



# DfI Driver, Vehicle, Operator and Enforcement Statistics

## 2015/16



## Travel and Transport



Publication Date: 26<sup>th</sup> May 2016



On the 24th March 2015 this series of statistics were designated as National Statistics. This means they have been certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics.

### **A National Statistics Publication**

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

The Department further demonstrates its commitment to the Code of Practice by publishing a series of supporting statements related to its use of administrative data, publication strategy, confidentiality arrangements, revisions policy, customer service and complaints procedure. For details see:

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/code-practice-official-statistics>

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## Executive Summary

### Vehicle Testing

The Driver and Vehicle Agency (DVA) provided 1,075,386 vehicle test appointments across all vehicle testing categories, marking a notable increase of just over 4% on 2014/15. The additional 42,000 appointments provided in the last year now takes the annual total to one fifth higher than the 897,000, recorded in 2008/09.

The overall pass rate for full vehicle tests was 80.3%, a small 0.2 percentage point reduction on the series high seen in the previous year. However, it is still 2 percentage points above the pass rate of 78.3% observed back in 2008/09. The testing pass rate varied by test category, with those in the larger volume tests ranging from in excess of 93% for Motorcycle tests to under 75% for Light Goods Vehicles.

### Driver Testing

The DVA provided 58,574 driving test appointments, marking an increase of just over 8% on the previous year. It is the second successive annual increase to be recorded since the five consecutive annual falls from 2008/09 and reflects a similar trend in applications.

The overall pass rate for all categories of practical driving test was unchanged from the previous year at just above 58%, and ranged from under 75% for Motorcycles to above 55% for Private Cars.

## **Theory Testing**

DVA carried out 69,954 theory tests, over 7% more than in 2014/15, and of which the vast majority (88%) were Private Car tests. The pass rate for theory tests varied from a low of below 22% for Taxis to a high of approaching 78% for the Passenger Carrying Vehicle (PCV) Hazard Perception tests.

For Private Cars there has been a strong decline in pass rates, from above 66% in 2008/09 to a little more than 47% in 2015/16. This will, in part, be attributable to the changes in the suite of theory test questions introduced in January 2012, designed to encourage more thorough preparation by candidates.

## **Vehicle Licensing and Registration**

From January to December 2015 over 70,500 UK vehicle first registrations were registered with a Northern Ireland address. Private cars accounted for 83% or nearly 59,000 of these registrations.

There were 1,103,082 vehicles licensed in Northern Ireland at 31 December 2015, an increase of 2.0% compared with the previous year. The most popular registered car in Northern Ireland was the Volkswagen Golf with over 35,000 registered variants at the 31st December 2015 and making up almost 4% of the registered Private and Light Goods vehicle stock.

## **Driver Licensing**

A total of 280,738 ordinary licensing transactions were carried out by DVA during 2015/16. This figure represented an increase of approaching one-third (32%) compared with the previous year. The increase has primarily been driven by the increase in Expiry/Optional Renewals which is part of a cyclical pattern of renewals and which is now entering a new peak period which will persist until 2018/19.

A total of 14,543 vocational licensing transactions were carried out by DVA during 2015/16. This figure represents an increase of 4.3% on the previous year and follows three consecutive annual decreases.

### **Driver Licence Stock**

At the 31st March 2016, there were over 1,088,000 Full and Eligible licence holders with Private Cars/Light Vans entitlement in Northern Ireland, an increase of almost 9,000 compared to one year earlier.

Based on Mid Year Population Estimates for Northern Ireland in 2014, it is estimated that over three-quarters (76%) of Northern Irelands population aged 17+ had a full and eligible license with entitlement for Private Cars / Light Vans.

### **Road Transport Licensing**

As at the 31st March 2016, there were 13,438 licensed Taxi Drivers in Northern Ireland, down by just over 7% from the previous year. There were also 1,704 licensed Taxi Operators at 31st March 2016, down by almost 10% from 2015. Of these, over 4 in 5 (86%) were classified as a small operator providing for up to two taxis to be listed on their licence.

### **Compliance Surveys**

The 2015/16 Bus Roadworthiness Compliance Survey estimated the non-compliance rate at just below 21%. This represents a significant improvement in the two year period since the bus survey was last carried out when a rate of above 31% was recorded..This means that, at any given time, around 1 in 5 buses on NI roads are estimated to be in breach of compliance legislation, either because they are committing a traffic offence and/or have a roadworthiness defect (estimated at 1 in 10). .

The Vehicle Excise Duty (VED) evasion rate, whilst at a very low level, rose from 0.7% in 2013 to 1.8% in 2015. This increase could be due in part to recent administrative changes relating to the transferability of road tax when changing a vehicle's ownership and the abolition of the requirement to display an in-vehicle tax disc.

### **Enforcement Activities**

During the 2015/16 financial year, DVA Enforcement staff checked 5,805 vehicles, an increase of 13% on the previous year; of these, the largest volume was for Goods Vehicles, accounting for nearly half (2,589) of all vehicles checked.

The 215 School Bus checks carried out in 2015/16 was around double the level of the previous two years. Despite this marked increase in activity, the number of vehicles found to be committing an offence reduced from 30 to 27.

## Forward look

### Future content and stylistic changes to this annual report

As part of a process of continuous improvements aimed at making our statistics more user friendly and accessible, we have planned a series of changes to future releases of our quarterly and annual reports. These are outlined in summary below for your information.

#### Departmental and website changes

This is the first release of this publication under the departmental banner of the Department for Infrastructure (DfI), which came into existence on 9<sup>th</sup> May 2016. The former Department of the Environment (DoE) no longer exists from this date onwards.

Future quarterly versions of these statistics will also be under the DfI departmental banner.

The change in parent department as a result of the restructuring of Northern Ireland departments now means that all related statistics are located on the

<https://www.infrastructure-ni.gov.uk/topics/drд-statistics-and-research> website. It is our intention to reconfigure how these statistics are presented on the website to enable easier access to current and historical copies of the statistics.

#### Changes for taxi drivers and operators from May 2016

From 31 May 2016, the way taxi drivers and operator's licence and use their taxis will change. A new taxi licence test will replace the current Public Service Vehicle (PSV) test, there will be new classes of taxis, a new maximum fare structure, the introduction of taximeters and printers, and new style roof signs. Detailed information on these changes are detailed on the NI Direct website at:

<https://www.nidirect.gov.uk/articles/changes-taxi-drivers-and-operators-may-2016>

As a result of taxis licensing and testing changes it is our intention where appropriate to include revised and new statistical series within our quarterly and annual reports during 2016/17, and thereafter.

## Introduction

This is the first edition of the annual publication under the new departmental title 'DfI Driver, Vehicle, Operator and Enforcement Statistics'. The statistics reported within this publication includes summary key business volumes and transactions for Drivers, Vehicles, Operators and in the area of regulation and Enforcement during 2015/16. Whilst the majority of data is taken from DVA systems, some is sourced from within wider DfI. To highlight emerging trends, comparable data, where available, are included for the previous four financial years.

## Background

The Driver and Vehicle Agency is an Executive Agency with the Department for Infrastructure (DfI) and formerly the Department of the Environment (DoE). DVA was formed on 1st April 2007 as part of the Review of Public Administration through a merger of 2 existing Agencies, namely the Driver and Vehicle Testing Agency (DVTA) and Driver and Vehicle Licensing Northern Ireland (DVLNI).

## DVA Core Business Activities

This report presents statistical information for the volumes of activities under the following business areas:

Vehicle Testing

Driver Testing (including Theory Test)

Driver Instructor Registration

Driver Licensing

Road Transport Licensing (Buses and Taxis)

Monitoring of Compliance

Roadside Enforcement

While the DVA are no longer responsible for Vehicle Registration and Licensing with the transfer of those functions to DVLA in Swansea in July 2014, statistics relating to these areas are presented in Chapter 5. DfI Transport Regulation Unit is responsible for licensing Heavy Goods Vehicles in Northern Ireland.

## Business Support Functions

In addition, there are a number of staff within DVA who carry out functions in support of the core business activities, such as Property Services, Health and Safety and the Chief Executive's

Office. The work of these functions is not included within this report.

## **Report Structure**

This statistical report generally comprises 2015/16 data which are being formally released by DVA for the first time. The exceptions to this are data for Chapter 5 - Vehicle Registration and Licensing, historical trend data and GB comparative data. GB related data are drawn from published Department for Transport National Statistics series.

Each section within the report is preceded by a short description of the area of DVA business on which it is focussed, the source of the data presented and an assessment of its quality. Any limitations or significant points to be aware when interpreting the data are also highlighted. Data sources are identified below each table.

Due to the technical nature of much of DVA business, it is inevitable that a number of activities tend not to have user-friendly descriptions. To aid understanding of the information presented within this publication, a glossary of terms has been included as an appendix to the report, and footnotes added to tables as appropriate, to facilitate user interpretation.

Trend information presented in tables within this publication generally extends back to 2011/12. Commentary may discuss trend information back to 2008/09. The trend data tables from 2008/09 to 2014/15 are available in the accompanying Trend tables to this publication.

<https://www.infrastructure-ni.gov.uk/publications/doe-driver-vehicle-operator-and-enforcement-statistics-trend-series>

## **Uses of the Publication**

The DVA uses the information contained within this report to monitor business volumes, plan for staffing requirements, and to report to the DVA Senior Management Board in their oversight capacity.

The data included in this publication are used by DVA to report on Key Agency Targets. Information on the agencies corporate and business plan, including targets can be found using the following link:

<https://www.infrastructure-ni.gov.uk/topics/road-users/driver-vehicle-agency>

Since first publication in 2012, this report has become increasingly useful for DfI in developing and monitoring vehicle testing, driver testing and licensing policy. It also provides a window on DVA activities to the general public and is now the official source of such information for use in answering Assembly Questions, Freedom of Information Requests and other ad-hoc queries from interested parties. To help fulfil this aim, key activity volumes are published on a quarterly basis on the statistics section of the DfI website in the publication DfI Driver, Vehicle, Operator and Enforcement Statistics:

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

Other agency uses of the data include manpower and capacity modelling, as well as broader departmental use with regard to road safety and associated departmental policy and research e.g. graduated driver licensing.

Outside interest in the data includes areas such as academic research on emissions, the driver pass rates by gender, economic research using vehicle information as an economic indicator, and economic blogs.

General interest research briefs are available on the DfI website. Please see the link below:

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/research-0>

## **Additional Data Sources**

- Quarterly DOE Driver, Vehicle, Operator and Enforcement Statistics

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

- Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Surveys

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

- NI Road and Rail Transport Statistics

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

- Northern Ireland Transport Statistics

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

- Department for Transport Vehicles statistics

<https://www.gov.uk/government/collections/vehicles-statistics>

- Department for Transport and Driver and Vehicle Standards Agency - Driving tests and instructors statistics

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

- Republic of Ireland Pass Rates

<http://www.rsa.ie/en/RSA/Learner-Drivers/The-Driving-Test/Driving-Test-Centre/Pass-Rates/>

## **Respondent Burden**

To inform this publication, data are supplied from a variety of sources within DfI and DVA. As most of this information is readily available from existing administrative systems or is produced as a by-product of DVA operational activities, it is not thought to create an unreasonable burden on the data suppliers.

## **Quality Assurance of Reported Data**

The key strengths and weaknesses of these statistics arising from our assessment of administrative systems have been included within this annual report. In addition to this and in line with the latest guidance from the UKSA the statistics producer team have published a full report of our quality assessment of the administrative systems from which these statistical series are sourced. The report is available on our website for users to review and comment on and will be regularly updated. Key points affecting the interpretation of the data will, of course, continue to be included in the relevant User Guidance sections of the main report.

[Data Quality Assessment report](#)

## **Statistical Notes:**

### **Rounding**

Due to rounding conventions, some totals may not add to 100%.

### **Revisions Policy**

We do not undertake any scheduled revisions; any revisions to these figures are made by exception on an ad-hoc basis as and when required. In circumstances where figures need to be revised users will be notified and any revisions will be explained in terms of why a revision was required, the period covered, the tables affected and the impact of revisions on trend and other related figures. Revisions are part of our obligations under the Code of Practice for Official Statistics. Further details on our revisions policy and supporting statements relating to Official Statistics are available on our website. Please click the link below:

<https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/code-practice-official-statistics>

### **Table Notation**

The following symbols are used throughout the report:

“N/A” = not applicable

“n/a” = not available

“0” = nil

“#” = indicates division by zero and an indeterminate value

[r] = data revised from previous publication

“\*” = where data entries are less than five and could therefore potentially lead to the identification of individuals, these entries are suppressed. This may also require the suppression of the next smallest figure in the row/column to prevent differencing from the totals.

“-” = Where a ‘-’ appears in a column relating to percentages, no percentage change has been presented because of the small number of cases (i.e. 10 or fewer) in the first period. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage.

Where infographic arrows are used, a yellow filled arrow indicates a percentage change and a blue filled arrow indicates a percentage point change.

## Sampling Error

The compliance levels for buses, taxis and HGVs reported in this report have been derived from sample surveys. As such, they are reported to both a confidence level and a confidence interval. The reported confidence level for the surveys is 95%. This means that if we carried out the same survey 100 times, in 95 of these surveys we would expect to obtain values within the associated confidence interval. Please see the User Guidance for further detail. The confidence interval associated with each reported survey estimate is available in Appendix 4. The published Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Survey for 2013/14 is available at the following link:

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

## Table Changes

We have introduced a number of new additional trend tables which are available in the Trend Series tables which accompany this publication. A new table has been added to the section on vehicle registration and licensing and also to the compliance surveys section.

Table Number 2014/15	Table Number 2015/16	Table Title	Note
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Table 4.4	-	AMI Pass Rates	Table removed due to small numbers
Table 5.1	Table 5.1	Vehicle First Registration Transactions	Figures now presented on calendar year basis
Table 5.2	Table 5.2	Vehicle First Registration Transactions – Percentage Change	Figures now presented on calendar year basis
-	Table 5.6	Twenty most popular Private Light Goods vehicles in NI: 2015	New Table
-	Table 8.2	Bus Compliance Survey – Key Indicators	New Table
Table 8.2	Table 8.3	VED and MOT Evasion Survey Findings	Change of Table Number

## Acknowledgements

Analytical Services Branch would like to thank and acknowledge the assistance of data providers and consultees who helped prepare this report, including colleagues within government departments and agencies and those in non-departmental public bodies and external organisations.

## Contact Details

Paul Scullion / Michael McAnoy

Analytical Services Branch

DVA Statistics

Belfast Test Centre

66 Balmoral Road

Malone Lower

Belfast BT12 6QL

Telephone: (028) 905 47932 / (028) 905 47989

E-mail: [dva.stats@infrastructure-ni.gov.uk](mailto:dva.stats@infrastructure-ni.gov.uk)

Website: <https://www.infrastructure-ni.gov.uk/articles/driver-vehicle-agency-statistics>



## **1. Vehicle Testing**

Vehicle testing forms the most significant aspect, in terms of volumes, of the work of the Operations Directorate in DVA.

Vehicle testing includes the periodic inspection of cars, lorries, buses, taxis, motorcycles to ensure compliance with statutory minimum roadworthiness standards, and individual vehicle approval tests for one-off builds and imports.

The vehicle testing function is carried out by DVA employed vehicle examiners across 15 vehicle test centres in Northern Ireland. Maintenance of the vehicle testing equipment, including the provision of calibration, is currently provided by MAHA Ireland Ltd, under a service delivery contract signed in May 2013.

The IT infrastructure to support the delivery of testing is maintained as a managed service within the Booking Services (BSP) Contract, with effect from May 2013 with Capita Managed IT Solutions. Other support service arrangements, including cleaning services, were also implemented in May 2013, and a new door maintenance contract in August 2014 to ensure the delivery of a legislatively compliant test.

## Strengths and weaknesses of the data

### Strengths:

- Vehicle testing statistics derived from the BSP administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- BSP is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Statisticians have full access to all vehicle testing systems, data and reports.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of driver and vehicle testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.
- Data can often be used as part of the legal process which helps ensure accurate recording should customers challenge test outcomes or make complaints.

### Weaknesses:

- There is potential for distortion of vehicle test outcomes through inconsistent application of test standards by examiners. However, the DVA proactively monitor test outcomes using robust statistical analysis both within and between test centres. Any evidence of non-random patterns of outcomes are closely scrutinised and DVA management take remedial action should this be required. This is not considered to be a significant issue with respect to data quality.

**Please see the Vehicle Testing – User Guidance for further information on the data.**

**Other Sources of Information:**

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

<https://www.infrastructure-ni.gov.uk/articles/annual-road-traffic-estimates>

Road vehicle testing scheme (MOT) test results for Great Britain \*see note below

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0908>

Road vehicle testing scheme (MOT): percentage of vehicles failing by type of defect for Great Britain \*see note below

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0909>

Road passenger service vehicle testing scheme (PSV tests) for Great Britain \*see note below

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0910>

Goods vehicles over 3.5 tonnes testing scheme (HGV Motor vehicles and Trailers) for Great Britain \*see note below

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0911>

National Car Testing Service - Republic of Ireland

<https://www.ncts.ie/1127>

Vehicle inspection - European Commission

[http://ec.europa.eu/transport/road\\_safety/topics/vehicles/inspection/index\\_en.htm](http://ec.europa.eu/transport/road_safety/topics/vehicles/inspection/index_en.htm)

Roadworthiness Package - European Commission

[http://europa.eu/rapid/press-release\\_MEMO-12-555\\_en.htm?locale=en](http://europa.eu/rapid/press-release_MEMO-12-555_en.htm?locale=en)

\*Due to the private sector provision for MOT testing in Great Britain and the availability for a 'retest' to be taken at the same station within one hour of the original test after rectification, the calculation and presentation of failure rates will differ between Northern Ireland and Great Britain.

## Vehicle Testing Volumes

### Vehicle Test – Applications

- A total of 1,067,837 applications for vehicle tests were received by DVA during 2015/16. The volume of applications is over one-fifth (21%) higher than for 2008/09 when the number stood at 885,416; this is an additional 182,000 applications.
- It also marked an increase of 1.2% in applications, from the 1,055,173 received during 2014/15. This includes a 0.6% increase for full tests and 4.3% increase for retests.
- Of the total applications received, 895,587 (83.9%) were for full vehicle tests and 172,250 (16.1%) were for retests. This represents a shift of 1.5 percentage points in favour of full tests compared to 2008/09, partly reflecting an improving pass rate over the period.
- Of the high volume transactions, Private Cars have seen the greatest growth in full test application volumes over the last 5 years, with a 7.6% increase (or 52,913 applications) from 691,894 applications in 2011/12 to 744,807 applications in 2015/16.
- Whilst there has been an overall reduction of 2.8% in the number of Private Car retest applications when comparing 2011/12 and 2015/16, it is 5.4% higher than the number of retest applications in 2014/15. This was the first year-on-year increase in retest applications for private cars since 2011/12.
- The number of Taxi full test applications in 2015/16 was 9,752 which was 0.6% lower than the 9,810 recorded for 2014/15 and 15.7% lower than the series high figure of 11,568 recorded for 2008/09.

- All categories, with the exception of IVA and CDG, showed a decrease in the number of applications for retests when comparing 2015/16 to 2011/12.

Table 1.1 – Vehicle Testing - Applications Received – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Full Tests	840,235	842,038	870,253	890,103	895,587
Retests	181,419	176,531	173,628	165,070	172,250
<b>Total Applications</b>	<b>1,021,654</b>	<b>1,018,569</b>	<b>1,043,881</b>	<b>1,055,173</b>	<b>1,067,837</b>

Source: BSP, Report A38

Table 1.2 – Vehicle Testing – Applications Received - Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Full Tests	0.2%	3.4%	2.3%	0.6%	6.6%
Retests	-2.7%	-1.6%	-4.9%	4.3%	-5.1%
<b>Total Applications</b>	<b>-0.3%</b>	<b>2.5%</b>	<b>1.1%</b>	<b>1.2%</b>	<b>4.5%</b>

Source: BSP, Report A38

Table 1.3 – Vehicle Testing - Applications Received – Full Test Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Cars	691,894	697,446	721,887	739,098	744,807
Motorcycles	22,689	22,056	23,007	23,096	22,403
Light Goods	66,974	66,239	68,248	69,819	68,818
Heavy Goods	26,788	25,283	25,147	25,450	25,628
Omnibus	2,804	2,848	2,893	2,922	2,592
Trailers	15,245	14,974	15,726	16,249	16,860
LPCV	2,916	2,901	2,942	2,980	2,997
Taxis	10,558	9,816	9,832	9,810	9,752
SVA	76	34	21	17	22
IVA <sup>1</sup>	55	138	151	170	1,178
CDG	236	303	399	492	530
<b>Total Full Test Applications</b>	<b>840,235</b>	<b>842,038</b>	<b>870,253</b>	<b>890,103</b>	<b>895,587</b>

Source: BSP, Report A38

**Note:**

1. The increase in the IVA numbers is as a consequence of improvements in detail provided by the source report. This now allows identification of IVA - Bus, IVA - Heavy Goods and IVA - Trailer which previously would have been captured under

the Omnibus, Heavy Goods and Trailers categories respectively. Figures for 2015/16 are not directly comparable with previous years.

2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

Table 1.4 – Vehicle Testing - Applications Received – Full Test Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Private Cars	0.8%	3.5%	2.4%	0.8%	7.6%
Motorcycles	-2.8%	4.3%	0.4%	-3.0%	-1.3%
Light Goods	-1.1%	3.0%	2.3%	-1.4%	2.8%
Heavy Goods	-5.6%	-0.5%	1.2%	0.7%	-4.3%
Omnibus	1.6%	1.6%	1.0%	-11.3%	-7.6%
Trailers	-1.8%	5.0%	3.3%	3.8%	10.6%
LPCV	-0.5%	1.4%	1.3%	0.6%	2.8%
Taxis	-7.0%	0.2%	-0.2%	-0.6%	-7.6%
SVA	-55.3%	-38.2%	-19.0%	29.4%	-71.1%
IVA <sup>1</sup>	150.9%	9.4%	12.6%	N/A	N/A
CDG	28.4%	31.7%	23.3%	7.7%	124.6%
<b>Total Full Test Applications</b>	<b>0.2%</b>	<b>3.4%</b>	<b>2.3%</b>	<b>0.6%</b>	<b>6.6%</b>

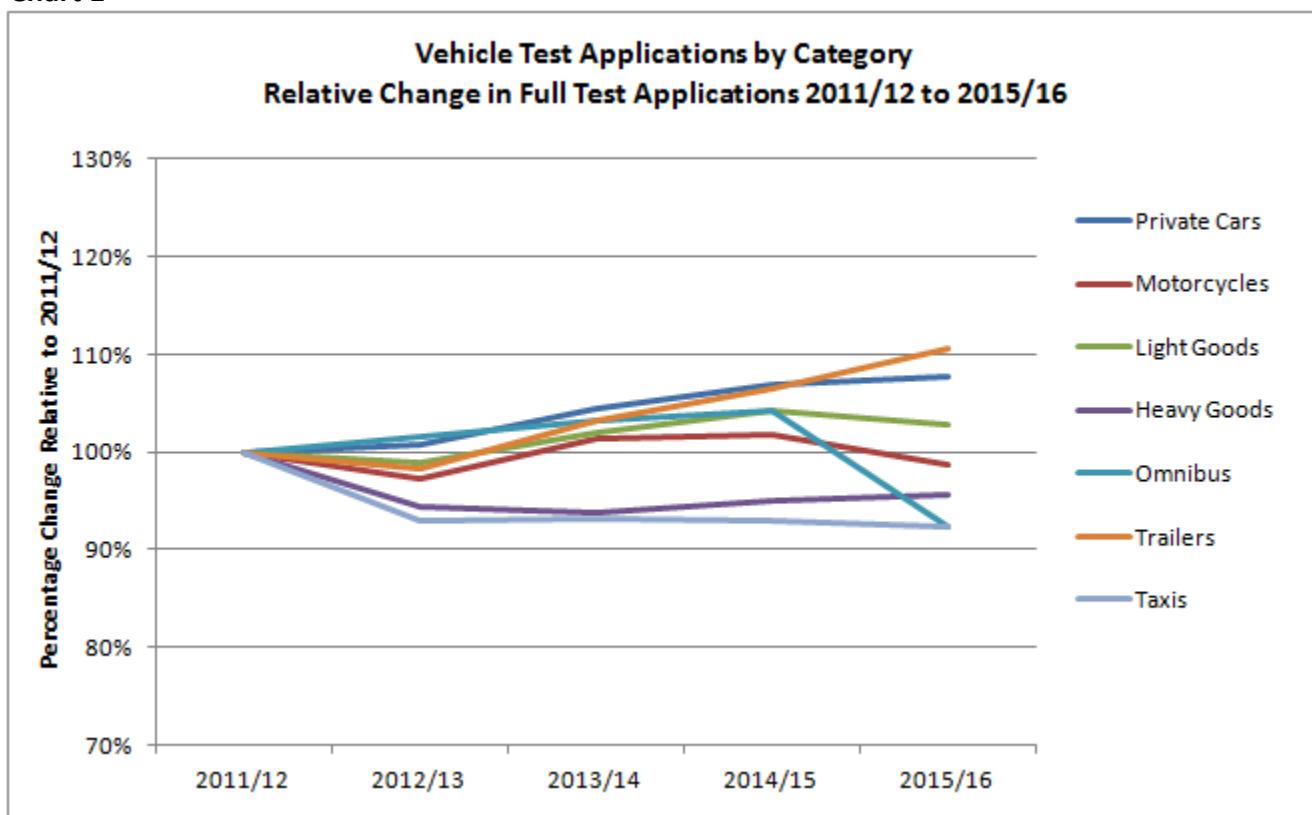
Source: BSP, Report A38

**Note:**

1. The increase in the IVA numbers is as a consequence of improvements in detail provided by the source report. This now allows identification of IVA - Bus, IVA - Heavy Goods and IVA - Trailer which previously would have been captured under the Omnibus, Heavy Goods and Trailers categories respectively. Figures for 2015/16 are not directly comparable with previous years.

2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

Chart 1



Source: BSP, Report A38

Table 1.5 – Vehicle Testing - Applications Received – Retest Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Cars	146,175	143,419	141,557	134,750	142,092
Motorcycles	1,294	1,272	1,192	1,147	1,178
Light Goods	17,597	17,258	17,405	16,759	16,852
Heavy Goods	8,629	7,544	6,903	6,270	6,159
Omnibus	662	672	642	595	574
Trailers	3,386	3,074	2,962	2,886	2,744
LPCV	523	480	439	394	478
Taxis	3,103	2,754	2,476	2,220	1,964
SVA	19	12	9	4	6
IVA <sup>1</sup>	22	42	25	37	190
CDG	9	4	18	8	13
<b>Total Retest Applications</b>	<b>181,419</b>	<b>176,531</b>	<b>173,628</b>	<b>165,070</b>	<b>172,250</b>

Source: BSP, Report A38

**Note:**

1. The increase in the IVA numbers is as a consequence of improvements in detail provided by the source report. This now allows identification of IVA - Bus, IVA - Heavy Goods and IVA - Trailer which previously would have been captured under the Omnibus, Heavy Goods and Trailers categories respectively. Figures for 2015/16 are not directly comparable with previous years.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

Table 1.6 – Vehicle Testing - Applications Received – Retest Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Private Cars	-1.9%	-1.3%	-4.8%	5.4%	-2.8%
Motorcycles	-1.7%	-6.3%	-3.8%	2.7%	-9.0%
Light Goods	-1.9%	0.9%	-3.7%	0.6%	-4.2%
Heavy Goods	-12.6%	-8.5%	-9.2%	-1.8%	-28.6%
Omnibus	1.5%	-4.5%	-7.3%	-3.5%	-13.3%
Trailers	-9.2%	-3.6%	-2.6%	-4.9%	-19.0%
LPCV	-8.2%	-8.5%	-10.3%	21.3%	-8.6%
Taxis	-11.2%	-10.1%	-10.3%	-11.5%	-36.7%
SVA	-36.8%	-25.0%	-	-	-68.4%
IVA <sup>1</sup>	90.9%	-40.5%	48.0%	N/A	N/A
CDG	-	-	-55.6%	-	-
<b>Total Retest Applications</b>	<b>-2.7%</b>	<b>-1.6%</b>	<b>-4.9%</b>	<b>4.3%</b>	<b>-5.1%</b>

Source: BSP, Report A38

**Note:**

1. The increase in the IVA numbers is as a consequence of improvements in detail provided by the source report. This now allows identification of IVA - Bus, IVA - Heavy Goods and IVA - Trailer which previously would have been captured under the Omnibus, Heavy Goods and Trailers categories respectively. Figures for 2015/16 are not directly comparable with previous years.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

## Vehicle Tests – Test Appointments Provided

- During 2015/16, the Driver and Vehicle Agency provided 1,075,386 vehicle test appointments across all vehicle testing categories, marking a notable increase of 4.1% on 2014/15 when 1,033,259 vehicle test appointments were provided. This represents an increase of over 42,000 on the appointments provided in 2014/15, and nearly 178,000 appointments on the 897,495 provided in 2008/09 (+19.8%).
- Of the total test appointments provided, the customer failed to attend (FTA) on 27,361 occasions, an increase of 13.7% on the 24,065 FTAs during 2014/15. This included a 15.8% increase for Full Test FTAs and a 1.8% increase for Retest FTAs. This means that the actual number of tests conducted by the DVA during 2015/16 was 1,048,025 which is an increase of 4.8% from 2011/12.
- The proportion of tests on which the customer has failed to attend fell from 2.9% in 2008/09 to 2.2% from 2011/12 to 2013/14, but has gradually increased to 2.3% in 2014/15 and now stands at 2.5% for 2015/16.
- In 2015/16 there were 901,537 appointments for full tests and a further 173,849 were retests.
- The number of full test appointments provided for all major categories showed an increase when comparing 2015/16 to 2014/15, except for motorcycles which showed a slight decrease of 0.4%.
- The changes in volumes for tests carried out unsurprisingly correlates well to the pattern seen in applications received. As the number of applications increase so too the number of test appointments provided has also increased. However, the figures do not mirror exactly as tests may be applied for in one year but carried out in the next, and they will also be impacted by any relative changes in pass rates.

Table 1.7 – Vehicle Testing – Test Appointments Provided - Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Full Tests	837,846	834,419	856,289	866,295	901,537
Retests	184,364	178,923	175,822	166,964	173,849
<b>Total</b>	<b>1,022,210</b>	<b>1,013,342</b>	<b>1,032,111</b>	<b>1,033,259</b>	<b>1,075,386</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.

Table 1.8 – Vehicle Testing – Test Appointments Provided - Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Full Tests	-0.4%	2.6%	1.2%	4.1%	7.6%
Retests	-3.0%	-1.7%	-5.0%	4.1%	-5.7%
<b>Total</b>	<b>-0.9%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>4.1%</b>	<b>5.2%</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.

Table 1.9 – Vehicle Testing – Test Appointments Provided – Full Test Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Cars	690,326	691,510	710,885	719,209	751,677
Motorcycles	23,017	22,326	23,043	22,844	22,750
Light Goods	66,628	65,307	66,879	67,825	69,237
Heavy Goods	26,683	24,950	24,471	24,776	25,241
Trailers	14,921	14,545	15,195	15,803	16,676
Omnibus	2,581	2,759	2,749	2,778	2,695
Taxis	10,424	9,629	9,667	9,571	9,611
LPCV	2,909	2,847	2,820	2,865	2,968
SVA	129	273	190	180	228
CDG	228	273	390	444	454
<b>Total Full Tests</b>	<b>837,846</b>	<b>834,419</b>	<b>856,289</b>	<b>866,295</b>	<b>901,537</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

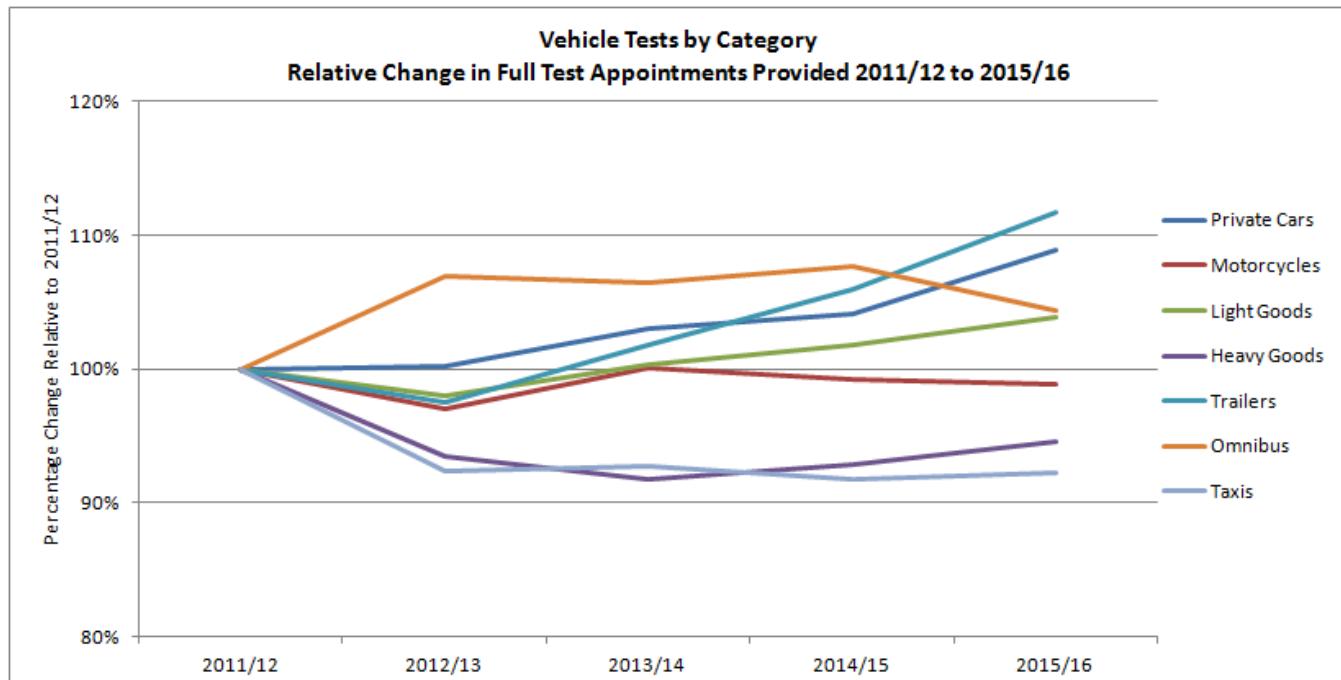
Table 1.10 – Vehicle Testing – Test Appointments Provided – Full Test Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Private Cars	0.2%	2.8%	1.2%	4.5%	8.9%
Motorcycles	-3.0%	3.2%	-0.9%	-0.4%	-1.2%
Light Goods	-2.0%	2.4%	1.4%	2.1%	3.9%
Heavy Goods	-6.5%	-1.9%	1.2%	1.9%	-5.4%
Trailers	-2.5%	4.5%	4.0%	5.5%	11.8%
Omnibus	6.9%	-0.4%	1.1%	-3.0%	4.4%
Taxis	-7.6%	0.4%	-1.0%	0.4%	-7.8%
LPCV	-2.1%	-0.9%	1.6%	3.6%	2.0%
SVA	111.6%	-30.4%	-5.3%	26.7%	76.7%
CDG	19.7%	42.9%	13.8%	2.3%	99.1%
<b>Total Full Tests</b>	<b>-0.4%</b>	<b>2.6%</b>	<b>1.2%</b>	<b>4.1%</b>	<b>7.6%</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

**Chart 2**

Source: BSP, Report V4

Table 1.11 – Vehicle Testing – Test Appointments Provided – Retest Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Cars	147,434	144,316	142,387	135,568	142,935
Motorcycles	1,359	1,342	1,262	1,191	1,238
Light Goods	17,902	17,519	17,627	16,994	16,964
Heavy Goods	9,151	7,926	7,258	6,470	6,345
Trailers	3,531	3,126	3,048	2,931	2,824
Omnibus	810	916	842	807	726
Taxis	3,574	3,220	2,879	2,546	2,272
LPCV	540	496	458	404	496
SVA	51	57	40	43	38
CDG	12	5	21	10	11
<b>Total Retests</b>	<b>184,364</b>	<b>178,923</b>	<b>175,822</b>	<b>166,964</b>	<b>173,849</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

Table 1.12 – Vehicle Testing – Test Appointments Provided – Retest Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Private Cars	-2.1%	-1.3%	-4.8%	5.4%	-3.1%
Motorcycles	-1.3%	-6.0%	-5.6%	3.9%	-8.9%
Light Goods	-2.1%	0.6%	-3.6%	-0.2%	-5.2%
Heavy Goods	-13.4%	-8.4%	-10.9%	-1.9%	-30.7%
Trailers	-11.5%	-2.5%	-3.8%	-3.7%	-20.0%
Omnibus	13.1%	-8.1%	-4.2%	-10.0%	-10.4%
Taxis	-9.9%	-10.6%	-11.6%	-10.8%	-36.4%
LPCV	-8.1%	-7.7%	-11.8%	22.8%	-8.1%
SVA	11.8%	-29.8%	7.5%	-11.6%	-25.5%
CDG	-58.3%	-	-52.4%	10.0%	-8.3%
<b>Total Retests</b>	<b>-3.0%</b>	<b>-1.7%</b>	<b>-5.0%</b>	<b>4.1%</b>	<b>-5.7%</b>

Source: BSP, Report V4

**Note:**

1. Includes FTA's.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

## Vehicle Tests – Pass Rates

- During 2015/16, the overall pass rate for full vehicle tests was 80.3%, which is 0.2 percentage points below the series high seen in 2014/15 (80.5%). This is 2 percentage points above the pass rate of 78.3% observed in 2008/09.
- The testing pass rate varied by test category, with those in the larger volume tests ranging from 93.4% for motorcycle tests to 74.7% for light goods vehicle tests.
- The largest increase in the pass rate, of 8.4 percentage points, for full vehicle tests between 2008/09 (67.4%) and 2015/16 (75.8%) was for heavy goods vehicles. Trailers have also shown a substantial increase in the pass rate, from 76.2% in 2008/09 to stand at 83.5% during 2015/16 (+7.2 percentage points).

Table 1.13 – Vehicle Testing – Pass Rates – Full Tests (excludes FTAs)

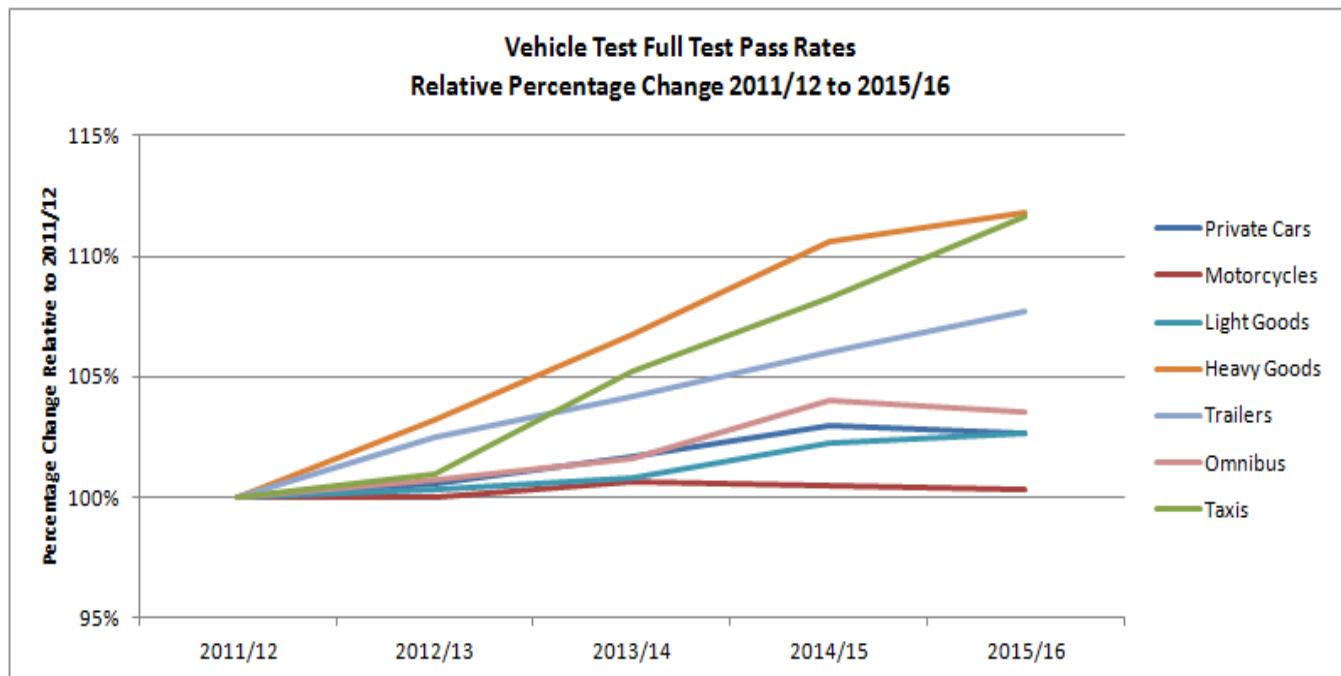
	2011/12	2012/13	2013/14	2014/15	2015/16
Private Cars	78.4%	78.8%	79.8%	80.8%	80.5%
Motorcycles	93.1%	93.1%	93.6%	93.5%	93.4%
Light Goods	72.8%	73.0%	73.4%	74.4%	74.7%
Heavy Goods	67.8%	70.0%	72.4%	75.0%	75.8%
Trailers	77.5%	79.4%	80.7%	82.1%	83.5%
Omnibus	76.8%	77.4%	78.0%	79.9%	79.5%
Taxis	71.9%	72.6%	75.7%	77.9%	80.4%
LPCV	81.5%	82.9%	83.3%	85.2%	83.4%
SVA	64.3%	78.7%	79.3%	77.0%	82.7%
Carriage of Dangerous Goods (CDG)	95.1%	98.1%	93.7%	96.4%	96.9%
<b>Overall</b>	<b>78.0%</b>	<b>78.5%</b>	<b>79.4%</b>	<b>80.5%</b>	<b>80.3%</b>

Source: BSP, Report V4

**Note:**

1. The above data does not include FTA's.
2. DVA statisticians note that the categories presented in the vehicle test applications table do not directly mirror the categories presented in the vehicle tests conducted tables. This difference will form the basis of a review of the presented categories with a view to harmonising all categories presented for vehicle testing applications and vehicle tests conducted. Please see user guidance.

Chart 3



Source: BSP, Report V4

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## **2. Driver Testing**

Driver testing, along with vehicle testing, falls under the remit of the DVA Operations Directorate.

DVA provides a wide range of driving test categories for testing learner drivers and motorcyclists to ensure that they meet the required standard of competence necessary to drive safely on public roads.

Practical tests are carried out at 17 test centres, although not every centre carries out the full range of tests.

In addition, the Agency is responsible for the theory test, the delivery of which has been outsourced to a private company, Pearson VUE. Service delivery by Pearson VUE commenced on the 4th September 2004. Statistics on theory testing are presented in Section 3 of this report.

### **Strengths and weaknesses of the data**

#### Strengths:

- Driver testing statistics derived from the BSP administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- BSP is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Statisticians have full access to all driver testing systems, data and reports.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of driver testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.

**Weaknesses:**

- There is potential for distortion of driver test outcomes through inconsistent application of test standards by examiners. However, the DVA proactively monitor test outcomes using robust statistical analysis both within and between test centres. Any evidence of non-random patterns of outcomes are closely scrutinised and DVA management take remedial action should this be required. This is not considered to be a significant issue with respect to data quality.

**Please see the Driver Testing – User Guidance for further information on the data.**

**Other Sources of Information:**

Driving tests and instructors statistics for Great Britain

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

Information on car driver testing pass rates by centre in Great Britain can be found by following the link:

<https://www.gov.uk/government/collections/driving-test-operational-statistics>

Driving test pass rates in Republic of Ireland

<http://www.rsa.ie/RSA/Learner-Drivers/The-Driving-Test/Driving-Test-Centre/Pass-Rates/>

Northern Ireland Transport Statistics

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

The Driving test - European Commission

[http://ec.europa.eu/transport/road\\_safety/specialist/knowledge/young/countermeasures/the\\_driver\\_test\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/knowledge/young/countermeasures/the_driver_test_en.htm)

## Driver Testing Volumes

### Driver Test – Applications

- A total of 59,207 applications for driving tests were received by DVA during 2015/16. This marks an increase of 6.0% in applications from the 55,871 received during 2014/15. This increase is the second successive recorded annual increase seen since the five consecutive annual falls from 2008/09.
- Of the 59,207 applications received 49,714 (84.0%) were for L Test Private Cars.
- The volume of total applications received across all test categories on an annual basis by DVA is still over one-fifth (22.2%) lower than that seen for the series high of 76,123 in 2008/09.
- The volume of applications received for the L test Private Cars category (49,714 in 2015/16), the largest testing category by volume on an annual basis by DVA is currently 27.0% below the series high of 68,116 in 2008/09.
- Factors which may have contributed to the changing trend over the period are an increasing driver pass rate, the economic climate, changes in motoring costs and demographic changes.

Table 2.1 – Driver Testing – Applications Received – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
L Test Private Cars	52,698	46,745	43,575	47,217	49,714
L Test Motorcycles	4,798	3,168	2,274	2,568	2,908
LGV	2,950	2,311	2,307	2,424	2,871
PCV	392	312	400	372	304
Taxi <sup>1</sup>	-	-	-	7	194
Miscellaneous Test Categories	2,806	2,254	2,621	3,283	3,216
<b>Overall</b>	<b>63,644</b>	<b>54,790</b>	<b>51,177</b>	<b>55,871</b>	<b>59,207</b>

Source: BSP, Report D72

Note:

1. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

Table 2.2 – Driver Testing – Applications Received – Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
L Test Private Cars	-11.3%	-6.8%	8.4%	5.3%	-5.7%
L Test Motorcycles	-34.0%	-28.2%	12.9%	13.2%	-39.4%
LGV	-21.7%	-0.2%	5.1%	18.4%	-2.7%
PCV	-20.4%	28.2%	-7.0%	-18.3%	-22.4%
Taxi <sup>1</sup>	-	-	-	-	-
Miscellaneous Test Categories	-19.7%	16.3%	25.3%	-2.0%	14.6%
<b>Overall</b>	<b>-13.9%</b>	<b>-6.6%</b>	<b>9.2%</b>	<b>6.0%</b>	<b>-7.0%</b>

Source: BSP, Report D72

Note:

1. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

## Driver Test – Test Appointments Provided

- During 2015/16, the DVA provided 58,574 driving test appointments, marking an increase of 8.1% on the previous year when 54,171 test appointments were provided. This increase is the second successive recorded annual increase seen since the five consecutive annual falls from 2008/09.
- The total number of appointments provided has decreased by 17,935 from the series high during 2008/09 when 76,509 appointments were provided. However, last year showed the second annual increase in total numbers of appointments provided across the time series and is now over 8,000 more appointments provided than seen during the series low of 2013/14 (50,445).
- The figure of 58,574 appointments includes 1,161 appointments where the customer failed to attend (FTA), meaning the actual tests conducted by the DVA has increased by 7.9%, from 53,227 in 2014/15 to 57,413 in 2015/16.
- The proportion of appointments provided in 2015/16 in which the customer has failed to attend has increased to 2.0%, which is the highest annual figure in the time series, up from the 1.6-1.7% seen from 2009/10 to 2014/15.

Table 2.3 – Driver Testing – Test Appointments Provided – Volumes <sup>1</sup>

	2011/12	2012/13	2013/14	2014/15	2015/16
L Test Private Cars	52,809	46,714	43,082	45,791	49,240
L Test Motorcycles	4,748	3,150	2,132	2,477	2,822
LGV	2,893	2,268	2,238	2,322	2,734
PCV	380	303	385	351	298
Taxi <sup>2</sup>	-	-	-	5	180
Miscellaneous Test Categories	2,922	2,352	2,608	3,225	3,300
<b>Overall</b>	<b>63,752</b>	<b>54,787</b>	<b>50,445</b>	<b>54,171</b>	<b>58,574</b>

Source: BSP, Report D27 & D65

Note:

1. Includes FTA's

2. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

Table 2.4 – Driver Testing – Test Appointments Provided – Percentage Change <sup>1</sup>

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
L Test Private Cars	-11.5%	-7.8%	6.3%	7.5%	-6.8%
L Test Motorcycles	-33.7%	-32.3%	16.2%	13.9%	-40.6%
LGV	-21.6%	-1.3%	3.8%	17.7%	-5.5%
PCV	-20.3%	27.1%	-8.8%	-15.1%	-21.6%
Taxi <sup>2</sup>	-	-	-	-	-
Miscellaneous Test Categories	-19.5%	10.9%	23.7%	2.3%	12.9%
<b>Overall</b>	<b>-14.1%</b>	<b>-7.9%</b>	<b>7.4%</b>	<b>8.1%</b>	<b>-8.1%</b>

Source: BSP, Report D27 &amp; D65

Note:

1. Includes FTA's

2. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

## Driver Test – Pass Rates

- During 2015/16, the overall pass rate for driving tests was 58.1%, no change from 2014/15 but 10.5 percentage points higher than 2008/09 (47.6%).
- The testing pass rate in 2015/16 varied by test category, from 55.4% for L Test Private Cars to 74.5% for L Test Motorcycles.
- The pass rate for the LGV test stood at 54.8% during 2008/09. This has increased to 69.7% for 2015/16, an increase of 14.9 percentage points in seven years.

Table 2.5 – Driver Testing – Pass Rates (excludes FTA's)

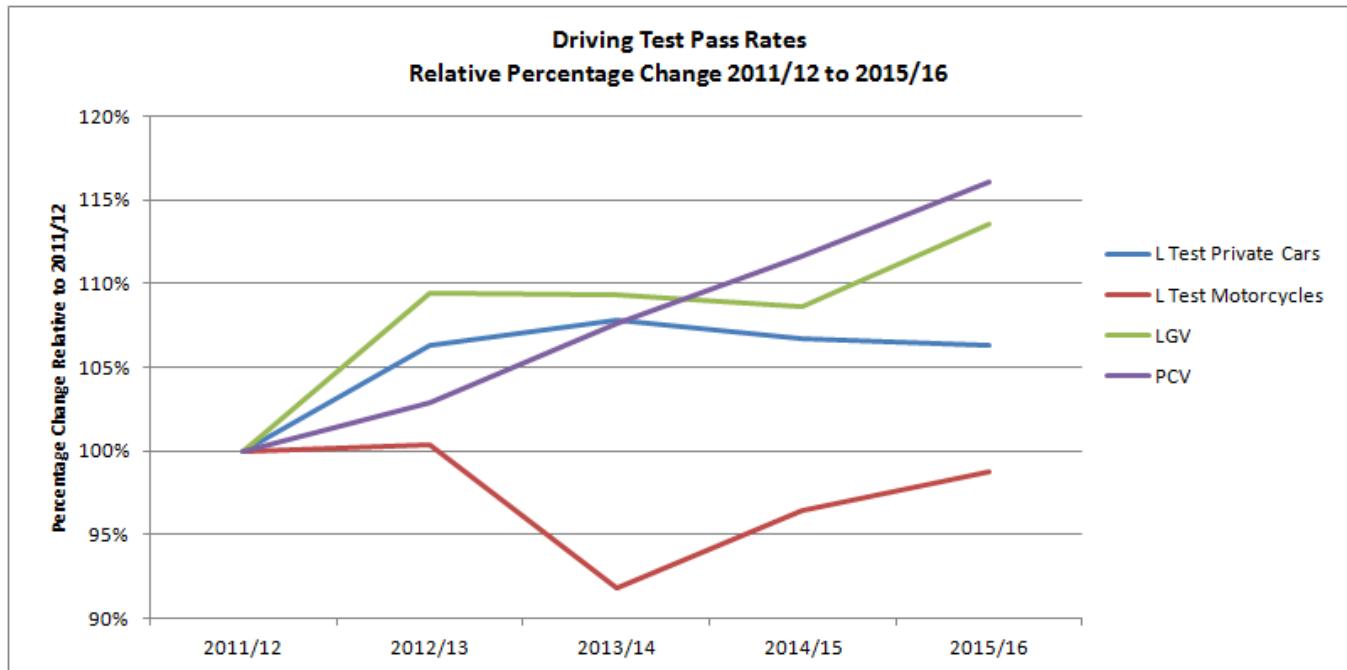
	2011/12	2012/13	2013/14	2014/15	2015/16
L Test Private Cars	52.1%	55.4%	56.2%	55.6%	55.4%
L Test Motorcycles	75.4%	75.7%	69.2%	72.7%	74.5%
LGV	61.4%	67.2%	67.1%	66.7%	69.7%
PCV	62.1%	63.9%	66.8%	69.3%	72.1%
Taxi	-	-	-	100.0%	62.1%
Miscellaneous Test Categories	69.5%	72.4%	73.9%	74.5%	74.2%
<b>Overall</b>	<b>55.1%</b>	<b>57.8%</b>	<b>58.2%</b>	<b>58.1%</b>	<b>58.1%</b>

Source: BSP, Report D27

Note:

1. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

Chart 4



Source: BSP, Report D27

## Driver Test – Pass Rates by gender and country

- Using a four quarter rolling average, a clear gender gap is apparent in NI test pass rates in favour of males across all four testing areas Cars, Motorcycle, LGV and PCV.
- Whilst similar gender gaps in favour of males are also apparent in GB for Cars and Motorcycles, interestingly, and in contrast to NI, the GB pass rates for large goods and passenger carrying vehicles are higher for females. Without a detailed understanding of the profile of candidates presenting for these categories of tests, it is difficult to contextualise why these differences by gender and UK location may occur. It should also be noted the small numbers of females presenting for testing on large goods vehicles and passenger carrying vehicles in Northern Ireland.
- In general NI pass rates, across all four vehicle categories, are higher than the GB pass rates. Part of the difference between NI and GB pass rates may be attributable to regional driving conditions including the volumes of traffic and complexity of available road networks for testing.

Table 2.6 – Driver Testing – Car 'L' driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16
		NI	NI	NI	NI
<b>Tests Conducted</b>	Male	5,705	5,291	6,138	5,752
	Female	6,360	5,973	6,708	6,371
	All Persons	12,065	11,264	12,846	12,123
<b>Tests Passed</b>	Male	3,543	3,180	3,596	3,386
	Female	3,342	3,114	3,478	3,117
	All Persons	6,885	6,294	7,074	6,503
<b>4 Quarter Rolling Avg.</b>		NI      GB	NI      GB	NI      GB	NI      GB <sup>4</sup>
	Male	61      50	61      50	60      51	60      n/a
	Female	51      43	51      43	52      44	51      n/a
<b>(% passed)<sup>1</sup></b>	All Persons	56      47	56      47	56      47	55      n/a

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

## Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016.
2. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
3. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
4. Excludes FTA's.

Table 2.7 – Driver Testing – Motorcycle 'L' driving tests<sup>1</sup>, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16	
		NI	NI	NI	NI	
<b>Tests Conducted</b>	Male	659	761	664	429	
	Female	59	73	52	35	
	All Persons	718	834	716	464	
<b>Tests Passed</b>	Male	490	570	500	324	
	Female	41	53	37	21	
	All Persons	531	623	537	345	
<b>4 Quarter Rolling Avg.</b> <sup>(% passed)<sup>2</sup></sup>		NI	GB	NI	GB	NI
	Male	74	72	75	72	76
	Female	65	58	68	57	73
	All Persons	73	70	74	71	75
						GB <sup>6</sup>
						n/a
						n/a

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

## Notes:

1. Motorcycle tests changed from a single test to a 2 module test where both modules must be passed (December 2008 in NI, April 2009 in GB). The figures in this table are all in the time period after the change and therefore, within each country, figures can be compared. Care should be taken if comparing figures with previous publications.
2. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016. Note that NI and GB pass rates are now compiled on a comparable basis - see User Information. Care should be taken if comparing figures with previous publications.
3. In Northern Ireland, from February 2011, learner moped and motorcycle riders are required to complete a Compulsory Basic Training (CBT) course with an Approved Motorcycle Instructor (AMI) before they can take their practical test - see User Information.
4. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
5. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
6. Excludes FTA's

Table 2.8 – Driver Testing – Large goods vehicle driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16		
		NI	NI	NI	NI		
<b>Tests Conducted</b>	Male	599	585	664	769		
	Female	12	21	23	22		
	<b>All Persons</b>	<b>611</b>	<b>606</b>	<b>687</b>	<b>791</b>		
<b>Tests Passed</b>	Male	416	424	470	519		
	Female	7	11	19	12		
	<b>All Persons</b>	<b>423</b>	<b>435</b>	<b>489</b>	<b>531</b>		
<b>4 Quarter Rolling Avg.</b> <sup>(% passed)<sup>1</sup></sup>		NI	GB	NI	GB	NI	GB <sup>4</sup>
	Male	71	55	72	55	71	55
	Female	58	58	54	58	63	59
		<b>70</b>	<b>55</b>	<b>71</b>	<b>55</b>	<b>71</b>	<b>55</b>

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

## Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016.
2. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
3. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
4. Excludes FTA's

Table 2.9 – Driver Testing – Passenger carrying vehicle driving tests, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16		
		NI	NI	NI	NI		
<b>Tests Conducted</b>	Male	76	47	62	58		
	Female	10	17	8	12		
	<b>All Persons</b>	<b>86</b>	<b>64</b>	<b>70</b>	<b>70</b>		
<b>Tests Passed</b>	Male	58	35	43	45		
	Female	5	12	7	4		
	<b>All Persons</b>	<b>63</b>	<b>47</b>	<b>50</b>	<b>49</b>		
<b>4 Quarter Rolling Avg.</b> <sup>(% passed)<sup>1</sup></sup>		NI	GB	NI	GB	NI	GB <sup>4</sup>
	Male	76	55	76	56	72	56
	Female	57	60	62	60	65	59
		<b>75</b>	<b>56</b>	<b>74</b>	<b>56</b>	<b>71</b>	<b>57</b>

Sources: NI - DVA; GB - Driving Standards Agency (DSA)

## Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016.
2. Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.
3. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
4. Excludes FTA's

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### **3. Theory Test**

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

The data presented in this section are derived from the returns provided by Pearson VUE to DVA on both applications received and tests carried out. This information is used by DVA to calculate the annual payments to Pearson VUE under the terms of the contract, and is subjected to an independent annual systems audit to ensure information accuracy and reliability.

#### **Strengths and weaknesses of the data**

##### Strengths:

- Administrative system is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- Theory testing administrative system is ISO certified and regularly audited.
- Well established and documented data transfer process.
- Statisticians have onsite access to theory testing management team, aiding understanding of processes and facilitating resolution of issues.
- Standard theory testing classification systems in use.

##### Weaknesses:

- There is some scope for clerical error as data from Pearson VUE is transferred manually to other file formats, but these are mitigated by internal checking both by the DVA administrative team and further independent checks by the statistical producer team.

**Please see the Theory Testing – User Guidance for further information on the data.**

**Other Sources of Information:**

Driving Theory Tests for Great Britain

<https://www.gov.uk/government/statistical-data-sets/drt5-driving-theory-tests>

Driving Theory Test for the Republic of Ireland

<http://www.rsa.ie/RSA/Learner-Drivers/Your-learner-permit/The-theory-test/>

The Driving test - European Commission

[http://ec.europa.eu/transport/road\\_safety/specialist/knowledge/young/countermeasures/the\\_driver\\_test\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/knowledge/young/countermeasures/the_driver_test_en.htm)

## Theory Test – Volumes

### Theory Test – Applications Received

- During 2015/16, the DVA received 79,297 applications for the various theory tests. By far the greatest proportion of these (87.7%) was for a Private Car Test.
- The volume of theory test applications has increased by 10.9% from 71,529 in 2014/15 to 79,297 in 2014/15. The figure for 2015/16 also represents a 42.4% increase in application numbers from the series low of 55,667 seen in 2012/13. The 79,297 applications for 2015/16 was the highest in the time series going back to 2008/09.
- The increase in theory test applications may, in part, be due to the decrease in the pass rate for the test (see table 3.3), resulting in more candidates booking to retake their test.

Table 3.1 – Theory Test Applications Received

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Car	49,261	48,731	56,426	63,249	69,574
Motorcycle	2,792	2,035	1,598	1,688	1,953
LGV Hazard Perception	1,690	1,561	1,665	1,659	2,059
LGV Multiple Choice	1,667	1,572	1,780	1,990	2,456
LGV CPC Module 2	942	870	959	1,642	1,540
LGV CPC Conversion Module 2	*	*	*	*	15
PCV Hazard Perception	339	295	426	375	335
PCV Multiple Choice	333	319	436	390	347
PCV CPC Module 2	305	279	445	412	257
PCV CPC Conversion Module 2	*	*	*	*	7
Taxi <sup>1</sup>	-	-	-	101	754
<b>Total</b>	<b>57,334</b>	<b>55,667</b>	<b>63,744</b>	<b>71,529</b>	<b>79,297</b>

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

Notes:

1 The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

## Theory Test – Tests Conducted

- In the 2015/16 financial year, DVA carried out 69,954 theory tests. Similarly with the volumes of applications, 87.8% of tests conducted were Private Car tests.
- The volume of tests conducted has increased by 7.4% from 65,140 for 2014/15 to the 69,954 for 2015/16. However, the rate of increase has slowed from the double digit (14%) increases seen in the previous two years.
- From 2009/10 to 2012/13, there was a sustained drop in the number of tests conducted, decreasing from 55,764 in 2009/10 to 49,969 in 2012/13. However, there has followed three years of increasing numbers of tests conducted. By 2015/16, when compared with the 2012/13 totals, an additional 20,000 tests were conducted.
- The increase in tests conducted between 2012/13 and 2015/16 is primarily being driven by the increased numbers sitting the Private Car test, which has increased by 17,731 (40.6%) from 43,717 in 2012/13 to 61,448 in 2015/16.

Table 3.2 – Theory Tests – Tests Conducted

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Car	46,043	43,717	50,580	57,688	61,448
Motorcycle	2,633	1,843	1,355	1,474	1,678
LGV Hazard Perception	1,601	1,423	1,516	1,536	1,869
LGV Multiple Choice	1,584	1,410	1,601	1,806	2,148
LGV CPC Module 2	878	753	830	1,464	1,336
LGV CPC Conversion Module 2	*	*	*	*	15
PCV Hazard Perception	328	273	399	360	306
PCV Multiple Choice	325	291	392	372	302
PCV CPC Module 2	300	254	382	359	197
PCV CPC Conversion Module 2	*	*	*	*	7
Taxi	-	-	-	64	648
<b>Total</b>	<b>53,697</b>	<b>49,969</b>	<b>57,061</b>	<b>65,140</b>	<b>69,954</b>

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

## Notes:

- 1 The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

## Theory Test – Pass Rates

- During 2015/16, the pass rate for theory tests varied from a low of 21.5% for Taxis to a high of 77.5% for the PCV Hazard Perception tests (Note that due to the small number of tests sat, the LGV and PCV CPC Conversion Module 2's have been excluded from the commentary).
- For Private Cars, which has the largest volume of tests conducted each year, there has been a strong decline in pass rates, from 66.1% in 2008/09 to 47.4% in 2015/16. This will, in part, be attributable to the changes in the suite of theory test questions introduced in January 2012, designed to encourage more thorough preparation by candidates.
- All testing categories, where applicable, have shown a fall in pass rates between 2008/09 and 2015/16.

Table 3.3 – Theory Tests – Pass Rates

	2011/12	2012/13	2013/14	2014/15	2015/16
Private Car	61.0%	58.7%	50.6%	48.6%	47.4%
Motorcycle	76.2%	73.5%	74.2%	74.8%	72.5%
LGV Hazard Perception	80.0%	79.3%	76.5%	78.7%	76.7%
LGV Multiple Choice	80.0%	77.3%	67.3%	62.3%	61.7%
LGV CPC Module 2	54.1%	63.6%	71.0%	69.8%	69.8%
LGV CPC Conversion Module 2	66.7%	100.0%	50.0%	42.9%	26.7%
PCV Hazard Perception	81.7%	83.9%	76.2%	79.4%	77.5%
PCV Multiple Choice	80.6%	78.0%	73.7%	78.2%	69.9%
PCV CPC Module 2	57.0%	64.6%	61.5%	64.1%	72.1%
PCV CPC Conversion Module 2	66.7%	100.0%	100.0%	100.0%	100.0%
Taxi <sup>1</sup>	-	-	-	12.5%	21.5%

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

Notes:

1 The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

Table 3.4 – Theory Tests – Pass Rates Test Section and Category

	2011/12	2012/13	2013/14	2014/15	2015/16
<b>Motorcycle</b>	76.2%	73.5%	74.2%	74.8%	72.5%
Multiple Choice	82.1%	78.3%	78.5%	79.7%	78.3%
Hazard Perception	91.3%	92.7%	92.6%	92.9%	90.6%
<b>Private Car</b>	61.0%	58.7%	50.6%	48.6%	47.4%
Multiple Choice	69.2%	66.6%	57.5%	55.6%	54.0%
Hazard Perception	85.1%	85.0%	84.2%	83.6%	83.9%

Source: Theory Test Reports; DVA - Driver and Vehicle Standards Section

## Theory Test – Pass Rates by gender and country

- Using a four quarter rolling average, the touch screen theory test pass rate by gender for private car drivers showed that Females had a higher pass rate (49%) than Males (46%). However this difference in pass rate has shown a narrowing in the difference in more recent quarters.
- In 2015/16, males had a higher pass rate (73%) than females (68%) for the motorcyclist touch screen theory test. Previous trend figures, up to the summer of 2014, for this particular test showed that Females consistently had a higher pass rate than Males.
- Theory test pass rates for private car drivers showed that GB pass rates were generally higher when comparing both NI and GB for both males and females. However for the motorcycle theory tests, while pass rates for females in GB were higher than for females in NI, pass rates for males in GB were lower than for NI.

Table 3.5 – Theory Tests – Touch screen theory tests for Private car drivers, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16
Tests Conducted	Male	NI 8,354	NI 8,341	NI 8,224	NI 7,737
	Female	7,202	7,785	7,287	6,518
	All Persons	<b>15,556</b>	<b>16,126</b>	<b>15,511</b>	<b>14,255</b>
Tests Passed	Male	3,712	3,871	3,733	3,578
	Female	3,557	3,818	3,542	3,290
	All Persons	<b>7,269</b>	<b>7,689</b>	<b>7,275</b>	<b>6,868</b>
4 Quarter Rolling Avg. (% passed) <sup>1</sup>		NI	GB	NI	GB
	Male	46	49	46	48
	Female	50	53	50	52
	All Persons	<b>48</b>	<b>51</b>	<b>48</b>	<b>50</b>
				NI	GB <sup>3</sup>
				46	n/a
				49	n/a
				<b>47</b>	<b>n/a</b>

Sources: NI DVA - Driver and Vehicle Standards Section; GB - Driving Standards Agency (DSA)

## Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016.
2. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
3. Excludes FTA's

Table 3.6 – Theory Tests – Touch screen theory tests for motorcyclists, NI/GB comparison - Pass Rates by Gender (excludes FTA's)

		Apr-Jun 15	Jul-Sep 15	Oct-Dec 15	Jan-Mar 16		
Tests Conducted	Male	475	455	319	272		
	Female	49	57	30	21		
	All Persons	<b>524</b>	<b>512</b>	<b>349</b>	<b>293</b>		
Tests Passed	Male	356	322	233	200		
	Female	34	38	21	13		
	All Persons	<b>390</b>	<b>360</b>	<b>254</b>	<b>213</b>		
		NI	GB	NI	GB	NI	GB <sup>3</sup>
4 Quarter Rolling Avg.	Male	75	73	73	72	73	n/a
	Female	71	74	67	72	68	n/a
	All Persons	<b>75</b>	<b>73</b>	<b>72</b>	<b>72</b>	<b>73</b>	<b>n/a</b>

Sources: NI DVA - Driver and Vehicle Standards Section; GB - Driving Standards Agency (DSA)

## Notes:

1. The 4 quarter rolling average figure refers to the pass rate over the last 4 quarters. For example in the current quarter, the 4 quarter rolling average refers to the pass rate for the period April 2015 to March 2016.
2. GB figures for January to March 2016 are not available until after their publication by the Department for Transport. They will be made available in this publication at the earliest opportunity after their release by the Department for Transport in June 2016.
3. Excludes FTA's

## **4. Instructor Registration**

DVA carries responsibility for the maintenance of the Approved Driving Instructor (ADI) Register and the Approved Motorcycle Instructor (AMI) Register.

To ensure that both of these Registers are kept up to date, DVA

- Process applications from people who wish to become ADIs or AMIs;
- Test potential candidates and assess their suitability to be on the Register;
- Check tuition standards via check tests carried out with Instructors; and
- Take appropriate action when ADIs or AMIs fail to meet the required standards.

## **Strengths and weaknesses of the data**

### Strengths:

- Registration and testing statistics derived from the instructor administrative system are underpinned by well established quality assurance procedures, manuals and audit controls.
- Standard booking procedures and online access controls help to minimise the risk of data manipulation.
- Standardisation of instructor testing systems across DVA test centres.
- Data suppliers and producers work in close proximity aiding understanding of processes and facilitating resolution of issues.

### Weaknesses:

- There is potential for distortion of instructor test outcomes through inconsistent application of test standards by examiners. However, the ADI and AMI instructional ability tests are carried out by supervising examiners. This is not considered to be a significant issue with respect to data quality.

**Please see the Instructor Registration – User Guidance for further information on the data.**

### **Other Sources of Information:**

Driving and Rider Instructor Statistics for Great Britain

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

Information about the ADI Register of Approved Driving Instructors for the Republic of Ireland

<http://rsa.ie/Utility/Driving-Instructors1/Becoming-an-ADI/test/>

## ADI / AMI Volumes

- At 31<sup>st</sup> March 2016, there were 1,164 Approved Driving Instructors registered, and a further 50 Approved Motorcycle Instructors. This represents a 3.4% reduction on the 2014/15 ADI register (1,205) and is the fourth successive annual fall from a series high of 1,344 in 2011/12. The figure for 2015/16 places the number of registered ADIs on a level similar to that last seen in 2009/10.
- The number of new registrants for the ADI scheme in 2015/16 (32) mirrors the recent trend of low numbers of registrants recorded in the time series, following on from the previous two lowest years on record, 2013/14 (22) and 2014/15 (30). This is significantly lower than that seen in the series high of 2010/11 where there were 164 new registrants.
- During 2015/16 there were 73 ADIs removed from the Register.
- The number of new registrants for the AMI scheme in 2015/16 was 2 which was the lowest number of new registrants recorded in the time series.
- Falling numbers sitting the practical driving test up to 2013/14, as seen in Table 2.3, which is influenced by factors such as increasing driver pass rate, the economic climate allied with increasing motoring costs and demographic changes, may have contributed to a lower demand for instruction. Whilst the demand for the practical driving test has recently started to increase again it is still some way off its peak seen in 2008/09 and as such this has not been sustained for a long enough period to entice greater numbers onto the ADI register.

Table 4.1 – ADI Register Statistics

	2011/12	2012/13	2013/14	2014/15	2015/16
<b>ADIs Registered (@31 March)</b>	<b>1,344</b>	<b>1,323</b>	<b>1,253</b>	<b>1,205</b>	<b>1,164</b>
Male	1,159	1,139	1,068	1,033	1011
Female	185	184	185	172	153
ADIs Removed from Register	44	66	92	78	73
Check Tests	328	363	387	300	346
New Registrants	101	45	22	30	32

Source: DVA - ADI Section

Table 4.2 – AMI Register Statistics

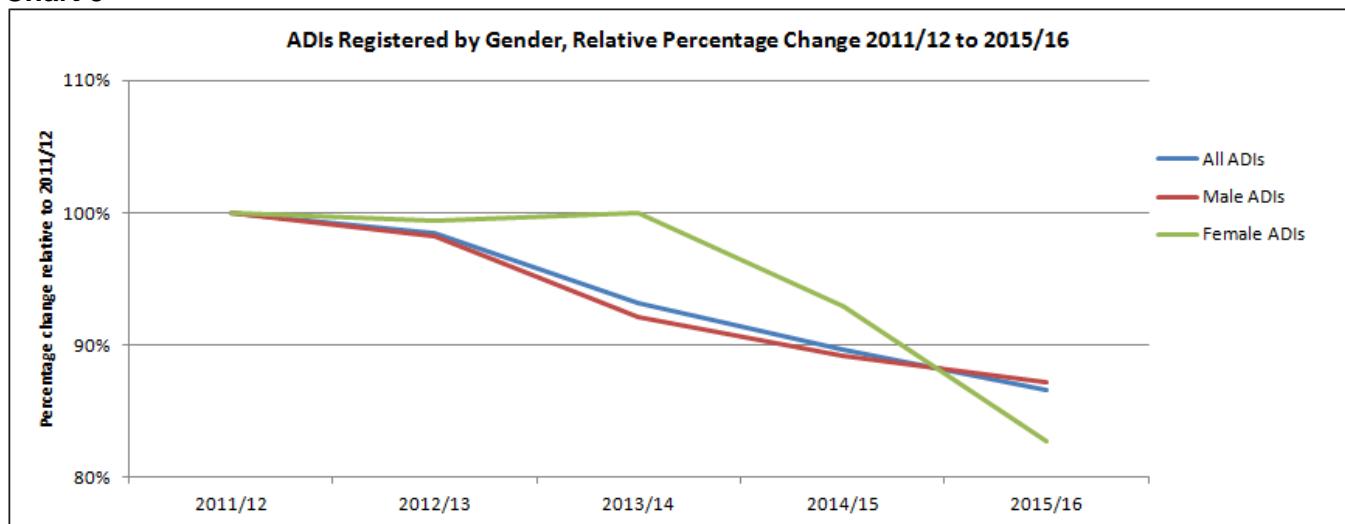
	2011/12	2012/13	2013/14	2014/15	2015/16
<b>AMIs Registered (@ 31 March)</b>	<b>57</b>	<b>59</b>	<b>55</b>	<b>56<sup>(r)</sup></b>	<b>50</b>
Male	54	55	52	53 <sup>(r)</sup>	47
Female	3	4	3	3	3
AMIs Removed from Register	0	2	7	2 <sup>(r)</sup>	8
Check Tests	43	2	18	1	37
New Registrants	25	4	3	3	2

Source: DVA - AMI Section

Note:

1. The approved Motorcycle Instructors Register was introduced in Northern Ireland on the 29 November 2010

Chart 5



Source: DVA - AMI Section

## ADI/ AMI Test Pass Rates

- The ADI pass rate for Theory and Hazard Perception Tests in 2015/16 (35%) is nearly twenty percentage points lower than in 2012/13 (54%) but similar to the pass rate in 2011/12 (37%).
- The ADI pass rate for Driving Ability Test in 2015/16 (38%) is the lowest recoded in the time series.
- The pass rate for the Instructional Ability Test, unlike the previous two tests, has increased in 2015/16 (32%) by three percentage points when compared with 2014/15 (29%).
- Please note that large movements, or volatility, in pass rates from year to year may be due to the overall small numbers sitting each of the individual tests.

Table 4.3 – ADI Pass Rates

	2011/12	2012/13	2013/14	2014/15	2015/16
Theory and Hazard Perception Test	37%	54%	44%	43%	35%
Driving Ability Test	57%	69%	67%	60%	38%
Instructional Ability Test	33%	22%	26%	29%	32%



## **5. Vehicle Registration and Licensing**

Prior to July 2014, Vehicle Licensing directorate within DVA carried out the licensing and registration of vehicles, the collection and enforcement of vehicle excise duty (“motor tax”) and the sale and transfer of registration marks in Northern Ireland. From July 2014, responsibility for vehicle registration and licensing in Northern Ireland transferred to DVLA in Swansea.

The data presented in this section, for the period up and including June 2014, were derived from the Northern Ireland Vehicle Information System (NIVIS). This system was used to maintain a record of all licensed vehicles in Northern Ireland, including those which have a valid Statutory Off-Road Notification (SORN). On completion of the migration of NI records to DVLA in Swansea the NIVIS was closed.

DVA statisticians now receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from the DVLA/DfT. The extracts are made available to DVA statisticians after the routine publication of the related DfT statistical release ‘Vehicle licensing statistics’.

These extracts will be used to produce vehicle registration and licensing Official Statistical series similar to those published to date by the DfI with exception of transaction data. A service level agreement agreed with DfT provides a schedule for continued receipt of NI related data extracts by DVA statisticians to allow continued publication of these statistics. This production schedule and the new enhancement in the receipt of quarterly licensed and SORN vehicle data will allow a wider scope of vehicle licensing and registration data to be produced on a quarterly basis.

Should users require this information prior to DVA statisticians being in a position to publish NI level information, they are free to contact DfT/DVLA directly to request the earlier release of specific information, either by email at [vehicles.stats@dft.gsi.gov.uk](mailto:vehicles.stats@dft.gsi.gov.uk) or by telephone 020 7944 3077.

*The transfer of vehicle licensing to DVLA in July 2014 has given rise to some definitional/classification changes which users need to be aware of and there may also be some small impact with respect to NI coverage in cases where the keepers postcode is missing.*

## **Strengths and weaknesses of the data**

### Strengths:

- Subset of validated data set.
- DfI statisticians have good communication links with statistical and technical staff within the DfT and DVLA, aiding understanding of data production and facilitating resolution of data quality issues.
- The producer team have direct access to NI vehicle level data.
- An agreed SLA between DfI and DfT outlines procedures and processes for data transfer and resolving data quality issues.

### Weaknesses:

- Interruption and rebasing of statistical trends and classifications.
- Temporary validation problems migrating vehicle licensing data from DVA to DVLA.

**Please see the Vehicle Registration and Licensing – User Guidance for further information on the data.**

**Other Sources of Information:**

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

<https://www.infrastructure-ni.gov.uk/articles/annual-road-traffic-estimates>

Licensed vehicles by tax class for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0901>

Vehicles registered for the first time by tax class for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0902>

Vehicles registered for the first time by body type, Great Britain, monthly from 2001

<https://www.gov.uk/government/statistical-data-sets/veh01-vehicles-registered-for-the-first-time>

Registration & Motor Tax for Republic of Ireland

<http://www.rsa.ie/en/RSA/Your-Vehicle/About-your-Vehicle/Tetests/>

Vehicle Licensing Statistics Annual Series for Republic of Ireland

[www.cso.ie/vehicles\\_licensed](http://www.cso.ie/vehicles_licensed)

Stock of vehicles at regional level - European Commission

[http://ec.europa.eu/eurostat/statistics-explained/index.php/Stock\\_of\\_vehicles\\_atRegional\\_level](http://ec.europa.eu/eurostat/statistics-explained/index.php/Stock_of_vehicles_atRegional_level)

EU Transport in Figures

[http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015\\_en.htm](http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015_en.htm)

Society of Motor Manufacturers and Traders (SMMT)

<http://www.smmt.co.uk/category/news-registration-cars/>

## Vehicle Registration and Licensing – Volumes

### Vehicle Licensing – First Registrations in Northern Ireland

- During the 2015 calendar year 70,529 UK vehicle first registrations were registered with a Northern Ireland address.
- The number of private cars registered for the first time during 2015 was 58,874 or 83% of all first registrations during the period.
- Note that the first registration figures before and after the transfer of the registration function from DVA to DVLA in July 2014 are not directly comparable due to a change in definition (see User Guidance).

Table 5.1 – Vehicle First Registration Transactions

	2011	2012	2013	2014 <sup>1,2</sup>	2015 <sup>1,2</sup>
First Registrations	93,913	95,266	104,986	96,893	70,529

Source: Driver and Vehicle Agency (DVA) / Department for Transport

Note:

1. Up to and including June 2014, first registrations data were provided by the Driver and Vehicle Agency. From July 2014 data for first registrations are sourced directly from data supplied by Department for Transport.
2. The move of licensing functions from DVA in Northern Ireland to DVLA in GB now means that the registration of vehicles is on a UK wide basis and this affects the definition of what can be classified as a first registration. Please see the User Guidance for Vehicle Licensing for more information.

Table 5.2 – Vehicle First Registration Transactions – Percentage Change

	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	2011 - 2015
First Registrations	1.4%	10.2%	N/A <sup>1,2,3</sup>	N/A <sup>1,2,3</sup>	N/A <sup>1,2,3</sup>

Source: Driver and Vehicle Agency (DVA) / Department for Transport

Note:

1. Up to and including June 2014, first registrations data were provided by the Driver and Vehicle Agency. From July 2014 data for first registrations are sourced directly from data supplied by Department for Transport.
2. The move of licensing functions from DVA in Northern Ireland to DVLA in GB now means that the registration of vehicles is on a UK wide basis and this affects the definition of what can be classified as a first registration. Please see the User Guidance for Vehicle Licensing for more information.
3. Percentage change for these periods cannot be calculated as they cover a period of definitional change.

Table 5.3 – Vehicle Licensing First Registrations: Quarterly Volumes 2015<sup>1</sup>

	Jan to Mar 2015	Apr to Jun 2015	Jul to Sept 2015	Oct to Dec 2015	Total for 2015
<b>Private Cars</b>					
New Cars	18,587	15,155	15,012	8,983	<b>57,737</b>
Used Cars	223	282	236	396	<b>1,137</b>
<b>All Private Cars</b>	<b>18,810</b>	<b>15,437</b>	<b>15,248</b>	<b>9,379</b>	<b>58,874</b>
<b>Buses</b>					
New Buses	92	71	44	44	<b>251</b>
Used Buses	5	9	20	23	<b>57</b>
<b>All Buses</b>	<b>97</b>	<b>80</b>	<b>64</b>	<b>67</b>	<b>308</b>
<b>Light Goods</b>					
New Light Goods	2,495	1,828	1,503	1,128	<b>6,954</b>
Used Light Goods	53	84	99	88	<b>324</b>
<b>All Light goods</b>	<b>2,548</b>	<b>1,912</b>	<b>1,602</b>	<b>1,216</b>	<b>7,278</b>
<b>Heavy Goods</b>					
New Heavy Goods	284	323	231	216	<b>1,054</b>
Used Heavy Goods	22	36	51	64	<b>173</b>
<b>All Heavy Goods</b>	<b>306</b>	<b>359</b>	<b>282</b>	<b>280</b>	<b>1,227</b>
<b>Agricultural Vehicles</b>					
New Agricultural Vehicles	187	234	149	85	<b>655</b>
Used Agricultural vehicles	46	43	37	36	<b>162</b>
<b>All Agricultural Vehicles</b> <sup>4</sup>	<b>233</b>	<b>277</b>	<b>186</b>	<b>121</b>	<b>817</b>
<b>Motorcycles</b>					
New Motorcycles	329	488	491	206	<b>1,514</b>
Used Motorcycles	32	43	27	38	<b>140</b>
<b>All Motorcycles</b> <sup>5</sup>	<b>361</b>	<b>531</b>	<b>518</b>	<b>244</b>	<b>1,654</b>
<b>Other Vehicles</b>					
New Other Vehicles	78	97	85	68	<b>328</b>
Used Other Vehicles	11	8	13	11	<b>43</b>
<b>All Other Vehicles</b> <sup>6</sup>	<b>89</b>	<b>105</b>	<b>98</b>	<b>79</b>	<b>371</b>
<b>New Vehicles</b>	<b>22,052</b>	<b>18,196</b>	<b>17,515</b>	<b>10,730</b>	<b>68,493</b>
Used Vehicles	392	505	483	656	<b>2,036</b>
<b>All Vehicles</b>	<b>22,444</b>	<b>18,701</b>	<b>17,998</b>	<b>11,386</b>	<b>70,529</b>

Notes:

1. Up to and including June 2014, first registrations data were provided by the Driver and Vehicle Agency. From July 2014 data for first registrations will be sourced directly from data supplied by Department for Transport.

2. The move of licensing functions from DVA in Northern Ireland to DVLA in GB now means that the registration of vehicles is now on a UK wide basis and this affects the definition of what can be classified as a first registration. Figures for New vehicles are directly comparable across quarters. The transfer of the function on the 14th July 2014 means that Used vehicle figures are not directly comparable with periods prior to July 2014. Please see the User Guidance for Vehicle Licensing for more information.
3. Prior to the 14th July 2014 quarters included high volumes of Northern Ireland first registration vehicles (circa 10-12,000 vehicles) which had previously been registered in GB. This definitional change has introduced a break in the series from 14th July 2014 onwards and no direct quarterly comparison can therefore be made with quarters prior to and including July-September 2014.
4. This category of vehicle body type has been changed to reflect the full coverage of agricultural vehicles (including tractors).
5. This category of vehicle body type also includes Mopeds and Scooters.
6. Prior to Quarter 2 July to Sept 2014 this category of vehicle body type was classified as 'General Haulage and Special Types'. From July to September 2014 it will be titled 'Other Vehicles' which brings the classification into line with the category presentation used by DfT. The category now includes Special Purpose vehicles, Taxis, Tricycles, not recorded and others.

## Vehicles Licensed at 31 December 2015

- There were 1,103,082 vehicles licensed in Northern Ireland at 31 December 2015, an increase of 2.0% compared with the previous year (31 December 2014 - 1,081,727).
- Of 1,103,082 licensed vehicles as at the 31<sup>st</sup> December 2015, 83.4% (920,407) were Cars, and 11.4% (125,308) were Goods Vehicles (Light and Heavy).
- A total of 136,589 vehicles had a Statutory Off Road Notification at the 31st December 2015 which represents 11.0% of the total vehicle stock. The number of SORN vehicles increased by 32.4% from the same period in 2014.
- The number of SORN private cars at the 31<sup>st</sup> December 2015 was 8.4% of the total private car stock. For motorcycles over half (55.7%) of the motorcycle stock in Northern Ireland had a SORN in force at this date. Evidence suggests that licensing of motorcycles is seasonal; where large numbers of motorcycles are SORN during winter months but become licensed again during the summer months.
- The most popular registered car in Northern Ireland was the Volkswagen Golf with 35,448 registered variants at the 31<sup>st</sup> December 2015. The Volkswagen Golf accounted for 3.8% of the total Northern Ireland Private and Light Goods registered fleet.

Table 5.4 – Vehicles Licensed and with SORN by body type

	2014 <sup>1,2</sup>		2015 <sup>1,2</sup>		Percentage change 2014 to 2015	
	Licensed	SORN	Licensed	SORN	Licensed	SORN
Private Cars	901,779	61,551	920,407	84,330	2.1%	37.0%
All Buses	5,589	632	5,524	826	-1.2%	30.7%
Light Goods	98,333	10,632	102,458	14,394	4.2%	35.4%
Heavy Goods	22,841	4,384	22,850	5,879	0.0%	34.1%
Agricultural Vehicles	24,268	1,043	24,591	1,749	1.3%	67.7%
Motorcycles	24,044	23,896	22,301	28,029	-7.2%	17.3%
Other Vehicles	4,873	1,038	4,951	1,382	1.6%	33.1%
<b>All Vehicles</b>	<b>1,081,727</b>	<b>103,176</b>	<b>1,103,082</b>	<b>136,589</b>	<b>2.0%</b>	<b>32.4%</b>

Source: Department for Transport / DVLA

## Notes:

1. Figures as at 31<sup>st</sup> December.

Table 5.5 – Vehicles Licensed by body code at 31 December 2015

Code	Description	Number	Code	Description	Number
1	2 DOOR SALOON	1,597	50	GOODS	5,785
2	4 DOOR SALOON	124,678	51	FRONT DUMPER	102
3	SALOON	5,760	52	SKIP LOADER	311
4	CONVERTIBLE	13,904	53	SPECIAL MOBILE UNIT	35
5	COUPE	28,380	54	LIGHT 4 BY 4 UTILITIES	8,257
6	ESTATE	126,182	55	AIRPORT SUPPORT UNIT	9
7	TAXI	550	56	S/D BUS/COACH	1,894
8	INVALID VEHICLE	255	57	D/D BUS/COACH	436
9	TRICYCLE	244	58	STANDEE BUS	2
10	GOODS TRICYCLE	3	59	H/D BUS/COACH	29
11	HEARSE	163	60	MINIBUS	3,163
12	LIMOUSINE	213	61	CURTAIN SIDED	1,286
13	3 DOOR HATCHBACK	145,523	62	TOURER	151
14	5 DOOR HATCHBACK	403,715	63	AGRIC. TRACTOR	22,631
15	MOPED	29	64	COMBINE HARVESTER	138
16	SCOOTER SCOOTER	1,418	65	ROOT CROP HARVESTER	6
17	COMBINATION	27	66	FORAGE HARVESTER	125
18	MOTORCYCLE	20,041	68	SPRAYER	11
19	M/C COMBINATION	10	69	VINER/PICKER	2
20	P.C.V.	6	70	AGRIC. MACHINE	1,488
21	SPORTS	1,669	71	MOWING MACHINE	190
22	PANEL VAN	59,735	72	MOPED	776
23	BOX VAN	4,899	73	ROAD SURFACER	25
24	CAR DERIVED VAN	13,145	74	ROAD TESTING	6
25	LIGHT VAN	98	75	TRACTOR	1,839
26	PICK-UP	9,847	76	AMBULANCE	454
27	MOTOR HOME/CARAVAN	3,468	77	FIRE ENGINE	201
28	VAN/SIDE WINDOWS	1,964	78	BULLDOZER	2
29	LIGHT GOODS	62	79	ROAD STRIPPER	2
30	PANTECHNICON	16	80	TAR SPRAYER	28
31	LUTON VAN	612	81	LINE PAINTER	25
32	INSULATED VAN	916	82	ROLLER	94
33	GLASS CARRIER	22	83	STREET CLEANSING	315
34	SPECIALLY FITTED VAN	141	84	GRITTING VEHICLE	232
35	VAN	3,105	85	TOWER WAGON	93

36	LIVESTOCK CARRIER	428	86	CRANE	120
37	FLOAT	7	87	LIFT TRUCK	399
38	FLAT LORRY	950	88	SNOW PLOUGH	11
39	DROPSIDE LORRY	1,616	89	LOADING SHOVEL	199
40	TIPPER	3,924	90	REAR DIGGER	214
41	LOW LOADER	74	91	SATION TRACTOR	1
42	TRUCK	93	92	TRACTOR EXCAVATOR	21
43	BREAKDOWN TRUCK	381	93	HYDRAULIC EXCAVATOR	86
44	TANKER	864	94	CESSPOOL EMPTIER	6
45	SOLID BULK CARRIER	40	95	SKELETAL VEHICLE	60
46	CONCRETE MIXER	313	96	MULTI PURPOSE VEHICLE	68,472
47	MOBILE PLANT	29	97	UNCODABLE BODY TYPE	47
48	CAR TRANSPORTER	217	98	NOT RECORDED	399
49	REFUSE DISPOSAL	658	99	SPECIAL PURPOSE	190
			-	MISSING	723
				<b>Total</b>	<b>1,103,082</b>

Source: Department for Transport / DVLA

Table 5.6 – Twenty most popular Private Light Goods vehicles in NI: 2015

<b>Rank</b>	<b>Make and Model</b>	<b>Number at 31 December</b>	
		<b>Number</b>	<b>%</b>
1	Volkswagen Golf	35,448	3.8
2	Ford Fiesta	28,614	3.0
3	Ford Focus	27,187	2.9
4	Vauxhall Astra	26,636	2.8
5	Vauxhall Corsa	21,840	2.3
6	Renault Clio	21,803	2.3
7	Volkswagen Passat	19,365	2.1
8	BMW 3 Series	18,303	1.9
9	Ford Transit	18,298	1.9
10	Volkswagen Polo	17,741	1.9
11	Audi A4	17,522	1.9
12	Renault Megane	13,800	1.5
13	Toyota Avensis	12,677	1.3
14	Seat Leon	12,607	1.3
15	Toyota Yaris	11,209	1.2
16	Mercedes C Class	11,148	1.2
17	Ford Mondeo	10,234	1.1
18	Honda Civic	9,983	1.1
19	Seat Ibiza	9,847	1.0
20	Vauxhall Vectra	9,669	1.0
<b>All Private and Light Goods Vehicles</b>		<b>941,330</b>	

## **6. Driver Licensing**

The DVA's Driver Licensing directorate is responsible for licensing drivers in Northern Ireland. The DVA issues and, where appropriate, withdraws licences in respect of drivers of cars, motorcycles, buses, lorries etc.

Driver licences are split into two main categories; Ordinary Licences and Vocational Licences. Ordinary licences are those used by the majority of road users. In contrast, vocational licences are required for those who drive for a living, for example, bus and lorry drivers.

Licence holders are required to maintain a valid, up to date licence relating to their present home address. Any routine changes to this information should be provided to DVA. The period for which licences are valid varies by category, so there are different patterns in the renewal cycle for each licence type, dependent on the lifespan of the licence.

Changes in the makeup of the population can have a significant shift in the types of transactions being required. Northern Ireland is forecast to have a higher number of older people together with a smaller number of young people, both factors which are likely to impact on the future profile of driver licensing transactions.

### **Strengths and weaknesses of the data**

#### Strengths:

- Administrative system is maintained and managed under contract by an external vendor, keeping pace with and taking advantage of technological progress and upgrades.
- NIDLS system is to be upgraded, and the statistical producer team are part of the in-house development group.
- Well established reporting and data transfer process.
- Statisticians have direct access to driver testing management and operations team, aiding understanding of processes and facilitating resolution of issues.

**Weaknesses:**

- The NIDLS database at any time will have licensing records which are out of date and need to be updated in terms of customer's details e.g. changes of address, which has the potential to impact on any geographic breakdowns of the data.
- The NIDLS system is under review, and is due to be upgraded with better access, validation, and statistical reporting tools to be integral to the new system, until then there remains potential for inaccurate information on NIDLS.
- There is some scope for clerical error as information is transferred manually from paper forms into NIDLS but any impact from this is thought to be minimal due to the system audit checks.

**Please see the Driver Licensing – User Guidance for further information on the data.**

**Other Sources of Information:**

Full car driving licence holders by age and gender for Great Britain

<https://www.gov.uk/government/statistical-data-sets/tsgb09-vehicles#table-tsgb0915>

Travel Survey for Northern Ireland

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

The Great Britain National Travel Survey

<https://www.gov.uk/government/collections/national-travel-survey-statistics>

EU Transport in Figures

[http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015\\_en.htm](http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015_en.htm)

## Driver Licensing – Volumes

### Driver Licensing – Ordinary Licences

- A total of 280,738 ordinary licensing transactions were carried out by DVA during 2015/16. This figure represented an increase of 31.6% compared with the volume carried out in the previous year (213,311). This increase has primarily been driven by the increase in Expiry/Optional Renewals which is part of a cyclical pattern of renewals and which is now entering a new peak period and which will persist until 2018/19.
- The largest volume of a transaction type every year is for Expiry/Optional Renewals licensing transactions. These figures include those renewing their licences when they expire. There is a significant cyclical pattern for such transactions relating to a shift to a 10 year renewal period. The significantly higher volume previously seen in 2008/09 relates to the tail end of this peak period for renewals. In 2015/16 there were 130,130 such Expiry/Optional renewal transactions which account for nearly half (46%) of all Ordinary Licence transactions.
- Renewals to over 70's increased slightly (0.7%) in 2015/16 (39,473) from that seen in 2014/15 (39,185). However, this type of Ordinary Licence transaction has increased by 30.2% since 2008/09 (30,318). This increase may be, in part, indicative of both an ageing population and potentially a greater tendency to remain driving in older age.
- The number of provisional licenses issued increased by 6.7% to 27,068 in 2015/16. This is only the second annual increase seen in the trend series from 2008/09 and, along with increasing theory and practical driver test numbers is indicative of more new drivers trying to get “on the road”.

Table 6.1 – Driver Licensing – Ordinary Licences - Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Provisional Licence	24,981	24,692	25,792	25,359	27,068
Conversion of Provisional to Full	29,572	26,095	24,269	24,709	26,840
Expiry/Optional Renewals <sup>1</sup>	49,652	52,431	56,558	68,126	130,130
Renewals to over 70's <sup>1</sup>	34,866	35,021	37,767	39,185	39,473
Medical Renewals <sup>1</sup>	5,354	6,015	5,915	6,307	6,955
Name & Address Change <sup>2</sup>	19,856	24,007	26,165	24,665	25,864
Replacement/Duplicate Licences <sup>2</sup>	24,861	23,121	20,995	19,726	18,699
Exchange Licence <sup>2</sup>	5,046	5,470	5,503	5,234	5,709
Total Ordinary Licensing	194,188	196,852	202,964	213,311	280,738

Source: NIDLS, DVA Driver Licensing

## Notes:

1. These categories were previously presented as one category, 'Full Licence Renewal'.
2. These categories were previously presented as one category, 'Replacement Licences'.

Table 6.2 – Driver Licensing – Ordinary Licences - Percentage Change

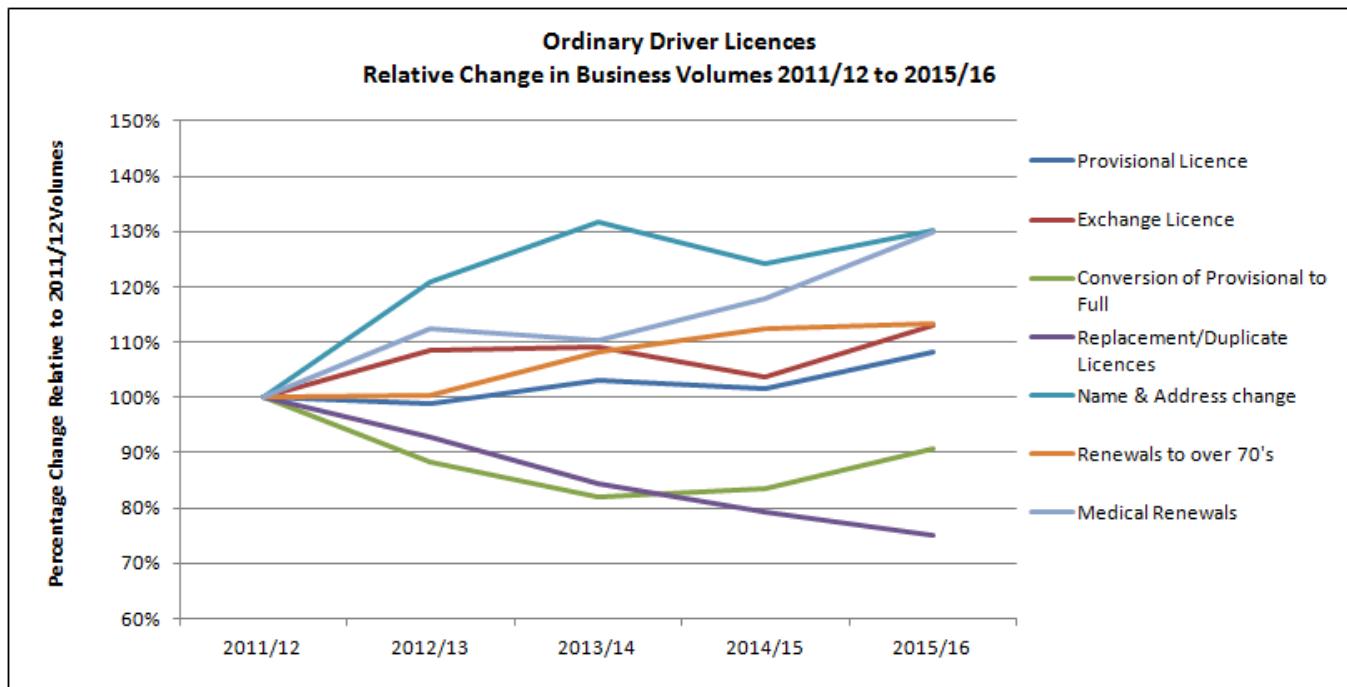
	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Provisional Licence	-1.2%	4.5%	-1.7%	6.7%	8.4%
Conversion of Provisional to Full	-11.8%	-7.0%	1.8%	8.6%	-9.2%
Expiry/Optional Renewals <sup>1</sup>	5.6%	7.9%	20.5%	91.0%	162.1%
Renewals to over 70's <sup>1</sup>	0.4%	7.8%	3.8%	0.7%	13.2%
Medical Renewals <sup>1</sup>	12.3%	-1.7%	6.6%	10.3%	29.9%
Name & Address Change <sup>2</sup>	20.9%	9.0%	-5.7%	4.9%	30.3%
Replacement/Duplicate Licences <sup>2</sup>	-7.0%	-9.2%	-6.0%	-5.2%	-24.8%
Exchange Licence <sup>2</sup>	8.4%	0.6%	-4.9%	9.1%	13.1%
Total Ordinary Licensing	1.4%	3.1%	5.1%	31.6%	44.6%

Source: NIDLS, DVA Driver Licensing

## Notes:

1. These categories were previously presented as one category, 'Full Licence Renewal'.
2. These categories were previously presented as one category, 'Replacement Licences'.

**Chart 7**



Source: NIDLS, DVA Driver Licensing

## Driver Licensing – Vocational Licences

- A total of 14,543 vocational licensing transactions were carried out by DVA during 2015/16. This figure represents an increase of 4.3% on the previous year and follows three consecutive annual decreases.
- There was an increase of 11.7% in the number of vocational Provisional Licence transactions in the past year, from 1,829 in 2014/15 to 2,043. This level of provisional licence transactions seen in 2015/16 was last seen during 2011/12.

Table 6.3 – Driver Licensing – Vocational Licences - Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Provisional Licence	2,056	1,749	1,905	1,829	2,043
Conversion of Provisional to Full	1,423	1,257	1,305	1,269	1,367
Renewal Licences	9,040	8,592	8,260	7,300	7,770
Replacement/Duplicate/ Exchange Licences <sup>1</sup>	1,909	1,850	1,790	1,841	1,750
Name & Address Change <sup>1</sup>	1,545	1,719	1,830	1,700	1,613
<b>Total Vocational Licensing</b>	<b>15,973</b>	<b>15,167</b>	<b>15,090</b>	<b>13,939</b>	<b>14,543</b>

Source: NIDLS, DVA Driver Licensing

Notes:

1. These categories were previously presented as one category, 'Replacement Licences'.

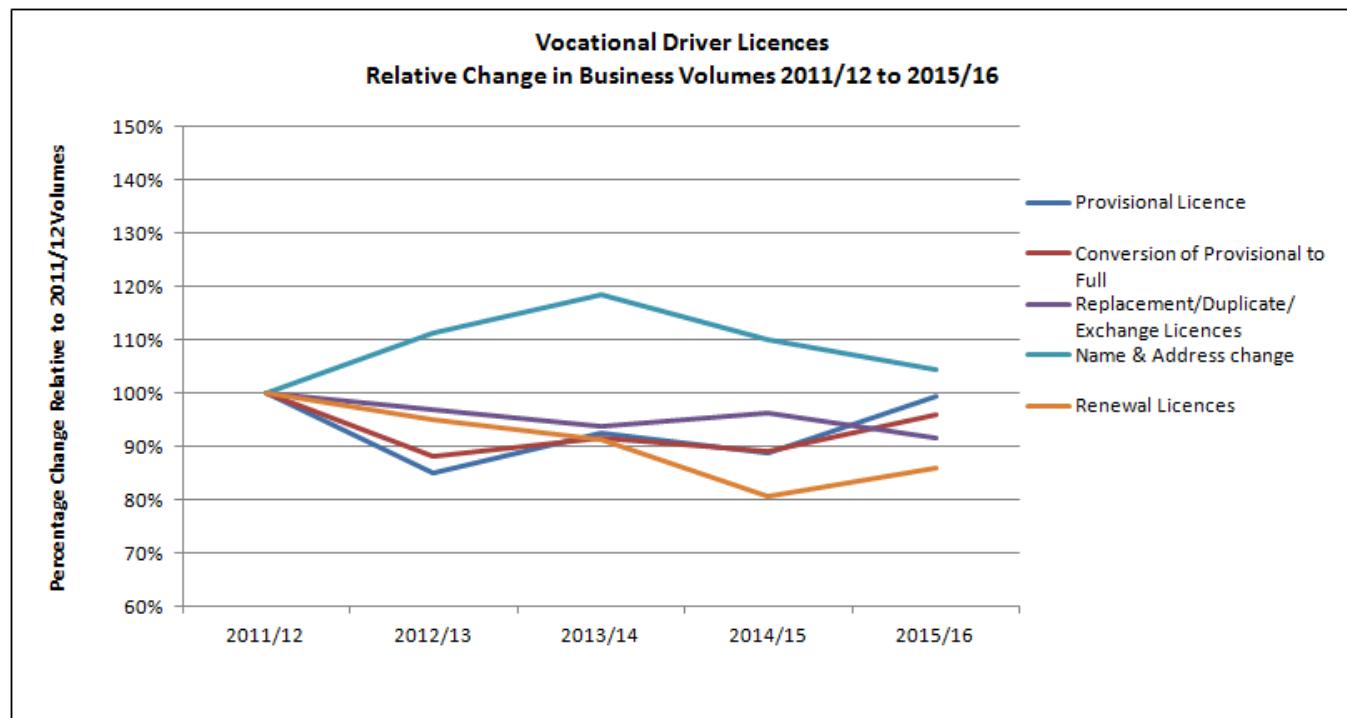
Table 6.4 – Driver Licensing – Vocational Licences - Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Provisional Licence	-14.9%	8.9%	-4.0%	11.7%	-0.6%
Conversion of Provisional to Full	-11.7%	3.8%	-2.8%	7.7%	-3.9%
Renewal Licences	-5.0%	-3.9%	-11.6%	6.4%	-14.0%
Replacement/Duplicate/ Exchange Licences <sup>1</sup>	-3.1%	-3.2%	2.8%	-4.9%	-8.3%
Name & Address Change <sup>1</sup>	11.3%	6.5%	-7.1%	-5.1%	4.4%
<b>Total Vocational Licensing</b>	<b>-5.0%</b>	<b>-0.5%</b>	<b>-7.6%</b>	<b>4.3%</b>	<b>-9.0%</b>

Source: NIDLS, DVA Driver Licensing

Notes:

1. These categories were previously presented as one category, 'Replacement Licences'.

**Chart 8**

Source: NIDLS, DVA Driver Licensing

## Driver Licensing – Other Transactions

- Driver Licensing performed over 87,000 ‘Other Transactions’ during 2015/16, primarily split between Identity Checking and Go Backs, where application forms have to be returned to the applicant as they are incomplete.
- Go Backs increased from 36,527 in 2014/15 to 39,712 in 2015/16, an increase of 8.7%. The figure for 2015/16 is 42.1% higher than that seen during 2011/12 (27,940) which was the lowest figure recorded for this series.
- Letters of Entitlement transactions have shown a sharp rise in the 5 year period presented, more than doubling from 7,295 transactions in 2011/12 to 14,750 transactions in 2015/16.
- The overall increase in the number of ‘Other Transactions’ may be due to the cyclical increase in the ordinary licence transactions resulting in additional transactions relating to Identity Checks and Go Backs.

Table 6.5 – Driver Licensing – Other Transactions – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Letter of Entitlement	7,295	9,159	11,326	13,059	14,750
Identity Checking	26,588	25,994	27,110	26,446	32,777
Go Backs	27,940	32,877	40,008	36,527	39,712
Total Other Transactions	61,823	68,030	78,444	76,032	87,239

Source: NIDLS, DVA Driver Licensing

Table 6.6 – Driver Licensing – Other Transactions – Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Letter of Entitlement	25.6%	23.7%	15.3%	12.9%	102.2%
Identity Checking	-2.2%	4.3%	-2.4%	23.9%	23.3%
Go Backs	17.7%	21.7%	-8.7%	8.7%	42.1%
Total Other Transactions	10.0%	15.3%	-3.1%	14.7%	41.1%

Source: NIDLS, DVA Driver Licensing

## Driver Licensing – Stock of Entitlement (as at 31<sup>st</sup> March 2016)

- At the 31<sup>st</sup> March 2016, there were over 1,088,000 Full and Eligible<sup>1</sup> licence holders with Private Cars / Light Vans entitlement, this is an increase of nearly 8,900 from 31<sup>st</sup> March 2015, a 0.8% increase overall. On the same date, there were 102,709 Provisional Licence Holders, representing a decrease of nearly 3,000 from 31<sup>st</sup> March 2015.
- Of the Full and Eligible<sup>1</sup> licence holders, 10.1% (109,603) were between the age of 45 and 49. Over 192,700 were more than 65 years old, up from the 186,600 observed at the 31<sup>st</sup> March 2015.
- A breakdown of Motorcycle entitlement indicates 99,680 were Full and Eligible licence holders while 1,089,652 had Provisional Entitlement (either directly or from holding a provisional or full car licence).
- Based on Mid Year Population Estimates for Northern Ireland in 2014, it is estimated that 76.0% of Northern Irelands population aged 17+ had a full and eligible licence with entitlement for Private Cars / Light Vans. Results from the latest available Travel Survey for Northern Ireland (2012-2014)<sup>2</sup> show the stock figure of 76.0% to be a little lower than the Travel Survey estimate where 77% of adults reported holding a driving licence (aged 17+). This small difference can likely be explained by survey sampling error and timing differences associated with the Travel Survey.
- 86.8% of persons aged 35 to 39 in Northern Ireland had a full and eligible private car/light van licence entitlement, twice the proportion seen for those aged 17 to 20.

1. Full and Eligible includes Full, Full with Restrictions and Test Passed but not Upgraded.

2. Travel Survey for Northern Ireland 2012-2014, table 2.3.

Table 6.7 – Driver Licence Stock – Category B – Private Car / Light Van Entitlement

Age Group	Full	Full with Restrictions	Provisional	Passed Test not Upgraded	Total	Full and Eligible Licence Holders - % Age Split	Provisional Licence Holders - % Age Split
17 – 20	41,614	78	29,550	520	71,762	3.9%	28.8%
21 – 24	66,760	147	19,583	323	86,813	6.2%	19.1%
25 – 29	93,258	917	17,388	293	111,856	8.7%	16.9%
30 – 34	101,071	1,112	10,249	342	112,774	9.4%	10.0%
35 – 39	99,281	690	7,108	224	107,303	9.2%	6.9%
40 – 44	101,702	516	5,162	108	107,488	9.4%	5.0%
45 – 49	109,014	530	4,281	59	113,884	10.1%	4.2%
50 – 54	106,025	499	3,330	51	109,905	9.8%	3.2%
55 – 59	92,467	473	2,516	12	95,468	8.5%	2.4%
60 – 64	76,915	440	1,600	6	78,961	7.1%	1.6%
65 – 69	70,213	*	1,217	*	71,873	6.5%	1.2%
70 – 72	34,530	*	256	*	35,058	3.2%	0.2%
73 – 75	27,094	*	215	*	27,508	2.5%	0.2%
76 – 78	21,478	173	121	0	21,772	2.0%	0.1%
79 – 81	16,428	116	69	0	16,613	1.5%	0.1%
82 – 84	10,718	105	39	0	10,862	1.0%	0.0%
85 – 87	6,191	44	15	0	6,250	0.6%	0.0%
88 – 90	3,218	32	6	0	3,256	0.3%	0.0%
91 – 93	1,087	*	*	0	1,095	0.1%	0.0%
94+	354	*	*	0	358	0.0%	0.0%
<b>Total</b>	<b>1,079,418</b>	<b>6,788</b>	<b>102,709</b>	<b>1,944</b>	<b>1,190,859</b>	<b>100.0%</b>	<b>100.0%</b>

Source: NIDLS, DVA Driver Licensing

## Note:

1. Table 6.7 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. The presence of valid driving entitlement does not mean that all individuals are actively driving.
3. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder.
4. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.
5. Full and Eligible includes Full, Full with Restrictions and Test Passed but not yet Upgraded.
6. Cells marked with a \* have been suppressed to prevent potential disclosure. This may also entail the next smallest figure in the row/column also being suppressed to prevent differencing from the totals.

Table 6.8 – Driver Licence Stock – Category A – Motorcycle Entitlement

Age Group	Full	Full with Restrictions	Provisional	Passed Test not Upgraded	Total	Full and Eligible Licence Holders - % Age Split	Provisional Licence Holders - % Age Split
17 - 20	33	0	*	*	71,103	0.0%	6.5%
21 - 24	424	*	86,052	*	86,484	0.4%	7.9%
25 - 29	2,176	5	109,610	61	111,852	2.2%	10.1%
30 - 34	3,755	*	108,928	*	112,747	3.8%	10.0%
35 - 39	4,691	8	102,502	58	107,259	4.8%	9.4%
40 - 44	7,021	22	100,314	49	107,406	7.1%	9.2%
45 - 49	9,439	22	104,302	37	113,800	9.5%	9.6%
50 - 54	10,310	27	99,459	30	109,826	10.4%	9.1%
55 - 59	8,225	16	87,138	13	95,392	8.3%	8.0%
60 - 64	5,519	17	73,323	5	78,864	5.6%	6.7%
65 - 69	5,631	*	66,141	*	71,785	5.7%	6.1%
70 - 72	3,652	5	31,410	0	35,067	3.7%	2.9%
73 - 75	3,729	*	*	0	27,518	3.7%	2.2%
76 - 78	9,384	13	12,381	0	21,778	9.4%	1.1%
79 - 81	9,746	11	6,863	0	16,620	9.8%	0.6%
82 - 84	7,224	13	3,628	0	10,865	7.3%	0.3%
85 - 87	4,535	5	1,713	0	6,253	4.6%	0.2%
88 - 90	2,489	7	763	0	3,259	2.5%	0.1%
91 - 93	889	0	206	0	1095	0.9%	0.0%
94+	294	0	65	0	359	0.3%	0.0%
<b>Total</b>	<b>99,166</b>	<b>191</b>	<b>1,089,652</b>	<b>323</b>	<b>1,189,332</b>	<b>100.0%</b>	<b>100.0%</b>

Source: NIDLS, DVA Driver Licensing

## Note:

1. Table 6.8 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. The presence of valid driving entitlement does not mean that all individuals are actively driving.
3. Provisional motorcycle entitlement is granted with provisional car entitlement (although under the Third Driving Licence Directive, some of the motorcycle entitlements may have future start dates, dependent upon the licence applicants' age).
4. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder.
5. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.
6. Full and Eligible includes Full, Full with Restrictions and Test Passed but not yet Upgraded.
7. Cells marked with a \* have been suppressed to prevent potential disclosure. This may also entail the next smallest figure in the row/column also being suppressed to prevent differencing from the totals.

Table 6.9 – Driver Licence Stock – Category C – Large Goods Vehicle Entitlement

Age Group	Full	Full with Restrictions	Provisional	Passed Test not Upgraded	Total	Full and Eligible Licence Holders - % Age Split	Provisional Licence Holders - % Age Split
17 - 20	*	*	176	6	310	0.3%	1.1%
21 - 24	536	199	572	17	1,324	1.5%	3.7%
25 - 29	2,272	53	1,269	40	3,634	4.8%	8.2%
30 - 34	3,842	15	2,028	40	5,925	7.9%	13.1%
35 - 39	4,523	15	2,091	23	6,652	9.2%	13.5%
40 - 44	5,871	18	2,197	15	8,101	11.9%	14.2%
45 - 49	7,527	21	2,427	10	9,985	15.2%	15.7%
50 - 54	7,702	8	1,953	11	9,674	15.6%	12.6%
55 - 59	6,159	15	*	*	7,422	12.4%	8.1%
60 - 64	5,125	*	773	*	5,907	10.3%	5.0%
65 - 69	4,403	*	445	*	4,855	8.9%	2.9%
70 - 72	711	*	148	0	*	1.4%	1.0%
73 - 75	177	*	*	0	249	0.4%	0.5%
76 - 78	90	0	44	0	134	0.2%	0.3%
79 - 81	32	0	7	0	39	0.1%	0.0%
82 - 84	8	0	5	0	13	0.0%	0.0%
85 - 87	*	0	*	0	*	0.0%	0.0%
88 - 90	0	0	0	0	0	0.0%	0.0%
91 - 93	0	0	0	0	0	0.0%	0.0%
94+	0	0	0	0	0	0.0%	0.0%
<b>Total</b>	<b>48,989</b>	<b>479</b>	<b>15,453</b>	<b>166</b>	<b>65,087</b>	<b>100.0%</b>	<b>100.0%</b>

Source: NIDLS, DVA Driver Licensing

## Note:

1. The presence of valid driving entitlement does not mean that all individuals are actively driving.
2. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder.
3. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.
4. Full and Eligible includes Full, Full with Restrictions and Test Passed but not yet Upgraded.
5. Cells marked with a \* have been suppressed to prevent potential disclosure. This may also entail the next smallest figure in the row/column also being suppressed to prevent differencing from the totals.

Table 6.10 – Driver Licence Stock – Category D – Passenger Carrying Vehicle Entitlement

Age Group	Full	Full with Restrictions	Provisional	Passed Test not Upgraded	Total	Full and Eligible Licence Holders - % Age Split	Provisional Licence Holders - % Age Split
17 - 20	0	*	7	*	*	0.0%	0.1%
21 - 24	*	*	91	*	111	0.2%	1.0%
25 - 29	126	17	399	5	547	1.3%	4.4%
30 - 34	359	67	1,007	8	1,441	3.8%	11.1%
35 - 39	604	*	1,318	*	2,011	6.0%	14.5%
40 - 44	939	*	1,412	*	2,463	9.1%	15.6%
45 - 49	1,547	*	1,582	*	3,303	14.9%	17.5%
50 - 54	1,784	363	1,336	13	3,496	18.7%	14.7%
55 - 59	1,531	*	896	*	2,904	17.4%	9.9%
60 - 64	1062	506	593	0	2,161	13.6%	6.5%
65 - 69	886	544	*	*	1,803	12.4%	4.1%
70 - 72	180	41	39	0	260	1.9%	0.4%
73 - 75	50	8	5	0	63	0.5%	0.1%
76 - 78	31	*	*	0	36	0.3%	0.0%
79 - 81	10	*	*	0	13	0.1%	0.0%
82 - 84	*	*	0	0	*	0.0%	0.0%
85 - 87	0	0	0	0	0	0.0%	0.0%
88 - 90	0	0	0	0	0	0.0%	0.0%
91 - 93	0	0	0	0	0	0.0%	0.0%
94+	0	0	0	0	0	0.0%	0.0%
<b>Total</b>	<b>9,118</b>	<b>2,407</b>	<b>9,059</b>	<b>43</b>	<b>20,627</b>	<b>100.0%</b>	<b>100.0%</b>

Source: NIDLS, DVA Driver Licensing

## Note:

1. Table 6.10 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. The presence of valid driving entitlement does not mean that all individuals are actively driving.
3. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder.
4. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.
5. Full and Eligible includes Full, Full with Restrictions and Test Passed but not yet Upgraded.
6. Cells marked with a \* have been suppressed to prevent potential disclosure. This may also entail the next smallest figure in the row/column also being suppressed to prevent differencing from the totals.

Table 6.11 – All Licence Holders by Age and Entitlement by Proportion of population - Private Cars / Light Vans

Age Group	Full and Eligible Licence Holders	Full and Eligible Licence Holders - % of MYE age band	Provisional Licence Holder	Provisional Licence Holders - % of MYE age band	All Licence Holders	All Licence Holders - % of MYE age band	Mid Year Estimates (MYE) 2014
17 - 20	42,212	43.4%	29,550	30.4%	71,762	73.8%	97,287
21 - 24	67,230	68.9%	19,583	20.1%	86,813	89.0%	97,545
25 - 29	94,468	75.9%	17,388	14.0%	111,856	89.9%	124,383
30 - 34	102,525	83.1%	10,249	8.3%	112,774	91.4%	123,417
35 - 39	100,195	86.8%	7,108	6.2%	107,303	92.9%	115,474
40 - 44	102,326	81.5%	5,162	4.1%	107,488	85.6%	125,628
45 - 49	109,603	82.6%	4,281	3.2%	113,884	85.8%	132,756
50 - 54	106,575	84.3%	3,330	2.6%	109,905	86.9%	126,485
55 - 59	92,952	85.3%	2,516	2.3%	95,468	87.6%	108,991
60 - 64	77,361	82.0%	1,600	1.7%	78,961	83.7%	94,322
65 - 69	70,656	80.3%	1,217	1.4%	71,873	81.7%	87,968
70 - 72	34,802	75.4%	256	0.6%	35,058	75.9%	46,172
73 - 75	27,293	74.0%	215	0.6%	27,508	74.6%	36,889
76 - 78	21,651	66.6%	121	0.4%	21,772	67.0%	32,516
79 - 81	16,544	62.2%	69	0.3%	16,613	62.4%	26,615
82 - 84	10,823	50.8%	39	0.2%	10,862	51.0%	21,312
85 - 87	6,235	40.6%	15	0.1%	6,250	40.7%	15,345
88+	4,699	24.6%	10	0.1%	4,709	24.7%	19,101
<b>Total</b>	<b>1,088,150</b>	<b>76.0%</b>	<b>102,709</b>	<b>7.2%</b>	<b>1,190,859</b>	<b>83.1%</b>	<b>1,432,206</b>

Source: NIDLS, DVA Driver Licensing, NISRA Census

## Note:

1. Table 6.11 is available by gender split and can be viewed in the accompanying excel tables to this publication.
2. The presence of valid driving entitlement does not mean that all individuals are actively driving.
3. Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.
4. Full and Eligible includes Full, Full with Restrictions and Test Passed but not yet Upgraded.
5. Cells marked with a \* have been suppressed to prevent potential disclosure. This may also entail the next smallest figure in the row/column also being suppressed to prevent differencing from the totals.

## 7. Road Transport Licensing

Road Transport Licensing Division in DVA are responsible for issuing (and where appropriate withdrawing) licences in respect of taxi drivers and bus operators.

Responsibility for licensing Goods Vehicle (HGV) operators' transferred to the Transport Regulation Unit (TRU), during 2012/13, with the introduction in June 2012 of the Goods Vehicle (Licensing of Operators) Act (NI) 2010. The TRU as part of the former DoE transferred to the new DfI on 9<sup>th</sup> May 2015.

From 1 September 2012 the DVA commenced the licensing of taxi operators.

### **Strengths and weaknesses of the data**

#### Strengths:

- Statisticians have access to transport licensing management and operations team, aiding understanding of processes and facilitating resolution of data quality issues.
- The DVA have started a transformation programme to upgrade transport licensing administrative databases with improved quality assurance checks and better statistical reporting facilities.

#### Weaknesses:

- Loss of experienced staff due to transfer of vehicle licensing function to DVLA in Swansea.
- Passenger Transport Licensing has some scope for clerical error as information is transferred manually from paper forms to administrative databases.
- No systematic mapping of administrative transport licensing processes.

**Please see the Road Transport Licensing – User Guidance for further information on the data.**

**Other Sources of Information:**

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

<https://www.infrastructure-ni.gov.uk/articles/annual-road-traffic-estimates>

Great Britain Taxi Statistics

<https://www.gov.uk/government/collections/taxi-statistics>

Great Britain Bus Statistics

<https://www.gov.uk/government/collections/bus-statistics>

Great Britain Heavy Goods Vehicles Statistics

<https://www.gov.uk/government/statistical-data-sets/veh05-licensed-heavy-goods-vehicles>

Republic of Ireland Road Freight Transport statistics

<http://www.cso.ie/en/releasesandpublications/ep/p-rfts/roadfreighttransportsurvey2014/>

Republic of Ireland Taxi Statistics

<http://www.nationaltransport.ie/news/taxi-statistics-for-ireland/>

Republic of Ireland Bus Statistics

<https://www.nationaltransport.ie/publications/statistics/bulletins/>

European Union (EU) Passenger transport statistics

[http://ec.europa.eu/eurostat/statistics-explained/index.php/Passenger\\_transport\\_statistics](http://ec.europa.eu/eurostat/statistics-explained/index.php/Passenger_transport_statistics)

EU Transport in Figures

[http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015\\_en.htm](http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015_en.htm)

## Road Transport Licensing – Volumes & Stock

### PSV Licences

- 12,474 PSV Licences were issued during 2015/16, which is 1% higher than the previous year (12,345). However this is still 8.4% below the volume seen in 2008/09 (13,611). The vast majority of PSV Licences issued last year (80.1%) were issued for Taxis.

### Taxi Driver Licences

- The number of Taxi Driver Licences issued in 2015/16 (2,255) is down by a quarter compared to 2014/15 (3,010). This suggests that the 8.5% increase recorded in the previous year may have been a temporary change to the current downward trend, now further compounded by the introduction of the Taxi Driver test which was introduced on the 31<sup>st</sup> October 2014 for new entrants to the taxi industry. Figures include transactions for first licences, renewals and duplicates.

### Road Service Licences

- In 2015/16, 2,624 Road Service Licences relating to vehicles were issued by DVA. There were also 200 Road Service Licences related to Operators issued in the same year. These represent annual decreases of 0.3% and 7.4% respectively.

### Taxi Operator Licenses

- There were 531 full taxi operator licenses issued during 2015/16, up by 26.1% on the previous year and reversing much of the fall of over one-third (34.6%) recorded in 2013/14.
- As at the 31<sup>st</sup> March 2016 there were 13,438 licensed Taxi Drivers in Northern Ireland, down by 7.1% from 14,462 at the end of March 2015.
- There were also 1,704 licensed Taxi Operators at 31<sup>st</sup> March 2016, down by 9.6% from 2015. Of these, 86% were classified as a small operator (1,467).

## **Goods Vehicle Operator Licences**

- The total current Standard International goods vehicle operator licences as at the 31<sup>st</sup> March 2016 was 1,627, up 5.6% on the 1,540 recorded at the 31<sup>st</sup> March 2015.
- The current Standard National goods vehicle operator licences rose from 374 at the 31<sup>st</sup> March 2015 to 380 as at 31<sup>st</sup> March 2016, a rise of just 1.6%.
- At the 31<sup>st</sup> March 2016 there were 2 outstanding temporary permits remaining to be converted to restricted licences. This is down from the 4,081 temporary permits remaining to be converted as at the 31<sup>st</sup> March 2013. The continued processing and conversion of Temporary Permits to Restricted licences is reflective of the six fold increase in Restricted licence numbers from 643 at the end of the 2012/13 financial year to 3,971 at the end of the 2015/16 financial year.

Table 7.1 – Road Transport Licensing – Volumes<sup>1</sup>

	2011/12	2012/13	2013/14	2014/15	2015/16
PSV Licence - Omnibus	2,229	2,398	2,121	2,376	2,484
PSV Licence - Taxi	10,089	9,455	9,739	9,969	9,990
Taxi Driver Licence <sup>2</sup>	3,601	2,987	2,773	3,010	2,255
Road Service Licence - Operator <sup>3</sup>	208	192	211	216	200
<i>National</i>	45	44	43	44	35
<i>International</i>	163	148	168	172	165
Road Service Licence - Vehicle <sup>3</sup>	2,544	2,254	2,567	2,633	2,624
<i>National</i>	167	161	158	146	96
<i>International</i>	2,377	2,093	2,409	2,487	2,528
Taxi Operator Licence issued <sup>4</sup>	N/A	1,385	644	421	531
Taxi Operator Applications received <sup>4</sup>	N/A	1,951	377	356	438

Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DfI Transport Regulation Unit

Notes:

1. Please see Table 7.4 for Goods Vehicle Operator Licensing information.
2. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.
3. In Northern Ireland, to operate a vehicle that carries more than eight people, for business purposes, you need a road service licence from Driver and Vehicle Licensing Northern Ireland.
4. Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.

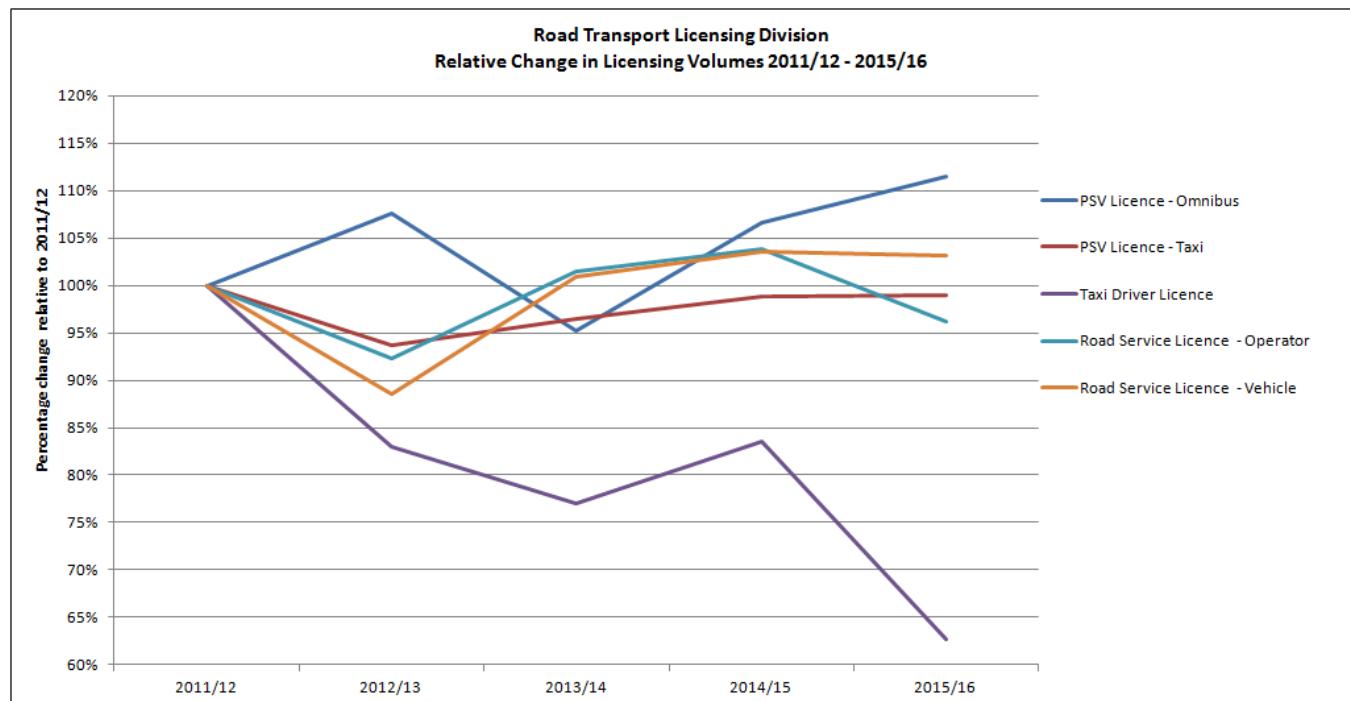
Table 7.2 – Road Transport Licensing – Percentage Change <sup>1</sup>

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
PSV Licence - Omnibus	7.6%	-11.6%	12.0%	4.5%	11.4%
PSV Licence – Taxi	-6.3%	3.0%	2.4%	0.2%	-1.0%
Taxi Driver Licence <sup>2</sup>	-17.1%	-7.2%	8.5%	-25.1%	-37.4%
Road Service Licence - Operator <sup>3</sup>	-7.7%	9.9%	2.4%	-7.4%	-3.8%
Road Service Licence - Vehicle <sup>3</sup>	-11.4%	13.9%	2.6%	-0.3%	3.1%
Taxi Operator Licence issued <sup>4</sup>	N/A	-53.5%	-34.6%	26.1%	N/A
Taxi Operator Applications received <sup>4</sup>	N/A	-80.7%	-5.6%	23.0%	N/A

Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DfI Transport Regulation Unit

## Notes:

1. Please see Table 7.4 for Goods Vehicle Operator Licensing information.
2. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.
3. In Northern Ireland, to operate a vehicle that carries more than eight people, for business purposes, you need a road service licence from Driver and Vehicle Licensing Northern Ireland.
4. Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.

**Chart 9**

Source: OLBS/ TLIS, DVA Road Transport Licensing Division, DfI Transport Regulation Unit

Table 7.3 – Road Transport Licensing – Taxi Operator, Driver and Vehicle Licensing<sup>1</sup> (at 31 March 2016)  
– Licence Stock

	2012/13 <sup>1,2</sup>	2013/14	2014/15	2015/16
Taxi Driver Licence <sup>4</sup>	n/a	15,430	14,462	13,438
Taxi Operator Licence	n/a	1,808	1,885	1,704
Small	n/a	1,566	1,636	1,467
Large	n/a	242	249	237
Licensed Taxi Vehicles	n/a	9,499	9,082	9,171
Public Restricted	n/a	6,989	6,753	6,809
Private Hire	n/a	1,844	1,676	1,711
Belfast Public Hire	n/a	445	438	447
Taxi Bus	n/a	221	215	204

Source: DVA Taxi Licensing

Notes:

1. Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.
2. Figures as at the 31st March 2013 are not available retrospectively.
3. These figures relate to the total current licences as a snapshot at the 31st March in Northern Ireland. The figures are not related to quarterly licensing activity.
4. The Taxi Driver Theory and Practical Driving Test was introduced for new entrants to the taxi industry on the 31st October 2014.

Table 7.4 – Road Transport Licensing – Goods Vehicle Operator Licences (in force at 31<sup>st</sup> March) <sup>1</sup> – Licence Stock

	2012/13	2013/14	2014/15	2015/16
Standard International	1,453	1,507	1,540	1,627
Standard National	394	377	374	380
Restricted <sup>2,3</sup>	643	2,396	3,816	3,971
Temporary Permits remaining to be converted <sup>4</sup>	4,081	1,650	9	2

Source: DfI Transport Regulation Unit

Notes:

1. The Goods Vehicle (Licensing of Operators) Act (NI) 2010 was introduced on 1 July 2012. Figures shown in previous publications of this document since the Act's introduction were consolidated to provide the number of Goods Vehicle Operators under both the Goods Vehicle Act 2010 and the previous legislation i.e. the Transport Act (Northern Ireland) 1967. The above table reflects the number of Goods Vehicle Operator Licences in force at the end of period shown since the introduction of The Goods Vehicle (Licensing of Operators) Act (NI) 2010.
2. The Goods Vehicle Act 2010 introduced the requirement for Northern Ireland Operators who carry their own goods, (own account) to obtain a **Restricted** operator's licence. To facilitate this requirement, a permit scheme was introduced to allow "own account," business owners to operate from 1 July 2012 pending the processing of their full application.
3. This figure provides the number of full Restricted Licences issued including Permit Conversions where the fee has been paid.
4. This figure provides the number of Temporary Permits remaining to be converted to full Restricted Licence.
5. These figures relate to the total current licences as a snapshot at the 31st March in Northern Ireland. The figures are not related to annual licensing activity.

## **8. Compliance Survey Findings**

DVA Roadside Enforcement & Compliance fall under the remit of the Agency Business Development Directorate.

DVA Compliance Section work very closely with the Enforcement Section to measure the levels of compliance through the use of surveys in areas such as goods, taxis, buses and private cars (MOT).

The main objective for Compliance Section is to improve overall levels of compliance prevalent amongst both drivers and operators and mechanisms for achieving this, through improvements in regulation, monitoring, enforcement and education are contained within the Agency Compliance and Enforcement Strategy.

No compliance surveys were conducted during 2014/15 to allow the agency to concentrate on compliance audits within the transport industries and increase the level of their intelligence led targeted operations.

During 2015/16 a Random Bus Compliance Survey was conducted and the key findings are included in this report. In 2016/17 a survey of the Heavy Goods fleet will be undertaken, followed by a Taxi Compliance Survey in 2017/18.

The headline figures included in Table 8.2 are the only planned release of data relating to the 2015/16 Bus Compliance Survey. Further more detailed tables are available on request.

Vehicle Excise Duty Evasion surveys are conducted on a biennial basis. The survey was conducted during June 2015 and the headline result for NI is included in this report. Please see the link below for full report published by DfT.

<https://www.gov.uk/government/statistics/vehicle-excise-duty-evasion-statistics-2015>

MOT evasion rates are calculated using the same survey sample which is used to calculate the VED evasion. The DVA did not conduct an MOT Evasion survey during 2015/16 and have given no indication if or when this survey will be undertaken again in the future.

There are five key survey findings relating to the DVA, measured via roadside surveys carried out on a cyclical basis. These are:

- Heavy Goods Vehicle Fleet Compliance;
- Bus Fleet Compliance; and
- Taxi Fleet Compliance;
- Vehicle Evasion Duty Evasion; and
- MOT Evasion.

### ***Compliance Surveys***

The three compliance surveys carried out by DVA provide an indication of the level of compliance seen amongst the particular fleet of interest. Results in relation to Non-compliance and detailed methodology for the surveys are detailed in the DOE Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Survey reports which can be found using the following link:

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

### **Strengths and weaknesses of the data**

#### **Strengths:**

- The compliance surveys were developed with guidance and support from DVA statisticians.
- Statistics sourced and derived from the survey findings are underpinned by well established methodological procedures.
- Standard classification systems used by all enforcement officers conducting roadworthiness and/or licensing violations during compliance survey operations.

#### **Weaknesses:**

- It is possible that DVA business targets to reduce non-compliance and improve road safety could impact on the choice of vehicles which enforcement officers ‘target’ for inspection. However, any potential incentive which may exist to ignore “suspect” vehicles in order to improve non-compliance performance would likely be counteracted by an enforcement officer’s natural tendency to want to target those vehicles which are

most likely to have defects. Officers are provided with a strict statistical sampling protocol to follow and statisticians have examined practices on the ground. Whilst no evidence of any systematic bias, either way, has been detected in the sample selection process to date, it still poses a small risk and requires ongoing monitoring.

**Please see the Compliance Survey – User Guidance for further information on the data. The User Guidance also includes details of the revised methodology employed for the 2015/16 Bus Compliance Survey.**

## Compliance Surveys

### Bus Compliance Survey

- The 2015/16 Bus Roadworthiness Compliance Survey estimated the non-compliance rate at just below 21%. This represents a significant improvement in the two year period since the bus survey was last carried out when a rate of above 31% was recorded..This means that, at any given time, around 1 in 5 buses on NI roads are estimated to be in breach of compliance legislation, either because they are committing a traffic offence and/or have a roadworthiness defect (estimated at 1 in 10).
- The survey for 2015/16 is the first time in the series, that the estimate for non-compliance due to roadworthiness defects (10.4%) has been lower than the estimated non-compliance due to traffic offences (14.8%).

### VED Evasion Survey

- The Vehicle Excise Duty (VED) evasion rate, whilst at a low level, rose from 0.7% in 2013 to 1.8% in 2015. This increase could be due in part to administrative changes relating to the transferability of road tax when changing a vehicle's ownership and the abolition of the requirement to display an in-vehicle tax disc.

Table 8.1 – Compliance Survey Findings

	2011/12	2012/13	2013/14	2014/15 <sup>1</sup>	2015/16
Heavy Goods Vehicle Non-Compliance	31.2%	22.7%	20.0%	N/A	N/A
Taxi Non-Compliance	24.7%	31.1%	29.7%	N/A	N/A
Bus Non-Compliance <sup>2</sup>	21.2% <sup>(r)</sup>	30.3% <sup>(r)</sup>	31.3% <sup>(r)</sup>	N/A	20.8%

Sources: DVA Compliance Section, ASB

## Notes:

1. No compliance surveys were conducted during 2014/15. Compliance surveys will be conducted on a cyclical basis with only one industry selected each year. During 2015/16 a Bus Compliance Survey was undertaken. Heavy Goods Vehicles will follow in 2016/17, and Taxis will be surveyed in 2017/18.
2. The non-compliance estimates from the previous Bus Surveys have been revised reflecting an improved methodology. Further information is available in the User Guidance.
3. A driver or vehicle is deemed non-compliant if there is a mechanical defect present or there has been a traffic offence committed that warrants a prohibition, prosecution or fixed penalty notice.

Table 8.2 – Bus Compliance Survey – Key Indicators<sup>1</sup>

	2011/12	2012/13	2013/14	2015/16
Non-Compliance Rate	21.2% <sup>(r)</sup>	30.3% <sup>(r)</sup>	31.3% <sup>(r)</sup>	20.8%
Non-Compliance due to Roadworthiness Defect <sup>2</sup>	15.9% <sup>(r)</sup>	21.1% <sup>(r)</sup>	23.9% <sup>(r)</sup>	10.4%
Non-Compliance due to Traffic Offence <sup>3</sup>	9.9% <sup>(r)</sup>	16.1% <sup>(r)</sup>	19.4% <sup>(r)</sup>	14.8%
Non-Compliance including Verbal Warnings	34.4% <sup>(r)</sup>	37.3% <sup>(r)</sup>	41.1% <sup>(r)</sup>	28.4%

Sources: DVA Compliance Section, ASB

## Notes:

1. The non-compliance estimates from the previous Bus Surveys have been revised reflecting an improved methodology. Further information is available in the User Guidance.
2. A Roadworthiness defect is defined by any mechanical defect.
3. Traffic Offences include drivers' hours and licensing violations.

Table 8.3 – VED and MOT Evasion Survey Findings

	2010	2011	2012 <sup>2,3</sup>	2013	2014 <sup>2,3</sup>	2015
VED Evasion	0.9% <sup>1</sup>	0.7%	N/A	0.7%	N/A	1.8%
MOT Evasion <sup>4</sup>	4.8%	3.7%	N/A	2.8%	N/A	N/A

Sources: DVA Compliance Section, IHAC (DfT), ASB

## Notes:

1. An improved weighting methodology was introduced for the overall evasion rate in Northern Ireland in 2011, and retrospectively applied to all estimates from 2007, bringing the overall rates for Northern Ireland closer to those for Great Britain splits.
2. DfT moved to a biennial survey from 2011, this means that there was no survey conducted in 2012 or 2014.
3. MOT evasion rates are calculated using the same survey sample which is used to calculate the VED evasion. As the VED survey is conducted on a biennial basis there is no survey sample available to calculate MOT evasion for 2012 or 2014.
4. The DVA did not conduct an MOT Evasion survey during 2015/16 and have no plans to conduct this survey in the near future.



## **9. Enforcement**

Along with Compliance Section, DVA Roadside Enforcement falls within the Agency's Business Development Directorate.

Roadside Enforcement is responsible for the enforcement of legislation pertaining to roadworthiness standards and licensing requirements at the roadside.

Enforcement Section carries out the majority of its work within the goods vehicle, taxi and bus industries. Enforcement staff have the power to stop vehicles at the roadside and inspect them for both roadworthiness defects and for various traffic offences. Enforcement officers can also visit operators' premises and inspect both vehicles and documentation.

Whilst historically the majority of the work of Enforcement Section has been checks as part of intelligence-led, targeted operations, more emphasis is being made on carrying out random checks of the fleet to support Compliance Section establish a baseline of the underlying rates of non-compliance prevalent in the fleets and ongoing monitoring.

Enforcement Section's strategic aim is to improve compliance levels within the road transport industries through evidence based and intelligence led enforcement, improved information and guidance, closer working relationships with the industry and investment in staffing and equipment resource.

### **Strengths and weaknesses of the data**

#### Strengths:

- Enforcement statistics sourced and derived from the DVA administrative system are underpinned by well established quality assurance procedures.
- Full coverage of enforcement activity for non-survey sources e.g. HGV, buses and taxis.
- Full geographic coverage regionally over the year.
- Standard classification systems used by all enforcement officers during onsite operations, reducing the scope for misclassification of roadworthiness and/or licensing violations.

- DVA data provider's and statistical producer team work in close proximity aiding understanding of the process and facilitating resolution of issues impacting on data quality assurance.
- The Data can often be used as part of legal process which helps ensure accurate recording and checking for example against PSNI records.

**Weaknesses:**

- There is potential for distortion of enforcement action through inconsistent application of standards by enforcement officers. However, the DVA implement rigorous training and monitoring of enforcement activities of enforcement officers and locations. Any evidence of irregularities is closely scrutinised and remedial action taken should this be required. This is not considered to be a significant issue with respect to data quality.

**Please see the Enforcement – User Guidance for further information on the data.**

**Other Sources of Information:**

Vehicle Kilometres Travelled in Northern Ireland, 2008 to 2013

<https://www.infrastructure-ni.gov.uk/articles/annual-road-traffic-estimates>

Northern Ireland Compliance and Enforcement Statistics

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

Northern Ireland Road Safety Statistics

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

Great Britain Road accidents and safety statistics

<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

The Freight Transport Association

[http://www.fta.co.uk/policy\\_and\\_compliance/road/vehicles/operator\\_licensing\\_in\\_northern\\_ireland.html](http://www.fta.co.uk/policy_and_compliance/road/vehicles/operator_licensing_in_northern_ireland.html)

DVSA enforcement

<https://www.gov.uk/government/publications/enforcement-sanctions-policy>

Great Britain Heavy goods vehicle traffic Statistics

<https://www.gov.uk/government/statistical-data-sets/tra31-heavy-goods-vehicle-traffic>

EU Transport in Figures

[http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015\\_en.htm](http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2015_en.htm)

European Commission accidents data

[http://ec.europa.eu/transport/road\\_safety/specialist/statistics/index\\_en.htm](http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm)

## 9. Enforcement Section – Business Volumes

- During the 2015/16 financial year, DVA Enforcement staff checked 5,805 vehicles which was a 13% increase on the number checked in 2014/15; of these, the largest volume was for Goods Vehicles, accounting for nearly half (2,589) of all vehicles checked.
- The number of Buses checked in 2015/16 (1,083) was up more than 44% on 2014/15 (750). This was due in part to the random bus compliance survey conducted during 2015/16.
- The number of Goods Vehicles checked in 2015/16 (2,589) was up 2.2% on the number of Goods Vehicles checked in the previous year (2,534). The number of taxis checked in 2015/16 (1,821) was 26% higher than in the previous year (1,445).
- Introduced in February 2011, fixed penalty notices issued to drivers at the roadside have more than quadrupled from 506 in 2011/12, the first full year of operation, to 2,120 in 2015/16. The number issued for 2015/16 was 24.9% higher than the previous year.
- The increase in fixed penalty notices is reflected in the reduction in the number of files referred to the PPS which stood at 592 in 2011/12, but fell by 36% to 377 in 2015/16. This is as a result of enforcement officers using fixed penalty notices for minor offences rather than referrals to the PPS.
- During 2015/16, DVA Enforcement teams carried out 39 joint operations with the PSNI, of which more than 40% were targeted at Cars. During the same year DVA enforcement teams took part in 8 cross border operations in conjunction with the Road Safety Authority in Ireland. This figure is similar to the number of cross border operations conducted in 2014/15 (10).

- During 2015/16, a total of 215 spot checks on School Buses were carried out by enforcement officers, this was more than double the 103 carried out in the previous year. Despite this increase in activity, the number of vehicles detected as committing an offence reduced from 30 to 27.

Table 9.1 – Enforcement Section – Checks Carried Out – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Goods Vehicles	3,012	2,808	3,532	2,534	2,589
Trailers <sup>1</sup>	1,066	788	957	816	944
Taxis	2,177	1,865	1,965	1,445	1,821
Buses	831	810	764	750	1,083
Cars	268	223	301	406	312
<b>Total Vehicle Checks <sup>2</sup></b>	<b>6,288</b>	<b>5,706</b>	<b>6,562</b>	<b>5,135</b>	<b>5,805</b>
Tachograph Checks (Premises)	10,573	7,550	1,017	1,936	3,891
Tachograph Checks (Roadside)	37,202	19,815	22,179	33,712	30,426

Source: DVA Enforcement Section, Enforcement Live

Notes:

1. Trailers are not included in the total count.

Table 9.2 – Enforcement Section – Checks Carried Out – Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Goods Vehicles	-6.8%	25.8%	-28.3%	2.2%	-14.0%
Trailers <sup>1</sup>	-26.1%	21.4%	-14.7%	15.7%	-11.4%
Taxis	-14.3%	5.4%	-26.5%	26.0%	-16.4%
Buses	-2.5%	-5.7%	-1.8%	44.4%	30.3%
Cars	-16.8%	35.0%	34.9%	-23.2%	16.4%
<b>Total Vehicle Checks <sup>2</sup></b>	<b>-9.3%</b>	<b>15.0%</b>	<b>-21.7%</b>	<b>13.0%</b>	<b>-7.7%</b>
Tachograph Checks (Premises)	<b>-28.6%</b>	<b>-86.5%</b>	<b>90.4%</b>	<b>101.0%</b>	<b>-63.2%</b>
Tachograph Checks (Roadside)	<b>-46.7%</b>	<b>11.9%</b>	<b>52.0%</b>	<b>-9.7%</b>	<b>-18.2%</b>

Source: DVA Enforcement Section, Enforcement Live

Notes:

1. Trailers are not included in the total count.

Table 9.3 – Enforcement Section – Prosecutions and Penalties – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
<b>Files referred to PPS<sup>1</sup></b>	<b>592</b>	<b>448</b>	<b>511</b>	<b>439</b>	<b>377</b>
HGV	n/a	n/a	342	313	228
Buses	n/a	n/a	39	52	75
Taxis	n/a	n/a	129	69	63
Cars	n/a	n/a	1	5	11
<b>Number of Convictions<sup>2</sup></b>	<b>735</b>	<b>449</b>	<b>389</b>	<b>425</b>	<b>327</b>
HGV	n/a	n/a	243	301	235
Buses	n/a	n/a	49	26	44
Taxis	n/a	n/a	93	95	42
Cars	n/a	n/a	4	3	6
<b>Prosecutions (offences convicted)<sup>3</sup></b>	<b>1,379</b>	<b>951</b>	<b>755</b>	<b>822</b>	<b>756</b>
HGV	n/a	n/a	478	544	499
Buses	n/a	n/a	96	67	111
Taxis	n/a	n/a	172	207	130
Cars	n/a	n/a	9	4	16
<b>Value of Court fines and costs<sup>4</sup></b>	<b>£228,656</b>	<b>£145,560</b>	<b>£106,655</b>	<b>£129,009</b>	<b>£106,924</b>
HGV	n/a	n/a	£72,386	£87,157	74,546
Buses	n/a	n/a	£11,478	£14,017	14,758
Taxis	n/a	n/a	£21,937	£27,142	15,954
Cars	n/a	n/a	£854	£693	1,666
<b>Fixed Penalties Issued</b>	<b>506</b>	<b>1,192</b>	<b>1,460</b>	<b>1,697</b>	<b>2,120</b>
HGV	210	796	1,034	984	1,277
Buses	16	82	64	109	148
Taxis	257	277	323	541	607
Cars	23	37	39	63	88
<b>Value of Fixed Penalties<sup>5,6</sup></b>	<b>£20,090</b>	<b>£110,290</b>	<b>£147,520</b>	<b>£201,260</b>	<b>£316,650</b>
HGV	£6,690	£87,220	£126,460	£155,800	265,930
Buses	£990	£9,550	£3,570	£5,660	7,480
Taxis	£11,180	£11,460	£15,510	£36,710	39,250
Cars	£1,230	£2,060	£1,980	£3,090	3,990
<b>Total Value of all fines and penalties</b>	<b>£248,746</b>	<b>£255,850</b>	<b>£254,175</b>	<b>£330,269</b>	<b>£423,574</b>
HGV	n/a	n/a	£198,946	£242,957	340,476
Buses	n/a	n/a	£15,048	£19,677	22,238
Taxis	n/a	n/a	£37,447	£63,852	55,204
Cars	n/a	n/a	£2,834	£3,783	5,656

Source: DVA Enforcement Section

## Notes:

1. The number of files referred by DVA to the Public Prosecution Service for court action.
2. The number of convictions that have been successfully prosecuted at court by DVA against operators / drivers.
3. The number of successful prosecutions (offences convicted) that have been notified by the NI Court Service.
4. The total amount of fines and associated costs from successful prosecutions at Court.

5. The Fixed Penalty and Deposit Scheme was introduced in three phases. Phase 1 commenced in February 2011, Phase 2 commenced in February 2012 and Phase 3 commenced in November 2014. Further detail on the Fixed Penalty and Deposit Scheme can be found in the Enforcement User Guide.
6. The financial value of the fixed penalties issued.
7. A file referred to PPS may or may not result in a conviction in the same year as there may well be a lag period before a case reaches court proceedings. The figures presented cannot be used together to derive a conviction rate for the period.

Table 9.4 – Enforcement Section – Prosecutions and Penalties – Percentage Change

	2011/12 - 2012/13	2012/13 - 2013/14	2013/14 - 2014/15	2014/15 - 2015/16	2011/12 - 2015/16
Files referred to PPS <sup>1</sup>	-24.3%	14.1%	-14.1%	-14.1%	-36.3%
Number of Convictions <sup>2</sup>	-38.9%	-13.4%	9.3%	-23.1%	-55.5%
Prosecutions (offences convicted) <sup>3</sup>	-31.0%	-20.6%	8.9%	-8.0%	-45.2%
Value of Court fines and costs <sup>4</sup>	-36.3%	-26.7%	21.0%	-17.1%	-53.2%
Fixed Penalties Issued	135.6%	22.5%	16.2%	24.9%	319.0%
Value of Fixed Penalties <sup>5,6</sup>	449.0%	33.8%	36.4%	57.3%	1,476.2%
Total Value of all fines and penalties	2.9%	-0.7%	29.9%	28.3%	70.3%

Source: DVA Enforcement Section

## Notes:

1. The number of files referred by DVA to the Public Prosecution Service for court action.
2. The number of convictions that have been successfully prosecuted at court by DVA against operators / drivers.
3. The number of successful prosecutions (offences convicted) that have been notified by the NI Court Service.
4. The total amount of fines and associated costs from successful prosecutions at Court.
5. The Fixed Penalty and Deposit Scheme was introduced in three phases. Phase 1 commenced in February 2011, Phase 2 commenced in February 2012 and Phase 3 commenced in November 2014. Further detail on the Fixed Penalty and Deposit Scheme can be found in the Enforcement User Guide.
6. The financial value of the fixed penalties issued.

Table 9.5 – Enforcement Section – Operations – Volumes

	2011/12	2012/13	2013/14	2014/15	2015/16
Joint Operations <sup>1</sup>	n/a	94	51	75	39
HGV	n/a	n/a	15	22	12
Buses	n/a	n/a	1	1	2
Taxis	n/a	n/a	22	37	9
Car	n/a	n/a	13	15	16
Cross Border Operations <sup>2</sup>	3	7	11	10	8

Source: DVA Enforcement Section

## Notes:

1. Joint Operation – operations carried out by DVA in partnership with the PSNI.
2. Cross Border Operation – operations carried out by DVA in conjunction with the Road Safety Authority in Ireland along with PSNI and An Garda Síochána.

Table 9.6 – Enforcement Section – Breakdown of Spot Checks on School Buses - Vehicles Inspected – Volumes

<b>Location of Inspection (Education Authority Region)</b>	2012/13	2013/14	2014/15	2015/16
Belfast Region	15	9	10	24
North Eastern Region	42	30	9	43
South Eastern Region	17	18	1	59
Southern Region	28	34	36	37
Western Region	82	24	47	52
<b>Total</b>	<b>184</b>	<b>115</b>	<b>103</b>	<b>215</b>

Source: DVA Enforcement Section

Notes:

1. The Northern Ireland Education Authority (EA) was established on 1 April 2015 and replaces the five Education and Library Boards and the Staff Commission for Education and Library Boards. The five regional offices are located at the sites of the former Education and Library Boards and will continue to deliver the same services as the former Boards within their geographic areas.

Table 9.7 – Enforcement Section – Breakdown of Spot Checks on School Buses - Number of offending vehicles and Offences/Issues Identified – Volumes

<b>Location of Inspection (Education Authority Region)</b>	2013/14		2014/15		2015/16	
	Number of offending vehicles	Number of offending vehicles	Number of offending vehicles	Number of Offences / Issues identified	Number of offending vehicles	Number of Offences / Issues identified
Belfast Region	3	2	2	2	7	11
North Eastern Region	2	4	4	11	5	11
South Eastern Region	3	0	0	0	9	13
Southern Region	4	12	12	25	5	6
Western Region	10	12	12	18	1	1
<b>Total</b>	<b>22</b>	<b>30</b>	<b>30</b>	<b>56</b>	<b>27</b>	<b>42</b>

Source: DVA Enforcement Section

Notes:

1. The Northern Ireland Education Authority (EA) was established on 1 April 2015 and replaces the five Education and Library Boards and the Staff Commission for Education and Library Boards. The five regional offices are located at the sites of the former Education and Library Boards and will continue to deliver the same services as the former Boards within their geographic areas.
2. Enforcement action taken following buses randomly selected and inspected at the roadside includes VT5 and V1/V2 prohibition notices, V27 licence suspensions and fixed penalty notices.



## User Guidance

## Vehicle Tests - User Guidance

Data cover all applications for full annual vehicle tests and retests carried out in Northern Ireland during the year, broken down by the broad test category. In addition, information is also presented on the number of tests actually provided by DVA. These figures include those tests where the customers failed to attend (FTA) but which DVA had to provide a test appointment. For the tests which were carried out, information is presented on the outcome of the test (this is for full tests only) in the form of the pass rate.

These figures are generated from the Driver and Vehicle Agency (DVA) systems by Analytical Services Branch (ASB) statisticians and this is the first formal release of the full 2015/16 annual data.

Data in the Vehicle tests tables in this publication are not directly comparable with historical data previously published in Tables 7.1 to 7.4 of the Road and Rail Transport Statistics report. This is because the data categories were grouped differently historically. DVA statisticians took the decision that publishing two similar sets of data would be confusing and decided to keep the vehicle tests tables which we have published in previous editions of this publication for continuity.

### Description of the data

The data presented in this report on Vehicle Tests were extracted from the Booking Services Project (BSP) system using inbuilt system reports. This system enables further disaggregation of the test volumes to be carried out on a consistent basis.

### Data Quality Assessment

Very Good – all data in this section are derived from a single administrative system (BSP) with full coverage and incorporating various validation checks. This single system approach means that the additional disaggregation's can be performed on the testing data (such as breakdowns by test categories, pass rates, etc) on a consistent basis from a single source.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

### **Guidance on using the data**

A description of the aggregations used within this report to combine individual test types into common categories is described in Appendix 2 of this report, Vehicle Test Categories.

The pass rates presented in this report are derived using data on the actual outcome of the test. It is important to be aware that pass rates, even within the same test category, may not be directly comparable between test centres. This is due to differences in the underlying make-up of the local fleet with regard to such factors as vehicle age and miles completed.

Vehicle tests are carried out at 15 test centres, although not every centre carries out the full range of vehicle tests.

## Driver Testing - User Guidance

Data cover all applications for full annual driving tests carried out in Northern Ireland during the year, broken down by the test category. In addition, information is also presented on the number of tests actually provided by DVA. These figures include those tests where the customers failed to attend (FTA) but for which DVA had to provide a test appointment. For the tests which were carried out, information is presented on the outcome of the test in the form of the pass rate. The overall pass rate takes no account of differences between the driving experience of individuals presenting for testing at each Test Centre.

These figures are generated from the Driver and Vehicle Agency (DVA) systems by Analytical Services Branch (ASB) statisticians and this is the first formal release of the full 2015/16 annual data.

Tables 2.6 to 2.9 contained within this publication have previously been published as part of the Northern Ireland Road and Rail Transport Statistics reports as National Statistics. From quarter 1, April to June 2013, responsibility for reporting these figures has been transferred to the Department for Infrastructure and specifically Driver and Vehicle statistics.

### Description of the data

The data presented in this report on Driving Tests were extracted from the Booking Services Project (BSP) system using in-built system reports. This system enables further disaggregation of the test volumes to be carried out on a consistent basis.

### Data Quality Assessment

Very Good – all data in this section are derived from a single administrative system (BSP) with full coverage and incorporating various validation checks. This single system approach means that the additional disaggregation's can be performed on the testing data (such as breakdowns by test categories, pass rates, etc) on a consistent basis from a single source.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

## Guidance on using the data

A description of the aggregations used within this report to combine individual test types into common categories is described in Appendix 3 of this report, Driving Test Categories.

The pass rates presented in this report are derived using data on the actual outcome of the test.

Both the current NI and GB motorcycle driving licence test contains 2 test Modules, both of which must be successfully completed to attain the licence. Module 1 is an off the road manoeuvring test which must be successfully passed, before undertaking Module 2 which is the road driving test. When the candidate has successfully completed Module 1, they may undertake Module 2. The 2 Module test was first introduced in NI on the 8 December 2008 and in GB on 27 April 2009. The NI figures in this publication are the Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2. The GB figures in this publication are based on the Module 1 and Module 2 tests combined i.e. number taking Module 1 tests + number taking Module 2 tests and number passing Module 1 + number passing Module 2.

Note that NI and GB pass rates are, from 2013-14, compiled on a comparable basis. Care should be taken if comparing figures with previous publications. In Northern Ireland, from February 2011, learner moped and motorcycle riders have to complete a Compulsory Basic Training (CBT) course with an Approved Motorcycle Instructor (AMI) before they can take their practical test.

The main EU 3DLD (Third Driving Licence Directive) changes came into force on January 19th 2013 relating to rider motor cycle testing.

In brief these are:

Mopeds must not be faster than 28mph (or 50 km/h) but as all new mopeds already comply with this it should not be a problem.

New A2 category of medium sized motorcycles, with a minimum age requirement of 19.

It will no longer be possible to automatically move to an unrestricted bike two years from acquiring an A (restricted) licence - without first taking a practical test.

The minimum age for Direct Access to the largest motorcycles is set at 24.

The minimum and maximum power output for testing vehicles changes for the practical A2 and A tests.

Practical tests are carried out at 17 test centres, although not every centre carries out the full range of tests.

Differences in NI and GB pass rates do not take account of differences in traffic volume or complexity of road networks.

Note that unlike vehicle tests, there are no retests for driving tests. If a candidate fails a test, they must apply for a full test again. For this reason there are no data on Driving Test retests.

## Theory Testing - User Guidance

Data cover all applications for the driving theory tests carried out in Northern Ireland during the year, broken down by the test category. In addition, information is also presented on the number of tests actually carried out. The figures for tests carried out do not include those tests where the customers failed to attend (FTA) but which DVA had to provide a test appointment. Information is presented on the outcome of the test in the form of the pass rate.

These figures are provided by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2015/16 annual data.

Tables 3.5 and 3.6 contained within this publication have previously been published as part of the Northern Ireland Road and Rail Transport Statistics reports as National Statistics. From quarter 1, April to June 2013, responsibility for reporting these figures has been transferred to the Department for Infrastructure and specifically Driver and Vehicle statistics.

Touch Screen theory tests began on 1 January 2000. The Hazard Perception Element was introduced on 6 January 2003. The Category B multiple choice element consists of 50 multiple choice questions, including one case study on which 5 multiple choice questions are based. To pass candidates must get 43 answers correct. The hazard perception element consists of 14 video clips (15 hazards to identify in total). The pass mark is 44 out of 75. Both the multiple choice and hazard perception elements must be passed. From 6 April 2003 an amendment to the motor vehicles (driving licenses) regulation (NI) 1996 means that those wishing to take a practical motorcycle test will have to pass the relevant theory test regardless if they currently hold a full category B driving licence.

For other categories of Theory Tests the following question totals and pass marks apply:

Category C and D tests consist of 100 multiple choice questions with a pass mark of 85.

Category C and D tests consist of 19 hazard perception clips with a pass mark of 67.

The Driver CPC module 2 case study test consists of 50 questions with a pass mark of 40.

The theory test has changed since 23rd January 2012. It is now made up of multiple choice questions which are no longer published in learning materials. The reason for this move is to encourage learners to develop their understanding as well as knowledge of safe driving theory.

From Jan 2013, the suite of questions used in the DVA theory test were changed, these remain unpublished.

If a driver has completed the standard case study test for one of the licence categories LGV or PCV, they may take the conversion test for the other licence category i.e. PCV or LGV. The conversion tests contain only questions specific to the particular licence category and do not include the common topic areas for these categories.

### **Description of the data**

The data presented in the report are derived from the returns provided by Pearson VUE to DVA on both applications received and tests carried out.

### **Data Quality Assessment**

Very Good –all data in this section are derived from a single administrative system with full coverage and incorporating various validation checks. In addition, the information generated is used by DVA to inform the calculations for annual payments to Pearson VUE under the terms of the contract, and is subjected to an independent annual systems audit to ensure information accuracy and reliability.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

### **Guidance on using the data**

The pass rates presented in this report are derived using data on the actual outcome of the test.

## Instructor Registration - User Guidance

Data cover the total number of registered Instructors on both the Approved Driving Instructor Register and the Approved Motorcycle Instructor Registers, together with a breakdown by gender. Further information is provided on the number of Instructors who are removed by DVA from the Registers in each year, and also the number of check tests (the tests carried out by DVA to ensure that appropriate standards are being met) which DVA carry out on the Instructors. Information is also presented on the pass rates for Instructors for the various tests that applicants for the Registers are required to take.

These figures are provided by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2015/16 annual data.

### Description of the data

The data presented in the report is extracted from the ADI and AMI Registers held by the DVA Driver and Vehicle Standards team.

### Data Quality Assessment

Good – all data in this section are derived from a single administrative system with full coverage.

### Guidance on using the data

The ADI Part 2 (Driving Ability) tests are conducted at the Boucher Road and Londonderry test centres by driving test examiners. The ADI Part 3 (Instructional Ability) tests are conducted at the Dill Road and Londonderry test centres by Supervising Examiners.

The AMI Part 2 (Driving Ability) and Part 3 (Instructional Ability) tests are conducted at the Craigavon, Londonderry and Mallusk test centres by Supervising Examiners.

## **Vehicle Registration and Licensing - User Guidance**

### **Vehicle Licensing transferred to DVLA on 18th July 2014.**

A Service Level Agreement is now in place between DVLA/DfT and DfI. Under the terms of this SLA, the DfI receive on a quarterly basis Northern Ireland specific quality assured vehicle registration and licensing extracts from the DVLA/DfT.

The extracts are made available to DVA statisticians after the routine publication of the related DFT statistical release 'Vehicle licensing statistics, Great Britain'. The extracts are now used to produce vehicle registration and licensing Official Statistical series similar to those published in the annual up to 2013/14 by the DoE with the exception of transaction data.

Due to the timing of the release of the extracts from DfT to DVA statisticians, the first registration and licensing tables will necessarily lag behind the time period being reported on for all other tables. For example, this publication relates to the financial year 2015/16, however the latest available registration/licensing statistics are for the period up to the end of December 2015. The statistics for vehicle first registration transactions are now presented on a calendar year basis. Now included for quarterly reporting are Vehicle Licensing statistics which was previously only possible on an annual basis in the past.

Should users require this information prior to DVA statisticians being in a position to publish NI level information they are free to contact DfT/DVLA directly for earlier release of request specific information.

### **Guidance on using the data**

Table 5.3 includes a New and Used breakdown by Vehicle Bodytype. While figures for New vehicles are directly comparable across quarters, figures for Used vehicles from July-September 2014 onwards are not directly comparable with previous quarters for reason (1) outlined below.

The transfer of vehicle licensing to DVLA in July 2014 has given rise to some definitional/classification changes which users need to be aware of and there may also be some small impact with respect to NI coverage in cases where the keepers postcode is missing.

The potential impact of migrating Northern Ireland vehicle registration and licensing to DVLA is likely to be a reduced count in the NI vehicle licensing and registration figures, this will be influenced by the following factors:

(1) Where a vehicle was relocated from GB to NI and subsequently re-registered in NI, this vehicle was included in DVA registration statistics as being registered in NI for the first time. However, under a UK integrated licensing system, there will no longer be first registrations which are solely referenced with respect to NI. All first registrations will now be with reference to the UK as a whole, i.e., a vehicle first registered in GB and subsequently used in Northern Ireland will no longer be counted as a NI first registration. A NI first registration will now only be recorded as such if that vehicle has never previously been registered anywhere else in the UK. All registrations are recorded by DVLA in Swansea who assumed responsibility for registration of NI vehicles in July 2014. Using quarterly data for the 12 months to June 2014 we estimate that the numbers of vehicles originally registered in GB then moved to NI and captured as a new registration in NI as approximately (per quarter) 8-9,000 Cars, 1,100-1,200 Light Goods, 4-500 Heavy Goods, ~350 Agricultural Vehicles and ~200 motorcycles. This unavoidable definitional change will introduce a discontinuity into our series which will be clearly highlighted in the relevant tables and charts.

(2) From July 2014 the registered keepers post code will be used by DVLA to identify NI vehicles, which when missing is not a comprehensive means of reporting all NI registered vehicles. However, at the point of system migration, all NI missing postcodes were assigned a dummy postcode to indicate that the registered owner resided in NI. Going forward, however, if a postcode is missing on a record then it will simply be identified as "missing" in any geographic analysis and will not be attributable to any individual country. This is what currently happens with English, Scottish or Welsh registrations where postcode is missing. Because of the mitigating action of including a dummy postcode prior to transfer, which would otherwise have impacted on around 1%-2% of NI records, it is expected that the future impact will be minimal.

(3) There may also be some minor impacts around the classification and coding of different vehicle types associated with the change of administration of NI vehicle data from DVA to DVLA in July 2014. While this is impossible to quantify, as the team responsible for coding/classifying vehicle registration in NI is no longer available to provide advice on their historical categorisations, we do not expect this to be a significant issue. This is particularly so

with regard to the main vehicle categories although it may, however, have a disproportionate impact on the smaller volume vehicle categories.

Data cover all applications for vehicle registration transactions carried out by DVA/DVLA for vehicles registered in Northern Ireland. These tables are generated by the Driver and Vehicle Agency (DVA) statisticians using an extract provided by DfT. The DfT has recently published Northern Ireland related first registrations data on the 14th April 2016 which is the first formal release of the data.

The first registration figures presented in the tables detail both new and used vehicles, including imported vehicles, which have been registered for the first time in the United Kingdom and with a Northern Ireland registration address. While we will continue to publish Northern Ireland related vehicle registrations figures, full responsibility for this information lies with the DfT and DVLA.

The number of SORN vehicles, as seen in Table 5.4, are not a subset of licensed vehicles and are in addition to the licensed vehicle totals.

Government owned and non-government owned vehicles which fall into tax categories which are exempt from vehicle excise duty are included in the reported figures.

The general payment exemption for vehicles includes for example those used by a Disabled person, Disabled passenger vehicle, Limited Use vehicles, Vehicles constructed before 01 January 1973 and National Service Vehicles. Other exemptions from payment may include Emergency vehicles, such as Ambulance, Fire Engine, Fire Rescue, Mine Rescue, Lifeboat Haulage, Lighthouse Authority and Police. In addition Agricultural Machines are exempt from payment, including for example Agricultural Tractor, Off Road Tractor, Agricultural Engine, Mowing Machines Electric, Gritter, Snowplough and Steam Vehicles.

Evidence suggests that licensing of motorcycles is seasonal; where large numbers of motorcycles are SORN during winter months but become licensed again during the summer months.

The DfT has recently published Northern Ireland related licensed vehicles data on the 14th April 2016 which is the first formal release of the data.

### **Description of the data**

The data presented in the report on Vehicle Licensing up to July 2014 was extracted from the Northern Ireland Vehicle Information System (NIVIS). Data presented on Vehicle Licensing

after transfer of the function from DVA to DVLA are based on data extracts from the DVLA administrative system provided to DVA statisticians by DfT.

### **Data Quality Assessment**

Very Good – all data in this section on vehicle registrations up to transfer of the function to DVLA were derived from a single administrative system (NIVIS) with full coverage and incorporating various validation checks. Responsibility for vehicle licensing in NI moved to DVLA during July 2014 at which point the NIVIS system was closed. Data presented on extracts provided by DfT are subject to a number of internal validation and audit checks. DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

## Driver Licensing - User Guidance

Data in this section covers all applications for driver licensing transactions carried out by DVA for drivers in Northern Ireland during the year.

This section also includes data on the total driver licence stock in Northern Ireland broken down by the age of the licence holder and their level of entitlement, as at the financial year end, 31<sup>st</sup> March 2016.

These figures are generated by the Driver and Vehicle Agency (DVA) and this is the first formal release of the full 2015/16 annual data.

### Description of the data

The data presented in the report is extracted from the Northern Ireland Driver Licensing System (NIDLS).

### Data Quality Assessment

Very Good – the data in this section on driver licensing are derived from a single administrative system (NIDLS) with full coverage and incorporating various validation checks. Data on Northern Ireland Mid-Year Population Estimates are drawn from their National Statistics source: <http://www.nisra.gov.uk/demography/default.asp17.htm>

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

### Guidance on using the data

Figures for Full Licence Renewal transaction types represent Full Licence Renewals. There is a requirement to renew your licence at set periods depending on the licence categories held and medical circumstances. For most categories this renewal period is 10 years. Figures for Expiry/Optional Renewals licensing transactions include those renewing their licences when they expire. There is a significant cyclical pattern for such transactions relating to a shift to a 10 year renewal period.

Letters of Entitlement are supplied by the DVA at a cost of £7.50 to the customer. They are used by customers as confirmation of their driving entitlements for such things as car hire or other third party transactions which require confirmation of driving entitlements.

Since 8 June 2015, the paper counterpart to the photocard driving licence isn't valid and is no longer issued by DVLA (see Driving licence changes (GB)

<https://www.gov.uk/government/news/driving-licence-changes>). The paper counterpart was introduced to display driving licence details that could not be included on the photocard. These details include some vehicle categories you are entitled to drive and any endorsement/penalty points. This change does not affect photocard licences issued by DVA in Northern Ireland. However, some DVA customers mistakenly believed the changes in GB applied also in Northern Ireland and destroyed the paper part of their driving licence. When this was then needed many customers had to apply to DVA for a letter of entitlement in lieu of the paper part of their license. This may help to explain the increase in these volumes during 2015/16, compared with the previous year.

Identity checking involves the checking of customer identification e.g. passport as part of the process in issuing a new driving licence. These identity checks are conducted by DVA staff at centre counters or via a postal service.

Provisional motorcycle entitlement is granted with provisional car entitlement (although under the Third Driving Licence Directive, some of the motorcycle entitlements may have future start dates, dependent upon the licence applicants' age).

A 16 year old may apply for a provisional licence and take their test when they are 16 if they are in receipt of the enhanced rate of the mobility component of Personal Independence Payment (PIP). There is additional scope for a 15 year old in the same circumstances to apply for and receive their provisional licence prior to their 16th birthday; however, the entitlement on the licence will only become effective on their 16th birthday.

The presence of valid driving entitlement does not mean that all individuals are actively driving. A driving licence will give entitlements to drive various types of vehicle, depending on the type of licence applied for and the qualifications of the licence holder.

Some licence entitlements provide the holder automatically with either full or provisional entitlement to drive certain other vehicle types.

Provisional motorcycle entitlement, where the holder is aged 16 or over and with a completed CBT, entitles learners to ride with L plates a moped up to 50cc. Provisional motorcycle

entitlement also entitles learners, where the holder is aged 17 or over and with a completed CBT, to ride with L plates a light motorcycle up to 11kW and 125cc.

Learner car drivers who hold a provisional entitlement must be supervised. To supervise a learner driver you must be at least 21 and have a current full Northern Ireland (NI), Great Britain (GB) or European Economic Area (EEA) driving licence, which you must have held for at least three years. Learner drivers must display 'L' plates on the vehicle they are driving and the plates must be clearly visible at the front and back of the vehicle.

Figures provided in the individual driver licence entitlement stock tables should not be summed with each other as each individual table relates to a specific driving entitlement. An individual may appear in one or more of the tables if their licence provides entitlement to drive a number of vehicles.

Table 6.11 provides information on the numbers of individuals with car licence entitlements by age band and as a proportion of that age band from the 2014 Northern Ireland Mid-year estimates. This table differs from Table 6.7 in that table 6.7 totals individuals with the entitlement only, while Table 6.11 uses these totals to determine the proportions within each age band have car licence entitlements, based on 2014 Mid-year estimates (latest available at time of production).

## Road Transport Licensing - User Guidance

Data cover all licensing transactions for Public Service Vehicle (PSV) Licences, Taxi Driver Licences, Road Service Licences, and Goods Vehicle Operator Licences. Previously freight vehicle licences were issued under the Transport Act 1967 but ceased to be issued after 30 June 2012. With the introduction of the Goods Vehicles (Licensing of Operators) Act (NI) 2010, vehicle identity discs were issued to all those holding a valid operator's licence.

The Goods Vehicle (Licensing of Operators) Act (NI) 2010 was introduced in June 2012.

Existing freight operators whose licences were due to expire during the summer months were afforded the opportunity to extend their licences to carry them through this transitional period. In addition, there was a substantial increase in new applications under the old Legislation in order to avoid the additional requirements made of Operators under the Goods Vehicle Act.

Goods Operators can hold the following types of Licence:

*Restricted Licence* - for those who carry their own goods or materials in connection with their trade or business - this licence covers all transport operations in the UK.

*Standard (National) Licence* - for those who carry their own goods or materials in connection with their trade or business and/or carry goods for hire or reward. This licence covers all transport operations in the UK.

*Standard (International) Licence* - for those who carry their own goods or materials in connection with their trade or business and/or carry goods for hire or reward. This licence covers all transport operations in the UK and throughout Europe.

The Goods Vehicle Act 2010 introduced the requirement for Northern Ireland Operators who carry their own goods, (own account) to obtain a Restricted operator's licence. To facilitate this requirement, a permit scheme was introduced to allow "own account," business owners to operate from 1 July 2012 pending the processing of their full application.

Figures for Goods Vehicle Operator Licences prior to December 2012 are not available as the Operator Licensing & Bus System (OLBS) was not available to the Department at that time and a manual process was introduced.

On 1 July 2012 responsibility for freight operator licensing transferred to the newly formed Transport Regulation Unit (TRU). DVA supports TRU in the delivery of its functions through the

provision of operator repute checks, referrals, public inquiry briefs and operating centre assessments.

The 'PSV Licence - Taxi' relates to a vehicle, the issuing of such a licence entitles the vehicle to be used for taxi purposes. The PSV licence is renewed annually.

The Taxi Driver Licence relates to an individual driver, permitting them to use a registered taxi or private hire vehicle in the transport of fare paying passengers. A Taxi Driver Licence is valid for 5 years.

A Licensed Taxi Vehicle will be classified as one of the following:

*Public Restricted* - identified by a white licence plate. The taxi can be pre-booked or hailed in areas outside a five mile radius of Belfast City Centre. These taxis are not required to be wheelchair accessible or have a meter.

*Private Hire* - identified by a green licence plate. The taxi must be pre-booked either in person, at a depot, or by phone. The majority of these are not wheelchair accessible.

*Belfast Public Hire* - identified by a yellow licence plate. The taxi can be hailed in the street or picked up from designated taxi ranks when the roof light is on. These taxis are wheelchair accessible and will have a taximeter.

*Taxi Bus* - identified by a white and blue licence plate. These are issued to some taxis that operate like buses, that is they charge passengers an individual fare on some routes. These taxis are not required to have a meter but are wheelchair accessible.

All taxi drivers must either work for a licensed taxi operator, or apply for a Taxi Operator licence. A taxi driver may hold an operators licence to which they may be affiliated as a taxi driver. The two types of operators licence are:

*small operator* - can only list up to two taxis on the licence

*large operator* - can operate three or more taxis as long as these are listed on the licence  
Taxi operators licenses are issued for fixed periods of 1, 3 or 5 years. The duration of the licence is the decision of the applicant.

Applications for Taxi Operator Licences were accepted from August 2012. Due to volumes of applications received and the procedural implications the first Taxi Operator Licences were issued in November 2012. In the intervening period Temporary Operator Licences were issued to those who submitted a full application.

These figures are provided by the Driver and Vehicle Agency (DVA) and the Transport Regulation Unit (TRU), this is the first formal release of the data for 2015/16.

### Description of the data

The data presented in the report is from the Operator Licensing & Bus System (OLBS) which records the information on Operator and Bus Licensing, and the Taxi Licensing Information System (TLIS).

### Data Quality Assessment

Very Good – all data in this section are derived from administrative systems with full coverage and incorporating various validation checks.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

## Compliance Survey - User Guidance

VED evasion – this is carried out using Automated Number Plate Recognition (ANPR) cameras across the Northern Ireland Road network which record the number plates of in excess of 95,000 vehicles. These number plates are assessed against the vehicle licensing database to establish the percentage of vehicles which had not paid their Vehicle Excise Duty at the time of the sighting.

The analysis and reports are produced by DfT. Whilst the VED survey falls under the responsibility of Vehicle Licensing, it has been presented in this report within the Compliance Section. The outcome of the VED survey for Northern Ireland for 2015 has already been published by DfT. It should be noted that DfT have moved to a biennial survey with the next one to be carried out in 2017. Details of the UK Vehicle Excise Duty evasion estimates: 2015 including methodology can be found using the link below:

<https://www.gov.uk/government/statistics/vehicle-excise-duty-evasion-statistics-2015>

MOT evasion - a randomly selected subsample of the data collected for the VED evasion survey is taken and the records are assessed against the BSP system to establish the percentage of vehicles which did not have a valid vehicle test certificate at the time of the sighting. The analysis is carried out by DVA Compliance section. The DfT have moved to a biennial VED evasion survey from 2011, as such there was no VED Evasion survey conducted in 2012 or 2014. Although there was a VED Evasion survey conducted in 2015, no MOT Evasion survey was conducted by the DVA. It is unknown if or when this survey will be conducted again.

Compliance Surveys – these are derived from random roadside checks carried out by DVA Enforcement officers, using methodology devised initially by IHAC and then taken forward and further developed by ASB. The last available detailed reports for the compliance surveys were published as Official Statistics in May 2014. During the 2014/15 cycle, rather than undertake any random surveys, DVA concentrated on compliance audits within the transport industries and increased the level of their intelligence led targeted operations.

The random surveys recommenced in 2015/16 with a Bus Compliance survey being undertaken. This will be followed by a random HGV Compliance survey in 2016/17 and a random Taxi Compliance survey in 2017/18. Detailed methodologies for the surveys are

outlined in the DOE Driver & Vehicle Agency Heavy Goods Vehicle, Taxi and Bus Compliance Surveys 2013/14 which can be found using the following link:

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

### Description of the data

The data presented in the report is based on sample surveys carried out within the financial year.

### Data Quality Assessment

Very Good – The data reported for each survey within this report were collected through sample surveys in line with best practice survey methodology. For each vehicle stopped at the roadside, the Enforcement Team completed a comprehensive inspection sheet (stats sheet). This stats sheet covered descriptive information about the inspection such as date, time and location; personal, licence and insurance data on the driver and operator. Information is also collected on vehicle defects or offences committed by the driver, and details of actions taken by Enforcement Officers. Inspections were carried out by a traffic examiner and technical officer team to ensure that all roadworthiness and licensing criteria were covered. Completed statistics sheets were passed to DVA administrative staff and input into the enforcement database, Enforcement Live. Data were extracted from the database and sent to ASB for validation and analysis. Any issues with the data, such as missing values, may be queried with DVA who can refer back to the paper reports and confirm the correct information.

In the interest of assessing the quality of data collected during random surveys, a small team of three ASB statisticians, on a number of occasions in recent years, accompanied DVA staff during operations on heavy goods vehicles, buses, taxis and modified cars. The purpose of this was to review how the agency was selecting vehicles for inspection and to ensure the methodology being used adhered to best practice and the principles of random selection.

To comply with legislative changes, statistics sheets were amended for 2013/14 and are slightly different to those used in 2012/13. As a consequence of these changes exact like for like comparisons between 2012/13 and 2013/14 were not always possible. However, all headline figures in this report are fully comparable.

### *Accuracy of Results*

The results presented in this report are derived from sample surveys of Taxis, Buses and HGVs, and will therefore be subject to sampling error. The error range, or confidence interval, associated with the headline results is presented in Appendix 4. These are reported at the 95% confidence level meaning that if we carried out the same survey 100 times, in 95 of these surveys we would expect to obtain values within these ranges. Because a cluster sampling technique has been employed rather than simple random sampling, which would not have been feasible, this further reduces the accuracy of the survey estimates and leads to a wider error range than would otherwise have been the case. This is known as the survey design effect and a value of 1 indicates that the error associated with each estimate is the same as would be found with a simple random sample of equivalent size. The higher that the design effect is above 1, the greater the additional error will be. The design effects associated with each of the three types of vehicle survey contained in this report are also presented alongside the confidence intervals in Appendix 4. The design effects have been fully taken account of in the calculation of the confidence intervals and any statistical tests that have been carried out on the results.

In the interests of further improving the accuracy of survey based estimates of non-compliance across the NI bus fleet, a review was carried out of the methodology used to calculate design effects for the current and previous bus surveys.

The outcome of this review led to changes in the calculation of design effects and hence the confidence intervals associated with the estimates. This new methodology and our general approach to analysing cluster samples was independently reviewed and quality assured by NISRA statistician colleagues. The new methodology involved improved stratification and weighting techniques to ensure the sample used was as representative of the NI Bus fleet as possible. Analysis of current and previous survey data has shown compliance rates vary for different 'sectors' within the bus fleet when we consider the registered owners so it was important that the survey methodology properly controlled for this.

To account for different sectors within the bus fleet, the sampling frame was stratified in terms of operation type (stage carriage, dedicated school transport and events). DVA vehicle testing data for 2014/15 was analysed to obtain an estimate of the proportion of the NI Bus fleet

accounted for by each sector. The number and type of each operation were set such that the resulting proportions of the survey sample accounted for by each sector would accurately reflect the proportions within the underlying NI bus fleet.

The survey results were then re-weighted to reflect the relative size of each group according to the most recent vehicle testing information. For previous survey's the experience of DVA operational staff had been used as the best method to apportion the relative size of each group across the survey sample. As it turned out the two methods produced broadly similar results. However, in the absence of clear quantitative evidence of the true proportion within each group, it was not felt that any re-weighting would be sufficiently robust if applied to previous surveys.

In light of this revised methodology, the previous bus compliance surveys were revisited and updated using the same approach as applied to the current survey. This has led to the previous estimates being revised in tables 8.1 and 8.2. This means the results can be compared on a like for like basis and are a more accurate measure of non-compliance within the NI bus fleet for the respective periods.

## Enforcement - User Guidance

Data cover all applications for all checks carried out by DVA Enforcement Officers, either as part of targeted operations or in the data gathering stages of the compliance surveys. The report also includes figures for the number of fixed penalties issued by the Enforcement Officers and the total value of these penalties.

The Fixed Penalty and Deposit Scheme was introduced in three phases to ensure a more successful introduction:

- Phase 1 commenced in February 2011 and provided DVA enforcement officers with the same powers as PSNI constables to issue Fixed Penalty Notices (FPN's) for a range of road traffic offences.
- Phase 2 commenced in February 2012 and introduced a sliding scale of penalties (graduated fixed penalties) for certain offences which related to overweight and driver's hours infringements. The introduction of phase 2 allowed enforcement officers to ensure that fixed penalty amounts would be proportionate to the severity of the infringement.
- Phase 3 commenced in November 2014. It introduced a financial deposit scheme for foreign drivers (i.e. drivers with no verifiable UK address) which provided enforcement officers with the powers to immobilise and ultimately recover vehicles for non payment of related penalties and for a wide range of prohibitable offences. Another key aspect of phase 3 was the introduction of the enforcement of the HGV Road User Levy by DVA on behalf of the Secretary of State for Transport. Under the HGV Road User Levy legislation foreign goods vehicles  $\geq 12$  tonnes using Northern Ireland roads are issued with a fixed penalty or penalty deposit of £300 if they have not paid a levy or have used the wrong rate of levy.

### ***Fixed Penalty Notices (FPN's)***

FPN's (on the spot fines) range in value from £30 to £200. The FPN scheme aids the enforcement of relevant offences, enabling DVA enforcement staff to offer fixed penalties to offenders instead of potential prosecution at court. Offences which can attract a FPN are prescribed in legislation.

### ***Types of Fixed Penalty Notices (FPN's)***

Fixed Penalty Notices – Endorsable (Type A) & Non Endorsable (Type B)

- Endorsable FPN's are utilised for those offences that attract penalty points on an offenders driving licence
- Non Endorsable FPN's are utilised for those offences that do not attract penalty points on an offenders driving licence

*Financial Penalty Deposit Notice – Endorsable (Type D)*

- When a driver is unable to provide enforcement officers with a satisfactory UK address where they can be found in connection with any proceeding and the offence attracts penalty points then they will be required to pay an immediate financial penalty – paid at the roadside.

*Financial Penalty Deposit Notice – Non Endorsable (Type F)*

- When a driver is unable to provide a satisfactory UK address where they can be found in connection with any proceedings and the offences do not attract penalty points, they will be required to pay an immediate financial penalty at the roadside.

*Court Financial Penalty Deposit Notice ( Type L)*

- When a driver is unable to provide a satisfactory UK address where they can be found in connection with any proceeding and if the multiple nature or seriousness of the offence(s) warrants a court hearing, a Court Financial Penalty Deposit Notice is issued and the driver will be required to pay an immediate financial penalty deposit at the roadside, equal to a set figure of £300 per offence (maximum of 3 offences = £900).

Table 9.3 provides detail of files referred to the PPS and number of convictions within the year. However, a file referred to PPS may or may not result in a conviction in the same year as there may well be a lag period before a case reaches court proceedings. The figures presented cannot be used together to derive a conviction rate for the period. Information on prosecutions is based on data received from the Northern Ireland Court Service.

These figures are generated by DVA and this is the first formal release of the full 2015/16 annual data.

***Spot Checks on Buses:***

DVA carry out a range of unannounced spot checks on buses at the roadside and at operator premises in order to assess vehicle roadworthiness. These procedures are laid down under European Directive 2000/30/EC (as amended) and include consideration of the following items:

Vehicle identification; braking equipment; steering; visibility; lighting, lamps, reflectors and electrical equipment; axles, wheels, tyres and suspension; chassis and chassis attachments; tachograph, speed limiter and other equipment; and nuisance issues such as emissions and oil/fuel spillage.

***Enforcement Notices:***

V1/V2 prohibitions notices address a range of faults including for example defective brakes, defective tyres etc.

VT5 prohibitions notices address a range of faults including for example defective lights, emergency door buzzers, and tachographs.

V27 relates to licence suspension.

***Operations:***

Joint Operation – operations carried out by DVA in partnership with the PSNI.

Cross Border Operation – operations carried out by DVA in conjunction with the Road Safety Authority in Ireland along with PSNI and An Garda Síochána.

Information on prosecutions is based on data received from the Northern Ireland Court Service by the DVA

**Description of the data**

The data presented in the following section is extracted from the enforcement database Enforcement Live using predefined built in reports.

**Data Quality Assessment**

Very Good – all data in this section are derived from a single administrative system, Enforcement Live, with full coverage and incorporating various validation checks.

DVA statisticians have published a Data Quality Assessment report detailing information users may find helpful on the quality of the data, we also invite feedback from users on the Data Quality Assessment report. Please see the report which can be found at the following web address: <https://www.infrastructure-ni.gov.uk/publications/driver-and-vehicle-statistics-northern-ireland-administrative-data-quality-assessment>

## **Appendices**

## Appendix 1 - Glossary

<u>Abbreviation</u>	<u>Meaning</u>
ADI	Approved Driving Instructor
AMI	Approved Motorcycle Instructor
ASB	Analytical Services Branch
BSP	Booking Services Project
CDG	Carriage of Dangerous Goods
CPC	Certificate of Professional Competence
CR	Continuous Registration
DfT	Department for Transport
DOE	Department of the Environment
DFI	Department for Infrastructure
DRD	Department for Regional Development
DSA	Driving Standards Agency
DVA	Driver and Vehicle Agency
DVLA	Driver and Vehicle Licensing Agency
DVLNI	Driver and Vehicle Licensing Northern Ireland
DVTA	Driver and Vehicle Testing Agency
FABS	Freight and Bus System
EU	European Union
FTA	Failed to Attend
HGV	Heavy Goods Vehicle
IHAC	In House Analytical Consultancy
IVA	Individual Vehicle Approval
LGV	Large Goods Vehicle
LPCV	Large Passenger Carrying Vehicle
MSVA	Motorcycle Single Vehicle Approval
NIDLS	Northern Ireland Driver Licensing System
NISRA	Northern Ireland Statistics and Research Agency
NIVIS	Northern Ireland Vehicle Information System
NS	National Statistics
OLBS	Operator Licensing & Bus System
ONS	Office for National Statistics
OS	Official Statistics
PCV	Passenger Carrying Vehicle
RD	Refer to Drawer
REX	Roadside Enforcement Database
RTLD	Road Transport Licensing Division
SORN	Statutory Off Road Notification
SVA	Single Vehicle Approval
TLIS	Taxi Licensing Information System
TRU	Transport Regulation Unit

### Other Terminology

Go Back	A licensing transaction where the documentation is incomplete or inaccurate and needs to be returned to the applicant.
Letter of Entitlement	A transaction where DVA staff issue a letter which confirms the driving entitlements of the customer.
Identity Check	A transaction where DVA staff check the identity of an individual prior to issue of a driving licence.

## Appendix 2 – Vehicle Test Categories

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

	Taxi
	Stretched/Heavy Taxi

## Appendix 3 – Driving Test Categories

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

1. Pre 19 January 2013 test categories

2. Post 19 January 2013 test categories

## Appendix 4 – Survey Non-Compliance Rates with Upper and Lower Confidence Intervals 2013/14 and 2015/16

**Table A4.1 Non-Compliance 2013/14**

	<b>Sample Size</b>	<b>Survey Non-Compliance Rate (%)</b>	<b>95% Upper CI</b>	<b>95% Lower CI</b>	<b>Design Effect</b>
<b>Taxi</b>	515	29.7%	33.8%	25.7%	1.077
<b>Buses</b>	459	31.3% <sup>(r)</sup>	37.4% <sup>(r)</sup>	25.3% <sup>(r)</sup>	2.118 <sup>(r)</sup>
<b>HGVs</b>	640	20.0%	23.6%	16.4%	1.283

**Table A4.2 Compliance 2013/14**

	<b>Sample Size</b>	<b>Survey Compliance Rate (%)</b>	<b>95% Upper CI</b>	<b>95% Lower CI</b>	<b>Target Compliance</b>
<b>Taxi</b>	515	70.3%	74.3%	66.2%	70.0%
<b>Buses</b>	459	68.7% <sup>(r)</sup>	74.7% <sup>(r)</sup>	62.6% <sup>(r)</sup>	70.0%
<b>HGVs</b>	640	80.0%	83.6%	76.4%	70.0%

Statistically at the 95% level and taking account of survey upper (83.6%) and lower confidence (76.4%) intervals, results indicate that the target level of compliance (70%) has been met for HGVs (80%).

For Buses and Taxis, with survey compliance rates of 68.7% and 70.3% respectively are around the target levels of 70%, with lower confidence limits of 62.6% and 66.2% below survey levels it is not possible at the 95% level to say definitively these targets were achieved or not achieved.

**Table A4.3 Bus Compliance 2015/16**

	<b>Sample Size</b>	<b>Survey Non-Compliance Rate (%)</b>	<b>95% Upper CI</b>	<b>95% Lower CI</b>	<b>Design Effect</b>
<b>Non-Compliance Rate</b>	480	20.8%	24.8%	16.8%	1.283
<b>Non-Compliance due to Roadworthiness Defect</b>	480	10.4%	13.1%	7.6%	1.080
<b>Non-Compliance due to Traffic Offence</b>	480	14.8%	18.4%	11.2%	1.378
<b>Non-Compliance including Verbal Warnings</b>	480	28.4%	32.8%	24.0%	1.273

Unlike previous years, the DVA did not have a target compliance rate in 2015/16.

The measures for non-compliance included in Table A4.3 were lower than those from the previous bus compliance survey conducted in 2013/14. These differences were statistically significant for all except Non-Compliance due to Traffic Offences. Although this estimate for 2015/16 (14.8%) was lower than that from 2013/14 (19.4%), the difference was not large enough to be statistically significant at the 95% confidence level.

The design effects for all measures of non-compliance in Table A4.3 were lower than those from the 2013/14 bus compliance survey. This indicates that the 2015/16 sample was more representative of the NI bus population than was the case in the previous survey. This confirms that the improved stratification element employed in the 2015/16 survey was appropriate and had the desired effect of improving the accuracy of the survey estimates of non-compliance.