million
passenger
journeys
(since 3 Sept 2018)

There were **15.8 million**
rail passenger journeys in
2018-19

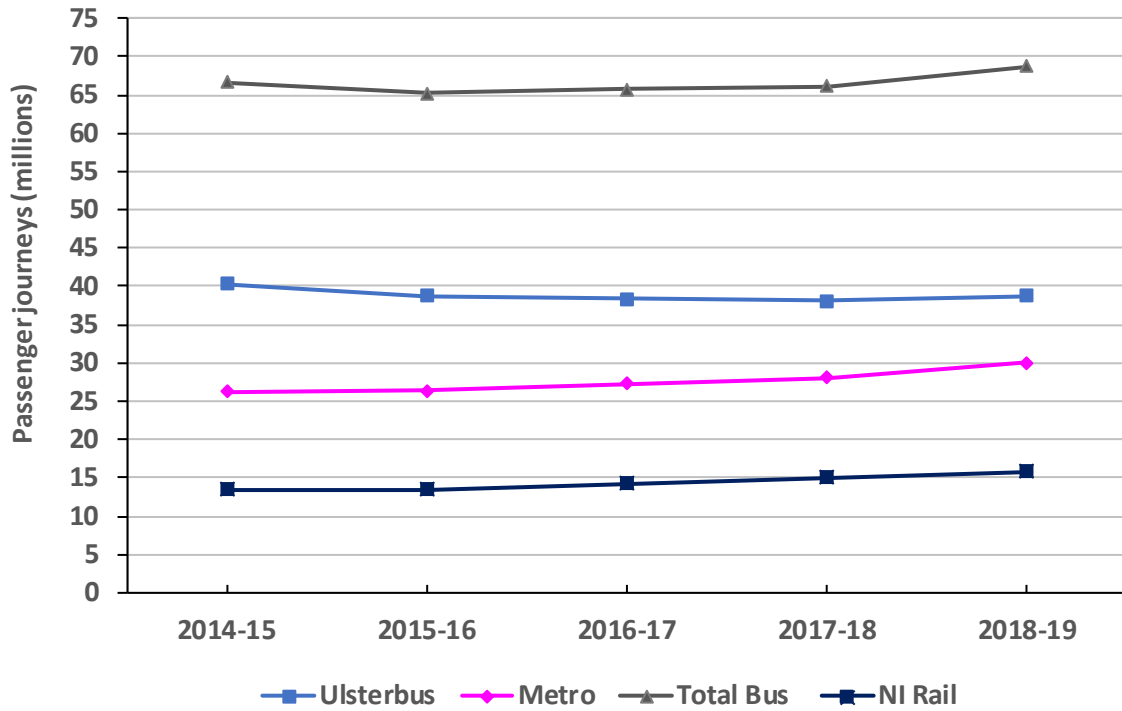
6% increase
from
2017-18



CHAPTER 2: PUBLIC TRANSPORT

- 2.1 The data presented in this chapter relate to vehicle stock, staff employed and all journeys taken during the year on Ulsterbus, Metro, Glider and NI Railways services. The data are management information and are provided by [Translink](#).
- 2.2 At the end of 2018-19, there were 1,093 Ulsterbuses, 286 Metro buses and 30 Gliders on the roads which were, on average, 10.1 years, 8.3 years and 0.8 years old respectively (Table 2.1).
- 2.3 During 2018-19, there were a total of 84.5 million bus and rail passenger journeys; 68.7 million bus passenger journeys (Ulsterbus, Metro and Glider), an increase of 4% from 2017-18 (66.1 million) and an increase of 3% from 2014-15 (66.6 million) (Tables 2.2 and 2.5), and 15.8 million rail passenger journeys, an increase of 6% from 2017-18 (15.0 million) and an increase of 18% from 2014-15 (13.4 million) (Table 2.4, Figure 2.1).
- 2.4 Of the 68.7 million bus passenger journeys during 2018-19, 38.7 million were on Ulsterbus, an increase of 2% from 2017-18 (38.1 million) and 26.2 million were on Metro, a decrease of 6% since 2017-18 (28.0 million). There were also 3.7 million passenger journeys on Glider services since they were introduced on 3 September 2018 up to 31 March 2019 (Table 2.2, Figure 2.1).
- 2.5 Ulsterbus passenger receipts in 2018-19 were £93.6 million, an increase of 5% from 2017-18 (£89.3 million) and an increase of 7% from 2014-15 (£87.1 million). Metro passenger receipts in 2018-19 were £37.1 million, a decrease of 5% from 2017-18 (£39.0 million) and an increase of 5% from 2014-15 (£35.5 million) (Table 2.2).
- 2.6 NI Rail passenger receipts in 2018-19 were £54.9 million, an increase of 11% from 2017-18 (£49.5 million) and an increase of 26% from 2014-15 (£43.6 million) (Table 2.4).

Figure 2.1 Ulsterbus, Metro and NI Rail Passenger Journeys: 2014-15 to 2018-19



Source: Translink

Note:

Metro includes 3.7 million passenger journeys on Glider in 2018-19. Glider was introduced on 3 September 2018.

Table 2.1 Ulsterbus/ Metro/ Glider vehicle stock and staff: 2014-15 to 2018-19¹

	Age (years)/Number										
	<u>2014-15</u>		<u>2015-16</u>		<u>2016-17</u>		<u>2017-18^p</u>		<u>2018-19^p</u>		
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	Glider ²
Average age of buses	7.5	7.1	8.1	7.9	9.1	8.9	9.4	8.8	10.1	8.3	0.8
Number of buses	1,126	294	1,072	284	1,076	285	1,087	296	1,093	286	30
Staff employed	2,269	722	2,169	701	2,124	709	2,154	756	2,254	779	123

Source: Translink

1 The management information figures relate to the financial year end date i.e. the last Sunday in March. See

[User Guidance](#) for specific dates.

2 Glider was introduced on 3 September 2018.

U/B = Ulsterbus.

p = Provisional data.

Table 2.2 Ulsterbus/ Metro/ Glider passenger journeys, bus miles, kilometres and receipts: 2014-15 to 2018-19¹

	Millions/ £ Millions										
	<u>2014-15</u>		<u>2015-16</u>		<u>2016-17</u>		<u>2017-18^p</u>		<u>2018-19^p</u>		
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	Glider ²
Passenger journeys	40.3	26.3	38.8	26.4	38.4	27.3	38.1	28.0	38.7	26.2	3.7
Bus miles	34.4	7.8	33.4	7.6	33.3	7.6	33.6	7.9	34.2	7.4	1.0
Bus kilometres	55.3	12.5	53.7	12.3	53.6	12.2	54.0	12.7	55.1	11.8	1.7
Passenger receipts	87.1	35.5	86.3	37.1	88.0	37.0	89.3	39.0	93.6	37.1	4.9

Source: Translink

1 The management information figures relate to the financial year end date i.e. the last Sunday in March. See

[User Guidance](#) for specific dates.

2 Glider was introduced on 3 September 2018. Glider figures relate to Glider vehicles and dedicated feeder services.

U/B = Ulsterbus.

p = Provisional data.

Table 2.3 NI Rail service assets and staff: 2014-15 to 2018-19¹

	Number				
	2014-15	2015-16	2016-17	2017-18 ^P	2018-19 ^P
Route miles of track	211	211	211	211	211
Rolling stock ^{2:}					
Locomotives	2	2	2	2	2
Passenger coaches	143	143	143	143	143
Stations	22	22	22	22	22
Staff employed	949	916	911	942	990

Source: Translink

1 The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

2 Rolling stock is any rail vehicle which is used for passenger service.

p = Provisional data.

Table 2.4 NI Rail service passenger journeys, miles, kilometres and receipts: 2014-15 to 2018-19¹

	Millions/£ Millions				
	2014-15	2015-16	2016-17	2017-18 ^P	2018-19 ^P
Passenger journeys	13.4	13.5	14.2	15.0	15.8
Passenger miles	258.7	271.2	281.6	299.7	314.6
Passenger kilometres	416.5	436.6	453.4	482.5	506.6
Passenger receipts	43.6	45.0	46.9	49.5	54.9

Source: Translink

1 The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

p = Provisional data.

Table 2.5 Public transport passenger journeys: 2014-15 to 2018-19¹

	Millions				
	2014-15	2015-16	2016-17	2017-18 ^P	2018-19 ^P
Total Bus passenger journeys	66.6	65.2	65.7	66.1	68.7
Total Bus and NI Rail passenger journeys	80.0	78.7	79.9	81.1	84.5

Source: Translink

1 The management information figures relate to the financial year end date i.e. the last Sunday in March. See [User Guidance](#) for specific dates.

p = Provisional data.

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: 2014-15 to 2018-19

Table 3.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2014-15 to 2018-19

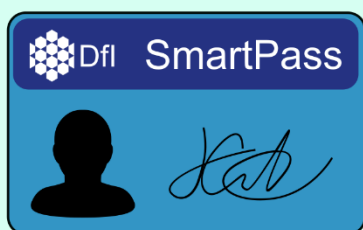
Table 3.3 Buses and coaches used as Public Service Vehicles – compliance with accessibility regulations: 2014-15 to 2018-19

Table 3.4 Railway carriages used as Public Service Vehicles: 2014-15 to 2018-19

Table 3.5 Mobility status by age and gender, Northern Ireland: 2015-2017

Table 3.6 Travel by mobility status and main mode/ mode, Northern Ireland: 2015-2017

Table 3.7 Travel by mobility status and journey purpose, Northern Ireland: 2015-2017



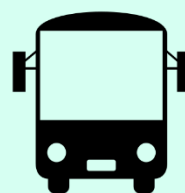
342,109
Smartpasses held
at 31 March 2019

Travel Survey for Northern Ireland, 2015-17

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



98%
Translink
buses/coaches



100%
Translink
trains



used by the public were **wheelchair accessible** at 31 March 2019

CHAPTER 3: TRANSPORT AND DISABILITY

- 3.1 The data presented in this chapter relate to concessionary travel passes (SmartPasses), Blue Badges and buses, coaches and railway carriages used as public service vehicles. These data are management information and are provided by [Translink](#) and the [Blue Badge Unit](#) in DfI Roads. Data are also presented on travel by mobility status and age/ gender/ mode of travel/ journey purpose. This data is sourced from the [Travel Survey for Northern Ireland \(TSNI\)](#). TSNI reports were designated as National Statistics in March 2011 following a full assessment against the [Code of Practice for Statistics](#).

SmartPasses, Blue Badges and Public Service Vehicles

- 3.2 At 31 March 2019, 342,109 SmartPasses were held by eligible people in Northern Ireland, an increase of 3% from 31 March 2018 (333,699 SmartPasses) and an increase of 11% from 31 March 2015 (307,110 SmartPasses). Of the 342,109 SmartPasses held at 31 March 2019, 95% were held by older people, 5% by people with a disability and 244,521 (71%) were used at least once during the year (Table 3.1).
- 3.3 At 31 March 2019, 324,808 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2018 mid-year population estimate of those persons aged 60 and over (410,974 persons), there was an approximately 79% uptake of these SmartPasses (Table 3.1).
- 3.4 At 31 March 2019, 126,490 valid Blue Badges were held in Northern Ireland, an increase of 3% from 31 March 2018 (122,817) and an increase of 10% from 31 March 2015 (114,715). Of the 126,490 valid Blue Badges held at 31 March 2019, 75,800 (60%) were held by people who automatically qualified for a Blue Badge, 49,644 (39%) were held as a result of further assessment and 1,046 (less than 1%) were held by organisations (Table 3.2).
- 3.5 At 31 March 2019, 1,303 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 5% from 31 March 2018 (1,246). Of the 1,303 buses and coaches, 1,143 (88%) were low-floor wheelchair accessible buses and 130 (10%) were wheelchair accessible coaches (Table 3.3).
- 3.6 At 31 March 2019, 143 railway carriages were used as Public Service Vehicles in Northern Ireland; this was equivalent to the figure at 31 March 2015. Of the 143 railway carriages used as Public Service Vehicles, all (100%) were wheelchair accessible (Table 3.4).

TRAVEL SURVEY FOR NORTHERN IRELAND (TSNI)

Findings from the 2015-2017 TSNI show that:

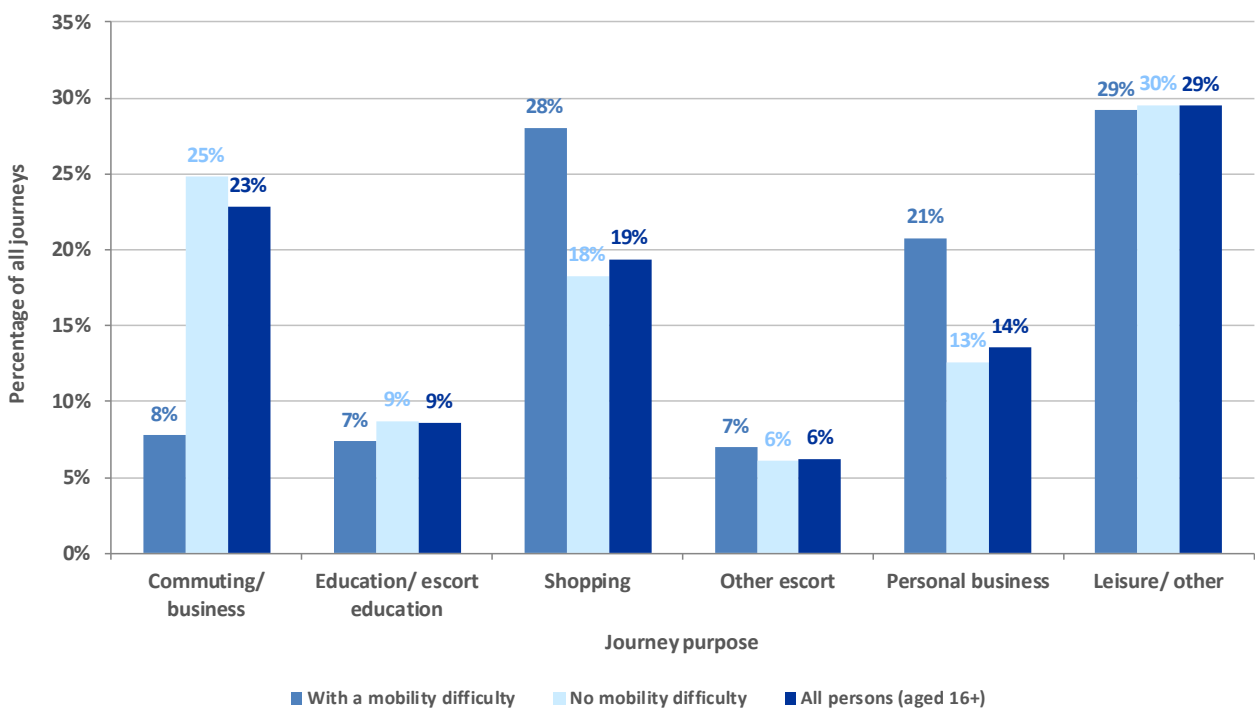
- 3.7 In 2015-2017, one sixth (17%) of persons aged 16 and over, who responded to the Travel Survey for Northern Ireland (TSNI), reported having a mobility difficulty. On average those with a mobility

difficulty made 596 journeys per year in 2015-2017, 39% less than those without a mobility difficulty (978 journeys per year) (Table 3.5). For further information on journeys, see [TSNI](#).

3.8 In 2015-2017, 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 (79% of all journeys made) than those without a mobility difficulty (69% of all journeys made). Walks accounted for 9% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (20%) (Table 3.6).

3.9 In 2015-2017, the top reasons for making a journey for those with a mobility difficulty were leisure/other purpose (29% of all journeys made) and shopping (28% 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 (18%). 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: 2015-2017



Source: Travel Survey for Northern Ireland, DfI

Table 3.1 Concessionary travel passes (SmartPasses)¹ held² and used³ by older people⁴ and people with a disability⁵ in Northern Ireland: 2014-15 to 2018-19

Financial year (figures as at end year, 31 March)	SmartPasses Held		SmartPasses Used (at least once)		Number/Percentage Uptake	
	by older people	by people with a disability	by older people	by people with a disability	All SmartPasses Held	All SmartPasses Used (at least once)
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
2018-19	324,808	17,301	231,735	12,786	342,109	244,521
	Uptake of SmartPasses by eligible older population⁶		Usage of SmartPasses by eligible older population⁷			
	(%)		(%)			
2014-15	77		54			
2015-16	79		54			
2016-17	79		55			
2017-18	79		55			
2018-19	79		56			

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 31 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 [User Guidance](#)).

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 2018-19, the [2018 mid year population estimates](#) 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.

Note: All management information figures provided by Translink (see [User Guidance](#)).

Table 3.2 Valid Blue Badges held by category of entitlement in Northern Ireland: 2014-15 to 2018-19

Number/Percentage				
Financial year ^(a) (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				
2014-15	59,126	54,535	1,054	114,715
2015-16	61,343	55,406	913	117,662
2016-17	60,608	56,440	830	117,878
2017-18 ⁴	64,605	57,263	949	122,817
2018-19 ⁵	75,800	49,644	1,046	126,490
Percentage of valid badges				
2014-15	52	48	1	100
2015-16	52	47	1	100
2016-17	51	48	1	100
2017-18	53	47	1	100
2018-19	60	39	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 [User Guidance](#)) 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 [User Guidance](#)).

4 A backlog of processing blue badge applications was cleared during mid-2016 to early 2017.

5 The increase in the number of 'Valid Blue Badges held without further assessment' at 31 March 2019 may be due to a number of factors such as the completion of the roll-out of Personal Independence Payment in Northern Ireland in 2018-19 and subsequent Department for Communities incentives such as 'Make the Call' which make people more aware of what they may be entitled to.

Note: All management information figures provided by Blue Badge Unit, DfI Roads (see [User Guidance](#)).

Table 3.3 Buses and coaches used as Public Service Vehicles¹ - compliance with accessibility regulations²: 2014-15 to 2018-19

Financial year (figures as at end year, 31 March)	Number/Percentage			
	Low floor buses ³ (Wheelchair accessible)	Coaches ⁴ (Wheelchair accessible)	Coaches ⁵ (Non wheelchair accessible)	Total number of vehicles
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
2018-19	1,143	130	30	1,303
Percentage of all vehicles⁶				
2014-15	88	10	2	100
2015-16	87	11	2	100
2016-17	87	11	2	100
2017-18	87	11	2	100
2018-19	88	10	2	100

Source: Translink

1 The management information figures provided by Translink (see [User Guidance](#)) do not include school coaches (non wheelchair accessible) of which there were 52 in 2018-19, 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: 2014-15 to 2018-19

Financial year (figures as at end year, 31 March)	Number/Percentage			
	TSI PRM compliant vehicles ¹	RVAR compliant carriages ²	Wheelchair accessible carriages	Total number of carriages
2014-15	129	129	143	143
2015-16	129	129	143	143
2016-17	129	129	143	143
2017-18	129	129	143	143
2018-19	129	129	143	143
Percentage of all vehicles				
2014-15	90	90	100	100
2015-16	90	90	100	100
2016-17	90	90	100	100
2017-18	90	90	100	100
2018-19	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).

Note: All management information figures provided by Translink (see [User Guidance](#)).

Table 3.5 Mobility status¹ by age and gender, Northern Ireland: 2015-2017

	Mobility status ¹	16-49	50-59	60-69	70+	All aged 16+ ²
Percentage of						percent
Males² (aged 16+)	With a mobility difficulty	7	16	23	37	16
	No mobility difficulty	93	84	77	63	84
	All males² (aged 16+)	100	100	100	100	100
Females² (aged 16+)	With a mobility difficulty	7	18	26	46	19
	No mobility difficulty	93	82	74	54	81
	All females² (aged 16+)	100	100	100	100	100
All adults² (aged 16+)	With a mobility difficulty	7	17	25	42	17
	No mobility difficulty	93	83	75	58	83
	All adults² (aged 16+)	100	100	100	100	100
Average number of journeys per person per year:						number
	With a mobility difficulty	*	*	656	481	596
	No mobility difficulty	981	1,010	993	897	978
	All adults² (aged 16+)	964	943	910	722	911

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.

* = sample size too small for reliable estimates.

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

Table 3.6 Travel by mobility status¹ and main mode²/ mode³, Northern Ireland: 2015-2017

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			With a		
	mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)	mobility difficulty ¹	No mobility difficulty ¹	All persons ⁵ (aged 16+)
Walk	52	196	170	34	201	172
Bicycle	4	7	6	8	44	38
Car driver	317	556	514	1,714	4,307	3,854
Car passenger	152	122	127	1,006	1,074	1,062
Car undefined	1	-	1	*	*	*
Motorcycle	1	1	1	*	20	17
Other private	18	39	35	129	441	386
Metro and Ulsterbus	19	31	29	100	257	229
Other bus	5	2	3	46	47	47
NI Railways	2	9	8	*	153	131
Black taxi	-	1	1	*	*	*
Taxi	23	13	15	84	56	61
Other public	-	-	-	*	*	*
Undefined mode	1	-	-	*	*	*
All modes	596	978	911	3,163	6,606	6,004

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 2015-2017 (see Associated Publications).

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

- = negligible (less than 0.5 (including 0)).

* = sample size too small for reliable estimates.

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

Table 3.7 Travel by mobility status¹ and journey purpose², Northern Ireland: 2015-2017

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)		
	mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)	mobility difficulty ¹	No mobility difficulty ¹	All persons ³ (aged 16+)
Commuting / business	46	242	208	358	2,379	2,026
education	44	85	78	129	284	257
Shopping	167	179	177	613	846	805
Other escort	41	60	57	235	360	338
Personal business	124	123	123	600	740	715
Leisure / other	174	289	269	1,227	1,998	1,863
All purposes	596	978	911	3,163	6,606	6,004

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 2015-2017](#).

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

Note the [Travel Survey for Northern Ireland reports](#) were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

USER GUIDANCE

This section contains some information about the background to the publication, the quality of the data contained in it and some definitions of terms used in the data tables.

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.

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.

Rounding of figures

- All calculations have been undertaken on the basis of unrounded figures.
- 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.

Symbols

The following symbols are used throughout:

- negligible (less than 0.5 (including 0))
- * sample size too small for reliable estimates
- p provisional data

2018-19 denotes the financial year 1 April 2018 to 31 March 2019.

Data Quality

Data in this edition range from management information to National Statistics and each data table confirms the statistical status of the data it contains. In summary, the data sourced from DfI Roads (Chapter 1 and Table 3.2) and Translink (Chapter 2 and Tables 3.1, 3.3 and 3.4) should be viewed as management information rather than Official Statistics. Also, data presented in Tables 3.5-3.7 is sourced from the TSNI, the reports of which were designated as National Statistics in March 2011 following a [full assessment](#) against the Code of Practice for Statistics.

The sections below provide a summary of the quality of the data presented in each chapter. This information is being used to inform a Quality Assurance of Administrative Data report which will be published in due course on the DfI website.

For further information relating to the pillars and principles of the Code of Practice for Statistics, including information on the data source accuracy, reliability and accessibility, see the associated [Background Quality Report](#).

Chapter 1: Road Network

Description of the data

The data presented in chapter 1 relate to the length of roads in Northern Ireland maintained by DfI Roads and public expenditure on these roads. The data are management information and 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

- All lengths are shown in kilometres.
- The figures only cover adopted roads i.e. public roads which are maintained by DfI Roads.
- Slip roads are not included in motorway route lengths. Slip road route lengths add up to approximately 19km.
- Data exclude car parks and footpaths.
- Urban-rural data are based on road speed limits. 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 more than 40 mph.
- The locations of council boundaries do not coincide with boundaries used by DfI Roads for motorway maintenance purposes. Therefore, the figures presented in Table 1.2 for motorway road lengths by Local Government District are a close approximation.
- 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.

Table 1.3

- 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.
- From 2017-18 to 2018-19, the new construction and improvement spend increased due to strategic road improvements between Randalstown and Derry, the structural maintenance spend increased due to more budget being made available and the routine maintenance spend increased due to road markings and signs to promote road safety measures.

Definitions

- Road classifications:
 - A roads - major roads intended to provide large-scale transport links within or between areas.
 - B roads - roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
 - C roads - smaller roads intended to connect together unclassified roads with A and B roads.
 - Unclassified roads - local roads intended for local traffic.
- Route kms is the distance between two points on the road network, regardless of whether the section is motorway or dual carriageway.
- Carriageway kms is the sum of the lengths of each carriageway of a dual or motorway section.

Chapter 2: Public Transport

Description of the data

The data presented in chapter 2 relate to vehicle stock, staff employed and all journeys taken during the year on Ulsterbus, Metro, Glider and NI Railways services. The data are management information and are provided 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 do not 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.
- The number of journeys taken using weekly, monthly and annual rail tickets are not electronically recorded and are therefore estimated using journey factors.
- The Belfast Rapid Transit (BRT) system is operated by Translink under the brand name Glider. It connects West Belfast, East Belfast and Titanic Quarter via the city centre along the BRT corridor and became operational on 3 September 2018.
- Glider figures relate to Glider vehicles and the dedicated feeder services that are essential to running the Glider services. Metro and Urby services on the BRT corridors are included in the Metro and Ulsterbus figures respectively.
- Ulsterbus figures include Goldline and other Ulsterbus services.
- All years in tables 2.1 to 2.5 cover 52 week periods.
- 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 2014-15 to 2018-19 data are as follows:

Year	Year End Date
2014-15	29/03/2015
2015-16	27/03/2016
2016-17	26/03/2017
2017-18	25/03/2018
2018-19	31/03/2019

Chapter 3: Transport and Disability

The data presented in chapter 3 relate to concessionary travel passes (SmartPasses), Blue Badges and buses, coaches and railway carriages used as public service vehicles. These data are management information and are provided by [Translink](#) and the [Blue Badge Unit](#) in DfI Roads. Data are also presented on travel by mobility status and age/ gender/ mode of travel/ journey purpose; these data are sourced from the [Travel Survey for Northern Ireland \(TSNI\)](#). TSNI reports were designated as National Statistics in March 2011 following a full assessment against the [Code of Practice for Statistics](#).

Concessionary travel passes (SmartPasses) (Table 3.1)

Description of the data

Data on the number of concessionary travel passes (SmartPasses) held at 31 March (approx) and used at least once during the financial year are management information and 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

- 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.
- Adults eligible for the NI Concessionary Fares Scheme apply for a concessionary travel card called a SmartPass.
- 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 financial year.
- Information on the NI Concessionary Fares Scheme is available at:
<https://www.nidirect.gov.uk/articles/free-and-concessionary-bus-and-rail-travel>

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 31 March each year. These data are management information and are extracted from the internal Blue Badge database hosted by DfI in a SQL 2012 environment and provided by the [Blue Badge Unit](#) in 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.
- Information on the Blue Badge Scheme, including Blue Badge eligibility criteria and the rights and responsibilities of Blue Badge holders is available at:
<https://www.nidirect.gov.uk/articles/rights-and-responsibilities-blue-badge-holders>

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 31 March are management information and 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

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

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 31 March are management information and 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 on TSI PRM is available at:
<https://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>

Travel by mobility status (Tables 3.5 to 3.7)

Description of the data

The data on travel by mobility status and age/ gender/ mode of travel/ journey purpose 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 and the analysis is produced by ASRB in DfI.

Data quality assessment

Very Good – these data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the [Code of Practice for Statistics](#). The standard reports produced by ASRB from this survey ([TSNI Headline Report and TSNI In-depth Report](#)) are classified as National Statistics.

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.
- Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results.
- Further information on the TSNI and definitions can be found in the [TSNI reports](#).

Historical Change to the Publication

Following the publication of the Northern Ireland Transport Statistics 2016-2017 report, ASRB sought the views of users on its continued publication via a [user consultation](#). Following careful consideration of the feedback received, ASRB took the decision to retain the report but to considerably reduce its content. The [outcome of the user consultation](#) has been published alongside the publication series on the DfI website. Sources and useful information/ websites relating to former chapters can be found in the [2017-2018 edition of the report](#).

Associated Publications

Travel Survey for Northern Ireland:

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

Transport Statistics Great Britain:

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

ROI Transport Omnibus:

<https://www.cso.ie/en/statistics/transport/transportomnibus/>

Revisions Policy

The data presented in this bulletin are revised by exception; therefore any revisions to the figures in this report will typically be as a result of definitional changes or corrections to errors and the impact will be quantified where possible.

The Revisions and Errors Policy for statistics produced by DfI is available on the [DfI Website](#).

Conversion factors for miles and kilometres

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Accessibility

This statistical report and associated documents are available to download free of charge at: <https://www.infrastructure-ni.gov.uk/articles/northern-ireland-transport-statistics>

If any document is not in a format that meets your needs, please contact [ASRB](#) with your requirements.

Acknowledgements

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User Feedback

We welcome feedback from users on this statistical report. Please send any comments you may have to ASRB@nisra.gov.uk.

Users can also provide feedback through our ongoing [ASRB Customer Survey](#).

In line with the [Statistics User Engagement Strategy](#), ASRB will ensure that this statistical report remains relevant to users.