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AN ROINN

**Forbartha Réigiúnaí**

MÄNNYSTRIE FÜR

**Kintra Pairts Fordèrin**

# Northern Ireland Transport Statistics 2011-12





## Introductory Notes

The annual Transport Statistics 2011-12 publication has been prepared by Central Statistics and Research Branch, Department for Regional Development.

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

Except where otherwise stated all tables relate to Northern Ireland.

The following symbols are used throughout:

:	not available
-	not applicable or negligible
*	sample size too small for reliable estimates
p	provisional data
r	revised data
2011-12	denotes the financial year ending 31 March 2012.

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

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

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# Overall Summary

## *Chapter 1 Vehicle Registrations*

- There were 1,053,338 vehicles licensed in Northern Ireland at 31 December 2011. This is similar to last year (1,050,481 vehicles licensed at 31 December 2010) and an increase of 4% since 2007.
- Of the 879,787 Private Light Goods (PLG) vehicles licensed at 31 December 2011, the most popular make was Ford (12% of all PLGs), followed by Volkswagen (11%) and Vauxhall (11%).
- The number of PLG vehicles per capita (aged 17+) has increased by 2% in Northern Ireland over the period 2007 to 2011 compared to a 2% decrease in Great Britain. However, Northern Ireland started from a historically lower base and it is only in recent years that Northern Ireland has caught up with Great Britain. In 2011, Northern Ireland had slightly more PLG vehicles per 1,000 population aged 17+ (632) than Great Britain (625).

## *Chapter 2 Driver and Vehicle Testing*

- The pass rate for car 'Learner' driving tests here has risen slightly from 51% in 2010-11 to 52% in 2011-12 and continues a steady upward trend in recent years. There has been an increase of 7 percentage points in the car 'L' driving test pass rate since 2007-08 (45%).
- The pass rate for touch screen theory tests for private car drivers has dropped slightly from 63% in 2010-11 to 61% in 2011-12 continuing the recent downward trend in pass rates. There has been a decrease of 7 percentage points in car touch screen theory test pass rates since 2007-08 (68%).
- Historically, for the practical driving test, the men's pass rate is higher than the women's. This year continues the trend with 58% of men passing the practical car driving test in 2011-12 compared to 47% of women. In contrast, for touch screen theory tests, the women's pass rate is higher than the men's. In 2011-12, 64% of women compared to 59% of men passed the car touch screen theory test.

## *Chapter 3 Road Network*

- During 2011-12, maintenance (structural, routine and winter) accounted for 39% of the £400 million spend on our roads. New construction and improvement accounted for 19% of the money spent, while public lighting accounted for 5%. There was a decrease of 22% in expenditure on the roads when compared to 2010-11. 2011-12 represents the first year of a new 4 year budget settlement and the new construction and improvement budget has been reduced. Budgets could increase as the schemes progress.

## *Chapter 4 Freight*

- 51.5 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles in 2010, a decrease of 10% from the previous year.

### *Chapter 5 Road Safety*

- The number of road deaths occurring as a result of reported road traffic collisions has increased slightly from 55 in 2010 to 59 in 2011. Whilst this represents an increase of 7%, road deaths occurring as a result of reported road traffic collisions has decreased by 48% since 2007 (113 deaths).

### *Chapter 6 Public Transport*

- During 2011-12, the number of passenger journeys on Ulsterbus was 40.6 million, around the same as last year (40.8 million) and an 8% decrease from 2007-08 (43.9 million). For Metro services the number of passenger journeys was 25.9 million in 2011-12, similar to 2010-11 (25.8 million) and to 2007-08 (26.0 million).
- During 2011-12, there were 10.7 million rail passenger journeys made, an increase of 3% from 2010-11 (10.4 million). Rail passenger journeys have increased by 13% since 2007-08 (9.5 million).

### *Chapter 7 Air Transport*

- In 2011, Belfast International Airport was the 13th busiest commercial airport in the UK with 4.1 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 17th busiest UK commercial airport with 2.4 million terminal passengers in 2011, 1% of all UK terminal passengers.
- Malaga in Spain was the most popular international route from Belfast International Airport with 171,669 passengers flying there and back during 2011, Palma de Mallorca in Majorca was the second most popular international route with 129,711 passengers and Faro in Portugal the third most popular with 126,689 passengers.

### *Chapter 8 General Transport Statistics*

- In 2011, 2.14 million sea passengers travelled between Northern Ireland and Great Britain ports (including the Isle of Man), a decrease of 4% from the previous year (2.23 million) and a 10% decrease since 2007 (2.38 million).



## **User Information**

This section contains some information about the background to the publication and the quality of the data used in the Transport Statistics publication including guidance to assist with interpretation.

## **Background Information**

### **Background and Uses of the Publication**

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

### ***Uses - Policy Development and Briefing***

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

### ***Uses – General Information and Research***

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

### **Data collection and timeliness**

To inform this publication, data are supplied from a variety of sources. As most of the information is readily available, it is not thought to create an unreasonable burden on the data suppliers. CSRB have consulted with data suppliers regarding this process. The findings are published in a short report which can be viewed at;

[http://www.drdni.gov.uk/index/statistics/transport\\_statistics\\_users\\_group.htm](http://www.drdni.gov.uk/index/statistics/transport_statistics_users_group.htm)

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

## National Statistics

The Northern Ireland Transport Statistics compendium publication is badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. Northern Ireland Road and Rail Transport Statistics has undergone assessment and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at:

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

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

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

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

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

A short assessment of the data quality of each of the datasets used in the publication has been included in the following sections.

# Data in the Publication

## Rounding

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

## Vehicles currently licensed (Tables 1.1 to 1.10, 1.16)

### *Description of the data*

Data on all vehicles/all Private Light Goods (PLG) vehicles currently licensed in Northern Ireland at the 31<sup>st</sup> December each year are provided by the Driver and Vehicle Agency (DVA). Equivalent figures for Great Britain are produced by the Department for Transport (DfT).

### *Data Quality Assessment*

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

### *Guidance on using the data*

- Data refers to the number of vehicles currently licensed at 31<sup>st</sup> December of the year stated and reflects the total licensed vehicle stock at that point in time.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.
- Private Light Goods vehicles (PLG) are determined by the taxation class of the vehicle.
- Body type data (Table 1.7) are determined by the body code of the vehicle. Vehicles with the same body code will not necessarily have the same taxation class (and vice versa). Therefore data based on body code and data based on taxation class are not interchangeable.
- PLG per 1,000 population aged 17 and over (Table 1.16) is calculated by dividing number of PLGs by number aged 17 and over from the mid year estimate of population for the appropriate year and multiplying by 1,000.
- The 2011 mid year estimates of population are not available until after the publication of the Annual Transport Statistics 2011-12. Therefore PLGs per 1,000 population aged 17+ have been calculated using mid year estimates for 2010.

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

### *Description of the data*

Data on all new and used vehicles registered for the first time in Northern Ireland during the year provided by the Driver and Vehicle Agency.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- *New vehicles* - First registration of vehicles refers to the first time the vehicle has been registered in Northern Ireland. When considering new vehicles, such registrations would account for a large proportion of their sales. So the trend in new vehicle first registrations can be taken as indicative of the trend in new vehicle sales.
- *Used vehicles* - However, the above is not the case with used vehicles where the vast majority of vehicles registered for the first time within Northern Ireland are imports. The figures therefore would not be generally reflective of all used car sales within NI given that many such sales involve cars with a previous NI registration and these are not captured in the data.
- Data from vehicles currently licensed and vehicles registered for the first time are not interchangeable and should not be combined.

### **Car ownership (Table 1.15)**

These data are National Statistics.

#### *Description of the data*

Northern Ireland data on percentage of households with access to a car are sourced from the Continuous Household Survey run by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Equivalent Great Britain figures are produced by the Department for Transport from their National Travel Survey.

#### *Data Quality Assessment*

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

### *Guidance on using the data*

- Data are based on households which have access to a car or van, which is a reasonable proxy for car ownership.  
*Northern Ireland* - The Continuous Household Survey questionnaire does not specifically ask about ownership of cars. The question reads "Is there a car or van normally available for use by you or any member of your household?" This means that vehicles such as company cars would be included (if available for private use by the household), where the household has access to but does not necessarily own the vehicle.  
*Great Britain* – The National Travel Survey question reads "Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?" Information on cars and vans is then extracted. Company car-pool cars are excluded (as you may not use the same car each day) but company cars which are available for private use by the household are included.
- Data represent household car ownership (the percentage of households which have access to a car or van), not individual car ownership (percentage of persons who have access to a car or van).
- 2011 data from the National Travel Survey will be published in November 2012 and will be available on the Department for Transport website:  
<http://www.dft.gov.uk/statistics/series/national-travel-survey/>

## Driver and vehicle testing (Chapter 2)

### *Description of the data*

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

### *Future developments*

We are currently in discussion with DVA to try and obtain actual vehicle test pass/fail rates to replace the estimate of vehicle test failures in the current tables (see first bullet point below). In addition, we are looking into obtaining an age breakdown for driving tests (see second bullet point below). See separate note on motorcycle tests.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- The % retests figure in Tables 2.1 to 2.3 represents an estimate of the vehicle test failure rate. It is the total number of retests carried out over the period as a percentage of the total number of full tests. A retest is carried out if the vehicle fails the full test. For a full description of the retest data, see Technical Notes on Tables 2.1 to 2.3 (page 84).
- For Great Britain practical driving test data (Tables 2.4, 2.6 and 2.8), the “All persons” total includes cases where gender was not recorded.
- The driving test pass rate comparisons between NI and GB do not currently take into account the age profile of the persons being tested. If driving test success is related to age, and the age profile of persons being tested varies between countries, then this could account for some of the difference in the observed overall pass rates (it may be possible to provide pass rates for individual age groups in future publications).
- Note that due to the smaller number of females taking large goods vehicle driving tests and passenger carrying vehicle driving tests in Northern Ireland, the pass rate figures are more prone to random fluctuation than Great Britain figures. Care should therefore be exercised before drawing conclusions with regard to short-term changes in trend.
- Data in Tables 2.10 and 2.11 refer to the number of licences issued during the year rather than the total number of current licences.

## **Motorcycle tests (Table 2.6)**

Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed (see Technical Notes on Table 2.6, page 85). This was introduced in NI on 8<sup>th</sup> December 2008 and in GB on 27<sup>th</sup> April 2009.

### *What this means*

- The changes mean that the motorcycle test figures before and after the change in each country are not directly comparable as the test took a different format.

- In addition, from 2008-09, GB and NI figures are no longer comparable - Great Britain currently supplies data for Module 2 tests only. Northern Ireland supplies data for both Module 1 and Module 2 tests combined.

### *Future developments*

It is intended for future publications to investigate whether the NI data can be broken down by each specific test module in order that comparisons with GB can again be made on a like-for-like basis (i.e. based on Module 2 tests and results).

### *Analysis of the impact*

It may take several years before we can be sure of the overall impact on the data for each country. At the moment, it seems:

- In Northern Ireland, the test changes seem to have had little impact on the actual numbers of tests being taken each year. A small decrease of 7% was noted when comparing 2009-10 with 2008-09 (the year in which the new testing scheme began). The pass rate in the year in which the change was introduced, 2008-09, did not show any unusual increase/decrease. However, comparing 2008-09 with recent years shows there has been a higher test pass rate since the new testing scheme was introduced in 2008-09: 70% in 2008-09 compared to 74% in 2009-10 and 76% in 2011-12. Further analysis looking at the pass rates for each test module, assuming these can be obtained, should help shed further light on the issue.
- In Great Britain, since the test changes only Module 2 tests are reported. Module 2 can only be taken once Module 1 has been passed. This has led to a large decrease in the number of tests included in the reported figures: a drop of 57% comparing 2008-09 (last year of old testing scheme) to 2009-10 (first year of new testing scheme). It could also be argued that, compared to a person never previously tested, a person who has already passed Module 1 has demonstrated a higher level of competence and hence is more likely to pass Module 2. It is possible that this is partially responsible for the observed increase of 3 percentage points comparing the pass rate in 2008-09 (last year of old testing scheme) to the pass rate in both 2009-10 and 2011-12. However, this is only speculation, at this stage, and a longer run of data will be needed to help quantify the impact.

## **Road Network (Chapter 3), Car Parks (Table 8.5)**

### *Description of the data*

Data provided are length of Northern Ireland roads maintained by Roads Service and public expenditure on Northern Ireland roads. These data are provided by Roads Service.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- The figures only cover public roads which are maintained by Roads Service.
- Data exclude motorway slip road lengths, car parks and footpaths.
- For motorway road lengths by Local Government District (LGD), a close approximation of the LGD area has been used as boundaries used by Roads Service for motorway maintenance do not coincide with council boundaries.
- Urban-rural data are based on road speed limits (see Technical Notes, page 85).

- Details on the road expenditure data can be found in the Technical Notes on page 85.

## **Road freight and Road service (buses and coaches) Licences (Tables 4.1 to 4.2)**

### *Description of the data*

Data provided are the number of road freight operator and vehicle licences issued during the year and road service (buses and coaches) operator and vehicle licences issued during the year. These data are provided by Road Transport Licensing Division of the Driver and Vehicle Agency. These data were removed from the NI Transport Statistics 2010-11 following the 2011 user consultation. As a query was received in 2012 asking for these data, it was decided to reintroduce these tables in the NI Transport Statistics 2011-12.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- Data in Tables 4.1 and 4.2 refer to the number of licences issued during the year rather than the total number of licences currently held.

## **Road Freight (Tables 4.3 to 4.5)**

These data are National Statistics.

### *Description of the data*

The majority of figures in this section come from the Continuing Survey of Road Goods Transport (Northern Ireland) and cover freight lifted by Northern Ireland registered heavy goods vehicles. These data are supplied by the Department for Transport.

### *Data Quality Assessment*

Very Good – data are derived from a government survey which has been assessed to be of high enough quality to maintain its National Statistics designation. In addition, variance checks are employed as an integral part of the production process with large discrepancies between current and previous year queried with the data provider.

### *Guidance on using the data*

- Due to sample size, from 2009 onwards a reduced number of categories have been used in the international road haulage tables (Tables 4.4 and 4.5). This is to improve the robustness of the reported figures.
- Data refer only to freight carried by Northern Ireland registered heavy goods vehicles (over 3.5 tonnes).

## **Air Freight (Table 4.6)**

See Air Transport section

## Road Safety (Chapter 5)

These data are National Statistics.

### *Description of the data*

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

### *Data Quality Assessment*

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

### *Guidance on using the data*

- Figures include only those road traffic injury collisions that are brought to the attention of the police. They have not been checked against or supplemented by other sources. A data review carried out on Great Britain road casualty statistics found that there was an undercount of reported road casualties compared to actual numbers (as there is no legal obligation to report a road traffic collision).
- An approximation of total road casualties has been produced for Great Britain by the Department for Transport based on reported road casualties, hospital admissions from road traffic collisions and data from the National Travel Survey:  
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesqbar/rrcqb2008>
- Questions relating to road traffic collisions have been included in the Travel Survey for Northern Ireland from 2011. This may allow for a similar analysis to be carried out here in the future. However, due to sample size issues, it will be a number of years before sufficient information becomes available with which to inform robust estimates.
- Irrespective of whether NI has a similar undercounting issue or not, the reported data still represent the single best source of information on vehicles involved in road traffic injury collisions and there are not believed to be any under reporting issues with data relating to fatalities.
- Whatever the level of reporting to the PSNI, assuming that this is reasonably constant over time, still allows the data to be used to measure trends, report on targets, highlight accident “blackspots”, evaluate interventions and policy impacts, etc.
- Note that the data from England, Scotland and Wales that appear in this publication also include only road traffic injury collisions that are brought to the attention of the police.

## Public Transport (Chapter 6)

### *Description of the data*

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

### *Data Quality Assessment*

Very Good – data are derived from an administrative system with full coverage and incorporating various validation checks. In addition, variance checks are employed as an integral part of the



production process with large discrepancies between current and previous year queried with the data provider.

#### *Guidance on using the data*

- 2007-08 covers a 53 week period. All other years cover 52 week periods. A small amount of the increase from 2006-07 to 2007-08 may be attributed to the extra week.
- The average age of the bus fleet in Table 6.1 can go down from one year to the next if new stock is purchased during the year.
- It should be noted that a large proportion of Ulsterbus passenger journeys are taken by school pupils and therefore changes in the Ulsterbus trend will partly be driven by pupil numbers which have been declining in recent years.

### **Air Transport (Chapter 7, Table 4.6)**

#### *Description of the data*

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

#### *Data Quality Assessment*

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

#### *Guidance on using the data*

- Definitions of the terms used in the tables are given in the Technical Notes (page 87). In general, the data refers to both inward and outward flights (apart from Table 7.5).
- Routes which have been discontinued and have therefore no flights or passengers in the years reported in the table are removed. For this reason, a route which may have appeared in the previous publication may not be in the equivalent table in the current publication.
- Freight handled by Northern Ireland airports (Table 4.6) includes air freight carried into and out of the airports. Mail is not included.

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

These data are National Statistics.

#### *Description of the data*

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

#### *Data Quality Assessment*

Very Good - These data are produced from government surveys which are of high quality and have maintained their National Statistics classification following an independent assessment by the UK Statistics Authority. In addition, variance checks are employed as an integral part of the production

process with any large discrepancies between current and previous year or any inconsistencies between tables queried with the data provider.

#### *Guidance on using the data*

- Numbers reported by the surveys have been grossed up to estimate the number of the Northern Ireland population in each category.
- Data on method of travel to work are only collected for one quarter of survey year (October to December) by the Labour Force Survey. As such they are reflective of travel during the October to December quarter rather than the whole year. Trend data can be compared as the data are recorded at the same time period each year. Due to sample size restrictions, only the numbers/percentages taking the most popular modes of transport to work can be reported for Northern Ireland.
- Data in Tables 8.1 and 8.2 are not comparable with previous publications. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used identify transport related employment for these tables. In previous years SIC 2003 was used.

### **Car parks (Table 8.5)**

See Road Network section for quality assessment.

#### *Guidance on using the data*

- These data only include car parks/spaces managed by Roads Service where a fee is payable. As such they do not include, for example, employee car parks provided by private companies/public bodies, supermarket car parks, etc.

### **Petroleum (Table 8.6)**

Data are National Statistics.

#### *Description of the data*

Data are on the tonnage of petrol and diesel delivered to Northern Ireland from UK sources each year. The Department of Energy and Climate Change (DECC) is the source for these data.

#### *Data Quality Assessment*

These data are initially compiled and collated on a UK-basis and data quality is considered to be very good at this level. However, the robustness of the data at individual country level is not routinely audited by DECC and, as such, it is not usually possible to get an explanation for large variations from source providers. Care should therefore be taken when interpreting changes in the trend at NI level.

#### *Guidance on using the data*

- These figures refer to the amount of petrol and diesel delivered to Northern Ireland. However, because of onward deliveries and possible stockpiling of fuel, this will not equate to the amount of fuel consumed in Northern Ireland during the period.
- They only represent deliveries from UK sources and therefore imports of petrol and diesel from other countries are not included. Any fluctuation in the trend does not therefore necessarily represent a fluctuation in consumer demand but may also, in part, reflect a shift in the balance of deliveries from UK to non-UK sources (or vice versa).

## **Sea Rescues (Table 8.7)**

### *Description of the data*

These data cover HM Coastguard information on rescues carried out at sea provided by the Maritime and Coastguard Agency.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- Due to the nature of the data, large increases and decreases can occur when comparing data with previous years. If there has been a large sea rescue incident during the year, for example in 2007 when the Coastguard was involved in helping the Stena HSS, the persons assisted figure is much higher than in years where there has been no such incident.

## **Sea Passengers (Table 8.8)**

Maritime Statistics is a National Statistics publication.

### *Description of the data*

These data relate to domestic sea passengers at Northern Ireland ports. The data are derived from the Maritime Statistics compendium produced by the Department for Transport.

### *Data Quality Assessment*

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

### *Guidance on using the data*

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

## **Local Ferry Passengers (Table 8.9)**

### *Description of the data*

These data cover the number of journeys taken by people using the Rathlin Island and Strangford Lough ferry services. Information on the Rathlin Island ferry is provided by the Department for Regional Development (Transport Finance & Governance Division) and for the Strangford Lough ferry by Roads Service.

### *Data Quality Assessment*

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

### *Guidance on using the data*

- 2010 is the first year these data were provided. In future years we will build up trend data for comparison purposes.

### **Summary of changes since previous publication**

#### *Change:*

Tables 4.1 and 4.2 - Road freight and Road service (buses and coaches) licences issued tables – tables have been reintroduced following a data request

*See details on*

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# Chapter 1

## Vehicle Registrations

### **Data in Chapter 1 from National Statistics sources:**

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

Table 1.15 Car ownership in NI and GB

### **Symbols and Conventions:**

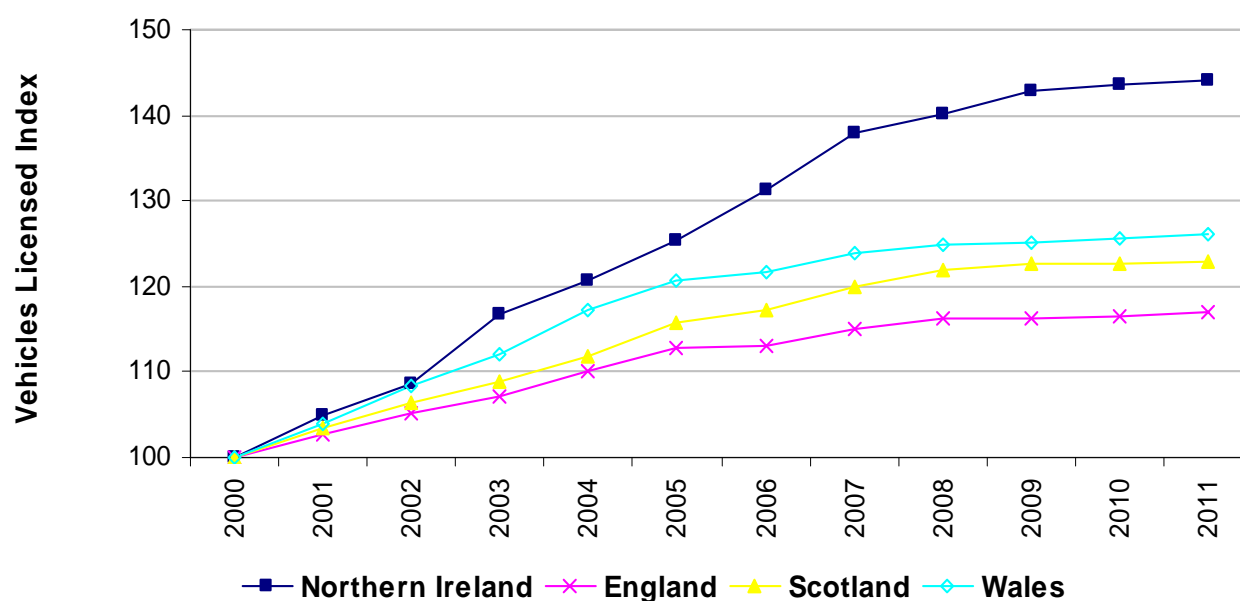
p Data are provisional

r Data have been revised from previous publication

# 1 Vehicle Registrations

- 1.1 There were 1,053,338 vehicles licensed in Northern Ireland at 31 December 2011. Of these, 84% were Private Light Goods (PLG) vehicles. 9% of all the vehicles licensed were exempt from duty. Over the period 2000 to 2011, licensed vehicle stock increased at a greater rate in Northern Ireland compared to the rest of the United Kingdom - stock increased by 44% in Northern Ireland, compared with 26% in Wales, 23% in Scotland and 17% in England (Tables 1.1 & 1.2, Figure 1.1).

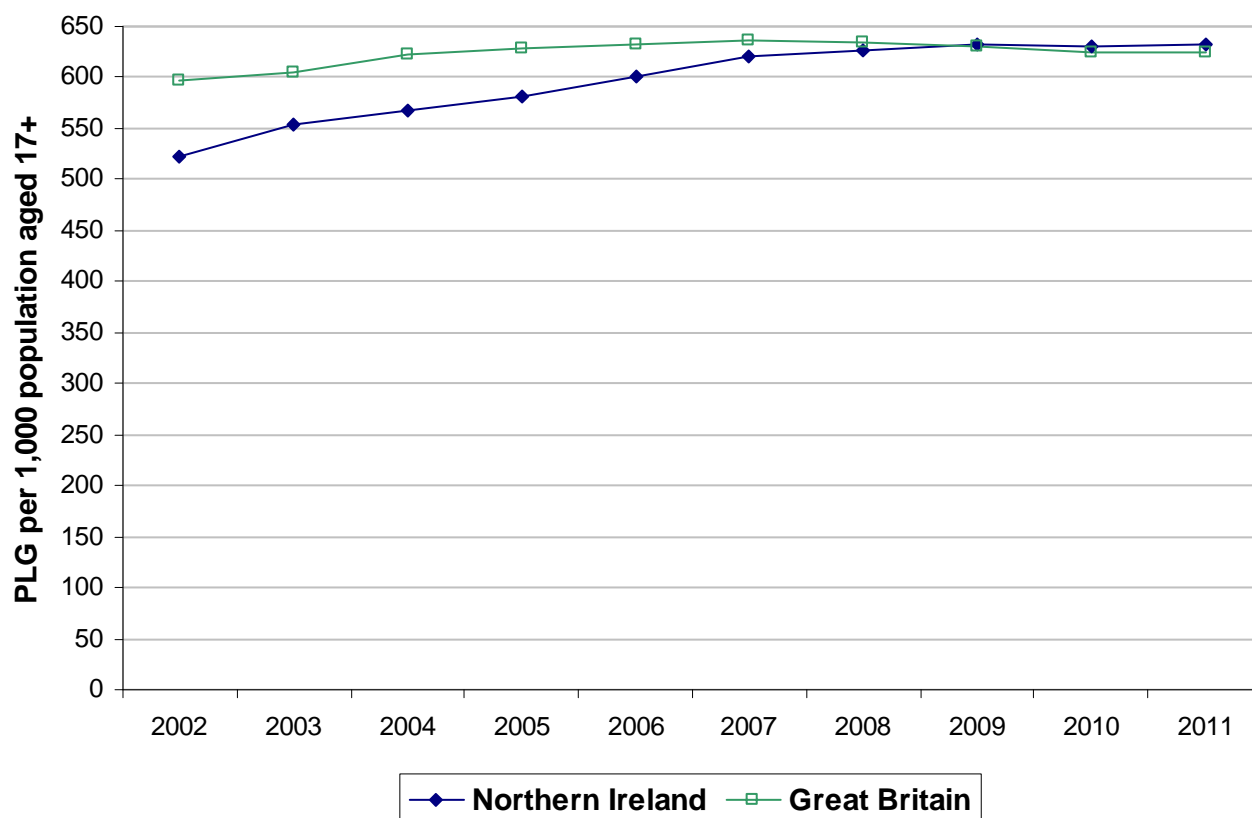
**Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2000 to 2011 (2000=100)**



- 1.2 Currently licensed PLG vehicles tend to be newer in Northern Ireland compared to Great Britain. The average age of a currently licensed PLG vehicle in Northern Ireland, at 31 December 2011, was 5.6 years compared with 7.3 years in Great Britain (Table 1.4).
- 1.3 Of the PLG vehicles currently licensed at the end of 2011, 68% had engine capacities of over 1500cc, the same as 2007 (Table 1.6).
- 1.4 At 31 December 2011, Ford was the most popular make of currently licensed PLGs at 12%, followed by Volkswagen (11%) and Vauxhall (11%) (Table 1.9).
- 1.5 The number of vehicles registered for the first time in Northern Ireland during 2011 was 93,913 representing a 7% decrease on the previous year's figure of 100,679. Of these 93,913 vehicles, 83% were private cars, 10% were light goods, 3% were heavy goods and 2% motorcycles, with tractors, buses and general haulage and special types accounting for the remaining 2% (Table 1.11).
- 1.6 In 2011-12 78% of households in Northern Ireland had access to a car or van, similar to 2007-08 (76%) (Table 1.15).
- 1.7 The number of PLG vehicles per capita (aged 17+) has increased by 2% in Northern Ireland over the period 2007 to 2011 compared to a 2% decrease in Great Britain. However, Northern

Ireland started from a historically lower base and it is only in recent years that Northern Ireland has caught up with Great Britain. In 2011, Northern Ireland had slightly more PLG vehicles per 1,000 population aged 17+ (632) than Great Britain (625) (Table 1.16, Figure 1.2).

**Figure 1.2: PLG vehicles per 1,000 population aged 17+, NI/GB comparison 2002 to 2011**



**Table 1.1 Vehicles currently licensed by taxation group: 2007-2011**

Number at 31 December

Taxation Group (Taxation Classes)	2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%
Private Light Goods (11, 36, 39, 48, 49, 59, 91, 92)	840,621	83.4	857,044	83.7	873,562	83.7	877,034	83.5	879,787	83.5
Motorcycles, Scooters & Mopeds (17, 18)	28,150	2.8	28,180	2.8	28,080	2.7	26,771	2.5	25,196	2.4
General (HGV) Goods (1, 2, 10, 23, 45, 46, 53)	25,785	2.6	25,136	2.5	24,534	2.4	23,863	2.3	23,084	2.2
Bus (34, 38)	2,865	0.3	2,951	0.3	2,987	0.3	3,035	0.3	3,015	0.3
Agricultural/Tractors (40 & 44)	12,817	1.3	14,326	1.4	15,526	1.5	17,059	1.6	18,555	1.8
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82)	2,125	0.2	2,232	0.2	2,244	0.2	2,180	0.2	2,159	0.2
Crown (60)	9,655	1.0	6,902	0.7	7,215	0.7	7,488	0.7	7,646	0.7
Exempt (>60 except 79, 81, 82, 91, 92)	86,271	8.6	87,625	8.6	89,757	8.6	93,051	8.9	93,896	8.9
<b>All Vehicles</b>	<b>1,008,289</b>	<b>100.0</b>	<b>1,024,396</b>	<b>100.0</b>	<b>1,043,905</b>	<b>100.0</b>	<b>1,050,481</b>	<b>100.0</b>	<b>1,053,338</b>	<b>100.0</b>

Source: Driver and Vehicle Agency (DVA)

**Table 1.2 UK indices (2000=100) of licensed vehicle stock: 2000-2011**

Year	England		Scotland		Wales		NI	
	Index		Index		Index		Index	
2000	24,856	100.0	2,188	100.0	1,380	100.0	731	100.0
2001	25,532	102.7	2,262	103.4	1,433	103.8	767	104.9
2002	26,168	105.3	2,330	106.5	1,497	108.5	794	108.6
2003	26,653	107.2	2,383	108.9	1,547	112.1	853	116.7
2004	27,393	110.2	2,448	111.9	1,617	117.2	883	120.8
2005	28,022	112.7	2,531	115.7	1,664	120.6	917	125.4
2006	28,118	113.1	2,564	117.2	1,680	121.7	959	131.2
2007	28,585	115.0	2,627	120.1	1,711	124.0	1,008	137.9
2008	28,875	116.2	2,665	121.8	1,723	124.9	1,024	140.1
2009	28,888	116.2	2,684	122.7	1,727	125.1	1,044	142.8
2010	28,939	116.4	2,685	122.7	1,733	125.6	1,050	143.6
2011	29,069	116.9	2,691	123.0	1,742	126.2	1,053	144.0

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



**Table 1.3 Vehicles currently licensed by taxation class<sup>1</sup> and fuel type: 2011**

Number at 31 December

Code	Taxation Class <sup>1</sup>	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	55	20,786	2	20,843
2	Trailer HGV	0	267	0	267
10	Private/Heavy Goods	11	1,175	2	1,188
11	Private/Light Goods (PLG)	88,448	69,030	138	157,616
14	Special Vehicle	9	1,330	12	1,351
15	Special trailer	0	2	0	2
17	Bicycle	25,168	28	0	25,196
19	Electric motorcycle	0	0	8	8
23	HGV CT	0	112	0	112
34	Bus	6	2,977	1	2,984
36	Euro 4 Light	8	2,935	1	2,944
37	Steam vehicle	0	0	2	2
38	RPV bus	0	31	0	31
39	LGV	161	64,981	32	65,174
40	Agricultural machine	281	18,163	13	18,457
44	Mowing machine	1	97	0	98
45	RPV HGV	3	648	1	652
46	RPV trailer HGV	0	14	0	14
47	Recovery vehicle	1	373	0	374
48	Petrol Car	312,005	0	0	312,005
49	Diesel Car	0	340,622	0	340,622
50	Tricycle	233	2	2	237
53	RPV HGV CT	0	8	0	8
55	General haulage	0	7	0	7
56	RPV General	0	0	0	0
57	Special types	0	98	0	98
58	RPV Special Types	0	4	0	4
59	Alternative Fuel	0	0	1,248	1,248
60	Crown vehicle	1,515	6,112	19	7,646
61	Not licensed	3,857	1,512	8	5,377
65	Ambulance	16	504	0	520
66	Fire engine	3	101	0	104
70	Exempt (No licence)	5	48	0	53
71	Fire service	12	250	0	262
72	Lifeboat haulage	0	2	0	2
74	Civil Defence	0	0	0	0
76	Police	1,198	1,801	0	2,999
77	Limited use	331	2,962	2	3,295
78	Disabled	34,058	39,478	230	73,766
79	Electric	0	0	39	39
81	Gritting vehicle	0	36	0	36
82	Snow Plough	0	1	0	1
85	Disabled passenger	33	467	0	500
87	Health service vehicle	22	998	1	1,021
88	Historic Vehicle	4,149	1,799	39	5,987
90	Exempt (Nil licence)	5	5	0	10
91	Personal Export	10	166	1	177
92	Direct Export	0	1	0	1
<b>All Taxation Classes</b>		<b>471,604</b>	<b>579,933</b>	<b>1,801</b>	<b>1,053,338</b>

Source: DVA

1 Taxation classes which have had no vehicles in the last 5 years have been removed from the table

**Table 1.4 Private and Light Goods vehicles<sup>1</sup> currently licensed by year of first registration<sup>2</sup>, NI/GB comparison: 2011**

Registered less than (Years)	Number (Thousands) at 31 December			
	Northern Ireland		Great Britain	
	Number	%	Number	%
1	72	8.2	1,832	6.0
2	146	16.6	3,744	12.3
3	220	25.0	5,635	18.6
4	300	34.1	7,791	25.7
5	393	44.6	10,281	33.9
6	474	53.9	12,683	41.8
7	547	62.1	15,128	49.9
8	613	69.7	17,655	58.2
9	674	76.6	20,117	66.3
10	728	82.8	22,465	74.1
11	774	88.0	24,522	80.8
12	810	92.1	26,134	86.2
13	836	95.0	27,382	90.3
14	853	97.0	28,295	93.3
15	864	98.2	28,944	95.4
<b>All Private and Light Goods</b>	<b>880</b>	<b>100.0</b>	<b>30,333</b>	<b>100.0</b>
<b>Average age of vehicles (years)</b>	<b>5.6</b>		<b>7.3</b>	

Sources: NI - DVA; GB - DfT

1 Excludes electric cars and cars classified by horsepower.

2 For Northern Ireland, year of first registration in Northern Ireland and for Great Britain, year of first registration in Great Britain.

**Table 1.5 Private and Light Goods Tax Group currently licensed by year of first registration in NI: 2007-2011**

Registered less than (years)	Number (Thousands) at 31 December									
	2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	115	13.6	94	10.9	84	9.7	78	8.9	72	8.2
2	213	25.3	200	23.3	172	19.7	156	17.8	146	16.6
3	300	35.7	293	34.2	273	31.3	239	27.3	220	25.0
4	382	45.4	377	44.0	363	41.6	336	38.3	300	34.1
5	459	54.6	454	52.9	444	50.8	421	48.0	393	44.6
6	531	63.2	527	61.4	518	59.3	498	56.7	474	53.9
7	596	70.9	594	69.4	587	67.2	568	64.7	547	62.1
8	652	77.6	654	76.4	651	74.5	633	72.2	613	69.7
9	702	83.5	706	82.4	707	81.0	692	78.9	674	76.6
10	745	88.6	750	87.5	754	86.4	743	84.7	728	82.8
11	778	92.5	786	91.7	793	90.7	785	89.5	774	88.0
12	801	95.3	812	94.8	822	94.1	817	93.1	810	92.1
13	817	97.2	830	96.8	842	96.3	840	95.7	836	95.0
14	827	98.4	841	98.1	854	97.8	854	97.4	853	97.0
15	832	99.0	848	98.9	862	98.7	863	98.4	864	98.2
<b>All Private and Light Goods Vehicles</b>	<b>841</b>	<b>100.0</b>	<b>857</b>	<b>100.0</b>	<b>874</b>	<b>100.0</b>	<b>877</b>	<b>100.0</b>	<b>880</b>	<b>100.0</b>

Source: DVA

**Table 1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2007-2011**

Engine capacity	Number at 31 December									
	2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	546	0.1	591	0.1	10	0.0	247	0.0	26	0.0
Up to 1000cc	29,184	3.5	28,650	3.3	29,092	3.3	29,118	3.3	28,863	3.3
1001-1500cc	241,410	28.7	243,583	28.4	245,404	28.1	248,751	28.4	250,209	28.4
1501-2000cc	426,254	50.7	436,544	50.9	447,227	51.2	448,526	51.1	451,613	51.3
Over 2000cc	143,227	17.0	147,676	17.2	151,829	17.4	150,392	17.1	149,076	16.9
<b>All Private and Light Goods Vehicles</b>	<b>840,621</b>	<b>100.0</b>	<b>857,044</b>	<b>100.0</b>	<b>873,562</b>	<b>100.0</b>	<b>877,034</b>	<b>100.0</b>	<b>879,787</b>	<b>100.0</b>
Petrol	415,003	49.4	412,912	48.2	412,409	47.2	407,084	46.4	400,632	45.5
Diesel	425,165	50.6	443,445	51.7	460,244	52.7	468,788	53.5	477,735	54.3
Other	453	0.1	687	0.1	909	0.1	1,162	0.1	1,420	0.2

Source: DVA

**Table 1.7 Vehicles currently licensed by body type: 2007-2011**

Body type	Number at 31 December									
	2007		2008		2009		2010		2011	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	828,310	82.2	844,510	82.4	861,311	82.5	868,135	82.6	870,439	82.6
Taxi	709	0.1	704	0.1	754	0.1	732	0.1	670	0.1
Motorcycle	31,763	3.2	31,225	3.0	31,156	3.0	30,001	2.9	28,536	2.7
Tricycle	189	0.0	216	0.0	247	0.0	240	0.0	252	0.0
Light Goods Vehicle	92,565	9.2	93,227	9.1	94,845	9.1	94,741	9.0	96,117	9.1
Heavy Goods Vehicle	26,399	2.6	25,288	2.5	24,925	2.4	24,222	2.3	23,352	2.2
Bus/Coach	5,978	0.6	6,052	0.6	6,033	0.6	5,940	0.6	5,861	0.6
Agricultural Vehicle	16,828	1.7	17,568	1.7	18,846	1.8	20,463	1.9	21,896	2.1
Other	5,548	0.6	5,606	0.5	5,788	0.6	6,007	0.6	6,215	0.6
<b>All body types</b>	<b>1,008,289</b>	<b>100.0</b>	<b>1,024,396</b>	<b>100.0</b>	<b>1,043,905</b>	<b>100.0</b>	<b>1,050,481</b>	<b>100.0</b>	<b>1,053,338</b>	<b>100.0</b>

Source: DVA

**Table 1.8 Vehicles currently licensed by body code: 2011**

Number at 31 December					
Code	Description	No.	Code	Description	No.
1	2 door saloon	2,304	52	Skip loader	319
2	4 door saloon	128,704	53	Special mobile unit	52
3	Saloon	9,390	54	Landrover/Jeep	7,577
4	Convertible	13,626	55	Airport support unit	7
5	Coupe	25,450	56	Single decker bus/coach	2,006
6	Estate	111,666	57	Double decker bus/coach	364
7	Taxi	670	58	Standee bus	4
8	Invalid vehicle	147	59	Half decker bus/coach	36
9	Tricycle	252	60	Minibus	3,451
10	Goods tricycle	3	61	Curtain Sided	1,078
11	Hearse	162	62	Tourer	134
12	Limousine	292	63	Agricultural tractor	20,472
13	3 door saloon	161,591	64	Combine harvester	117
14	5 door saloon	356,157	65	Root crop harvester	3
15	Moped	115	66	Forage harvester	90
16	Scooter	2,323	68	Sprayer	12
17	Scooter combination	38	69	Viner/Picker	3
18	Motorcycle	23,809	70	Agricultural machine	991
19	M/C combination	17	71	Mowing machine	208
20	PCV	19	72	Moped	2,212
21	Sports	2,044	73	Road surfer	33
22	Panel van	50,649	74	Road tester	3
23	Box van	6,203	75	Tractor	401
24	Car derived van	15,868	76	Ambulance	515
25	Light van	243	77	Fire engine	209
26	Pickup	8,752	78	Bull dozer	5
27	Motor caravan	3,027	79	Road Stripper	5
28	Van/Side windows	1,143	80	Tar sprayer	35
29	Light goods	103	81	Line painter	25
30	Pantechnicon	21	82	Line roller	324
31	Luton van	500	83	Street cleansing	362
32	Insulated van	890	84	Gritting vehicle	303
33	Glass carrier	31	85	Tower wagon	81
34	Specially fitted van	93	86	Crane	150
35	Van	5,961	87	Lift truck	366
36	Livestock carrier	432	88	Snow plough	25
37	Float	20	89	Loading shovel	216
38	Flat lorry	1,275	90	Rear digger	420
39	Dropside lorry	1,454	91	Station tractor	0
40	Tipper	4,946	92	Tractor excavator	66
41	Low loader	78	93	Hydraulic excavator	124
42	Truck	118	94	Cesspool emptier	10
43	Breakdown truck	410	95	Skeletal goods	50
44	Tanker	982	96	MPV	58,919
45	Solid bulk carrier	57	98	Not recorded	529
46	Concrete mixer	303	99	Special purpose	290
47	Mobile plant	18	A1	Fwd Reach Tel Handle	484
48	Car transporter	170	A2	Mobile Pump	9
49	Refuse disposal	623			
50	Goods	6,938		<b>All Vehicles currently licensed</b>	<b>1,053,338</b>
51	Front Dumper	156			

Source: DVA

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2011**

Number at 31 December

<b>Abarth</b>		<b>Bentley Cont d</b>		<b>Citroen - Cont d</b>	
500	24	Continental	65	Nemo Multispace	133
Other	8	Other	31	Pluriel	15
<b>All Abarth</b>	<b>32</b>	<b>All Bentley</b>	<b>108</b>	Relay	999
<b>Access</b>		<b>BMW</b>		Saxo	2,341
<b>All Access</b>	<b>7</b>	1 Series	3,606	Synergie	248
<b>Alfa Romeo</b>		2002	21	Xantia	434
145/146	17	3 Series	18,792	XM	19
147	399	5 Series	7,016	Xsara	1,872
155/156	467	6 Series	326	Xsara Picasso	5,927
159	227	7 Series	602	ZX	257
166	24	8 Series	22	Other	3,175
Brera	60	M3	574	<b>All Citroen</b>	<b>36,775</b>
Giuletta	91	M5	92	<b>Daewoo</b>	
GT	162	M6	16	Espero	5
GTV	66	M Roadster	11	Kalos	209
Mito	256	X1	276	Lacetti	51
Spider	60	X3	813	Lanos	156
Other	240	X5	2,504	Leganza	13
<b>All Alfa Romeo</b>	<b>2,069</b>	X6	165	Matiz	420
<b>Aston Martin</b>		Z3	252	Musso	10
DB7	16	Z4	411	Nexia	5
DB9	33	Other	1,894	Nubira	49
Vantage	39	<b>All BMW</b>	<b>37,393</b>	Tacuma	139
Other	14	<b>Cadillac</b>		Other	18
<b>All Aston Martin</b>	<b>102</b>	CTS	8	<b>All Daewoo</b>	<b>1,075</b>
<b>Audi</b>		Other	5	<b>Daihatsu</b>	
80	343	<b>All Cadillac</b>	<b>13</b>	Charade	154
90	15	<b>Catherham</b>		Copen	25
100	52	<b>All Catherham</b>	<b>23</b>	Cuore	84
A2	259	<b>Chevrolet</b>		Extol	5
A3	5,740	Aveo	425	Fourtrak	636
A4	14,484	Captiva	295	Grand Move	16
A5	1,076	Cruze	113	HiJet	23
A6	3,348	Epica	29	Materia	18
A8	342	Kalos	301	Move Plus	7
All Road	46	Lacetti	221	Sirion	302
Cabriolet	33	Matiz	414	Sportrak	17
Coupe	61	Spark	215	Terios	576
Q5	327	Tacuma	204	YRV	263
Q7	540	Other	156	Other	66
Quattro	18	<b>All Chevrolet</b>	<b>2,373</b>	<b>All Daihatsu</b>	<b>2,192</b>
R8	22	<b>Chrysler</b>		<b>Daimler</b>	
RS4	60	300C	222	Limousine	38
RS5	13	Crossfire	67	Other	42
RS6	14	Grand Voyager	537	<b>All Daimler</b>	<b>80</b>
S3	72	Neon	83	<b>Dennis</b>	
S4	86	PT Cruiser	258	<b>All Dennis</b>	<b>11</b>
S5	44	Sebring	63	<b>Dodge</b>	
S6	14	Voyager	481	Avenger	19
S8	15	Other	177	Caliber	108
TT	1,592	<b>All Chrysler</b>	<b>1,888</b>	Journey	109
Other	1,926	<b>CI Motorhome</b>		Nitro	46
<b>All Audi</b>	<b>30,542</b>	<b>All CI Motorhome</b>	<b>33</b>	Other	29
<b>Austin / Leyland / Leyland Daf</b>		<b>Citroen</b>		<b>All Dodge</b>	<b>311</b>
<b>Triumph/Leyland Cars</b>		1800	6	<b>Ferrari</b>	
<b>Vanden Plas</b>		2CV	32	360	8
400 Series	5	AMI	5	F430/Spider	19
Acclaim	6	AX	117	California	8
Dolomite	6	Berlingo	6,841	Other	49
Mini	142	BX	9	<b>All Ferrari</b>	<b>84</b>
Spitfire	27	C1	1,128	<b>Fiat</b>	
Stag	13	C2	1,267	500	913
Taxi/Hire Car	173	C3	3,854	500C	63
TR6	8	C3 Picasso	235	Barchetta	7
TR7	10	C4	2,528	Brava	96
Other	94	C4 Grand Picasso	174	Bravo	233
<b>All</b>	<b>484</b>	C4 Picasso	1,274	Cinquecento	36
<b>Auto-Trail</b>		C5	1,852	Coupe	35
Ducato	9	C6	38	Croma	18
Other	18	C8	435	Doblo	572
<b>All Auto-Trail</b>	<b>27</b>	C-Crosser	141	Ducato	1,096
<b>Bentley</b>		Dispatch Combi	1,144	Fiorino	20
Arnage	12	DS	275	Grand Punto	210

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2011- cont'd**

Number at 31 December

<b>Fiat Cont d</b>		<b>Honda Cont d</b>		<b>Jeep - Cont'd</b>	
Idea	71	Jazz	3,127	Patriot	171
Marea	38	Legend	49	Wrangler	73
Multipla	243	Logo	15	Other	71
Panda	904	Prelude	101	<b>All Jeep</b>	<b>1,429</b>
Punto	3,779	S2000	107	<b>Kawasaki</b>	
Qubo	10	Shuttle	17	<b>All Kawasaki</b>	<b>7</b>
Scudo	441	Stream	43	<b>Kia</b>	
Scudo Panorama	8	Other	1,060	Carens	391
Sedici	67	<b>All Honda</b>	<b>23,098</b>	Cee'D	746
Seicento	273	<b>Hummer</b>		Cerato	203
Stilo	703	H3	5	Magentis	155
Ulysse	147	Other	13	Mentor	38
Uno	13	<b>All Lincoln</b>	<b>18</b>	Picanto	1,417
X1/9	9	<b>Hyundai</b>		Pride	30
Other	870	130	60	Pro Cee'D	236
<b>All Fiat</b>	<b>10,875</b>	Accent	1,982	Rio	1,279
<b>Ford / Iveco Ford</b>		Amica	1,063	Sedona	483
12M/15M	7	Atoz	118	Shuma	30
Capri	47	Coupe	1,202	Sorento	575
Cardinal Hearse	10	Elantra	303	Soul	143
C-Max	1,041	Getz	3,789	Sportage	655
Consul	5	H100	18	Venga	240
Cortina	12	I10	2,082	Other	940
Cougar	110	I20	1,164	<b>All Kia</b>	<b>7,561</b>
Courier	27	I30	2,008	<b>Lada</b>	
Dorchester	9	I800	59	<b>All Lada</b>	<b>5</b>
Escort	1,217	Iload	23	<b>Lamborghini</b>	
Explorer	12	IX35	309	<b>All Lamborghini</b>	<b>5</b>
Fiesta	25,299	Lantra	173	<b>Lancia</b>	
Focus	24,503	Matrix	964	<b>All Lancia</b>	<b>9</b>
Focus C-Max	1,780	Santa Fe	1,520	<b>Land Rover</b>	
Focus RS	161	Sonata	124	Defender	3,021
Fusion	1,529	Terracan	210	Discovery	2,752
Galaxy	2,773	Trajet	280	Freelander	3,345
Granada	29	Tucson	926	Range Rover	1,200
Ka	4,977	X2	6	Range Rover Sport	903
Kuga	1,326	XG 30	8	Other	711
Maverick	109	Other	1,606	<b>All Land Rover</b>	<b>11,932</b>
Mondeo	12,595	<b>All Hyundai</b>	<b>19,997</b>	<b>LDV</b>	
Mustang	6	<b>Isuzu</b>		200 Series	40
Orion	11	Grafter	7	400 Series	480
Popular	7	NKR	14	Cub	28
Probe	21	Pick-up	22	Maxus	456
Puma	457	Rodeo	674	Other	55
Ranger	792	Trooper	1,106	<b>All LDV</b>	<b>1,059</b>
Sapphire	9	Other	568	<b>Lexus</b>	
Scorpio	29	<b>All Isuzu</b>	<b>2,391</b>	GS	230
Sierra	139	<b>Iveco</b>		IS	1,728
S-Max	1,098	35C	7	LS	118
Sport Ka	35	Daliy	743	RX	384
Street Ka	164	Turbo Daily	37	SC	29
Tourneo	8	Other	871	Other	171
Tourneo Connect	23	<b>All Iveco</b>	<b>1,658</b>	<b>All Lexus</b>	<b>2,660</b>
Transit	17,065	<b>Jaguar</b>		<b>Lincoln</b>	
Transit Connect	2,609	Eagle	7	Town Car	6
Zetec	26	Sovereign	47	Other	17
Other	6,678	S-Type	805	<b>All Lincoln</b>	<b>23</b>
<b>All Ford</b>	<b>106,755</b>	XF	566	<b>Lotus</b>	
<b>Honda</b>		XJ	590	Elan	9
Accord	4,243	XJR	28	Elise	48
CB	14	XJ S	40	Esprit	11
Civic	9,992	XK	175	Exige	8
Concerto	8	XKR	85	Other	7
CR	15	XKS	21	<b>All Lotus</b>	<b>83</b>
CR-V	3,654	X Type	1,847	<b>LTI</b>	
CR-X	12	Other	110	TX1	174
CR-Z	35	<b>All Jaguar</b>	<b>4,321</b>	TX11	22
CX	5	<b>Jeep</b>		Other	9
FR-V	280	Cherokee	470	<b>All LTI</b>	<b>205</b>
HR-V	198	Commander	33	<b>Man/Man/VW</b>	
Insight	63	Compass	11	<b>All Man/Man/VW</b>	<b>82</b>
Integra	60	Grand Cherokee	600		

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2011- cont'd**

Number at 31 December

<b>Maserati</b>		<b>MG</b>		<b>Nissan/Datsun Cont'd</b>	
3200 GT	5	MGB/Midget	151	Skyline	14
Coupe	13	MGF	210	Sunny	52
Granturismo	26	MG TF	231	Terrano	1,988
Quattroporte	11	MG ZR	934	Urvan	5
Other	3	MG ZS	192	Vanette	304
<b>All Maserati</b>	<b>58</b>	MG ZT	283	X-Trail	1,829
<b>Mazda</b>		MG ZT-T	45	Other	4,573
121	63	Other	45	<b>All Nissan / Datsun</b>	<b>32,046</b>
323	1,491	<b>All MG</b>	<b>2,091</b>	<b>Perodua</b>	
626	647	<b>Mini</b>		Kellisa	10
B Series	177	Cooper	3,555	Other	3
BT-50	85	Cooper S	652	<b>All Perodua</b>	<b>13</b>
CX-7	95	First	317	<b>Peugeot</b>	
Demio	254	One	3,783	1007	102
E 2200	35	Other	697	106	3,686
Eunos	5	<b>All Mini</b>	<b>9,004</b>	107	2,377
Mazda 2	1,619	<b>Mitsubishi</b>		205	291
Mazda 3	2,154	3000 GT	16	206	14,756
Mazda 5	637	ASX	102	206 CC	337
Mazda 6	3,706	Canter	26	206 SW	422
MPS	8	Carisma	729	207	6,618
MPV	44	Challenger	66	207CC	488
MX-3	44	Colt	1,660	3008	397
MX-5	1,550	FTO	5	305	16
MX-6	11	Galant	89	306	5,270
Premacy	292	Grandis	103	307	7,746
RX-7	10	L200	2,568	307 CC	425
RX-8	411	L300	23	307 SW	454
Tribute	32	Lancer	830	308	3,122
Xedos	18	Outlander	430	308 CC	94
Other	1,220	Pajero	6	309	28
<b>All Mazda</b>	<b>14,608</b>	Shogun	2,966	4007	102
<b>Mercedes</b>		Shogun Pinin	85	405	299
190	190	Shogun Sport	548	406	4,494
200	17	Space Star	263	407	2,828
220	21	Space Wagon	88	407 SW	734
230	67	Other	1,611	5008	115
240	7	<b>All Mitsubishi</b>	<b>12,214</b>	504	5
250	32	<b>Morgan</b>		505	6
260	12	4-4	12	607	186
280	32	Plus 8	7	806	91
300	162	Plus Four	5	807	204
310	7	Other	9	Bipper	128
320	12	<b>All Morgan</b>	<b>33</b>	Boxer	758
350	5	<b>Nissan / Datsun</b>		Buxy	5
380	5	200SX	42	Expert	1,020
420	7	300ZX	6	Expert Teepee	38
500	16	350Z	203	Partner	2,825
A Class	1,802	370Z	37	Partner Combi	173
B Class	557	Almera	3,008	Partner Teepee	51
C Class	9,569	Almera Tino	1,105	RCZ	160
CL	95	Bluebird	7	Other	4,487
CLC Class	243	Cabstar	168	<b>All Peugeot</b>	<b>65,338</b>
CLK	1,304	Cube	29	<b>Pontiac</b>	
CLS	365	GT-R	39	Firebird	7
E Class	4,802	Interstar	67	Other	7
GL	69	Kubistar	139	<b>All Pontiac</b>	<b>14</b>
M Class	1,235	Maxima	11	<b>Porsche</b>	
R Class	80	Micra	8,065	911	536
S Class	793	Murano	111	911 GT3	12
SL Class	262	Navara	1,590	924	16
SLK	688	Note	1,909	928	12
SLS	5	NV200	55	944	50
Sprinter	3,530	Pathfinder	556	968	10
V Class	17	Patrol	189	Boxster	532
Vaneo	26	Pixo	277	Carrera	15
Viano	31	Primastar	374	Cayenne	224
Vito	1,107	Primera	2,330	Cayman	125
Other	3,285	Qashgai	2,701	Panamera	16
<b>All Mercedes</b>	<b>30,457</b>	Qashgai +2	190	Other	68
<b>Metrocab</b>		Serena	64	<b>All Porsche</b>	<b>1,616</b>
<b>All Metrocab</b>	<b>38</b>	Silvia	9		

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2011- cont'd**

Number at 31 December

<b>Proton</b>		<b>Saab</b>		<b>Taiwan Golden Bee</b>	
Compact	24	900	168	<b>All Taiwan G-Bee</b>	<b>7</b>
GEN-2	139	9000	52	<b>Talbot</b>	
GL	9	9-3	3,875	Express	95
GLS	9	9-3X	15	Sunbeam	5
Impian	49	9-5	804	Other	21
Jumbuck	8	Other	216	<b>All Talbot</b>	<b>121</b>
Persona	186	<b>All Saab</b>	<b>5,130</b>	<b>Tata</b>	
Satria	31	<b>Seat</b>		Safari	40
Satria Neo	17	Alhambra	2,234	TL4	7
Savvy	66	Altea	1,323	Other	6
Wira	107	Altea Freetrack	42	<b>All Tata</b>	<b>53</b>
Other	30	Altea XL	449	<b>Toyota</b>	
<b>All Proton</b>	<b>675</b>	Arosa	340	4 Runner	14
<b>Regent</b>		Cordoba	365	Altezza	7
<b>All Regent</b>	<b>6</b>	Exeo	253	Auris	4,057
<b>Reliant</b>		Ibiza	7,074	Avensis	12,635
<b>All Reliant</b>	<b>6</b>	Inca	493	Avensis Verso	138
<b>Renault</b>		Leon	6,962	Aygo	1,197
12	5	Toledo	2,230	Camry	71
18	11	Other	2,647	Carina	1,364
19	51	<b>All Seat</b>	<b>24,412</b>	Celica	1,295
20	17	<b>Skoda</b>		Corolla	9,435
21	15	Fabia	3,873	Corolla Verso	1,370
25	11	Felecia	409	Corona	6
4	5	Octavia	4,596	Dyna	163
5	45	Roomster	141	Hiace	2,289
9	5	Superb	1,250	Hilux	1,563
Clio	26,556	Yeti	111	IQ	118
Espace	645	Other	640	Land Cruiser	3,117
Expression	9	<b>All Skoda</b>	<b>11,020</b>	Liteace	21
Extra	36	<b>Smart / MCC</b>		MR2	484
Grand Espace	324	Forfour	94	Paseo	39
Grand Modus	261	Fortwo	300	Picnic	329
Grand Scenic	1,778	Passion	90	Previa	201
Kangoo	2,130	Pulse	44	Prius	400
Koleos	274	Pure	35	RAV-4	4,621
Laguna	4,645	Roadster	56	RSO	5
Master	1,155	Roadster Coupe	18	Space Cruiser	6
Maxity	10	Other	88	Starlet	826
Megane	16,631	<b>All Smart / MCC</b>	<b>725</b>	Supra	70
Megane Coupe	637	<b>Ssangyong</b>		Urban Cruiser	71
Megane Scenic	4,903	Kyron	132	Verso	175
Modus	1,649	Musso	11	Yaris	8,519
Safrane	21	Rexton	232	Yaris Verso	120
Scenic	4,733	Rodius	290	Other	5,615
Traffic	2,846	Other	102	<b>All Toyota</b>	<b>60,341</b>
Twingo	417	<b>All Ssangyong</b>	<b>767</b>	<b>TVR</b>	
Vel Satis	32	<b>Subaru</b>		Cerbera	6
Wind Roadster	36	Forester	277	Chimaera	17
Other	7,249	Impreza	1,172	Sagaris	5
<b>All Renault</b>	<b>77,142</b>	Justy	29	T350	6
<b>Rolls Royce</b>		Legacy	276	Tuscan	6
<b>All Rolls Royce</b>	<b>50</b>	Outback	95	Other	12
<b>Rover</b>		Tribeca	16	<b>All TVR</b>	<b>52</b>
25	2,362	Vivio	6	<b>Vauxhall / Opel / Bedford</b>	
45	956	Other	288	Agila	1,602
75	1,760	<b>All Subaru</b>	<b>2,159</b>	Antara	336
100 Series	79	<b>Suzuki/Suzuki (Spain)</b>		Arena	6
200 Series	1,327	Alto	1,405	Astra	26,406
400 Series	724	Baleno	105	Astra Twintop	286
600 Series	250	Carry	27	Astravan	115
800 Series	26	Grand Vitara	3,758	Brava	32
3500	7	Ignis	740	Calibra	67
City Rover	216	Jimny	414	Carlton/Rekord	19
Maestro	8	Liana	283	Cavalier	655
Metro	29	SJ	8	Chevette/Kadett	16
Mini	162	Splash	222	Combo	2,295
Mini Cooper	122	Swift	2,482	Corsa	21,516
Range Rover	17	SX4	1,173	Corsavan	60
Streetwise	175	Vitara	101	Eagle Quest	7
Other	407	Wagon R+	366	Firenza	5
<b>All Rover</b>	<b>8,627</b>	Other	689	Frontera	371
		<b>All Suzuki</b>	<b>11,773</b>	Insignia	2,367



**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2011- cont'd**  
Number at 31 December

Vauxhall / Opel / Bedford - Cont d		Volvo Cont d	
Manta	5	V40	505
Mervia	3,680	V50	766
Monaro	10	V70	1,045
Monterey	12	XC60	179
Movano	311	XC70	145
Nova	76	XC90	975
Omega	454	Other	1,041
Senator	7	<b>All Volvo</b>	<b>9,595</b>
Signum	207	<b>Westfield</b>	
Tigra	543	<b>All Westfield</b>	
Vectra	14,528	<b>Yamaha</b>	
Vivaro	2,069	<b>All Yamaha</b>	
VX 220	14	<b>Miscellaneous</b>	
VX 8	16	<b>All Miscellaneous</b>	
Zafira	8,108	<b>All Private</b>	
Other	7,378	<b>And Light Goods</b>	
<b>All Vauxhall</b>	<b>93,579</b>	<b>Vehicles</b>	
<b>Volkswagen</b>		<b>879,787</b>	
1000	76		
800	90		
Beetle	1,948		
Bora	4,381		
Caddy	3,496		
California	9		
Caravelle	224		
Corrado	44		
Crafter	520		
Delivery Van	5		
Derby	6		
Eos	268		
Fastback	39		
Fox	347		
Golf	28,558		
Golf Plus	1,160		
Jetta	2,781		
LT	831		
Lupo	408		
Motor Caravan	11		
Passat	17,774		
Passat CC	288		
Phaeton	46		
Polo	15,075		
Scirocco	677		
Sharan	1,614		
Tiguan	870		
Touareg	752		
Touran	1,795		
Transporter	3,563		
Urban Fox	334		
Vento	76		
Other	6,223		
<b>All Volkswagen</b>	<b>94,289</b>		
<b>Volvo</b>			
240	30		
340	10		
440	69		
460	11		
480	10		
740	41		
760	7		
850	122		
855	10		
940	108		
960	25		
C30	524		
C70	182		
P1	44		
S340	6		
S40	2,000		
S60	1,057		
S70	59		
S80	624		

Source: DVA

**Table 1.10 Twenty most popular Private and Light Goods vehicles in NI: 2011**

Rank	Make and model	Number at 31 December	
		Number	%
1	Volkswagen Golf	28,558	3.2
2	Renault Clio	26,556	3.0
3	Vauxhall Astra	26,406	3.0
4	Ford Fiesta	25,299	2.9
5	Ford Focus	24,503	2.8
6	Vauxhall Corsa	21,516	2.4
7	BMW 3 Series	18,792	2.1
8	Volkswagen Passat	17,774	2.0
9	Ford Transit	17,065	1.9
10	Renault Megane	16,631	1.9
11	Volkswagen Polo	15,075	1.7
12	Peugeot 206	14,756	1.7
13	Vauxhall Vectra	14,528	1.7
14	Audi A4	14,484	1.6
15	Toyota Avensis	12,635	1.4
16	Ford Mondeo	12,595	1.4
17	Honda Civic	9,992	1.1
18	Mercedes C Class	9,569	1.1
19	Toyota Corolla	9,435	1.1
20	Toyota Yaris	8,519	1.0
<b>All Private and Light Goods Vehicles</b>		<b>879,787</b>	

Source: DVA

**Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2007-2011**

	Number at 31 December				
<b>Vehicle type</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Private cars</b>					
New cars	60,451	46,427	42,693	42,416	35,330
New cars exempt - Govt owned	11	13	12	8	29
New cars exempt - Non Govt owned	10,277	11,370	10,154	12,019	12,407
Used cars	36,895	32,437	32,901	29,422	29,070
Used cars exempt - Govt owned	1	1	1	1	0
Used cars exempt - Non Govt owned	1,343	1,199	1,182	1,027	1,059
<b>All private cars</b>	<b>108,978</b>	<b>91,447</b>	<b>86,943</b>	<b>84,893</b>	<b>77,895</b>
<b>Buses</b>	<b>629</b>	<b>677</b>	<b>477</b>	<b>486</b>	<b>319</b>
<b>Light goods</b>					
Light goods	13,855	11,451	9,139	7,807	8,645
Light goods exempt - Govt owned	104	63	34	38	24
Light goods exempt - Non Govt owned	227	210	208	213	315
<b>All light goods</b>	<b>14,186</b>	<b>11,724</b>	<b>9,381</b>	<b>8,058</b>	<b>8,984</b>
<b>Heavy goods</b>					
Heavy goods	3,676	2,923	2,797	2,546	2,462
Heavy goods exempt - Govt owned	32	41	46	17	5
Heavy goods exempt - Non Govt owned	34	28	77	43	42
<b>All heavy goods</b>	<b>3,742</b>	<b>2,992</b>	<b>2,920</b>	<b>2,606</b>	<b>2,509</b>
<b>Tractors</b>					
Tractors	0	1	3	0	2
Tractors exempt - Govt Owned	7	6	0	10	2
Tractors exempt - Non Govt owned	1,964	1,813	1,811	1,953	1,981
<b>All tractors</b>	<b>1,971</b>	<b>1,820</b>	<b>1,814</b>	<b>1,963</b>	<b>1,985</b>
<b>Motorcycles</b>					
Motorcycles	4,477	3,985	3,403	2,528	2,009
Motorcycles exempt - Govt owned	8	0	29	22	19
Motorcycles exempt - Non Govt owned	75	102	129	98	170
<b>All motorcycles</b>	<b>4,560</b>	<b>4,087</b>	<b>3,561</b>	<b>2,648</b>	<b>2,198</b>
<b>Other exempt</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other non exempt</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>General Haulage and Special Types</b>	<b>46</b>	<b>16</b>	<b>26</b>	<b>25</b>	<b>23</b>
<b>All vehicles</b>	<b>134,112</b>	<b>112,763</b>	<b>105,122</b>	<b>100,679</b>	<b>93,913</b>

Source: DVA

**Table 1.12 Private cars registered for the first time in NI by make: 2011**

Number at 31 December

Make	New (includes exempt and imports)	Used		All private cars
		Imported from GB and/or exempt (includes NI re- registrations)	Imported from outside UK	
Alfa Romeo	164	78	2	244
Audi	1,998	2,256	15	4,269
Austin	0	30	0	30
BMW	2,294	1,339	20	3,653
Carbodies	0	12	0	12
Chevrolet	385	213	3	601
Chrysler	25	64	4	93
Citroen	2,017	890	6	2,913
Daewoo	1	13	2	16
Daihatsu	1	28	2	31
Daimler	0	3	2	5
Dodge	0	15	1	16
Eunos	0	2	1	3
Ferrari	8	12	0	20
Fiat	443	282	14	739
Ford	5,484	3,038	53	8,575
Honda	1,097	824	15	1,936
Hyundai	2,297	528	3	2,828
Isuzu	0	27	4	31
Jaguar	181	196	2	379
Jeep	61	57	3	121
Kia	1,563	297	5	1,865
Land Rover	562	341	19	922
Lexus	101	168	3	272
Lotus	0	2	0	2
Maserati	5	6	0	11
Mazda	884	304	15	1,203
Mercedes	1,273	893	18	2,184
MG	5	91	2	98
Mini	1,015	209	2	1,226
Mitsubishi	348	203	31	582
Nissan	3,696	436	40	4,172
Opel	0	7	12	19
Peugeot	2,830	2,099	17	4,946
Porsche	86	82	1	169
Proton	25	8	0	33
Renault	3,093	1,168	10	4,271
Rolls Royce	1	9	2	12
Rover	0	134	4	138
Saab	74	286	1	361
Seat	1,376	1,486	6	2,868
Skoda	1,137	490	6	1,633
Smart	52	36	0	88
Ssangyong	4	10	0	14
Subaru	39	82	13	134
Suzuki	763	90	5	858
Toyota	2,140	1,955	93	4,188
Triumph	0	20	1	21
Vauxhall	5,280	3,655	4	8,939
Volkswagen	4,298	4,436	28	8,762
Volvo	615	518	6	1,139
Other	45	192	13	250
<b>All makes</b>	<b>47,766</b>	<b>29,620</b>	<b>509</b>	<b>77,895</b>

Source: DVA

**Table 1.13 Light goods registered for the first time in NI by make: 2011**

Number at 31 December

Make	New (excluding exempt)	Used (excluding exempt)	Exempt (New and Used)		All Light Goods
			Government owned	Non government owned	
Austin	0	1	0	2	3
Bedford	0	2	0	2	4
Chevrolet GMC	0	1	0	0	1
Chrysler	0	0	0	0	0
Citroen	513	673	0	11	1,197
Daf	0	0	0	0	0
Daihatsu	0	1	0	5	6
Fiat	56	49	2	4	111
Ford	835	1,372	0	43	2,250
Freight Rover	0	0	0	0	0
Honda	0	3	0	3	6
Hyundai	12	5	0	0	17
Isuzu	73	23	0	1	97
Iveco	31	64	0	3	98
Iveco-Ford (UK)	1	2	0	0	3
Land Rover	129	43	7	69	248
LDV	2	35	0	0	37
Leyland	0	0	0	0	0
Leyland Daf	0	0	0	0	0
Mazda	0	8	0	0	8
Mercedes	343	228	0	9	580
Mitsubishi	295	143	0	14	452
Nissan	219	158	0	1	378
Opel	0	4	0	0	4
Peugeot	210	262	0	46	518
Renault	563	144	1	11	719
Rover	0	3	0	0	3
Seat	0	4	0	0	4
Skoda	0	1	0	0	1
Subaru	0	0	0	0	0
Suzuki	0	2	0	1	3
Talbot	0	0	0	0	0
Tata	0	0	0	0	0
Toyota	303	125	0	6	434
Vauxhall	369	220	1	36	626
Volkswagen	713	360	0	34	1,107
Volvo	0	0	1	1	2
Other	26	16	12	13	67
<b>All makes</b>	<b>4,693</b>	<b>3,952</b>	<b>24</b>	<b>315</b>	<b>8,984</b>

Source: DVA

**Table 1.14 Heavy goods registered for the first time in NI by make: 2011**

Number at 31 December

Make	New (excluding exempt)	Used (excluding exempt)	Exempt (New and Used)		All Heavy Goods
			Government owned	Non government owned	
All Wheel Drive	0	0	0	0	0
Bedford	0	0	0	0	0
Case	0	1	0	0	1
Caterpillar	0	2	0	1	3
Daf	117	392	0	1	510
Dennis	14	14	0	0	28
Dodge	0	0	0	0	0
ERF	0	16	0	1	17
Fiat	16	15	0	3	34
Foden	0	17	0	0	17
Ford	3	10	0	1	14
Grove Coles	0	3	0	0	3
Hino	2	8	0	0	10
Isuzu	4	13	0	0	17
Iveco	66	103	0	7	176
Iveco Ford	0	67	0	2	69
Iveco-Ford (German)	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0
Iveco-Ford (UK)	7	24	0	0	31
JCB	6	14	5	1	26
Johnston	1	3	0	0	4
Kato	0	0	0	0	0
Krupp	0	0	0	0	0
LDV	0	2	0	0	2
Leyland	0	7	0	0	7
Leyland Daf	9	32	0	1	42
MAN	49	132	0	1	182
MAN/VW	0	0	0	0	0
Manitou	3	2	0	0	5
Massey Ferguson	0	0	0	0	0
Matbro	0	0	0	0	0
Mercedes	85	199	0	11	295
Merlo	0	0	0	0	0
Mitsubishi	3	10	0	0	13
New Holland	1	1	0	0	2
Nissan	1	0	0	0	1
PPM	0	0	0	0	0
Renault	9	62	0	0	71
Renault (UK)	0	9	0	0	9
Scania	65	340	0	0	405
Seddon/Atkinson	0	1	0	0	1
Thwaites	0	0	0	0	0
Toyota	1	0	0	0	1
Volkswagen	4	2	0	6	12
Volvo	181	282	0	4	467
Other	12	20	0	2	34
<b>All makes</b>	<b>659</b>	<b>1,803</b>	<b>5</b>	<b>42</b>	<b>2,509</b>

Source: DVA

**Table 1.15 Car<sup>1</sup> ownership levels in NI and GB<sup>2</sup>: 2007-08 to 2011-12**

Percentage						
Percentage of households with access to a car or van						
	<u>Only one car/van</u>		<u>Two or more car/vans</u>		<u>At least one car/van</u>	
<u>Year</u>	<u>NI</u>	<u>GB<sup>3</sup></u>	<u>NI</u>	<u>GB<sup>3</sup></u>	<u>NI</u>	<u>GB<sup>3</sup></u>
2007-08	41	43	34	32	76	75
2008-09	45	43	33	32	77	75
2009-10	42	43	35	32	77	75
2010-11	45	42	34	33	78	75
2011-12	45	:	33	:	78	:

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

1 Includes cars and light vans.

2 Figures for Great Britain relate to calendar years whereas figures for Northern Ireland are for financial years.

3 GB figures for 2011 will not be available until after the publication of NI Transport Statistics 2011-12. See User Information (page 10) for details.

**Table 1.16 Private and Light Goods vehicles per 1,000 population<sup>1</sup> aged 17 years and over, NI/GB comparison: 2007-2011**

Number		
Year	NI	GB
2007	621	637
2008	627	635
2009	632	631
2010	630	624
2011 <sup>2</sup>	632	625

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

1 Based on mid-year population estimates.

2 PLGs per 1,000 population aged 17+ for 2011 have been calculated using mid year estimates for 2010. 2011 mid year estimates will not be available until after the publication of NI Transport Statistics 2011-12. The mid year estimate for the appropriate year has been used for all the other data in the table.

# Chapter 2

## Driver and Vehicle Testing

### **Symbols and Conventions:**

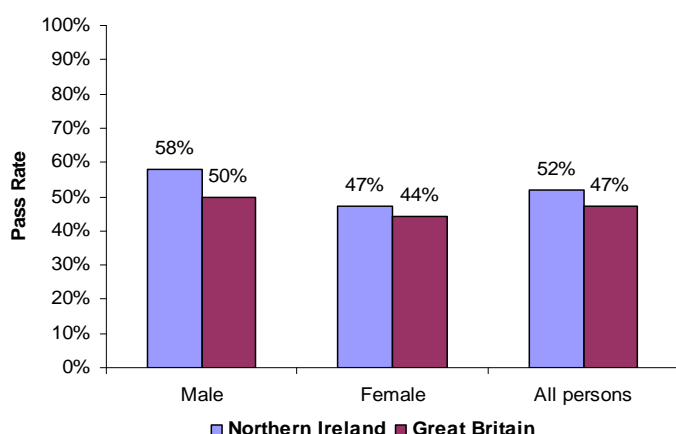
- p Data are provisional
- r Data have been revised from previous publication



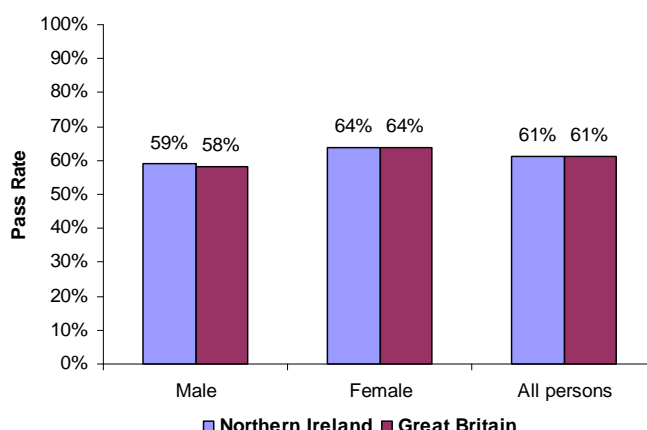
## 2 Driver and Vehicle Testing

- 2.1 There were 700,548 vehicle tests completed under the motor vehicle testing scheme during 2011-12, an increase of 6% on the 663,115 tests completed during 2010-11. The estimated test failure rate was 21% in 2011-12 (number of retests expressed as a percentage of total full tests completed over the same period (see Technical Notes (page 84)) (Table 2.1).
- 2.2 There were 52,226 car 'Learner' driving tests conducted in Northern Ireland during 2011-12, down 8% on the 56,948 tests conducted during 2010-11. The overall pass rate for car 'Learner' driving tests in 2011-12 was 52% compared with 51% for the previous year. In comparison, the overall pass rate in Great Britain was 47% in 2011-12 compared with 46% for the previous year. During 2011-12, the male pass rate for car 'Learner' driving tests in Northern Ireland was 58% compared to 47% for females (Table 2.4, Figure 2.1).
- 2.3 In Northern Ireland 61% of candidates passed the touch screen theory test for private car drivers during 2011-12, the same as the pass rate in Great Britain. During 2011-12 the pass rate for females in Northern Ireland was 64% compared to 59% for males (Table 2.5, Figure 2.2).

**Figure 2.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB 2011-12**



**Figure 2.2: Touch Screen Theory Tests for private car drivers: % Pass Rates for Males/Females in NI/GB 2011-12**



- 2.4 In 2011-12, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 76%, 76% for males and 71% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 76% during 2011-12, 76% for males and 80% for females (Tables 2.6 & 2.7).
- 2.5 In Northern Ireland, for the practical driving tests for both cars and motorcycles, the men's pass rate is higher than the women's. In contrast, for both the car and motorcycle touch screen theory tests, the women's pass rate is higher than the men's (Tables 2.4 to 2.7, Figures 2.1 & 2.2).
- 2.6 There were 5,134 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2011-12. The overall pass rate for these tests was 65%; an increase of 3 percentage points on the previous year (Table 2.8).
- 2.7 Of the 194,188 ordinary licences issued during 2011-12, 13% were provisional, 46% were full and 26% were replacement. Of the 15,973 vocational licences issued, 13% were passenger carrying vehicle licences, 56% were large goods vehicle licences and 22% were replacements (Table 2.10 & 2.11).

**Table 2.1 Motor vehicle<sup>1</sup> testing scheme: 2007-08 to 2011-12**

	Number/Percentage				
	2007-08	2008-09	2009-10	2010-11	2011-12
Tests completed	537,950	603,036	625,569	663,115	700,548
Retests	114,213	122,197	129,246	135,843	145,329
Percentage retests <sup>2</sup>	21	20	21	20	21

Source: DVA

1 Includes motor cars and motorcycles

2 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 84)).

**Table 2.2 Passenger service vehicle testing scheme: 2007-08 to 2011-12**

	Number/Percentage				
	2007-08	2008-09	2009-10	2010-11	2011-12
Tests completed	16,573	17,148	16,732	16,195	15,467
Retests	4,362	4,232	4,238	4,321	4,268
Percentage retests <sup>1</sup>	26	25	25	27	28

Source: DVA

1 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 84)).

**Table 2.3 Goods vehicle testing scheme: 2007-08 to 2011-12**

	Number/Percentage				
	2007-08	2008-09	2009-10	2010-11	2011-12
Tests completed	89,882	97,577	96,386	102,760	106,465
Retests	26,507	26,617	26,241	27,477	28,919
Percentage retests <sup>1</sup>	29	27	27	27	27

Source: DVA

1 Percentage retests refers to the total number of retests carried out during the year expressed as a percentage of the total full tests completed over the same period. This provides an estimate of the test failure rate (see Technical Notes for Tables 2.1 to 2.3 (page 84)).

**Table 2.4 Car 'L' driving tests, NI/GB comparison: 2007-08 to 2011-12**

	Number/Percentage									
	<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12</u>	
	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB
<b>Tests conducted</b>										
Male	30,964	865,427	31,362	849,757	28,242	753,618	25,877	772,551	23,536	744,487
Female	34,779	896,314	36,117	888,917	33,099	780,007	31,071	833,040	28,690	824,572
<b>All persons</b>	<b>65,743</b>	<b>1,762,148</b>	<b>67,479</b>	<b>1,738,992</b>	<b>61,341</b>	<b>1,533,738</b>	<b>56,948</b>	<b>1,605,599</b>	<b>52,226</b>	<b>1,569,069</b>
<b>Tests passed</b>										
Male	15,480	409,222	16,032	413,014	15,765	370,049	14,739	383,417	13,671	374,472
Female	14,194	369,795	15,027	374,466	15,168	333,770	14,325	360,639	13,586	361,685
<b>All persons</b>	<b>29,674</b>	<b>779,207</b>	<b>31,059</b>	<b>787,618</b>	<b>30,933</b>	<b>703,859</b>	<b>29,064</b>	<b>744,058</b>	<b>27,257</b>	<b>736,158</b>
<b>Percentage passed</b>										
Male	50	47	51	49	56	49	57	50	58	50
Female	41	41	42	42	46	43	46	43	47	44
<b>All persons</b>	<b>45</b>	<b>44</b>	<b>46</b>	<b>45</b>	<b>50</b>	<b>46</b>	<b>51</b>	<b>46</b>	<b>52</b>	<b>47</b>

Sources: NI - DVA; GB - DSA

**Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2007-08 to 2011-12**

	Number/Percentage									
	<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12</u>	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	26,606	772,012	25,516	699,375	25,974	719,929	24,976	707,354	23,906	712,883
Female	23,440	679,367	22,712	591,401	23,625	627,919	23,057	638,838	22,137	658,611
<b>All persons</b>	<b>50,046</b>	<b>1,451,379</b>	<b>48,228</b>	<b>1,290,776</b>	<b>49,599</b>	<b>1,347,848</b>	<b>48,033</b>	<b>1,346,192</b>	<b>46,043</b>	<b>1,371,494</b>
<b>Tests passed</b>										
Male	17,218	481,354	16,165	437,699	16,048	440,152	15,326	427,118	14,004	414,107
Female	16,597	468,108	15,359	406,476	15,895	420,018	15,120	421,912	14,085	419,805
<b>All persons</b>	<b>33,815</b>	<b>949,462</b>	<b>31,524</b>	<b>844,175</b>	<b>31,943</b>	<b>860,170</b>	<b>30,446</b>	<b>849,030</b>	<b>28,089</b>	<b>833,912</b>
<b>Percentage passed</b>										
Male	65	62	63	63	62	61	61	60	59	58
Female	71	69	68	69	67	67	66	66	64	64
<b>All persons</b>	<b>68</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>64</b>	<b>64</b>	<b>63</b>	<b>63</b>	<b>61</b>	<b>61</b>

Sources: NI - DVA; GB - DSA

**Table 2.6 Motorcycle 'L' driving tests<sup>1</sup>, NI/GB comparison: 2007-08 to 2011-12**

	Number/Percentage									
	2007-08		2008-09		2009-10		2010-11		2011-12	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	2,500	75,884	2,841	91,578	2,610	41,828	2,977	44,991	4,110	52,619
Female	380	12,061	381	15,561	376	4,625	452	4,654	540	5,292
<b>All persons</b>	<b>2,880</b>	<b>87,945</b>	<b>3,222</b>	<b>107,139</b>	<b>2,986</b>	<b>46,453</b>	<b>3,429</b>	<b>49,645</b>	<b>4,650</b>	<b>57,911</b>
<b>Tests passed</b>										
Male	1,752	51,793	1,999	62,526	1,974	29,147	2,274	31,236	3,131	36,367
Female	242	6,715	245	8,618	231	3,095	296	3,249	381	3,559
<b>All persons</b>	<b>1,994</b>	<b>58,508</b>	<b>2,244</b>	<b>71,144</b>	<b>2,205</b>	<b>32,242</b>	<b>2,570</b>	<b>34,485</b>	<b>3,512</b>	<b>39,926</b>
<b>Percentage passed</b>										
Male	70	68	70	68	76	70	76	69	76	69
Female	64	56	64	55	61	67	65	70	71	67
<b>All persons</b>	<b>69</b>	<b>67</b>	<b>70</b>	<b>66</b>	<b>74</b>	<b>69</b>	<b>75</b>	<b>69</b>	<b>76</b>	<b>69</b>

Sources: NI - DVA; GB - DSA

<sup>1</sup> Motorcycle tests have undergone a change from a single test to a 2 module test where both modules must be passed. In NI, this change was introduced on 8 December 2008 and in GB on 27 April 2009. The changes mean that the figures before and after the change are not directly comparable as the test took a different format. See User Information section for details (page 11).

**Table 2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2007-08 to 2011-12**

	Number/Percentage									
	2007-08		2008-09		2009-10		2010-11		2011-12	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	2,742	82,267	2,774	90,478	1,545	49,377	1,835	51,971	2,334	59,827
Female	425	11,913	391	12,852	189	5,941	230	6,162	299	6,467
<b>All persons</b>	<b>3,167</b>	<b>94,180</b>	<b>3,165</b>	<b>103,330</b>	<b>1,734</b>	<b>55,318</b>	<b>2,065</b>	<b>58,133</b>	<b>2,633</b>	<b>66,294</b>
<b>Tests passed</b>										
Male	2,019	63,766	2,133	71,599	1,237	39,762	1,441	42,050	1,769	47,330
Female	330	9,928	306	10,890	165	5,064	200	5,245	238	5,387
<b>All persons</b>	<b>2,349</b>	<b>73,694</b>	<b>2,439</b>	<b>82,489</b>	<b>1,402</b>	<b>44,826</b>	<b>1,641</b>	<b>47,295</b>	<b>2,007</b>	<b>52,717</b>
<b>Percentage passed</b>										
Male	74	78	77	79	80	81	79	81	76	79
Female	78	83	78	85	87	85	87	85	80	83
<b>All persons</b>	<b>74</b>	<b>78</b>	<b>77</b>	<b>80</b>	<b>81</b>	<b>81</b>	<b>79</b>	<b>81</b>	<b>76</b>	<b>80</b>

Sources: NI - DVA; GB - DSA

**Table 2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2007-08 to 2011-12**

	Number/Percentage									
	2007-08		2008-09		2009-10		2010-11		2011-12	
	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	3,917	75,074	3,734	70,516	3,747	50,811	4,147	48,142	4,790	50,581
Female	308	6,004	285	5,632	245	4,871	297	4,298	344	4,424
<b>All persons</b>	<b>4,225</b>	<b>81,097</b>	<b>4,019</b>	<b>76,158</b>	<b>3,992</b>	<b>55,684</b>	<b>4,444</b>	<b>52,440</b>	<b>5,134</b>	<b>55,005</b>
<b>Tests passed</b>										
Male	2,212	34,984	2,111	34,652	2,314	26,022	2,580	24,840	3,150	26,486
Female	158	2,987	160	2,992	136	2,721	161	2,424	212	2,460
<b>All persons</b>	<b>2,370</b>	<b>37,982</b>	<b>2,271</b>	<b>37,649</b>	<b>2,450</b>	<b>28,745</b>	<b>2,741</b>	<b>27,264</b>	<b>3,362</b>	<b>28,946</b>
<b>Percentage passed</b>										
Male	56	47	57	49	62	51	62	52	66	52
Female	51	50	56	53	56	56	54	56	62	56
<b>All persons</b>	<b>56</b>	<b>47</b>	<b>57</b>	<b>49</b>	<b>61</b>	<b>52</b>	<b>62</b>	<b>52</b>	<b>65</b>	<b>53</b>

Sources: NI - DVA; GB - DSA

**Table 2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests in Northern Ireland by type: 2007-08 to 2011-12**

	Number/Percentage									
	2007-08		2008-09		2009-10		2010-11		2011-12	
	GV	PCV	GV	PCV	GV	PCV	GV	PCV	GV	PCV
<b>Tests conducted</b>										
Male	3,330	587	3,110	624	3,225	522	3,572	575	4,277	513
Female	176	132	172	113	188	57	256	41	308	36
<b>All persons</b>	<b>3,506</b>	<b>719</b>	<b>3,282</b>	<b>737</b>	<b>3,413</b>	<b>579</b>	<b>3,828</b>	<b>616</b>	<b>4,585</b>	<b>549</b>
<b>Tests passed</b>										
Male	1,870	342	1,723	388	1,954	360	2,174	406	2,783	367
Female	90	68	88	72	102	34	138	23	191	21
<b>All persons</b>	<b>1,960</b>	<b>410</b>	<b>1,811</b>	<b>460</b>	<b>2,056</b>	<b>394</b>	<b>2,312</b>	<b>429</b>	<b>2,974</b>	<b>388</b>
<b>Percentage passed</b>										
Male	56	58	55	62	61	69	61	71	65	72
Female	51	52	51	64	54	60	54	56	62	58
<b>All persons</b>	<b>56</b>	<b>57</b>	<b>55</b>	<b>62</b>	<b>60</b>	<b>68</b>	<b>60</b>	<b>70</b>	<b>65</b>	<b>71</b>

Source: DVA

**Table 2.10 Ordinary licences issued by type: 2007-08 to 2011-12**

Ordinary licences	Number/Percentage									
	2007-08		2008-09		2009-10 <sup>r</sup>		2010-11		2011-12	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	32,004	12	29,550	14	28,216	14	27,228	14	24,981	13
Full licences	169,582	62	107,618	50	87,448	45	87,516	45	89,872	46
Replacement licences <sup>1</sup>	41,999	15	45,667	21	48,364	25	49,672	26	49,763	26
Conversion prov. to full	29,663	11	31,831	15	31,329	16	29,629	15	29,572	15
<b>All Ordinary licences</b>	<b>273,248</b>	<b>100</b>	<b>214,666</b>	<b>100</b>	<b>195,357</b>	<b>100</b>	<b>194,045</b>	<b>100</b>	<b>194,188</b>	<b>100</b>

Source: DVA

1 E.g. duplicates, to remove endorsements, change of address or surname.

**Table 2.11 Vocational licences issued by type: 2007-08 to 2011-12**

Vocational licences	Number/Percentage									
	2007-08		2008-09		2009-10 <sup>r</sup>		2010-11		2011-12	
	No.	%	No.	%	No.	%	No.	%	No.	%
Passenger carrying vehicles	2,146	14	1,716	12	1,636	12	1,708	12	2,142	13
Large goods vehicles	7,156	46	7,067	49	6,503	50	6,993	51	8,954	56
Replacement licences <sup>1</sup>	4,247	28	3,895	27	3,561	27	3,553	26	3,454	22
Conversion prov. to full	1,861	12	1,720	12	1,428	11	1,428	10	1,423	9
<b>All Vocational licences</b>	<b>15,410</b>	<b>100</b>	<b>14,398</b>	<b>100</b>	<b>13,128</b>	<b>100</b>	<b>13,682</b>	<b>100</b>	<b>15,973</b>	<b>100</b>

Source: DVA

1 E.g. duplicates, to remove endorsements, change of address or surname.

# Chapter 3

## Road Network

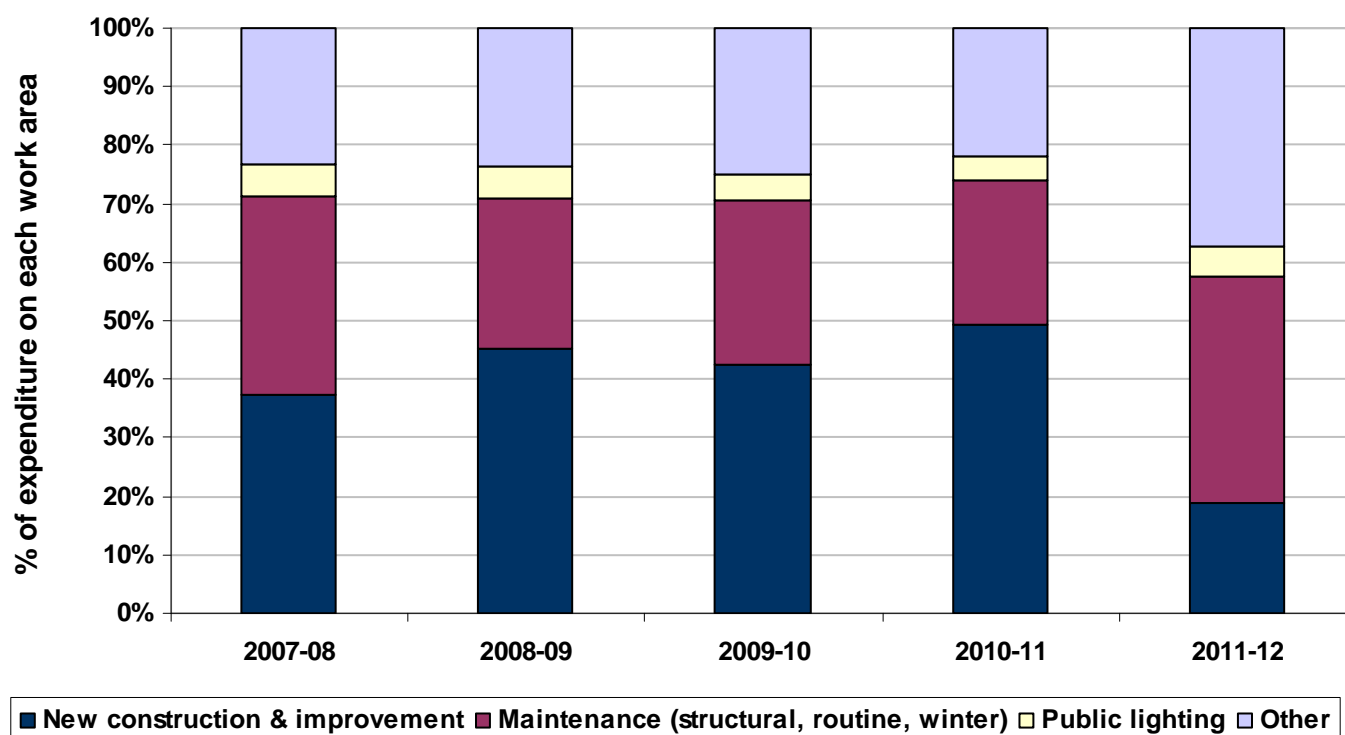
### **Symbols and Conventions:**

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

### 3 Road Network

- 3.1 At 1 April 2012, there were 25,457 kilometres of public road in Northern Ireland. Unclassified roads accounted for the largest proportion of all roads (60%) followed by C roads (19%), B roads (11%), A roads (9%) and Motorways (<1%) (Table 3.1).
- 3.2 Analysis of the urban/rural split of the road network reveals that 21% of road lengths are urban (speed limit of 40 mph or less) and 79% are rural (speed limit of more than 40 mph). This varies between the different road types with C roads having the highest proportion of rural road length (94%) and unclassified roads having the lowest proportion of rural road length (73%) (Table 3.1).
- 3.3 Forty six percent of all the motorways in Northern Ireland are located within the Roads Service Eastern Division compared with 10% in Western Division. Within each Roads Service Division, Eastern Division has the highest percentage of unclassified roads (70%), followed by Southern, Western and Northern Divisions with 60%, 59% and 57% respectively (Table 3.2).
- 3.4 During 2011-12, maintenance (structural, routine and winter) accounted for 39% of the £400 million spend on our roads. New construction and improvement accounted for 19% of the money spent, while public lighting accounted for 5%. There was a decrease of 22% in expenditure on the roads when compared to 2010-11. 2011-12 represents the first year of a new 4 year budget settlement and the new construction and improvement budget has been reduced. Budgets could increase as the schemes progress (Table 3.3, Figure 3.1).

**Figure 3.1 Public Expenditure on Northern Ireland Roads  
2007-08 to 2011-12**





**Table 3.1 Road Network Summary Lengths 2012 - All Divisions<sup>1</sup>**

Km					
Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length <sup>2</sup>
Motorway <sup>3</sup>	Motorway	37.4	193.6	230.9	115.5
A Roads	Dual	107.0	316.0	423.0	211.5
A Roads	Single	504.9	1,617.7	2,122.6	2,122.6
B Roads	Dual	2.2	1.3	3.5	1.7
B Roads	Single	377.2	2,512.2	2,889.4	2,889.4
C Roads	Dual	2.5	0.0	2.5	1.3
C Roads	Single	284.3	4,449.4	4,733.7	4,733.7
Unclassified	Dual	2.6	0.0	2.6	1.3
Unclassified	Single	4,212.4	11,167.4	15,379.8	15,379.8
<b>All Road Classes<sup>4,5,6</sup></b>		<b>5,530.4</b>	<b>20,257.5</b>	<b>25,787.9</b>	<b>25,456.7</b>

Source: DRD Roads Service

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2012.

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

3 Motorway figures exclude slip road lengths.

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

5 Road lengths recorded here are for adopted roads only.

6 Technical Notes, page 85.

**Table 3.2 NI public road lengths by local government district and Roads Service division by type of road: 2012<sup>1,2</sup>**

							Km
Local government district/Roads Service division	Motorway <sup>3</sup>	A Roads		B Roads	C Roads	Unclassified	All road types <sup>4</sup>
		Dual c'way	Single c'way				
Antrim	20.3	9.1	81.0	82.0	172.5	447.7	812.6
Ballymena	7.3	20.8	76.3	130.7	195.0	582.0	1,012.1
Ballymoney	0.0	0.6	31.4	121.0	117.8	299.8	570.6
Coleraine	0.0	4.4	110.8	124.7	119.9	504.7	864.5
Larne	0.0	6.0	70.8	75.7	97.4	240.1	489.9
Limavady	0.0	0.0	72.0	107.3	92.3	391.8	663.4
Londonderry	0.0	17.5	56.3	71.0	150.5	630.3	925.6
Moyle	0.0	0.0	78.5	100.4	113.1	233.2	525.2
<b>All Northern Division</b>	<b>27.6</b>	<b>58.5</b>	<b>577.0</b>	<b>812.7</b>	<b>1,058.6</b>	<b>3,329.6</b>	<b>5,863.8</b>
Ards	0.0	8.7	127.9	28.3	136.3	477.1	778.4
Armagh	0.0	0.1	133.0	202.2	335.0	1,062.8	1,733.1
Banbridge	0.0	26.2	53.6	96.6	227.7	626.8	1,030.9
Craigavon	23.2	4.3	60.9	100.8	138.1	527.1	854.5
Down	0.0	0.0	162.9	108.5	227.9	646.1	1,145.4
Newry & Mourne	0.0	29.3	151.0	171.7	349.5	1,049.7	1,751.2
<b>All Southern Division</b>	<b>23.2</b>	<b>68.7</b>	<b>689.4</b>	<b>708.1</b>	<b>1,414.6</b>	<b>4,389.5</b>	<b>7,293.5</b>
Belfast	12.5	14.0	81.1	43.7	22.8	703.4	877.5
Carrickfergus	0.0	1.2	15.7	29.9	18.7	161.1	226.7
Castlereagh	0.0	8.8	24.8	7.8	39.9	273.0	354.2
Lisburn	25.6	10.2	97.5	141.2	200.3	708.4	1,183.2
Newtownabbey	15.0	4.8	30.5	68.3	66.7	341.5	526.9
North Down	0.0	18.1	12.7	29.5	31.4	275.2	366.9
<b>All Eastern Division</b>	<b>53.1</b>	<b>57.1</b>	<b>262.3</b>	<b>320.4</b>	<b>379.8</b>	<b>2,462.6</b>	<b>3,535.3</b>
Cookstown	0.0	3.9	31.3	136.1	199.1	531.3	901.7
Dungannon	11.6	21.2	128.8	166.4	329.9	924.4	1,582.4
Fermanagh	0.0	0.0	223.1	236.7	433.8	1,174.9	2,068.5
Magherafelt	0.0	2.1	97.9	96.1	170.3	558.9	925.3
Omagh	0.0	0.0	78.0	228.2	447.2	1,141.7	1,895.1
Strabane	0.0	0.0	34.9	186.4	301.6	868.2	1,391.1
<b>All Western Division</b>	<b>11.6</b>	<b>27.2</b>	<b>593.9</b>	<b>1,050.0</b>	<b>1,882.0</b>	<b>5,199.4</b>	<b>8,764.0</b>
<b>All Divisions</b>	<b>115.5</b>	<b>211.5</b>	<b>2,122.6</b>	<b>2,891.1</b>	<b>4,734.9</b>	<b>15,381.1</b>	<b>25,456.7</b>

Source: DRD Roads Service

1 Lengths are in route kilometres.

2 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2012.

3 Excludes slip-road lengths.

4 See Technical Notes, page 85.

**Table 3.3 Public expenditure on NI roads: 2007-08 to 2011-12**

	£ Thousands				
	2007-08	2008-09	2009-10	2010-11	2011-12
New construction and improvement	119,307	173,183	185,659	252,682	74,888
Maintenance					
Structural <sup>1</sup>	73,736	59,697	81,326	84,119	115,677
Routine <sup>2</sup>	30,484	31,530	33,286	30,936	35,012
Winter <sup>3</sup>	4,683	6,799	8,123	10,613	4,602
Public lighting <sup>4</sup>	16,707	21,253	18,937	21,457	20,537
<b>All road expenditure<sup>5, 6</sup></b>	<b>319,946</b>	<b>383,440</b>	<b>436,335</b>	<b>512,568</b>	<b>400,223</b>

Source: DRD Roads Service

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

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

3 Winter maintenance: salting, snow clearance, snow fences.

4 Public lighting: maintenance and energy.

5 Includes other expenditure.

6 For further information on these figures, please see technical notes page 85.

# Chapter 4

## Freight

### **Data in Chapter 4 from National Statistics sources:**

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

Table 4.3 to 4.5 Road Freight

### **Symbols and Conventions:**

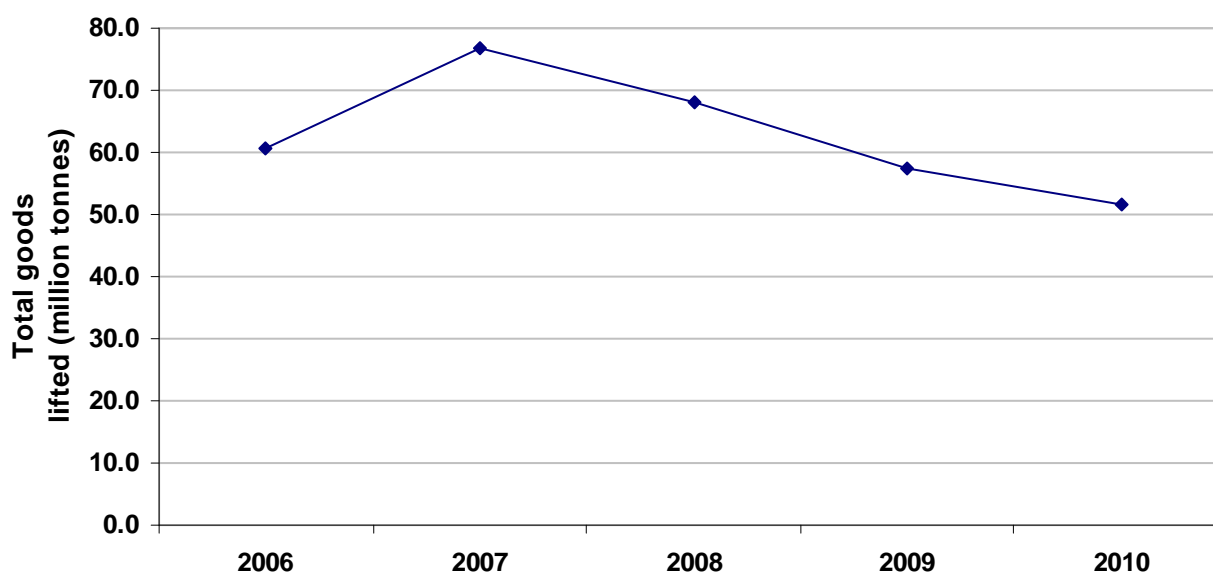
p Data are provisional

r Data have been revised from previous publication

## 4 Freight

- 4.1 During 2011-12 there were 2,134 freight operator licences issued in Northern Ireland, down 4% compared with 2,213 for 2010-11. Eighty three percent of operator licences issued in 2011-12 were to carry goods internationally. There were 7,030 freight vehicle licences issued during 2011-12, an increase of 6% on the 6,631 vehicle licences issued in the previous year (Table 4.1).
- 4.2 During 2011-12 there were 208 bus and coach operator licences issued and 2,544 bus and coach vehicle licences issued. Of the bus and coach licences issued, 78% of operator licences and 93% of vehicle licences allowed international travel (Table 4.2).
- 4.3 During 2010, 51.5 million tonnes of freight were lifted within Northern Ireland and transported by road in goods vehicles weighing over 3.5 tonnes, a decrease of 10% from 2009. Food, drink and tobacco were the greatest single commodity transported within Northern Ireland and accounted for 13.4 million tonnes, 26% of all tonnes moved. Crude minerals (e.g. sand, gravel) accounted for 11.6 million tonnes (23%) and building materials accounted for 7.7 million tonnes (15%) (Table 4.3, Figure 4.1).

**Figure 4.1: Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes 2006 to 2010**



- 4.4 During 2010, 5.7 million tonnes of freight were transported on international outward journeys from Northern Ireland by NI registered hauliers. Of these, the single largest commodity was foodstuffs, accounting for 1.6 million tonnes (28%). On international inward journeys to Northern Ireland by NI registered heavy goods vehicles, 2.6 million tonnes were carried in 2010. Foodstuffs was the largest commodity category, accounting for 0.8 million tonnes (31%) (Table 4.4).
- 4.5 5.7 million tonnes of freight were exported by Northern Ireland registered vehicles over 3.5 tonnes to the Republic of Ireland during 2010, with 2.6 million tonnes carried on inward journeys from the Republic of Ireland (Table 4.5).
- 4.6 31,519 tonnes of freight were handled at Northern Ireland airports in 2011, an increase of 6% from 2010 (29,871 tonnes) (Table 4.6).

**Table 4.1 Road freight licences issued: 2007-08 to 2011-12**

	Number				
	2007-08	2008-09	2009-10	2010-11	2011-12
<b>Operator licences</b>					
National	492	461	388	376	360
International/National	1,934	1,901	1,787	1,837	1,774
<b>All Operator licences</b>	<b>2,426</b>	<b>2,362</b>	<b>2,175</b>	<b>2,213</b>	<b>2,134</b>
<b>Vehicle licences</b>					
National	543	442	519	402	465
International/National	6,660	6,159	6,401	6,229	6,565
<b>All Vehicle licences</b>	<b>7,203</b>	<b>6,601</b>	<b>6,920</b>	<b>6,631</b>	<b>7,030</b>

Source: DOE-Road Transport Licensing Division (RTLTD)

**Table 4.2 Road service operators (buses and coaches) licences issued: 2007-08 to 2011-12**

	Number				
	2007-08	2008-09	2009-10	2010-11	2011-12
<b>Operator licences</b>					
National	44	50	49	34	45
International	112	153	158	153	163
<b>All Operator licences</b>	<b>156</b>	<b>203</b>	<b>207</b>	<b>187</b>	<b>208</b>
<b>Vehicle licences</b>					
National	134	154	160	152	167
International	2,221	2,422	2,441	2,353	2,377
<b>All Vehicle licences</b>	<b>2,355</b>	<b>2,576</b>	<b>2,601</b>	<b>2,505</b>	<b>2,544</b>

Source: DOE-RTLTD

**Table 4.3 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2006-2010<sup>1, 2</sup>**

	Thousand Tonnes				
<b>(a) By mode of working</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Mainly public haulage	30,179	34,313	27,639	21,456	23,467
Mainly own account	30,602	42,362	40,449	35,967	28,062
<b>All modes</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>	<b>51,529</b>
<b>(b) By gross weight of vehicle</b>					
<b>Rigid Vehicles</b>					
Over 3.5 to 17 tonnes	4,996	4,983	6,348	4,858	4,127
Over 17 to 25 tonnes	3,416	3,158	2,357	2,294	2,310
Over 25 tonnes	27,021	35,946	26,666	21,559	19,807
All rigids	35,433	44,088	35,371	28,710	26,244
<b>Articulated Vehicles</b>					
Over 3.5 to 33 tonnes	1,413	4,634	1,301	2,626	1,770
Over 33 tonnes	23,935	27,952	31,416	26,086	23,515
All artics	25,348	32,586	32,717	28,712	25,285
<b>All Vehicles</b>					
Over 3.5 to 25 tonnes	7,466	8,496	8,971	7,272	6,521
Over 25 tonnes	53,314	68,178	59,117	50,151	45,008
<b>All weights</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>	<b>51,529</b>
<b>(c) By commodity</b>					
Food drink & tobacco	11,227	12,418	14,111	10,599	13,432
Wood timber & cork	910	1,517	1,264	796	1,333
Fertilizer	299	423	692	456	662
Crude minerals	18,570	31,153	20,038	16,461	11,649
Ores	88	287	469	756	589
Crude materials	306	181	327	618	413
Coal & coke	765	540	434	704	578
Petrol & products	4,487	2,993	3,666	3,528	3,021
Chemicals	336	535	793	697	1,001
Building materials	11,035	10,606	10,295	7,384	7,669
Iron & steel products	952	678	1,228	792	795
Other metal products	390	350	437	460	367
Machinery & transport equipment	2,281	3,034	2,950	2,166	1,371
Miscellaneous manufactures	2,038	1,638	2,021	1,693	1,098
Miscellaneous transactions	7,097	10,322	9,362	10,312	7,551
<b>All commodities</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>	<b>51,529</b>

Source: Continuing Survey of Road Goods Transport (CSRG T) (NI): DfT

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

2 2011 data are not available until after the publication of the 2011-12 annual Northern Ireland Transport Statistics. They will therefore be published in the next edition (2012-13).

**Table 4.4 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2010**<sup>1, 2</sup>

Units as indicated

Outward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	1,598	28	222	27	946	29	152	28
6 Building materials	842	15	102	12	267	8	54	10
9 Miscellaneous	1,543	27	272	33	1,043	32	188	35
Other commodities	1,692	30	227	28	1,000	31	148	27
<b>All commodities</b>	<b>5,676</b>	<b>100</b>	<b>823</b>	<b>100</b>	<b>3,256</b>	<b>100</b>	<b>542</b>	<b>100</b>
Inward journey	Total traffic				of which: Hire or reward			
	Tonnes (Thousand)	%	Tonne-kms (Million)	%	Tonnes (Thousand)	%	Tonne-kms (Million)	%
1 Foodstuffs	802	31	126	30	714	38	115	37
9 Miscellaneous	698	27	108	26	494	26	77	24
Other commodities	1,070	42	190	45	676	36	121	39
<b>All commodities</b>	<b>2,570</b>	<b>100</b>	<b>424</b>	<b>100</b>	<b>1,884</b>	<b>100</b>	<b>314</b>	<b>100</b>

Source: CSRG T (NI): DfT

1 Commodities have been aggregated due to the small sample sizes involved. For further details see Technical Notes (page 86).

2 2011 data are not available until after the publication of the 2011-12 annual Northern Ireland Transport Statistics.  
They will therefore be published in the next edition (2012-13).

**Table 4.5 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading / loading: 2010**<sup>1,2,3</sup>

Units as indicated

Country	Outward journey				Inward journey			
	Tonnes (Thousand)	%	Tonnes-kms (Million)	%	Tonnes (Thousand)	%	Tonnes-kms (Million)	%
<b>European Community</b>								
Irish Republic	5,660	100	811	99	2,556	99	414	98
Other <sup>2</sup>	-	-	-	-	-	-	-	-
<b>All Countries</b>	<b>5,676</b>	<b>100</b>	<b>823</b>	<b>100</b>	<b>2,570</b>	<b>100</b>	<b>424</b>	<b>100</b>

Source: CSRG T (NI): DfT

1 Countries (excluding Irish Republic) have been amalgamated due to small size samples involved. See Technical Notes (page 86) for further details.

2 Other relates to other European countries excluding the Irish Republic

3 2011 data are not available until after the publication of the 2011-12 annual Northern Ireland Transport Statistics.  
They will therefore be published in the next edition (2012-13).



**Table 4.6 Freight<sup>1</sup> handled at NI airports: 2002-2011**

Tonnes				
<b>Year</b>	<b>Belfast International</b>	<b>George Best Belfast City</b>	<b>City of Derry</b>	<b>All airports<sup>2</sup></b>
2002	29,474	1,058	168	30,700
2003	29,620	1,177	0	30,797
2004	32,148	955	0	33,103
2005	37,878	516	0	38,394
2006	38,417	827	0	39,244
2007	38,429	1,057	0	39,485
2008	36,115	168	0	36,282
2009	29,804	138	0	29,941
2010	29,716	155	0	29,871
2011	31,062	457	0	31,519

Source: CAA Statistics

1 Freight figures only. Mail is not included.

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

# Chapter 5

## Road Safety

### **Data in Chapter 5 from National Statistics sources:**

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

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

### **Symbols and Conventions:**

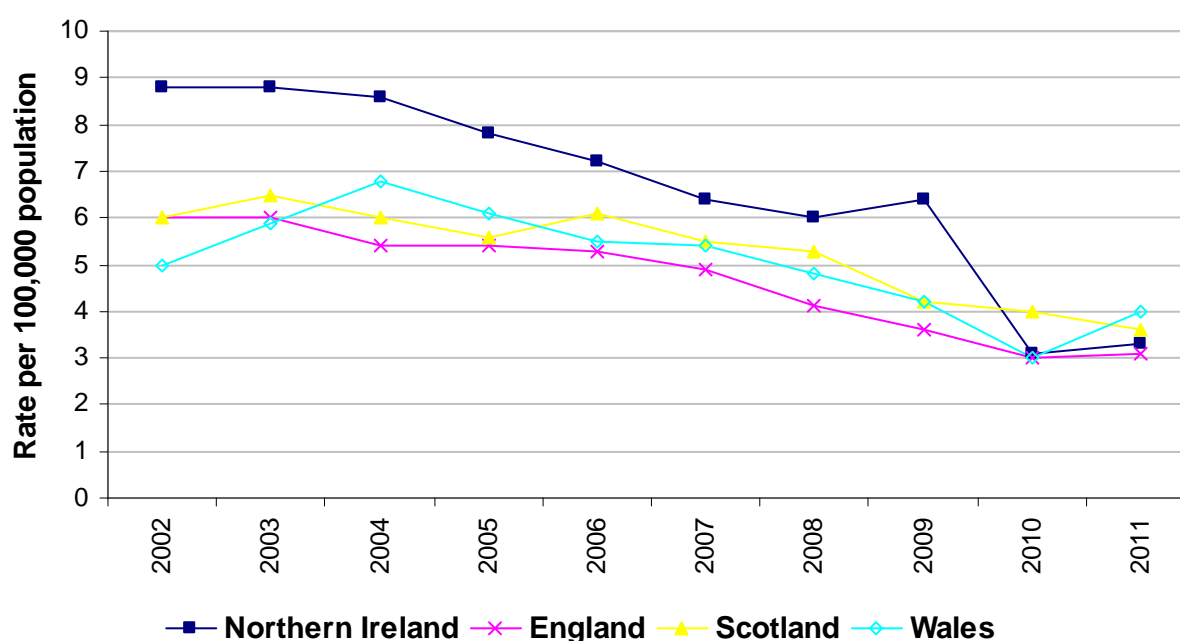
p Data are provisional

r Data have been revised from previous publication

## 5 Road Safety

- 5.1 In 2011, 76% of reported road traffic injury collisions were mainly attributable to drivers, 9% to passengers or pedestrians and 5% to road conditions (Table 5.1).
- 5.2 During 2011 there were 10,107 vehicles involved in reported road traffic injury collisions representing a 3% decrease on the 10,442 vehicles during 2010. Cars accounted for 83% of vehicles involved in reported road traffic injury collisions (Table 5.2).
- 5.3 Between 2010 and 2011, the number of reported road casualties (killed, seriously or slightly injured) decreased by 2% from 8,957 to 8,760 (Table 5.3).
- 5.4 The number of road deaths occurring as a result of reported road traffic collisions has increased slightly from 55 in 2010 to 59 in 2011. Whilst this represents an increase of 7%, road deaths occurring as a result of reported road traffic collisions has decreased by 48% since 2007 (113 deaths). (Table 5.3).
- 5.5 There were 311 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2011, which was a 1% decrease on the 2010 rate of 315. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2011 is 53 in Northern Ireland, 46 in England, 37 in Wales and 37 in Scotland (Table 5.4).
- 5.6 In 2011 the reported road traffic injury collision death rate in Northern Ireland was 3.3 deaths per 100,000 population compared to the 2010 rate of 3.1 deaths. Wales had the highest rate at 4.0 deaths per 100,000 population, followed by Scotland with a rate of 3.6 and England had the lowest rate of 3.1. At 0.6 per 10,000 vehicles, Northern Ireland had the joint lowest rate of reported road traffic injury collision deaths in 2011 along with England. Scotland and Wales had the highest rate at 0.7 deaths per 10,000 vehicles (Table 5.5, Figure 5.1).

**Figure 5.1: Road Traffic Injury Collision Deaths per 100,000 Population in Northern Ireland, England, Scotland and Wales: 2002 to 2011**



**Table 5.1 Reported road traffic injury collisions by attribution: 2007-2011<sup>1</sup>**

Number/Percentage										
Mainly attributable to:	<u>2007</u>		<u>2008</u>		<u>2009</u>		<u>2010</u>		<u>2011</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,698	78	4,798	77	4,915	78	4,352	76	4,278	76
Passengers/Pedestrians	470	8	554	9	520	8	463	8	516	9
Motor cyclists	204	3	205	3	195	3	175	3	156	3
Pedal cyclists	108	2	92	1	94	1	79	1	106	2
Road conditions	207	3	311	5	286	5	385	7	281	5
Vehicle defects	72	1	75	1	74	1	62	1	68	1
Other causes	240	4	196	3	191	3	174	3	205	4
<b>All attributions</b>	<b>5,999</b>	<b>100</b>	<b>6,231</b>	<b>100</b>	<b>6,275</b>	<b>100</b>	<b>5,690</b>	<b>100</b>	<b>5,610</b>	<b>100</b>

Source: Police Service of Northern Ireland (PSNI)

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

**Table 5.2 Vehicles involved in reported road traffic injury collisions: 2007-2011**

Number/Percentage										
Type of vehicle	<u>2007</u>		<u>2008</u>		<u>2009</u>		<u>2010</u>		<u>2011</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars <sup>1</sup>	9,020	81	9,235	81	9,635	84	8,654	83	8,392	83
Motor cycles	474	4	492	4	438	4	395	4	370	4
Pedal cycles	224	2	209	2	211	2	218	2	262	3
Goods vehicles	1,028	9	1,062	9	894	8	825	8	727	7
PCVs <sup>2</sup>	200	2	235	2	197	2	187	2	193	2
Others <sup>3</sup>	201	2	176	2	139	1	163	2	163	2
<b>All vehicles</b>	<b>11,147</b>	<b>100</b>	<b>11,409</b>	<b>100</b>	<b>11,514</b>	<b>100</b>	<b>10,442</b>	<b>100</b>	<b>10,107</b>	<b>100</b>

Source: PSNI

1 Includes motor cars used as taxis.

2 Includes coaches, buses and minibuses.

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

**Table 5.3 Deaths and injuries caused due to reported road traffic injury collisions: 2002-2011**

							Number
Children				All ages			
Year	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	All casualties
2002	13	181	1,299	150	1,526	10,238	11,914
2003	15	156	1,058	150	1,288	8,887	10,325
2004	11	140	951	147	1,183	8,177	9,507
2005	15	114	788	135	1,073	6,951	8,159
2006	9	143	826	126	1,211	7,845	9,182
2007	5	101	894	113	1,097	8,226	9,436
2008	7	94	851	107	990	8,454	9,551
2009	4	116	860	115	1,035	8,617	9,767
2010	2	93	749	55	892	8,010	8,957
2011	2	91	837	59	825	7,876	8,760

Source: PSNI

**Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2002-2011**

								Units as indicated
Per 100,000 population <sup>1</sup>					Per 10,000 vehicles			
Year	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2002	400	398	283	332	85	76	61	65
2003	355	382	274	332	71	71	58	63
2004	329	367	273	323	64	67	57	59
2005	287	350	263	295	65	67	57	58
2006	323	330	254	293	59	59	50	51
2007	341	316	240	280	59	56	47	48
2008	351	293	235	260	61	52	45	45
2009	349	280	222	238	60	50	43	41
2010	315	263	197	228	54	47	38	40
2011 <sup>1</sup>	311	259	191	214	53	46	37	37

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

<sup>1</sup> Figures per 100,000 population for 2011 have been calculated using the mid year estimate of population for 2010 as mid year estimates for 2011 will not be available until after publication of NI Transport Statistics 2011-12. The mid year estimate for the appropriate year has been used for all the other data in the table.

**Table 5.5 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2002-2011**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2002	8.8	6.0	6.0	5.0	1.9	1.1	1.3	1.0
2003	8.8	6.0	6.5	5.9	1.8	1.1	1.4	1.1
2004	8.6	5.4	6.0	6.8	1.7	1.0	1.2	1.2
2005	7.8	5.4	5.6	6.1	1.8	1.0	1.2	1.2
2006	7.2	5.3	6.1	5.5	1.3	1.0	1.2	1.0
2007	6.4	4.9	5.5	5.4	1.1	0.9	1.1	0.9
2008	6.0	4.1	5.3	4.8	1.0	0.7	1.0	0.8
2009	6.4	3.6	4.2	4.2	1.1	0.6	0.8	0.7
2010	3.1	3.0	4.0	3.0	0.5	0.5	0.8	0.5
2011 <sup>1</sup>	3.3	3.1	3.6	4.0	0.6	0.6	0.7	0.7

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

1 Figures per 100,000 population for 2011 have been calculated using the mid year estimate of population for 2010 as mid year estimates for 2011 will not be available until after publication of NI Transport Statistics 2011-12. The mid year estimate for the appropriate year has been used for all the other data in the table.

**Table 5.6 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2002-2011**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2002	702	542	381	490	150	103	83	96
2003	606	517	369	478	121	97	78	91
2004	556	497	362	464	108	91	75	85
2005	473	477	349	431	107	91	76	85
2006	527	450	335	428	96	81	66	75
2007	536	430	312	412	94	76	61	71
2008	538	397	301	374	93	70	58	64
2009	546	380	289	345	94	68	55	59
2010	498	355	255	331	85	64	50	57
2011 <sup>1</sup>	487	348	244	313	83	63	47	54

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

1 Figures per 100,000 population for 2011 have been calculated using the mid year estimate of population for 2010 as mid year estimates for 2011 will not be available until after publication of NI Transport Statistics 2011-12. The mid year estimate for the appropriate year has been used for all the other data in the table.

# Chapter 6

## Public Transport

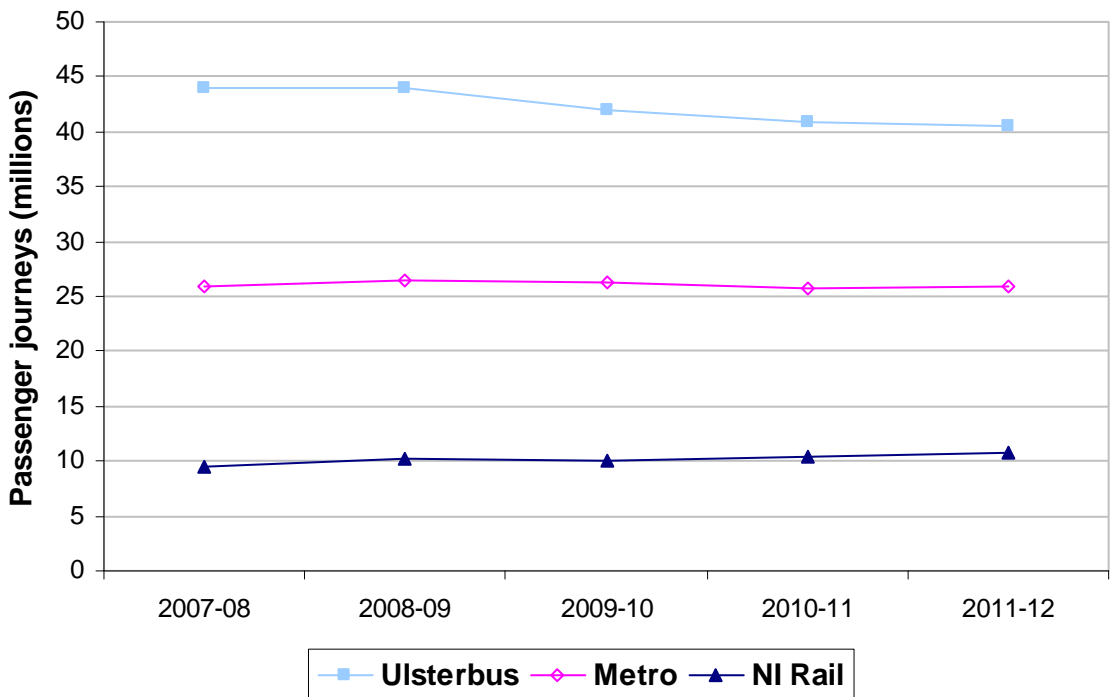
### **Symbols and Conventions:**

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

## 6 Public Transport

- 6.1 At the end of 2011-12 there were 1,133 Ulsterbuses and 282 Metro buses on the roads which were, on average, 6.5 years and 8.8 years old respectively (Table 6.1).
- 6.2 During 2011-12, the number of passenger journeys on Ulsterbus was 40.6 million, around the same as last year (40.8 million) and an 8% decrease from 2007-08 (43.9 million). For Metro services the number of passenger journeys was 25.9 million in 2011-12, similar to 2010-11 (25.8 million) and to 2007-08 (26.0 million). (Table 6.3, Figure 6.1).
- 6.3 Ulsterbus local stage bus passenger receipts in 2011-12 were £83.7 million, the same as the previous year. Metro local stage bus passenger receipts decreased by 1% from £33.6 million in 2010-11 to £33.4 million in 2011-12 (Table 6.4).
- 6.4 During 2011-12, there were 10.7 million rail passenger journeys made, an increase of 3% from 2010-11. Railway passenger receipts also increased, from £31.6 million to £32.9 million, an increase of 4% (Table 6.6, Figure 6.1).

**Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys  
2007-08 to 2011-12**





## Ulsterbus/Metro transport: 2007-08 to 2011-12

**Table 6.1 Vehicle stock**

	Age/Number									
	<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	8.4	7.1	7.2	6.2	6.4	7.1	6.2	8.0	6.5	8.8
Number of buses	1,291	271	1,278	299	1,193	305	1,175	294	1,133	282

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods.

**Table 6.2 Staff employed**

	Number									
	<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,519	756	2,450	773	2,339	757	2,290	759	2,234	731

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

**Table 6.3 Passenger journeys, bus miles and kilometres**

	Millions									
	<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	43.9	26.0	44.0	26.5	41.9	26.3	40.8	25.8	40.6	25.9
Bus miles	37.9	7.6	37.7	8.0	36.1	8.2	35.1	8.2	34.3	7.9
Bus kilometres	61.1	12.2	60.7	12.9	58.1	13.2	56.4	13.3	54.9	12.6

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

**Table 6.4 Local Stage passenger receipts**

	£ Millions									
	<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>		<u>2011-12<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	76.6	29.6	81.8	32.7	83.6	33.5	83.7	33.6	83.7	33.4

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

**Table 6.5 NI Rail service assets and staff: 2007-08 to 2011-12**

	Number				
	2007-08 <sup>1</sup>	2008-09	2009-10	2010-11	2011-12 <sup>P</sup>
Route miles of track	211	211	211	211	211
Rolling stock <sup>2</sup> :					
Locomotives	20	20	20	20	14
Passenger coaches	116	116	116	116	142
Stations:	22	22	22	22	22
Staff employed:	957	967	921	909	912

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

2 Includes only rolling stock which are currently in service. During 2011-12, some old stock was decommissioned and 11 new 3 car sets were brought into service. The new cars all come fitted with an integrated engine and carry passengers and have therefore been included in the "passenger coaches" category.

**Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2007-08 to 2011-12**

	Millions/£ Thousands				
	2007-08 <sup>1</sup>	2008-09	2009-10	2010-11	2011-12 <sup>P</sup>
Passenger journeys (Millions)	9.5	10.2	10.0	10.4	10.7
Passenger miles (Millions)	182.0	188.8	172.3	190.5	202.9
Passenger kilometres (Millions)	293.0	303.9	277.2	306.7	326.7
Passenger receipts (£ Thousands)	25,063	28,954	28,461	31,588	32,868

Source: Translink

1 2007-08 covers a 53 week period. All other years cover 52 week periods

# Chapter 7

## Air Transport

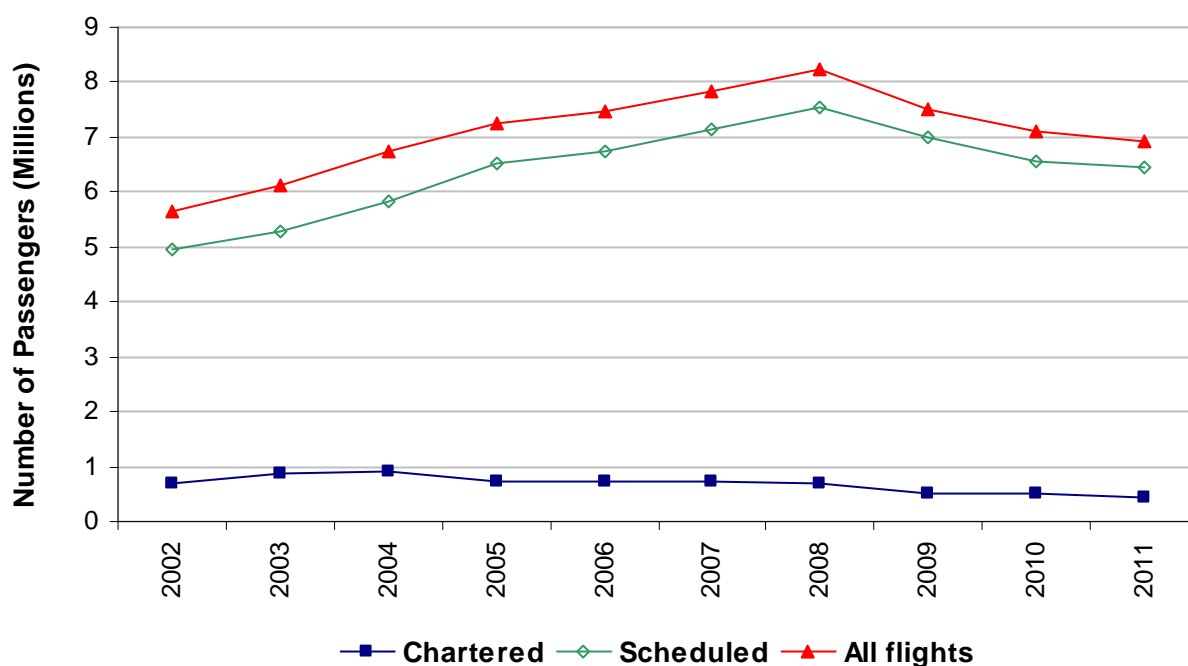
### **Symbols and Conventions:**

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

## 7 Air Transport

- 7.1 There were 81,703 air transport movements (landings and takeoffs) during 2011, nearly the same as the 2010 figure of 81,780 (Table 7.1).
- 7.2 Between 2010 and 2011, air transport movements at Belfast International Airport decreased by 5%, George Best Belfast City Airport increased by 5% and City of Derry Airport stayed around the same. In 2011, George Best Belfast City Airport accounted for 50% of all air transport movements, Belfast International Airport 46% and City of Derry Airport 5%. Of the 81,703 air transport movements occurring during 2011, 92% were scheduled and 8% were chartered (Table 7.2).
- 7.3 During 2011, 6.9 million terminal passengers passed through Northern Ireland airports, representing a decrease of 3% on the 2010 figure. Between 2010 and 2011 the number of passengers travelling on scheduled flights dropped by 1% to 6.5 million and passenger numbers on chartered flights decreased by 17% to 0.4 million (Table 7.3, Figure 7.1).

**Figure 7.1: Terminal Passengers at NI Airports: 2002 to 2011**



- 7.4 In terms of terminal passengers, Belfast International Airport was the 13th busiest commercial airport in the UK in 2011 and accounted for 2% of all UK terminal passengers while George Best Belfast City Airport was the 17th busiest, accounting for 1% of UK terminal passengers. In the 5 years between 2006 and 2011, Belfast International Airport saw a decrease of 18% in the number of terminal passengers while George Best Belfast City Airport saw an increase of 14% (Table 7.4).
- 7.5 Malaga in Spain was the most popular international route from Belfast International Airport with 171,669 passengers flying there and back during 2011, Palma de Mallorca in Majorca was the second most popular international route with 129,711 passengers and Faro in Portugal was the third most popular with 126,689 passengers (Table 7.6a).

**Table 7.1 Total aircraft movements and air transport movements at NI airports<sup>1</sup>: 2002-2011**

Year	Belfast International		George Best Belfast City		City Of Derry		All Airports	
	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements	Aircraft movements	Air transport movements
	Number		Number		Number		Number	
2002	79,376	38,453	40,027	37,072	9,830	4,340	129,233	79,865
2003	79,394	39,894	34,523	31,638	11,585	4,278	125,502	75,810
2004	80,091	43,373	36,290	33,439	10,848	4,309	127,229	81,121
2005	81,350	47,695	40,443	37,298	12,016	4,146	133,809	89,139
2006	77,652	48,212	39,411	36,862	11,941	4,748	129,004	89,822
2007	77,395	51,805	43,022	39,925	11,598	5,733	132,015	97,463
2008	77,943	53,631	42,990	40,205	13,035	5,823	133,968	99,659
2009	68,813	44,060	39,330	37,604	10,286	4,185	118,429	85,849
2010	60,742	39,230	40,324	38,702	9,948	3,848	111,014	81,780
2011	57,460	37,308	41,844	40,556	8,464	3,839	107,768	81,703

Source: CAA Statistics

<sup>1</sup> Excludes air taxi operations.

**Table 7.2 Air transport movements<sup>1</sup> at NI airports: 2007-2011**

							Number
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2007	43,664	0	43,664	4,040	4,101	8,141	51,805
2008	45,499	0	45,499	4,241	3,891	8,132	53,631
2009	37,597	0	37,597	2,823	3,640	6,463	44,060
2010	32,859	34	32,893	2,855	3,482	6,337	39,230
2011	31,390	0	31,390	2,287	3,631	5,918	37,308

George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2007	39,638	0	39,638	287	0	287	39,925
2008	40,027	0	40,027	178	0	178	40,205
2009	37,395	0	37,395	209	0	209	37,604
2010	38,516	0	38,516	186	0	186	38,702
2011	40,383	0	40,383	173	0	173	40,556

City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2007	5,597	0	5,597	136	0	136	5,733
2008	5,738	0	5,738	85	0	85	5,823
2009	4,118	0	4,118	67	0	67	4,185
2010	3,755	0	3,755	93	0	93	3,848
2011	3,765	0	3,765	74	0	74	3,839

All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2007	88,899	0	88,899	4,463	4,101	8,564	97,463
2008	91,264	0	91,264	4,504	3,891	8,395	99,659
2009	79,110	0	79,110	3,099	3,640	6,739	85,849
2010	75,130	34	75,164	3,134	3,482	6,616	81,780
2011	75,538	0	75,538	2,534	3,631	6,165	81,703

<sup>1</sup> Excludes air taxi operations.

**Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport: 2007-2011**

			Number
Airport / Year	Passengers		
	Scheduled	Chartered	All flights
<b>Belfast International</b>			
2007	4,561,602	674,453	5,236,055
2008	4,547,535	675,304	5,222,839
2009	4,063,031	473,467	4,536,498
2010	3,517,054	493,918	4,010,972
2011	3,694,976	406,938	4,101,914
<b>George Best Belfast City</b>			
2007	2,162,508	24,359	2,186,867
2008	2,558,869	11,872	2,570,741
2009	2,605,418	16,315	2,621,733
2010	2,722,673	17,632	2,740,305
2011	2,379,697	17,573	2,397,270
<b>City Of Derry</b>			
2007	407,017	20,569	427,586
2008	425,901	13,095	438,996
2009	335,850	10,007	345,857
2010	325,159	13,346	338,505
2011	392,521	13,047	405,568
<b>All Airports</b>			
2007	7,131,127	719,381	7,850,508
2008	7,532,305	700,271	8,232,576
2009	7,004,299	499,789	7,504,088
2010	6,564,886	524,896	7,089,782
2011	6,467,194	437,558	6,904,752

Source: CAA Statistics

**Table 7.4 UK Airports by number of terminal passengers<sup>1</sup>: 2006 and 2011**

		2011		2006		Number/Percentage
Rank	Airport	Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	Percentage change (2011/2006)
1	Heathrow	69,391	31.6	67,339	28.7	3.0
2	Gatwick	33,644	15.3	34,080	14.5	-1.3
3	Manchester	18,807	8.6	22,124	9.4	-15.0
4	Stansted	18,047	8.2	23,680	10.1	-23.8
5	Luton	9,510	4.3	9,415	4.0	1.0
6	Edinburgh	9,384	4.3	8,607	3.7	9.0
7	Birmingham	8,608	3.9	9,056	3.9	-4.9
8	Glasgow	6,858	3.1	8,820	3.8	-22.2
9	Bristol	5,768	2.6	5,710	2.4	1.0
10	Liverpool (John Lennon)	5,247	2.4	4,962	2.1	5.7
11	Newcastle	4,336	2.0	5,407	2.3	-19.8
12	East Midlands	4,208	1.9	4,721	2.0	-10.9
<b>13</b>	<b>Belfast International</b>	<b>4,102</b>	<b>1.9</b>	<b>5,015</b>	<b>2.1</b>	<b>-18.2</b>
14	Aberdeen	3,083	1.4	3,163	1.3	-2.5
15	London City	2,993	1.4	2,358	1.0	26.9
16	Leeds Bradford	2,937	1.3	2,787	1.2	5.4
<b>17</b>	<b>Belfast City (George Best)</b>	<b>2,397</b>	<b>1.1</b>	<b>2,106</b>	<b>0.9</b>	<b>13.9</b>
18	Southampton	1,762	0.8	1,913	0.8	-7.9
19	Prestwick	1,296	0.6	2,395	1.0	-45.9
20	Cardiff Wales	1,208	0.6	1,993	0.9	-39.4
	Other airports <sup>2</sup>	5,705	2.6	8,764	3.7	-34.9
<b>All reporting UK Airports<sup>2,3</sup></b>		<b>219,289</b>	<b>100.0</b>	<b>234,416</b>	<b>100.0</b>	<b>-6.5</b>

Source: CAA Statistics

1 Excludes air taxi operations.

2 Isle of Man is now excluded from 'Other airports' and 'All reporting UK Airports' total

3 Individual figures may not sum to total due to rounding



**Table 7.5 Scheduled direct weekly flights<sup>1</sup> from NI airports: 2011 and 2012**

Summer schedule

Destination	Belfast International Number of weekly flights		George Best Belfast City <sup>2</sup> Number of weekly flights		City Of Derry Number of weekly flights	
	2011	2012	2011	2012	2011	2012
Aberdeen	-	-	7	6	-	-
Alicante <sup>3</sup>	13	14	-	-	2	1
Amsterdam	9	9	-	-	-	-
Barcelona	8	8	-	-	-	-
Birmingham	-	-	59	43	4	4
Blackpool	5	5	-	-	-	-
Bristol	16	18	12	-	-	-
Cardiff	-	-	24	7	-	-
Dublin	-	-	-	-	14	-
Dubrovnik	1	1	-	-	-	-
Dundee	-	-	7	5	-	-
East Midlands	-	-	33	24	-	-
Edinburgh	18	20	26	30	-	-
Exeter	-	-	7	8	-	-
Faro	14	17	-	-	3	2
Glasgow	20	21	27	29	-	-
Glasgow Prestwick	-	-	-	-	6	7
Gran Canaria (Las Palmas)	2	2	-	-	-	-
Ibiza <sup>4</sup>	3	3	-	-	-	-
Inverness	-	-	6	5	-	-
Isle Of Man	-	-	25	23	-	-
Jersey	2	2	1	1	-	-
Krakow	3	3	-	-	-	-
Lanzarote	3	3	-	-	-	-
Leeds Bradford	14	8	17	18	-	-
Liverpool	43	43	21	-	6	7
London Heathrow	28	21	39	41	-	-
London Gatwick	26	26	26	31	-	-
London Stansted	28	25	17	-	9	9
Luton	18	18	-	-	-	-
Majorca (Palma) <sup>5</sup>	13	14	-	-	1	1
Malaga	15	16	-	-	-	-
Malta <sup>6</sup>	2	2	-	-	-	-
Manchester <sup>7</sup>	-	14	49	44	5	-
Menorca (Mahon)	1	1	-	-	-	-
Murcia	5	4	-	-	-	-
Newcastle	16	17	13	10	-	-
New York (Newark)	7	7	-	-	-	-
Nice	4	3	-	-	-	-
Paris	6	6	7	8	-	-
Pisa	2	2	-	-	-	-
Reus <sup>5</sup>	-	-	-	-	1	1
Rome Leonardo da Vinci (Fiumicino)	2	-	-	-	-	-
Sheffield	-	-	5	-	-	-
Southampton	-	-	20	19	-	-
Southend <sup>8</sup>	-	14	-	-	-	-
Tenerife South	2	2	-	-	1	1
Toulouse	2	-	-	-	-	-

Sources: Belfast International Airport  
George Best Belfast City Airport  
City of Derry Airport

- 1 Flights at least once a week during most of the timetable period
- 2 BMI ceased operating from George Best Belfast City Airport from June 2012
- 3 Flights to Alicante from City of Derry airport operated from June - October only
- 4 Flights to Ibiza operate between June and September only
- 5 Flights to Majorca and Reus from City of Derry airport operated from May - September only
- 6 Flights to Malta from Belfast International commenced from Feb 2011
- 7 Flights to Manchester from Belfast International commenced October 2011
- 8 Flights to Southend from Belfast International commenced July 2011

**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>: 2010 and 2011**

Belfast International Airport							Number/Percentage
Country/Airport	2011			2010			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Austria							
Innsbruck	2,003	0	2,003	2,747	0	2,747	-27
Vienna	559	0	559	108	0	108	418
Bulgaria							
Burgas	9,032	0	9,032	11,433	0	11,433	-21
Plovdiv	2,997	0	2,997	123	0	123	2,337
Sofia	0	0	0	3,335	0	3,335	-100
Cyprus							
Larnaca	20,606	0	20,606	26,550	0	26,550	-22
Paphos	0	0	0	3,024	0	3,024	-100
Czech Republic							
Prague	0	0	0	2,842	2,776	66	-100
Denmark							
Copenhagen	74	0	74	201	0	201	-63
Estonia							
Tallin	233	0	233	0	0	0	-
Finland							
Enontekio	359	0	359	0	0	0	-
Kittila	358	0	358	362	0	362	-1
Rovaniemi	822	0	822	408	0	408	101
France							
Biarritz	141	0	141	280	0	280	-50
Chambery	0	0	0	2,892	2,892	0	-100
Clermont Ferrand	714	0	714	0	0	0	-
Grenoble	915	0	915	905	0	905	1
Metz	0	0	0	43	0	43	-100
Nice	26,724	26,724	0	29,104	29,104	0	-8
Paris (Charles de Gaulle)	85,810	85,755	55	90,109	89,977	132	-5
Tarbes-Lourdes Inter.	7,528	0	7,528	7,704	0	7,704	-2
Toulouse (Blagnac)	9,901	6,322	3,579	9,152	5,453	3,699	8
Germany							
Bremen	0	0	0	91	0	91	-100
Dusseldorf	234	0	234	133	0	133	76
Frankfurt Main	36	0	36	0	0	0	-
Munich	197	0	197	7,121	7,085	36	-97
Greece							
Corfu	0	0	0	2,009	0	2,009	-100
Heraklion	11,518	0	11,518	15,082	0	15,082	-24
Kos	775	0	775	0	0	0	-
Rhodes	5,573	0	5,573	1,870	0	1,870	198
Hungary							
Budapest	456	0	456	34	0	34	1,241
Ireland (Republic)							
Dublin	222	0	222	273	0	273	-19
Galway	0	0	0	1,223	1,223	0	-100
Shannon	86	38	48	52	0	52	65
Italy							
Bergamo	2,576	0	2,576	3,733	0	3,733	-31
Brescia/Montichiari	3,086	0	3,086	3,379	0	3,379	-9
Catania (Fontanarossa)	294	0	294	0	0	0	-
Milan (Malpensa)	0	0	0	297	0	297	-100
Naples	572	0	572	0	0	0	-
Parma	368	0	368	84	0	84	338
Pescara	82	0	82	0	0	0	-
Pisa	7,435	7,435	0	5,604	5,604	0	33
Rome (Fiumicino)	24,845	23,484	1,361	18,010	17,072	938	38
Turin	0	0	0	1,442	0	1,442	-100
Verona Villafranca	858	0	858	729	0	729	18
Malta							
Malta	23,708	23,708	0	216	0	216	10,876
Netherlands							
Amsterdam	99,035	98,751	284	89,909	89,909	0	10
Maastricht	77	0	77	0	0	0	-
Rotterdam	0	0	0	49	0	49	-100
Poland							
Krakow	44,726	44,726	0	43,314	43,314	0	3
Portugal (Excluding Madeira)							
Faro	126,689	119,879	6,810	145,386	136,114	9,272	-13
Lisbon	0	0	0	287	0	287	-100

1 Excludes air taxi operations.

**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>: 2010 and 2011 – cont'd**

Belfast International Airport							Number/Percentage
Country/Airport	2011			2010			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU cont'd							
Portugal (Madeira)							
Funchal	1,092	0	1,092	0	0	0	-
Slovenia							
Ljubljana	86	0	86	82	0	82	5
Spain							
Alicante	121,832	113,159	8,673	118,170	109,421	8,749	3
Barcelona	82,443	82,443	0	85,367	85,194	173	-3
Ibiza	25,079	11,234	13,845	26,886	10,770	16,116	-7
Lieda	147	0	147	0	0	0	-
Mahon (Menorca)	10,282	3,304	6,978	8,048	2,853	5,195	28
Malaga	171,669	164,596	7,073	179,098	170,326	8,772	-4
Murcia San Javier	38,977	38,977	0	35,141	35,141	0	11
Palma De Mallorca (Majorca)	129,711	85,855	43,856	126,545	74,879	51,666	3
Reus	22,618	0	22,618	26,498	0	26,498	-15
Spain (Canary Islands)							
Arrecife (Lanzarote)	79,990	45,999	33,991	82,245	46,338	35,907	-3
Fuerteventura	12,894	0	12,894	11,054	0	11,054	17
Las Palmas	27,320	11,818	15,502	18,419	0	18,419	48
Tenerife (Surreina Sofia)	77,678	37,511	40,167	85,272	43,186	42,086	-9
Sweden							
Stockholm (Arlanda)	115	0	115	0	0	0	-
Europe-Other							
Belarus							
Minsk Int'l	85	0	85	0	0	0	-
Croatia							
Dubrovnik	6,676	6,215	461	5,764	5,587	177	16
Zagreb	0	0	0	107	0	107	-100
Faroe Islands							
Vagar	211	0	211	518	0	518	-59
Iceland							
Keflavik	0	0	0	296	0	296	-100
Norway							
Oslo (Gardermoen)	0	0	0	110	0	110	-100
Trondheim (Varnes)	0	0	0	182	0	182	-100
Republic of Serbia							
Belgrade	239	0	239	12	0	12	1,892
Switzerland							
Geneva	27,554	27,534	20	22,579	22,579	0	22
Turkey							
Antalya	11,439	0	11,439	13,810	0	13,810	-17
Bodrum (Milas)	29,956	0	29,956	34,299	0	34,299	-13
Dalaman	40,478	0	40,478	54,044	0	54,044	-25
Izmir (Adnam Menderes)	7,811	0	7,811	7,855	0	7,855	-1
Rest of the World							
Barbados							
Bridgetown	1,580	0	1,580	950	0	950	66
Canada							
Toronto	23	0	23	0	0	0	-
Dominican Republic							
Puerto Plata	0	0	0	1,175	0	1,175	-100
Egypt							
Sharm El Sheikh (Ophira)	13,879	2,960	10,919	12,502	0	12,502	11
Israel							
Tel Aviv	0	0	0	254	0	254	-100
Mexico							
Acapulco	0	0	0	240	0	240	-100
Cancun	0	0	0	1,272	0	1,272	-100
Tunisia							
Enfidha	429	0	429	0	0	0	-
Monastir	1,409	0	1,409	20,018	0	20,018	-93
U.S.A							
Boston	0	0	0	68	0	68	-100
New York (Newark)	87,763	87,763	0	92,212	92,212	0	-5
Sanford	6,527	0	6,527	4,324	0	4,324	51
All routes	1,560,216	1,156,190	404,026	1,607,065	1,129,009	478,056	-3

Source: CAA Statistics

1 Excludes air taxi operations.

**Table 7.6b International air passenger traffic to and from George Best Belfast City airport<sup>1</sup>: 2010 and 2011**

George Best Belfast City Airport							Number/Percentage
Country/Airport	2011			2010			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
Austria							
Salzburg	5,385	0	5,385	5,655	0	5,655	-5
Estonia							
Tallin	56	0	56	0	0	0	-
France							
Grenoble	0	0	0	2,733	0	2,733	-100
Paris (Charles de Gaulle)	23,825	23,825	0	28,800	28,800	0	-17
Germany							
Munich	0	0	0	112	0	112	-100
Ireland (Republic)							
Cork	1,271	1,271	0	16,211	16,166	45	-92
Galway	49	49	0	312	312	0	-84
Shannon	50	0	50	140	0	140	-64
Italy							
Pisa	0	0	0	253	0	253	-100
Verona Villafranca	6,183	0	6,183	3,801	0	3,801	63
Netherlands							
Amsterdam	3,560	3,560	0	0	0	0	-
Slovenia							
Ljubljana	87	0	87	0	0	0	-
Spain							
Mahon	2,582	0	2,582	0	0	0	-
Reus	1,337	0	1,337	1,699	0	1,699	-21
Europe-Other							
Republic of Serbia							
Belgrade	85	0	85	0	0	0	-
Switzerland							
Geneva	2,182	554	1,628	3,021	0	3,021	-28
All routes	46,652	29,259	17,393	62,737	45,278	17,459	-26

Source: CAA Statistics

1 Excludes air taxi operations.

**Table 7.6c International air passenger traffic to and from City of Derry airport<sup>1</sup>: 2010 and 2011**

							Number/Percentage
Country/Airport	City of Derry Airport						% Change of all flights
	2011			2010			
	All flights	Sched	Charter	All flights	Sched	Charter	
Europe-EU							
<u>Bulgaria</u>							
Burgas	0	0	0	768	0	768	-100
<u>Germany</u>							
Berlin (Schonefeld)	0	0	0	172	0	172	-100
Cologne Bonn	0	0	0	181	0	181	-100
Nuremberg	166	0	166	177	0	177	-6
<u>Ireland (Republic)</u>							
Dublin	5,568	5,559	9	15,047	15,047	0	-63
<u>Portugal (Excluding Madeira)</u>							
Faro	21,308	21,308	0	19,937	19,937	0	7
<u>Spain</u>							
Alicante	5,372	5,372	0	15,998	15,998	0	-66
Palma De Mallorca (Majorca)	6,217	0	6,217	6,241	0	6,241	0
Reus	6,664	0	6,664	5,807	0	5,807	15
<u>Spain (Canary Islands)</u>							
Tenerife (Surreina Sofia)	8,416	8,416	0	0	0	0	-
All routes	53,711	40,655	13,056	64,328	50,982	13,346	-17

Source: CAA Statistics

1 Excludes air taxi operations.

# Chapter 8

## General Transport Statistics

### **Data in Chapter 8 from National Statistics sources:**

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

Tables 8.1 to 8.2 Employees in transport related employment

Tables 8.3 to 8.4 Method of travel to work

Table 8.6 Petrol and diesel deliveries

Table 8.8 Domestic sea passengers

### **Symbols and Conventions:**

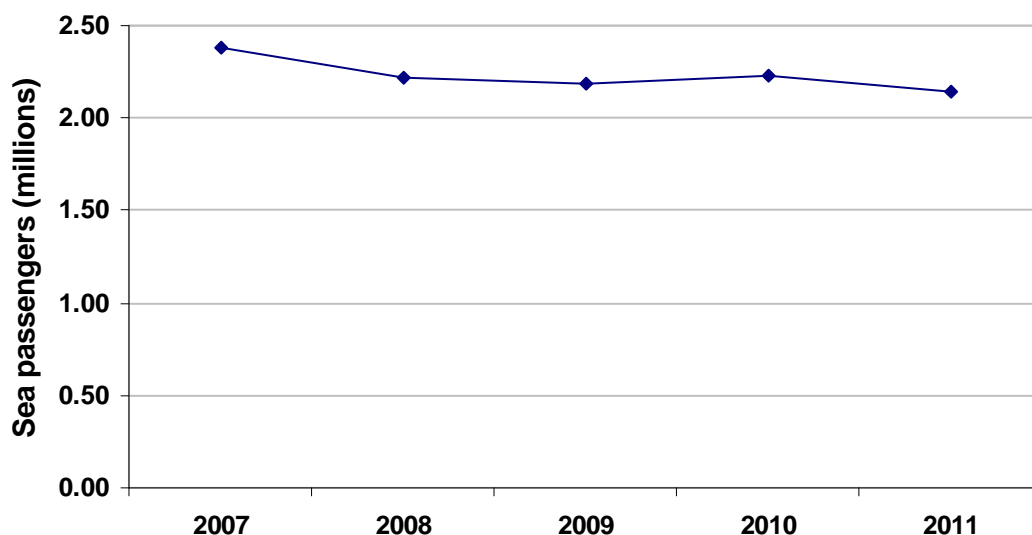
p Data are provisional

r Data have been revised from previous publication

## 8 General Transport Statistics

- 8.1 In March 2012 there were 41,440 people in transport related employment in Northern Ireland. Of these, 82% were male and 18% were female employees. Considering hours worked, 91% of males were full time employees compared to 63% of females. Land transport and transport via pipelines accounted for 34% of people in transport related employment in March 2012 with a further 27% of people employed in wholesale and retail trade and repair of motor vehicles and motorcycles (Table 8.1).
- 8.2 In 2011 the most frequently used method of travel to work in Northern Ireland was car, van or minibus, with 83% of the workforce interviewed in October to December using these methods. This compares to 68% in the United Kingdom as a whole (Table 8.3).
- 8.3 During 2011-12, 757,914 tonnes of petrol and diesel were delivered for use in Northern Ireland, 5% less than the 794,286 tonnes in 2010-11. In 2011-12, 41% of tonnes delivered were petrol and 59% were diesel (Table 8.6).
- 8.4 There were 677 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre in 2011 which is an increase of 3% on the 2010 figure. (Table 8.7).
- 8.5 In 2011, 2.14 million sea passengers travelled between Northern Ireland and Great Britain ports (including the Isle of Man), a decrease of 4% from the previous year (2.23 million) and a 10% decrease since 2007 (2.38 million). (Table 8.8, Figure 8.1).

**Figure 8.1 Domestic sea passengers travelling between NI and GB ports (including the Isle of Man) 2007 to 2011**



- 8.6 In 2011, 80,836 passengers travelled between Ballycastle and Rathlin Island, a decrease of 6% on 2010 and 559,770 passengers used the Strangford Lough ferry, a drop of 1% on the 2010 figure (Table 8.9).

**Table 8.1 Employees in transport related employment<sup>1</sup> in NI by gender: March 2012<sup>P</sup>**

		Males			Females			Number
Class	Standard Industrial Classification 2007 <sup>2</sup>	Full time	Part time	All males	Full time	Part time	All females	All employees
29	Manufacture of motor vehicles, trailers and semi-trailers	2,650	30	<b>2,670</b>	170	40	<b>210</b>	<b>2,890</b>
30	Manufacture of other transport equipment	5,860	20	<b>5,880</b>	900	80	<b>980</b>	<b>6,860</b>
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	8,460	820	<b>9,290</b>	1,240	830	<b>2,070</b>	<b>11,360</b>
49	Land transport and transport via pipelines	10,170	1,640	<b>11,810</b>	1,120	1,140	<b>2,260</b>	<b>14,070</b>
50	Water transport	350	10	<b>350</b>	130	40	<b>170</b>	<b>520</b>
51	Air transport	270	20	<b>290</b>	270	150	<b>420</b>	<b>710</b>
52	Warehousing and support activities for transportation	3,040	520	<b>3,560</b>	950	520	<b>1,470</b>	<b>5,030</b>
	<b>All employees</b>	<b>30,790</b>	<b>3,060</b>	<b>33,850</b>	<b>4,780</b>	<b>2,800</b>	<b>7,580</b>	<b>41,440</b>

Source: Quarterly Employment Survey

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

2 Data in this table are not comparable with previous publications. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used identify transport related employment for this table. In previous years SIC 2003 was used.

**Table 8.2 Employees in transport related employment in NI<sup>1</sup>: March 2008-2012**

		Number				
Class	Standard Industrial Classification 2007 <sup>2</sup>	2008 <sup>r</sup>	2009 <sup>r</sup>	2010 <sup>r</sup>	2011 <sup>r</sup>	2012 <sup>P</sup>
29	Manufacture of motor vehicles, trailers and semi-trailers	3,280	3,110	2,530	2,800	2,890
30	Manufacture of other transport equipment	7,160	7,090	6,700	6,630	6,860
45	Wholesale and retail trade and repair of motor vehicles and motorcycles	11,490	11,380	11,140	11,480	11,360
49	Land transport and transport via pipelines	13,960	13,810	13,930	14,100	14,070
50	Water transport	590	540	500	500	520
51	Air transport	780	800	640	700	710
52	Warehousing and support activities for transportation	4,970	4,830	4,810	5,100	5,030
	<b>All employees</b>	<b>42,220</b>	<b>41,560</b>	<b>40,240</b>	<b>41,320</b>	<b>41,440</b>

Source: Quarterly Employment Survey

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

2 Data in this table are not comparable with previous publications. The Standard Industrial Classification (SIC) categories were revised in 2007 and SIC 2007 is now used identify transport related employment for this table. In previous years SIC 2003 was used.

**Table 8.3 Method of travel to work, UK/NI comparison<sup>1, 2</sup>: 2011 Quarter 4**

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,105	68.4	573	83.0
Motorbike, moped, scooter	186	0.8	*	*
Bicycle	742	3.2	*	*
Bus, coach	1,743	7.4	24	3.5
Taxi	89	0.4	*	*
Railway train	1,191	5.1	10	1.4
Underground train, tram	724	3.1	*	*
Walk	2,637	11.2	69	10.0
Other method	129	0.5	*	*
<b>All Methods of travel<sup>3, 4</sup></b>	<b>23,546</b>	<b>100.0</b>	<b>691</b>	<b>100.0</b>

Source: Labour Force Survey, October to December 2011 (UK - ONS; NI - DFP)

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

2 In 2011, a reweighting exercise revised data according to 2010 population estimates. Data in this table have been revised accordingly.

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

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

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

**Table 8.4 Method of travel to work, NI<sup>1, 2, 3</sup>: 2007-2011**

Method of travel	Percentage				
	2007	2008	2009	2010	2011
Car, van, minibus	83.8	82.7	86.2	83.0	83.0
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	3.4	4.6	3.1	3.6	3.5
Taxi	*	*	1.3	*	*
Railway train	*	*	*	1.5	1.4
Walk	9.2	9.4	7.3	9.8	10.0
Other method	*	*	*	*	*
<b>All Methods of travel</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

Source Labour Force Survey (NI - DFP)

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

2 Figures based on Quarter 4 (October to December)

3 In 2011, a reweighting exercise revised data according to the 2010 population estimates. Data in this table have been revised accordingly.

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



**Table 8.5 Provision of NI charged car parking by local government district and Roads Service division: 2011-12**

									Number
	DRD <sup>1</sup>			Private sector <sup>1</sup>				All spaces	All car parks
	Spaces	Car parks	On-street	Multi storey		Surface			
			Spaces	Car parks	Spaces	Car parks			
Antrim	640	2	0	0	0	0	0	640	2
Ballymena	1,690	6	0	930	1	200	1	2,820	8
Larne	321	4	0	0	0	0	0	321	4
Ballymoney	216	2	0	0	0	0	0	216	2
Moyle	0	0	0	0	0	0	0	0	0
Coleraine	1,015	5	0	0	0	0	0	1,015	5
Limavady	274	2	0	0	0	0	0	274	2
Londonderry	675	9	0	2,000	3	0	0	2,675	12
Northern Division	4,831	30	0	2,930	4	200	1	7,961	35
Ards	685	10	0	0	0	0	0	685	10
Armagh	670	5	0	0	0	0	0	670	5
Banbridge	471	5	0	0	0	0	0	471	5
Craigavon	931	8	0	0	0	0	0	931	8
Down	380	5	0	0	0	0	0	380	5
Newry & Mourne	865	7	446	0	0	0	0	1,311	7
Southern Division	4,002	40	446	0	0	0	0	4,448	40
Belfast North/South	2,095	20	1,667	6,591	13	1,701	20	12,054	53
C' fergus/N' abbey	726	7	0	0	0	0	0	726	7
Castlereagh	0	0	0	0	0	0	0	0	0
Lisburn	741	8	249	1,720	3	128	1	2,838	12
North Down	975	13	0	450	1	406	1	1,831	15
Eastern Division	4,537	48	1,916	8,761	17	2,235	22	17,449	87
Cookstown	0	0	0	0	0	0	0	0	0
Dungannon	281	4	0	0	0	0	0	281	4
Fermanagh	623	7	0	0	0	0	0	623	7
Magherafelt	412	6	0	0	0	0	0	412	6
Omagh	712	5	0	0	0	0	0	712	5
Strabane	269	3	0	0	0	0	0	269	3
Western Division	2,297	25	0	0	0	0	0	2,297	25
All Divisions	15,667	143	2,362	11,691	21	2,435	23	32,155	187

Source: DRD Roads Service

<sup>1</sup> All figures refer to chargeable spaces/Roads Service car parks only.

**Table 8.6 Deliveries of petrol and diesel for use in NI: 2007-08 to 2011-12**

	Tonnes/Percentage									
	2007-08 <sup>r</sup>		2008-09 <sup>r</sup>		2009-10 <sup>r</sup>		2010-11 <sup>p,r</sup>		2011-12 <sup>p</sup>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
<b>PETROL</b>										
<b>Unleaded petrol<sup>1</sup></b>										
Super <sup>2</sup>	11,355	1.4	9,085	1.1	25,032	2.6	27,318	3.4	25,779	3.4
Premium (95 Ron) <sup>3</sup>	324,859	40.3	326,750	40.0	389,167	39.9	286,894	36.1	284,137	37.5
<b>All unleaded petrol</b>	<b>336,213</b>	<b>41.7</b>	<b>335,835</b>	<b>41.1</b>	<b>414,198</b>	<b>42.5</b>	<b>314,213</b>	<b>39.6</b>	<b>309,916</b>	<b>40.9</b>
<b>Sulphur free<sup>4</sup> petrol</b>										
Super <sup>2</sup>	0	0.0	0	0.0	0	0.0	588	0.1	0	0.0
Premium (95 Ron) <sup>3</sup>	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>All sulphur free petrol</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>588</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>
<b>Leaded petrol</b>										
LRP <sup>5</sup>	25	0.0	0	0.0	0	0.0	0	0.0	0	0.0
<b>All leaded petrol</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
<b>All Petrol</b>	<b>336,238</b>	<b>41.7</b>	<b>335,835</b>	<b>41.1</b>	<b>414,198</b>	<b>42.5</b>	<b>314,801</b>	<b>39.6</b>	<b>309,916</b>	<b>40.9</b>
<b>DIESEL</b>										
ULSD <sup>6</sup>	394,026	48.9	385,905	47.2	501,475	51.4	448,401	56.5	429,164	56.6
Sulphur free <sup>4, 7</sup>	76,219	9.5	95,878	11.7	59,546	6.1	31,085	3.9	18,834	2.5
<b>All Diesel</b>	<b>470,245</b>	<b>58.3</b>	<b>481,783</b>	<b>58.9</b>	<b>561,021</b>	<b>57.5</b>	<b>479,485</b>	<b>60.4</b>	<b>447,998</b>	<b>59.1</b>
<b>All Petrol and Diesel</b>	<b>806,484</b>	<b>100.0</b>	<b>817,618</b>	<b>100.0</b>	<b>975,219</b>	<b>100.0</b>	<b>794,286</b>	<b>100.0</b>	<b>757,914</b>	<b>100.0</b>

Source: Department of Energy and Climate Change (DECC)

1 Finished motor spirit with a sulphur content not exceeding 50 parts per million (0.005% by weight).

2 Finished motor spirit with an octane number (research method) not less than 97.

3 Finished motor spirit with an octane number (research method) not less than 95.

4 Sulphur content does not exceed 10 parts per million (0.001% by weight).

5 Lead Replacement Petrol: finished motor spirit containing an alternative to lead as an anti-wear additive.

6 Ultra Low Sulphur Diesel: a grade of DERV (Diesel Engined Road Vehicle) fuel with a sulphur content not exceeding 50 parts per million (0.005% by weight).

7 The company who delivered sulphur free diesel to Northern Ireland finished their sales contract on 31 December 2011.

**Table 8.7 HM Coastguard statistics Belfast Marine Rescue Co-ordination Centre (MRCC): 2007-2011**

	Number				
	2007	2008	2009	2010	2011
<b>Search and rescue operations</b>					
Commercial vessels	16	14	47	10	15
Fishing vessels	30	27	25	27	28
Pleasure craft	189	195	225	229	227
Incidents to persons	122	124	151	134	148
Medical evacuations	27	32	49	53	51
Other craft	27	30	10	17	35
No persons or craft involved <sup>1</sup>	59	52	56	186	173
<b>All Search and rescue operations</b>	<b>470</b>	<b>474</b>	<b>563</b>	<b>656</b>	<b>677</b>
<b>Persons involved in incidents</b>					
Persons rescued	186	160	211	234	251
Persons assisted	1,133	515	900	930	908
Lives lost	15	13	12	22	12
<b>All Persons involved in incidents</b>	<b>1,334</b>	<b>688</b>	<b>1,123</b>	<b>1,186</b>	<b>1,171</b>

Source: Maritime and Coastguard Agency

**Table 8.8 Domestic Sea Passengers at Northern Ireland Ports: 2007-2011**

		Thousands				
NI PORT	GB PORT	2007	2008	2009	2010 <sup>r</sup>	2011
Belfast	Heysham	4	3	3	7	8
Belfast	Liverpool	187	190	187	221	246
Belfast	Stranraer	1,217	1,104	1,101	1,084	922
Belfast	Cairnryan <sup>2</sup>	-	-	-	-	96
Larne	Cairnryan	646	628	602	611	631
Larne	Fleetwood <sup>3</sup>	61	58	54	51	-
Larne	Troon	231	206	213	225	208
Larne	Heysham <sup>4</sup>	-	-	-	2	4
Warrenpoint	Heysham	5	6	7	8	7
<b>All NI Ports</b>		<b>2,351</b>	<b>2,194</b>	<b>2,167</b>	<b>2,207</b>	<b>2,123</b>

		Thousands				
NI PORT	IOM PORT	2007	2008	2009	2010	2011
Belfast	Douglas	22	21	19	20	17
Larne	Douglas <sup>1</sup>	6	3	-	2	3
<b>All NI Ports</b>		<b>28</b>	<b>24</b>	<b>19</b>	<b>22</b>	<b>20</b>

Source: Maritime Statistics DfT

1 Larne - Douglas route closed in June 2008 and reopened in 2010

2 Belfast - Cairnryan route opened in November 2011. Sailings from Belfast to Stranraer were scaled back when this new route opened

3 Larne - Fleetwood route closed in January 2011

4 Larne - Heysham route opened in July 2010

**Table 8.9 Local Ferry Passengers - Rathlin Island and Strangford Lough Ferries: 2010-2011**

		Number	
		2010	2011
Rathlin Island Ferry		85,889	80,836
Strangford Lough Ferry		564,144	559,770
<b>All passenger journeys</b>		<b>650,033</b>	<b>640,606</b>

Source: DRD, Roads Service

# Technical Notes

## Technical Notes

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

### CHAPTER 1 VEHICLE REGISTRATIONS

#### Table 1.3

**Tax Class 91 and 92** – there were no vehicles registered in these categories until 2009. DVA have advised that they should be included in the Private Light Goods taxation group.

**Tax Class 61 - Not Licensed:** Tax class printed on a Registration Book for a vehicle which has not been licensed with DVA.

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

**Tax Class 88 - Age Exempt:** Certain types of vehicles more than 25 years old.

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

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

### CHAPTER 2 DRIVER AND VEHICLE TESTING

#### Tables 2.1-2.3

The number of tests completed represents the number of full vehicle tests carried out during the year. If the vehicle fails the full test, the owner has 21 days to apply for the vehicle to be retested. The figure for retests represents the number of these retests that were carried out during the year. Most of the retests in the year will be as a result of vehicles failing the full test during the year. However, some of the retests carried out during the current year will be a result of failing the full test in the previous year while other retests will not be carried out until the next year. If we assume these largely balance each other out then dividing retests by full tests provides a crude estimate of the test failure rate. However, this does not take into account multiple failures of the same vehicle and vehicles that do not return to be retested.

#### Table 2.1

**Motor vehicle testing scheme:** Motor vehicles other than goods vehicles, public service vehicles and large private vehicles must be tested at four years and over. This includes cars and motorcycles.

#### Table 2.2

**Passenger service vehicle testing scheme:** Public Service Vehicles (buses and taxis) are tested on application for a licence. Large Passenger Carrying Vehicles are tested at one year old and over.

#### Table 2.3

**Goods vehicle testing scheme:** Heavy Goods Vehicles (weight exceeding 3,500kg) are tested at one year and over. From April 1996, Light Goods Vehicles (weight 3,500kg or less) are tested at three years and over.

#### Tables 2.4, 2.6 and 2.8 (GB data)

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

<http://assets.dft.gov.uk/statistics/series/driving-tests-and-instructors/notes.pdf>

### **Table 2.6**

Both the current NI and GB motorcycle driving licence test contains 2 test Modules, both of which must be successfully completed to attain the licence. Module 1 is an off the road manoeuvring test which must be successfully passed, before undertaking Module 2 which is the road driving test. When the candidate has successfully completed Module 1, they may undertake Module 2. The 2 Module test was first introduced in NI on the 8<sup>th</sup> December 2008 and in GB on 27<sup>th</sup> April 2009. The NI 2008-09 figure is an aggregation of the old style test (01/04/08 - 7/12/08) and the new style 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 (8/12/08 – 31/03/09). The GB 2009-10 figure is an aggregation of the old style test (01/04/09 - 26/04/09) and the new style Module 2 test i.e. number taking Module 2 tests and number passing Module 2 (27/04/09 – 31/03/10).

### **Table 2.11**

**Vocational licences:** From 2007, category C1 became a vocational category for new drivers. Category C1 is vehicles between 3,500kg and 7,500kg with or without a trailer up to 750kg.

## **CHAPTER 3 ROAD NETWORK**

### **Tables 3.1-3.2**

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

### **Table 3.3**

- 2010-11 was the final year of the DBFO (Design Build Finance Operate) Package 2 and a number of other contracts on the ground were completed this year.
- 2011-12 represents the first year of a new 4 year budget settlement and the new construction and improvement budget has been reduced. Budgets could increase as the schemes progress.

## **CHAPTER 4 FREIGHT**

### **Table 4.1**

A road freight licence is needed to carry goods for reward in a vehicle of more than 3.5 tonnes.

### **Table 4.2**

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

### **Tables 4.3-4.5**

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

since 2004.

#### **Tables 4.4 to 4.5**

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

#### **Table 4.4**

The individual commodity types have been aggregated together due to the small sample sizes involved. Details of the individual commodity types in the aggregated groupings are:

**Other commodities for outward journeys include the following:** 0 Agricultural products, 2 Fuels, 3 Petroleum products, 4 Metal ore & waste, 5 Metal products, 7 Fertilizers, 8 Chemicals

**Other commodities for inward journeys include the following:** 0 Agricultural products, 2 Fuels, 3 Petroleum products, 4 Metal ore & waste, 5 Metal products, 6 Building materials, 7 Fertilizers, 8 Chemicals

**Category 9 Miscellaneous:** This category includes Miscellaneous, Machinery and Engines, Leather and Textiles.

#### **Table 4.5**

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

#### **Table 4.6**

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

## **CHAPTER 5 ROAD TRAFFIC INJURY COLLISIONS**

**Road traffic injury collision:** Collision involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved.

**Reported road traffic injury collisions:** Figures include only those road traffic injury collisions that are brought to the attention of the police. See User Information section (page 14).

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

**Serious injury:** An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations or severe general shock requiring medical treatment.

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

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

**Children:** Under 16 years of age.

## **CHAPTER 6 PUBLIC TRANSPORT**

- Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.
- 2007-08 covers a 53 week period. All other years cover 52 week periods.



## CHAPTER 7 AIR TRANSPORT

**Aircraft movement:** An aircraft take-off or landing at an airport. For airport traffic purposes, one arrival and one departure are counted as two movements.

**Air transport movements:** Landings or takeoffs of aircraft engaged in the transport of passengers, freight or mail on commercial terms. All scheduled movements including empty aircraft, loaded charter and air taxi movements are included.

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

**Passenger traffic (Terminal):** All revenue and non-revenue passengers on air transport movements flights where the passenger joins or leaves an aircraft at the stated airport.

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

**Charter services:** All other services.

**Terminal passengers:** Travellers who board or disembark an aircraft on a commercial flight at the reporting NI airport. It therefore excludes transit passengers who remain on board aircraft which land at the airport and then depart for another destination.

### Tables 7.5 to 7.6c

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

## CHAPTER 8 GENERAL TRANSPORT STATISTICS

### Tables 8.1 and 8.2

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

### Tables 8.3 and 8.4

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

### Table 8.6

The data are deliveries into consumption, as opposed to being estimates of actual consumption or use. Deliveries will not necessarily be consumed in Northern Ireland.

The data are derived from DECC'S Downstream Oil Reporting System (DORS), which replaced the UK Petroleum Industry Association (UKPIA) data collection system in 2005. Data relating to the inland operations of the UK oil industry are collected from companies. The motor spirit and DERV data do not include deliveries from sources other than the UK oil refineries (i.e. do not include data such as imports, e.g. by hyper/supermarket companies).

DECC publish United Kingdom level data in the Digest of United Kingdom Energy Statistics (DUKES). Final UK level figures for 2011 will be published in DUKES 2013 in July 2013 and final UK data for 2012 in DUKES 2014.

**Table 8.7**

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

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

**Table 8.8**

The figures in the table show the number of ferry traffic passengers travelling on each route, to and from Northern Ireland. Any routes which ceased to operate prior to the published time period have been removed from the table.

**Table 8.9**

- The Rathlin Island ferry runs from Ballycastle to Rathlin Island.
- The Strangford Lough ferry runs from Portaferry to Strangford. A passenger counting system was installed in October 2009.

## **Associated Publications**

### **Travel Survey for Northern Ireland**

Available in both electronic  
and hard copy:

Central Statistics and Research Branch  
Department Of Regional Development  
Clarence Court  
10-18 Adelaide Street  
BELFAST BT2 8GB

Telephone: 028 9054 0799  
Textphone: 028 9054 0642  
Fax: 028 9054 0782  
Website: [http://www.drdni.gov.uk/index/statistics/stats-catagories/stats-catagories-travel\\_survey.htm](http://www.drdni.gov.uk/index/statistics/stats-catagories/stats-catagories-travel_survey.htm)  
E-mail: [csrb@drdni.gov.uk](mailto:csrb@drdni.gov.uk)

### **Northern Ireland Road and Rail Transport Statistics Quarterly Bulletin**

Available in both electronic  
and hard copy:

Central Statistics & Research Branch  
Department for Regional Development  
Clarence Court  
10-18 Adelaide Street  
BELFAST BT2 8GB

Telephone: 028 9054 0800  
Textphone: 028 9054 0642  
Fax: 028 9054 0782  
Website: [http://www.drdni.gov.uk/index/statistics/stats-catagories/ni\\_road\\_and\\_rail\\_transport\\_statistics.htm](http://www.drdni.gov.uk/index/statistics/stats-catagories/ni_road_and_rail_transport_statistics.htm)  
E-mail: [csrb@drdni.gov.uk](mailto:csrb@drdni.gov.uk)

### **Regional Transportation Strategy for Northern Ireland 2002-2012**

Available in both electronic  
and hard copy:

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

Telephone: 028 9054 0685  
Textphone: 028 9054 0642  
Fax: 028 9054 0604  
Website: [http://www.drdni.gov.uk/Transport\\_Planning.htm](http://www.drdni.gov.uk/Transport_Planning.htm)  
E-mail: [newapproach@drdni.gov.uk](mailto:newapproach@drdni.gov.uk)

### **Northern Ireland Ports Traffic 2010**

Available in both electronic  
and hard copy:

Mark McFetridge  
Economic and Labour Market Statistics Branch  
NISRA  
Netherleigh  
Massey Avenue  
BELFAST BT4 2JP

Telephone: 028 9052 9385  
Textphone: 028 9052 9304  
Fax: 028 9052 9459  
Website: <http://www.detini.gov.uk/deti-stats-index/stats-surveys/stats-ports-traffic.htm>  
E-mail: [mark.mcfetridge@dfpni.gov.uk](mailto:mark.mcfetridge@dfpni.gov.uk)

### **Transport Statistics Great Britain 2011**

Available in electronic copy

Department for Transport  
Great Minster House  
76 Marsham Street  
LONDON SW1P 4DR

Telephone: 020 7944 3098  
Website: <http://www.dft.gov.uk/statistics/releases/transport-statistics-great-britain-2011/>  
E-mail: [publicationgeneral.eng@dft.gsi.gov.uk](mailto:publicationgeneral.eng@dft.gsi.gov.uk)

### **ROI Road Freight Transport Survey 2011 / Transport Omnibus 2009-2010**

Available in both electronic  
and hard copy €15:

Central Statistics Office  
Transport Section  
Skehard Road  
Cork  
IRELAND

Telephone: 00353 2145 35000  
Fax: 00353 2145 35555  
Website: <http://www.cso.ie/en/releasesandpublications/transport/archive/>  
E-mail: [transport@cso.ie](mailto:transport@cso.ie)

### **PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI 2011/12**

Available in electronic copy:

Website:  
[http://www.psni.police.uk/index/updates/updates\\_statistics/updates\\_road\\_traffic\\_statistics.htm](http://www.psni.police.uk/index/updates/updates_statistics/updates_road_traffic_statistics.htm)

## Sources Used for Publications and Useful Websites

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

DVA - Driver and Vehicle Agency

[www.dvni.gov.uk](http://www.dvni.gov.uk)

*Table 1.15 to 1.16 (population)*

NISRA – Northern Ireland Statistics and Research Agency

[www.nisra.gov.uk](http://www.nisra.gov.uk)

*GB figures for Tables 1.2, 1.4, 1.15, 1.16, 4.3 to 4.5, 5.4 to 5.6, 8.8 and GB & UK transport statistics publications*

DfT - Department for Transport

[www.dft.gov.uk](http://www.dft.gov.uk)

*Tables 2.4 to 2.8*

DSA - Driving Standards Agency

[www.dsa.gov.uk](http://www.dsa.gov.uk)

*Tables 3.1 to 3.3, 8.5, 8.9*

DRD Roads Service

<http://www.drdni.gov.uk/index/roadsni-3.htm>

*Tables 4.6, 7.1 to 7.4, 7.6*

CAA - Civil Aviation Authority

[www.caa.co.uk](http://www.caa.co.uk)

*Tables 5.1 to 5.6*

PSNI - Police Service Northern Ireland

[www.psni.police.uk](http://www.psni.police.uk)

*Tables 6.1 to 6.6*

Translink

[www.translink.co.uk](http://www.translink.co.uk)

*Table 7.5*

Belfast International Airport

George Best Belfast City Airport

City of Derry Airport

<http://www.belfastairport.com/en/>

<http://www.belfastcityairport.com/>

<http://www.cityofderryairport.com/>

*Tables 8.1 to 8.4*

NISRA Economic and Labour Market Statistics

[www.detini.gov.uk](http://www.detini.gov.uk)

*Table 8.6*

DECC – Department of Energy and Climate Change

[www.decc.gov.uk](http://www.decc.gov.uk)

*Table 8.7*

Maritime and Coastguard Agency

[www.mcga.gov.uk/c4mca/mcga07-home](http://www.mcga.gov.uk/c4mca/mcga07-home)

*NI transport statistics publications*

DRD - Department for Regional Development

[www.drdni.gov.uk](http://www.drdni.gov.uk)

*NI road safety and environment publications*

DOE - Department of the Environment

[www.doeni.gov.uk](http://www.doeni.gov.uk)

*Republic of Ireland statistics*

Central Statistics Office

[www.cso.ie](http://www.cso.ie)