NORTHERN IRELAND
TRANSPORT STATISTICS

2019 - 2020

OGL

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

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB
Tel: +44 (0)28 9054 0878
Email: ASRB@nisra.gov.uk

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.

Northern Ireland Transport Statistics 2019-2020

Department for **Infrastructure**
An Roinn **Bonneagair**
www.infrastructure-ni.gov.uk

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

25,770 km of public road at 1 April 2020

£447 million spent on roads during 2019-20

These roads are

23% Urban   **77% Rural**

At end of 2019-20:

1,098 Ulsterbuses on the roads
ULSTERBUS

275 Metro buses on the roads
METRO

32 Gliders on the roads
GLIDER
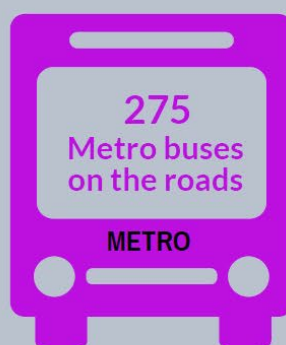
Average age of stock:

10.5 years old

8.3 years old

1.7 years old

Bus and rail passenger journeys in 2019/20 (*% change since previous year)

68.3m 0.6%*

15.1m 4%*

100%   **99%**
used by the public were wheelchair accessible at 31 March 2020

Translink

347,549 SmartPasses held at 31 March 2020

DfI 60+ / Senior SmartPass (65+)

95% of all passes were held by older people

CONTENTS

KEY POINTS

CHAPTER 1: ROAD NETWORK

- At 1 April 2020, there were 25,770 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 2019-20, new construction and improvement accounted for 31% of the £447 million spend on our roads. Maintenance (structural & bridges, routine and winter) accounted for 31% of the money spent, while public lighting accounted for 4%. There was an increase of 2% in expenditure on the roads when compared to 2018-19 (£437 million); this was mainly due to increased expenditure on new construction and improvements.

CHAPTER 2: PUBLIC TRANSPORT

- At the end of 2019-20, there were 1,098 Ulsterbuses, 275 Metro buses and 32 Gliders on the roads which were, on average, 10.5 years, 8.3 years and 1.7 years old respectively.

- During 2019-20, there were a total of 83.4 million bus and rail passenger journeys; 68.3 million bus passenger journeys (Ulsterbus, Metro and Glider), a decrease of 0.6% from 2018-19 (68.7 million), and 15.1 million rail passenger journeys, a decrease of 4% from 2018-19 (15.8 million). It is worth bearing in mind COVID-19 lockdown commenced on 23rd March 2020, so there will have been an effect on passenger numbers during and possibly before that period.

- Of the 68.3 million bus passenger journeys during 2019-20, 37.9 million were on Ulsterbus, a decrease of 2% from 2018-19 (38.7 million) and 22.7 million were on Metro, a decrease of 13% since 2018-19 (26.2 million). This decrease is likely explained by the introduction of Glider. There were also 7.7 million passenger journeys on Glider services (3.7 million Glider journeys were taken in 2018-19, however Glider services only launched in September 2018 so 2018-19 figures were not a full twelve month period).

CHAPTER 3: TRANSPORT AND DISABILITY

- At 31 March 2020, 330,557 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2019 mid-year population estimate of those persons aged 60 and over (420,528 persons), there was an approximately 80% uptake of these SmartPasses.

- At 31 March 2020, 1,310 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 0.5% from 31 March 2019 (1,303). Of the 1,310 buses and coaches, 1,144 (87%) were low-floor wheelchair accessible buses and 154 (12%) were wheelchair accessible coaches.

- At 31 March 2020, 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 2016-2018, 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 562 journeys per year in 2016-2018, 43% less than those without a mobility difficulty (991 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

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 2020, there were 25,770 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%, 61% and 57% respectively (Table 1.2).

1.5   During 2019-20, new construction and improvement accounted for 31% of the £447 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 2% in expenditure on the roads when compared to 2018-19 (£437 million) (Table 1.3); this was mainly due to increased expenditure on new construction and improvements.

Figure 1.1: Public Expenditure on NI Roads 2014-15 to 2019-20

	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Other (admin, resource, capital & depreciation)	35.8%	48.6%	42.1%	38.7%	35.1%	33.6%
Public lighting	4.2%	4.4%	4.1%	4.8%	4.0%	4.1%
Maintenance (structural, routine, winter)	30.5%	22.0%	30.0%	27.3%	31.4%	30.9%
New construction & improvement	29.5%	25.0%	23.8%	29.2%	29.6%	31.4%

■ New construction & improvement   ■ Maintenance (structural, routine, winter)
■ Public lighting   ■ Other (admin, resource, capital & depreciation)
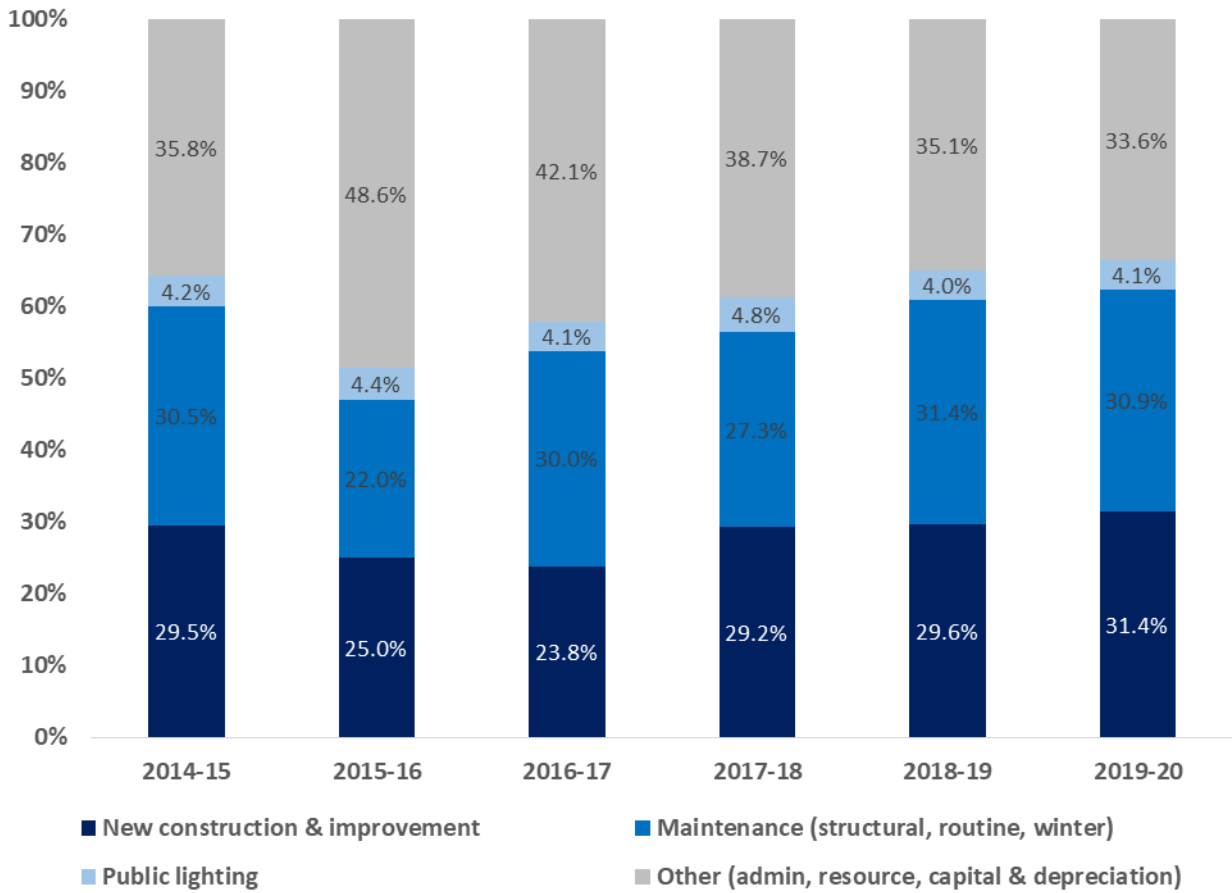
Table 1.1   Road network summary lengths: 2020 - All DfI Roads divisions[1,2]

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	192.6	229.6	114.8
A Roads	Dual	129.0	336.4	465.3	232.7
A Roads	Single	506.6	1,559.7	2,066.3	2,066.3
B Roads	Dual	2.5	1.2	3.7	1.8
B Roads	Single	389.5	2,521.0	2,910.5	2,910.5
C Roads	Dual	2.3	0.0	2.3	1.1
C Roads	Single	289.7	4,436.2	4,725.9	4,725.9
Unclassified	Dual	1.9	0.0	1.9	0.9
Unclassified	Single	4,562.0	11,153.6	15,715.5	15,715.5
All Road Classes[7,8]		**5,920.3**	**20,200.7**	**26,121.0**	**25,769.6**

Source: DfI Roads

1 The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2020.

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: 2020[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	107.8	150.2	238.5	820.5	1,373.9
Causeway Coast and Glens	0.0	8.7	288.0	452.9	446.0	1,449.6	2,645.3
Mid and East Antrim	7.3	38.1	152.5	236.1	308.5	1,007.6	1,750.3
All Northern Division	**42.5**	**68.6**	**548.4**	**839.2**	**993.1**	**3,277.7**	**5,769.4**
Ards and North Down	0.0	26.4	136.3	57.8	165.2	778.5	1,164.2
Armagh City, Banbridge and Craigavon	25.5	29.9	231.6	397.2	677.6	2,218.4	3,580.2
Newry, Mourne and Down	0.0	29.4	320.6	290.0	604.9	1,824.9	3,069.8
All Southern Division	**25.5**	**85.7**	**688.4**	**745.0**	**1,447.7**	**4,821.9**	**7,814.2**
Belfast	12.4	21.1	92.2	50.8	35.8	877.3	1,089.6
Lisburn and Castlereagh	25.6	11.9	111.3	141.8	227.6	848.3	1,366.4
All Eastern Division	**38.0**	**33.1**	**203.5**	**192.5**	**263.4**	**1,725.5**	**2,456.0**
Derry City and Strabane	0.0	17.4	91.3	260.9	452.1	1,512.9	2,334.6
Fermanagh and Omagh	0.0	0.6	319.0	454.9	878.6	2,336.3	3,989.5
Mid Ulster	8.9	27.4	215.6	419.8	692.0	2,042.1	3,405.9
All Western Division	**8.9**	**45.3**	**626.0**	**1,135.7**	**2,022.8**	**5,891.3**	**9,729.9**
All Divisions	**114.8**	**232.7**	**2,066.3**	**2,912.4**	**4,727.0**	**15,716.4**	**25,769.6**

Source: DfI Roads

1 Lengths are in route kilometres.

2 The management information figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2020.

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 2019-20

£ Thousands

	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20[p]
New construction and improvement[1]	124,430	93,104	92,441	107,393	129,110	140,227
Maintenance						
Structural & Bridges[2]	88,597	49,804	82,240	62,012	101,575	99,826
Routine[3]	32,433	26,812	28,640	28,593	30,048	31,475
Winter[4]	7,767	5,396	5,399	9,699	5,313	6,763
Public lighting[5]	17,708	16,360	16,003	17,604	17,412	18,095
All road expenditure[6,7]	**421,780**	**372,278**	**388,123**	**367,456**	**436,515**	**446,558**

Source: DfI Roads

1 The new construction and improvement spend has increased in 2019-20 due to strategic road improvements between Randalstown and L'derry/Derry.

2 Structural & Bridges: includes reconstruction, overlay, resurfacing, surface dressing, patching of carriageways and footways, and repairs to bridges and other highways structures. This spend marginally decreased from 2018-19 to 2019-20 due to less budget being made available in 2019-20.

3 Routine maintenance: verge maintenance, sweeping, gullies, signals, signs, markings, capital & resource maintenance of drainage infrastructure, earthworks, fences and capital investment in the structural stability of embankments.

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

5 Public lighting: includes 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
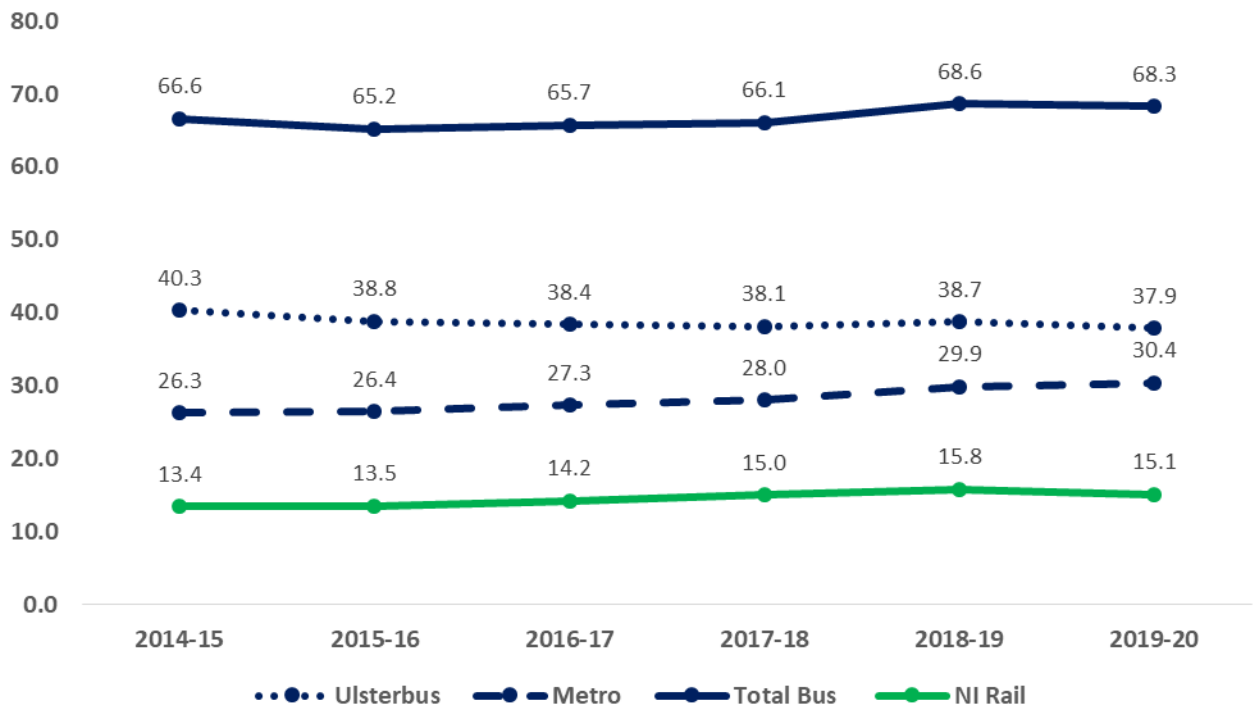
CHAPTER 2:
PUBLIC TRANSPORT

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 2019-20, there were 1,098 Ulsterbuses, 275 Metro buses and 32 Gliders on the roads which were, on average, 10.5 years, 8.3 years and 1.7 years old respectively (Table 2.1).

2.3   During 2019-20, there were a total of 83.4 million bus and rail passenger journeys; 68.3 million bus passenger journeys (Ulsterbus, Metro and Glider), a decrease of 0.6% from 2018-19 (68.7 million) and an increase of 2% from 2014-15 (66.6 million) (Tables 2.2 and 2.5), and 15.1 million rail passenger journeys, a decrease of 4% from 2018-19 (15.8 million) and an increase of 13% from 2014-15 (13.4 million) (Table 2.4, Figure 2.1).

2.4   Of the 68.3 million bus passenger journeys during 2019-20, 37.9 million were on Ulsterbus, a decrease of 2% from 2018-19 (38.7 million) and 22.7 million were on Metro, a decrease of 13% since 2018-19 (26.2 million). This decrease is likely explained by the introduction of Glider. There were also 7.7 million passenger journeys on Glider services (3.7 million Glider journeys were taken in 2018-19, however Glider services only launched in September 2018, so 2018-19 figures were not for a full twelve month period) (Table 2.2, Figure 2.1).

2.5   Ulsterbus passenger receipts in 2019-20 were £90.0 million, a decrease of 4% from 2018-19 (£93.6 million) and an increase of 3% from 2014-15 (£87.1 million). Metro passenger receipts in 2019-20 were £31.3 million, a decrease of 16% from 2018-19 (£37.1 million) and a decrease of 12% from 2014-15 (£35.5 million) (Table 2.2). However, these decreases in Metro receipts are likely due to the launch of Glider.

2.6   Taking Metro and Glider receipts together gives total receipts of £40.3 million for 2019-20, a 4% decrease when comparing similar figures for 2018-19 (£42.0 million) but a 14% increase when compared to the total Metro figure from 2014-15 (£35.5 million).

2.7   NI Rail passenger receipts in 2019-20 were £51.1 million, a decrease of 7% from 2018-19 (£54.9 million) and an increase of 17% from 2014-15 (£43.6 million) (Table 2.4).

Figure 2.1: Ulsterbus, Metro & NI Rail Passenger Journeys (millions) 2014-15 to 2019-20

	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Total Bus	66.6	65.2	65.7	66.1	68.6	68.3
Ulsterbus	40.3	38.8	38.4	38.1	38.7	37.9
Metro	26.3	26.4	27.3	28.0	29.9	30.4
NI Rail	13.4	13.5	14.2	15.0	15.8	15.1

Legend: Ulsterbus, Metro, Total Bus, NI Rail

Table 2.1 Ulsterbus/ Metro/ Glider vehicle stock and staff: 2014-15 to 2019-20[1]

Age/Number

	2014-15		2015-16		2016-17		2017-18[p]		2018-19[p]			2019-20[p]		
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	Glider[2]	U/B	Metro	Glider
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	10.5	8.3	1.7
Number of buses	1,126	294	1,072	284	1,076	285	1,087	296	1,093	286	30	1,098	275	32
Staff Employed	2,269	722	2,169	701	2,124	709	2,154	756	2,254	779	123	2,256	795	109

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 2019-20[1]

Age/Number

	2014-15		2015-16		2016-17		2017-18[p]		2018-19[p]			2019-20[p]		
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	Glider	U/B	Metro	Glider
Passenger journeys	40.3	26.3	38.8	26.4	38.4	27.3	38.1	28.0	38.7	26.2	3.7	37.9	22.7	7.7
Bus miles	34.4	7.8	33.4	7.6	33.3	7.6	33.6	7.9	34.2	7.4	1.0	33.8	6.9	1.7
Bus kilometres	55.3	12.5	53.7	12.3	53.6	12.2	54.0	12.7	55.1	11.8	1.7	54.5	11.1	2.7
Passenger receipts	87.1	35.5	86.3	37.1	88.0	37.0	89.3	39.0	93.6	37.1	4.9	90.0	31.3	9.0

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 2019-20[1]

Number

	2014-15	2015-16	2016-17	2017-18[p]	2018-19[p]	2019-20[p]
Route miles of track	211	211	211	211	211	211
Rolling stock[2]:						
Locomotives	2	2	2	2	2	2
Passenger coaches	143	143	143	143	143	143
Stations	22	22	22	22	22	22
Staff employed	949	916	911	942	990	1005

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 2019-20[1]

Millions/£ Thousands

	2014-15	2015-16	2016-17	2017-18[p]	2018-19[p]	2019-20[p]
Passenger journeys (Millions)	13.4	13.5	14.2	15.0	15.8	15.1
Passenger miles (Millions)	258.7	271.2	281.6	299.7	314.6	299.9
Passenger kilometres (Millions)	416.5	436.6	453.4	482.5	506.6	482.8
Passenger receipts (£ Thousands)	43,597	44,991	46,946	49,455	54,853	51,127

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 2019-20[1]

Millions

	2014-15	2015-16	2016-17	2017-18[p]	2018-19[p]	2019-20[p]
Total Bus Passenger journeys	66.6	65.2	65.7	66.1	68.7	68.3
Total Bus and Rail Passenger Journeys	80.0	78.7	79.9	81.1	84.5	83.4

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

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 2020, 347,549 SmartPasses were held by eligible people in Northern Ireland, an increase of 2% from 31 March 2019 (342,109 SmartPasses) and an increase of 13% from 31 March 2015 (307,110 SmartPasses). Of the 347,549 SmartPasses held at 31 March 2020, 95% were held by older people, 5% by people with a disability and 245,577 (71%) were used at least once during the year (Table 3.1).

3.3   At 31 March 2020, 330,557 SmartPasses were held by older people (60+ SmartPass and Senior (65+) SmartPass). Comparing this to the 2019 mid-year population estimate of those persons aged 60 and over (420,528 persons), there was an approximately 80% uptake of these SmartPasses (Table 3.1).

3.4   At 31 March 2020, 129,819 valid Blue Badges were held in Northern Ireland, an increase of 3% from 31 March 2019 (126,418) and an increase of 13% from 31 March 2015 (114,715). Of the 126,819 valid Blue Badges held at 31 March 2020, 69,460 (54%) were held by people who automatically qualified for a Blue Badge, 59,398 (46%) were held as a result of further assessment and 961 (less than 1%) were held by organisations (Table 3.2).

3.5   At 31 March 2020, 1,310 buses and coaches were used as Public Service Vehicles in Northern Ireland, an increase of 0.5% from 31 March 2019 (1,303). Of the 1,310 buses and coaches, 1,144 (87%) were low-floor wheelchair accessible buses and 154 (12%) were wheelchair accessible coaches (Table 3.3).

3.6   At 31 March 2020, 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).
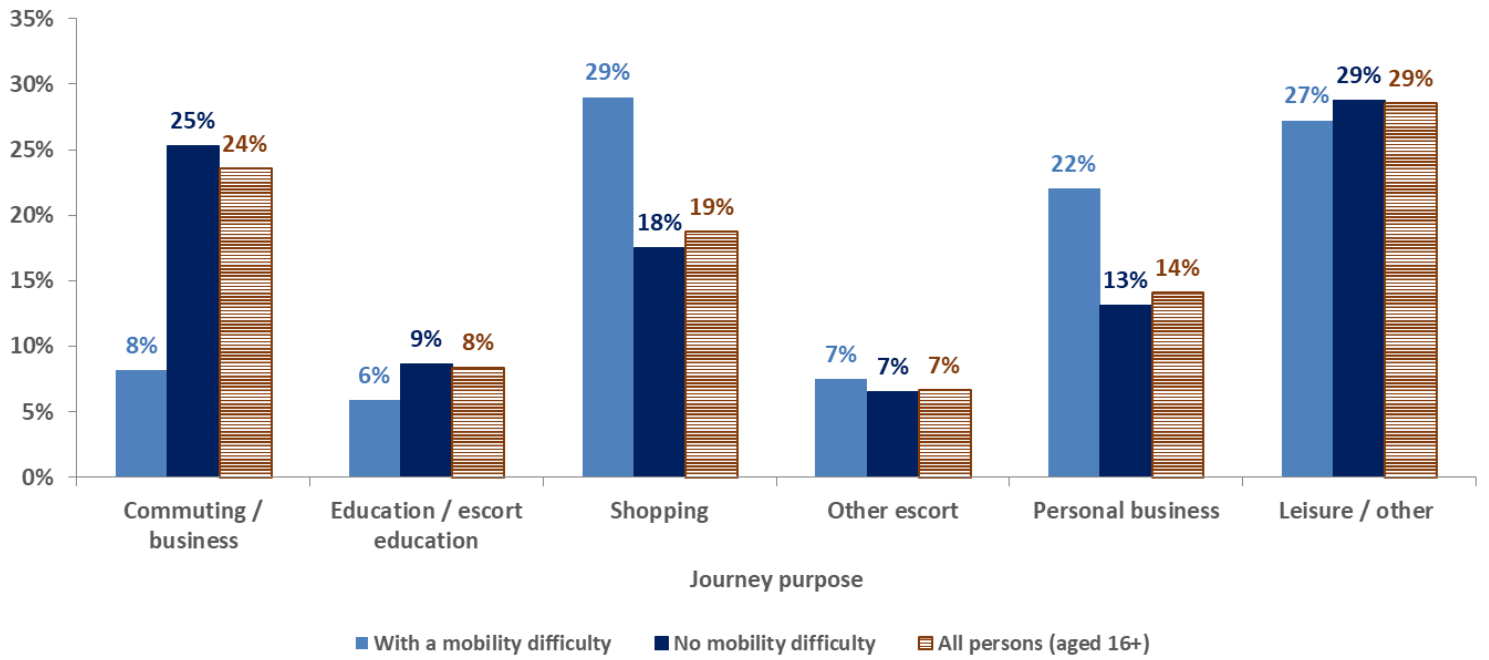
Findings from the 2016-2018 TSNI show that:

3.7   In 2016-2018, one sixth (17%) of persons aged 16 and over, who were surveyed, reported having a mobility difficulty. On average those with a mobility difficulty made 562 journeys per year in 2016-2018, 43% less than those without a mobility difficulty (991 journeys per year).

3.8   In 2016-2018, 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 (76% of all journeys made) than those without a mobility difficulty (70% of all journeys made). Walks accounted for 10% of all journeys for those with a mobility difficulty, lower than the proportion of walking journeys made by those without a mobility difficulty (20%).

3.9   In 2016-2018, the top reasons for making a journey for those with a mobility difficulty were shopping (29% of all journeys made) and leisure/other purpose (27% of all journeys made). The proportion of shopping journeys made by those with a mobility difficulty (29%) 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 (27%) was around the same as the proportion of leisure/other journeys made by those without a mobility difficulty (29%).

Figure 3.1: Proportion of all journeys taken by mobility status and journey purpose, Northern Ireland: 2016-2018

Journey purpose	With a mobility difficulty	No mobility difficulty	All persons (aged 16+)
Commuting / business	8%	25%	24%
Education / escort education	6%	9%	8%
Shopping	29%	18%	19%
Other escort	7%	7%	7%
Personal business	22%	13%	14%
Leisure / other	27%	29%	29%

Legend: ■ 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: 2014-15 to 2019-20

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		
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**
2019-20	330,557	16,992	232,902	12,675	**347,549**	**245,577**

	SmartPasses by eligible older population[6] (%)	SmartPasses by eligible older population[7] (%)
2014-15	*77*	*54*
2015-16	*79*	*54*
2016-17	*79*	*55*
2017-18	*79*	*55*
2018-19	*79*	*56*
2019-20	*80*	*57*

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 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 2019-20, the population estimates for mid 2019 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 2019-20

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				
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[5,6]	67,949	57,424	1,045	**126,418**
2019-20	69,460	59,398	961	**129,819**
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[6]	*54*	*46*	*1*	***100***
2019-20	*54*	*46*	*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, or receive 8 points for the "moving around" activity in the mobility component of Personal Independence Payment, 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.

6 2018-19 figures have been revised as previously published data incorrectly allocated PIP blue badges. This has been corrected in table 3.2 above.

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 Vehicles[1] - compliance with accessibility regulations[2]: 2014-15 to 2019-20

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
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**
2019-20	1,144	154	12	**1,310**
Percentage of all vehicles[6]				
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***
2019-20	*87*	*12*	*1*	***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 2019-20

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

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
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**
2019-20	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***
2019-20	*90*	*90*	*100*	***100***

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

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 difficulties[1] by age and gender, Northern Ireland: 2016-2018

Percent/Journeys

	Mobility status[1]	16-49	50-59	60-69	70+	All aged 16+[2]
Males[2]	With a mobility difficulty	7	16	22	34	**16**
(aged 16+)	No mobility difficulty	93	84	78	66	**84**
	All males[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
Females[2]	With a mobility difficulty	7	16	27	45	**18**
(aged 16+)	No mobility difficulty	93	84	73	55	**82**
	All females[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
All adults[2]	With a mobility difficulty	7	16	24	40	**17**
(aged 16+)	No mobility difficulty	93	84	76	60	**83**
	All adults[2] (aged 16+)	**100**	**100**	**100**	**100**	**100**
Average number of journeys per person per year:						
	With a mobility difficulty	*	*	609	441	**562**
	No mobility difficulty	998	1,035	976	908	**991**
	All adults[2] (aged 16+)	**980**	**966**	**886**	**723**	**917**

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 status[1] and main mode[2]/ mode[3], Northern Ireland: 2016-2018

<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	54	196	**172**	35	200	**172**
Bicycle	4	7	**6**	8	41	**36**
Car driver	282	573	**524**	1,588	4,624	**4,105**
Car passenger	145	121	**125**	971	1,083	**1,064**
Car undefined	1	-	**-**	*	*	*
Motorcycle	1	1	**1**	*	15	**13**
Other private	19	37	**34**	111	444	**387**
Metro and Ulsterbus	23	31	**30**	125	257	**235**
Other bus	4	2	**3**	28	50	**46**
NI Railways	1	8	**7**	*	148	**125**
Black taxi	-	1	**1**	*	*	*
Taxi	25	12	**14**	82	51	**57**
Other public	-	-	**-**	*	*	*
Undefined mode	-	-	**-**	*	*	*
All modes	**562**	**991**	**917**	**2,975**	**6,920**	**6,245**

<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 2016-2018 (see Associated Publications section on page xx).

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 status[1] and journey purpose[2], Northern Ireland: 2016-2018

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	46	251	**216**	337	2,615	**2,225**
Education / escort education	33	86	**77**	98	284	**252**
Shopping	163	174	**172**	636	808	**778**
Other escort	42	65	**61**	232	401	**372**
Personal business	124	130	**129**	643	817	**787**
Leisure / other [4]	153	285	**262**	1,029	1,995	**1,830**
All purposes	**562**	**991**	**917**	**2,975**	**6,920**	**6,245**

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 2016-2018 (see Associated Publications section).

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

4 The 'Leisure / other' category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

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

2019-20 denotes the financial year 1 April 2019 to 31 March 2020.

Data Quality

Data in this edition range from management information to National Statistics. 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. Data presented in Tables 3.5-3.7 is sourced from the Travel Survey for Northern Ireland, 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.
- From 2018-19 to 2019-20, the new construction and improvement spend has increased in 2019-20 due to strategic road improvements between Randalstown and L'derry/Derry.

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 2019-20 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
2019-20	29/03/2020

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 provider 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.

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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.