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AN ROINN

**Forbartha Réigiúnaí**

MÁNNYSTRIE FUR

**Kintra Pairts Fordèrin**

# Northern Ireland Transport Statistics 2010-11





## Introductory Notes

The annual Transport Statistics 2010-11 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
2010-11	denotes the financial year ending 31 March 2011.

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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# Contents

	<b>Page</b>
<b>Overall Summary</b>	5
<b>User Information</b>	7
<b>Chapter 1 Vehicle Registrations</b>	
Summary of Chapter 1	19
1.1 Vehicles currently licensed by taxation group: 2006-2010	21
1.2 UK indices (2000=100) of licensed vehicle stock: 2001-2010	21
1.3 Vehicles currently licensed by taxation class and fuel type: 2010	22
1.4 Private and Light Goods vehicles currently licensed by year of first registration, NI/GB comparison: 2010	23
1.5 Private and Light Goods Tax Group currently licensed by year of first registration in NI: 2006-2010	23
1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2006-2010	24
1.7 Vehicles currently licensed by body type: 2006-2010	24
1.8 Vehicles currently licensed by body code: 2010	25
1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010	26
1.10 Twenty most popular Private and Light Goods vehicles in NI: 2010	31
1.11 Motor vehicles registered for the first time in NI by vehicle type: 2006-2010	32
1.12 Private cars registered for the first time in NI by make: 2010	33
1.13 Light goods registered for the first time in NI by make: 2010	34
1.14 Heavy goods registered for the first time in NI by make: 2010	35
1.15 Car ownership levels in NI and GB: 2006-07 to 2010-11	36
1.16 Private and Light Goods vehicles per 1,000 population aged 17 years and over, NI/GB comparison: 2006-2010	36
<b>Chapter 2 Driver and Vehicle Testing</b>	
Summary of Chapter 2	38
2.1 Motor vehicle testing scheme: 2006-07 to 2010-11	39
2.2 Passenger service vehicle testing scheme: 2006-07 to 2010-11	39
2.3 Goods vehicle testing scheme: 2006-07 to 2010-11	39
2.4 Car 'L' driving tests, NI/GB comparison: 2006-07 to 2010-11	40
2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2006-07 to 2010-11	40
2.6 Motorcycle 'L' driving tests, NI/GB comparison: 2006-07 to 2010-11	41
2.7 Touch screen theory tests for motorcyclists, NI/GB comparison: 2006-07 to 2010-11	41
2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests NI/GB comparison: 2006-07 to 2010-11	42
2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests (NI) by type: 2006-07 to 2010-11	42
2.10 Ordinary licences issued by type: 2006-07 to 2010-11	43
2.11 Vocational licences issued by type: 2006-07 to 2010-11	43

## **Chapter 3 Road Network**

	Summary of Chapter 3	45
3.1	Road Network Summary Lengths 2011 - All Divisions	46
3.2	NI public road lengths by local government district and Roads Service division by type of road: 2011	47
3.3	Public expenditure on NI roads: 2006-07 to 2010-11	48

## **Chapter 4 Freight**

	Summary of Chapter 4	50
4.1	Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2006-2010	51
4.2	International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2010	52
4.3	International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading/loading: 2010	52
4.4	Freight handled at NI airports: 2001-2010	53

## **Chapter 5 Road Safety**

	Summary of Chapter 5	55
5.1	Reported road traffic injury collisions by attribution: 2006-2010	56
5.2	Vehicles involved in reported road traffic injury collisions: 2006-2010	56
5.3	Deaths and injuries caused due to reported road traffic injury collisions: 2001-2010	57
5.4	Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010	58
5.5	Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010	58
5.6	Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010	58

## **Chapter 6 Public Transport**

	Summary of Chapter 6	60
6.1	Ulsterbus/Metro transport: 2006-07 to 2010-11 - Vehicle Stock	61
6.2	Ulsterbus/Metro transport: 2006-07 to 2010-11 - Staff employed	61
6.3	Ulsterbus/Metro transport: 2006-07 to 2010-11 - Passenger journeys, bus miles and kilometres	61
6.4	Ulsterbus/Metro transport: 2006-07 to 2010-11 - Local Stage passenger receipts	61
6.5	NI Rail service assets and staff: 2006-07 to 2010-11	62
6.6	NI Rail service passenger journeys, miles, kilometres and receipts: 2006-07 to 2010-11	62

## **Chapter 7 Air Transport**

	Summary of Chapter 7	64
7.1	Total aircraft movements and air transport movements at NI airports: 2001-2010	65
7.2	Air transport movements at NI airports: 2006-2010	66
7.3	Scheduled and chartered terminal passenger traffic via NI by airport: 2006-2010	67
7.4	UK Airports by number of terminal passengers: 2005 and 2010	68
7.5	Scheduled direct weekly flights from NI airports: 2010 and 2011	69
7.6a	International air passenger traffic to and from Belfast International airport: 2009 and 2010	70
7.6b	International air passenger traffic to and from George Best Belfast City airport: 2009 and 2010	72
7.6c	International air passenger traffic to and from City of Derry airport: 2009 and 2010	72

## **Chapter 8 General Transport Statistics**

	Summary of Chapter 8	74
8.1	Employees in transport related employment in NI by gender: March 2011	75
8.2	Employees in transport related employment in NI: March 2007-2011	75
8.3	Method of travel to work, UK/NI comparison: 2010 Quarter 4	76
8.4	Method of travel to work, NI: 2006-2010	76
8.5	Provision of NI charged car parking by local government district and Roads Service division: 2010-11	77
8.6	Deliveries of petrol and diesel for use in NI: 2006-07 to 2010-11	78
8.7	HM Coastguard statistics, Belfast Marine Rescue Co-ordination Centre (MRCC): 2006-2010	79
8.8	Domestic Sea Passengers at Northern Ireland Ports: 2006-2010	80
8.9	Local Ferry Passengers - Rathlin Island and Strangford Lough Ferries 2010	80

<b>Technical Notes</b>	82
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<b>User Consultation</b>	86
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<b>Associated Publications</b>	88
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<b>Sources Used for Publications and Useful Websites</b>	90
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# Overall Summary

## *Chapter 1 Vehicle Registrations*

- There were 1,050,481 vehicles licensed in Northern Ireland at 31 December 2010. Of these, 83% were Private Light Goods (PLG) vehicles.
- The most popular make of PLG vehicle was Ford, comprising 12% of all currently licensed PLGs at 31 December 2010, followed by Vauxhall (11%) and Volkswagen (10%).
- The number of PLG vehicles per capita (aged 17+) has increased by 5% in Northern Ireland over the period 2006 to 2010 compared to a 1% 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 2010, Northern Ireland had slightly more PLG vehicles per 1,000 population aged 17+ (630) than Great Britain (624).

## *Chapter 2 Driver and Vehicle Testing*

- The pass rate for car 'Learner' driving tests here has risen slightly from 50% in 2009-10 to 51% in 2010-11. The pass rate for touch screen theory tests for private car drivers has dropped slightly from 64% in 2009-10 to 63% in 2010-11.
- For the practical driving test, the men's pass rate is higher than the women's. In 2010-11, 57% of men passed the car driving test compared to 46% of women. In contrast, for touch screen theory tests, the women's pass rate is higher than the men's. 66% of women compared to 61% of men passed the car touch screen theory test in 2010-11.

## *Chapter 3 Road Network*

- During 2010-11, new construction and improvement accounted for 49% of the £513 million spend on our roads. Maintenance (structural, routine and winter) accounted for 25% of the money spent, while public lighting accounted for 4%. There was an increase of 17% in expenditure on the roads when compared to the previous year. This is largely due to 2010/11 being the final year of DFBO (Design Build Finance Operate) Package 2 and a number of contracts on the ground being completed.

## *Chapter 4 Freight*

- 57.4 million tonnes of freight were lifted within Northern Ireland and transported by road by heavy goods vehicles in 2009, a decrease of 16% from 2008.

## *Chapter 5 Road Safety*

- The number of road deaths occurring as a result of reported road traffic collisions has halved, going down from 115 in 2009 to 55 in 2010.

## *Chapter 6 Public Transport*

- From 2009-10 to 2010-11, the number of passenger journeys on Ulsterbus fell 3% from 41.9 million to 40.8 million. For Metro services, passenger journeys decreased 2% from 26.3 million to 25.8 million over the same time period.

- During 2010-11, there were 10.4 million rail passenger journeys made, an increase of 4% from 2009-10.

#### *Chapter 7 Air Transport*

- In 2010, Belfast International Airport was the 13th busiest commercial airport in the UK with 4.0 million terminal passengers. This accounted for 2% of all UK terminal passengers. George Best Belfast City airport was the 16th busiest UK commercial airport with 2.7 million terminal passengers, 1% of all UK terminal passengers.
- Malaga in Spain was the most popular international route from Belfast International Airport with 179,098 passengers flying there and back during 2010, Faro in Portugal was the second most popular international route with 145,386 passengers and Palma de Mallorca in Majorca was the third most popular with 126,545 passengers.

#### *Chapter 8 General Transport Statistics*

- In 2010, 2.2 million sea passengers travelled between Northern Ireland and Great Britain ports, the same as in the previous year.



# 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.

All other data in the publication are Official Statistics and, as such, will still conform to the Code of Practice for Official Statistics although this has not been independently tested. A short assessment of the data quality of each of the datasets used in the publication has been included in the sections below.

## 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.
- Please note that GB figures for number of currently licensed vehicles 2006 to 2009 have been revised by DfT. Details of the revisions made are given in the Technical Notes (page 82).

## **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).

## 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 82).
- 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 83). 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) and a small increase of 6%

noted when comparing the current year with 2008-09. 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 76% in both 2009-10 and 2010-11. Further analysis in 2011-12 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 the most recent years, 2009-10 and 2010-11. 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 83).
- Details on the road expenditure data can be found in the Technical Notes on page 83.

## **Road Freight (Tables 4.1 to 4.3)**

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 2008 a reduced number of categories have been used in the international road haulage tables (Tables 4.2 and 4.3). 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 4.4)**

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/rrcgb2008>
- 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 4.4)**

### *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 (pages 84-85). 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 4.4) 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.

## **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 are new to the NI Transport Statistics publication for 2010-11. They 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 (Ports and Public Transport 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*

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

### **User consultation**

A consultation document was issued to members of the Transport Statistics User Group and users of both the annual and quarterly transport statistics publications in June 2011. This contained a number of proposals for changes to the Transport Statistics publications produced by Central Statistics and Research Branch. 7 responses were received from the 118 users consulted. A summary of the proposed changes which were accepted by users and have been implemented in this publication are given below.

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

<i>Changes made following user consultation</i>	<i>See details on</i>
Road length trend table has been removed (Table 3.1 in previous publications)	Page 86
Road freight and Road service (buses and coaches) licences issued tables have been removed (Tables 4.1 and Table 4.2 in previous publications)	Page 86
Reported road traffic injury collision deaths/child deaths by road user by month tables have been removed (Table 5.4 and Table 5.5 in previous publications)	Pages 86-87
Table 7.3 – Terminal passenger traffic by airport -Change from 10 year trend table to 5 year trend table	Page 87
Table 8.9 – New table appearing for the first time in the publication – Local ferry passengers – Rathlin Island and Strangford Lough ferries	Page 17

# 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:**

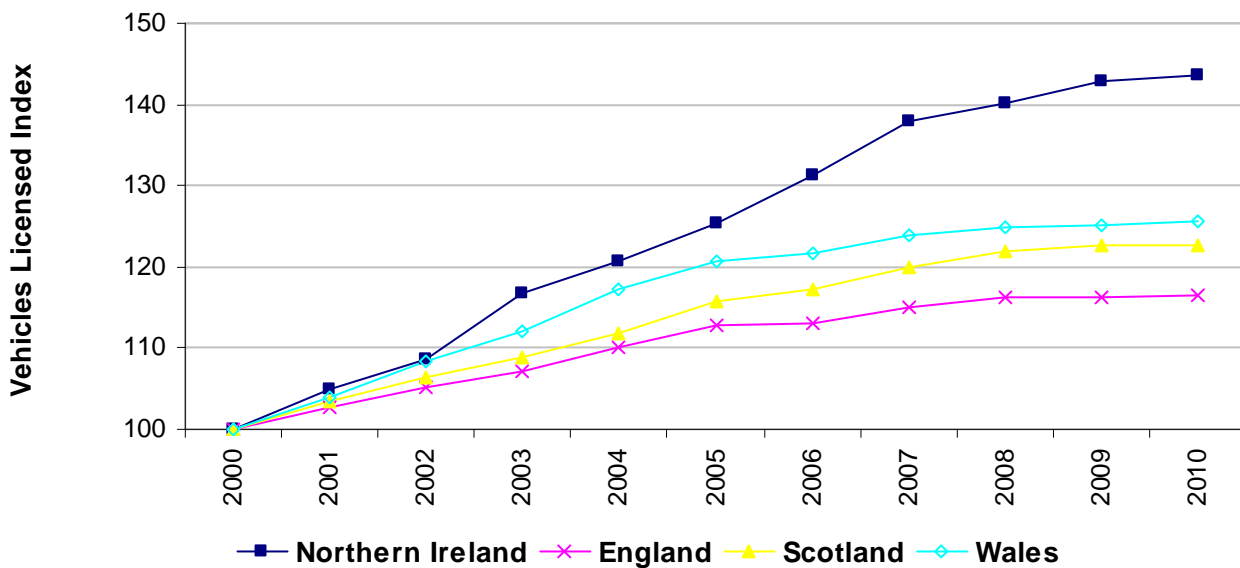
p Data are provisional

r Data have been revised from previous publication

# 1 Vehicle Registrations

1.1 There were 1,050,481 vehicles licensed in Northern Ireland at 31 December 2010. Of these, 83% were Private Light Goods (PLG) vehicles. 9% of all the vehicles licensed were exempt from duty. Over the period 2000 to 2010, 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 16% in England (Tables 1.1 & 1.2, Figure 1.1).

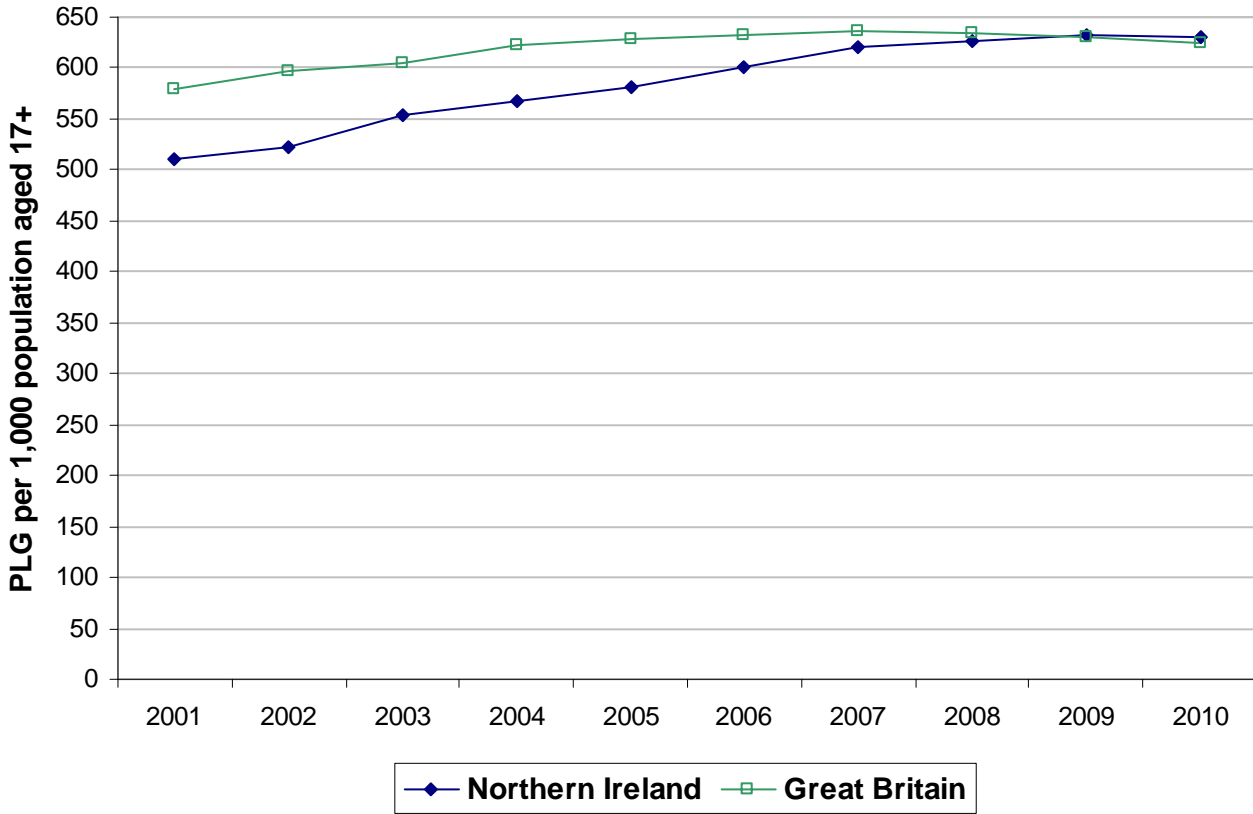
**Figure 1.1: Index of Vehicles Licensed in Northern Ireland, England, Scotland and Wales: 2000 to 2010 (2000=100)**



- 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 2010, was 5.3 years compared with 7.1 years in Great Britain (Table 1.4).
- 1.3 Of the PLG vehicles currently licensed at the end of 2010, 68% had engine capacities of over 1500cc compared to 67% at the end of 2006 (Table 1.6).
- 1.4 At 31 December 2010, Ford was the most popular make of currently licensed PLGs at 12%, followed by Vauxhall (11%) and Volkswagen (10%) (Table 1.9).
- 1.5 The number of vehicles registered for the first time in Northern Ireland during 2010 was 100,679 representing a 4% decrease on the previous year's figure of 105,122. Of these 100,679 vehicles, 84% were private cars, 8% were light goods, 3% were motorcycles and 3% heavy goods, with tractors, buses and general haulage and special types accounting for the remaining 2% (Table 1.11).
- 1.6 In 2010-11 78% of households in Northern Ireland had access to a car or van compared with 75% of households in Great Britain (Table 1.15).
- 1.7 The number of PLG vehicles per capita (aged 17+) has increased by 5% in Northern Ireland over the period 2006 to 2010 compared to a 1% 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 2010, Northern Ireland had slightly more PLG vehicles per 1,000 population aged 17+ (630) than Great Britain (624) (Table 1.16, Figure 1.2).

**Figure 1.2: PLG vehicles per 1,000 population aged 17+, NI/GB comparison 2001 to 2010**



**Table 1.1 Vehicles currently licensed by taxation group: 2006-2010**

Number at 31 December

Taxation Group (Taxation Classes)	2006		2007		2008		2009		2010	
	No.	%	No.	%	No.	%	No.	%	No.	%
Private Light Goods (11, 36, 39, 48, 49, 59, 91, 92)	800,969	83.5	840,621	83.4	857,044	83.7	873,562	83.7	877,034	83.5
Motorcycles, Scooters & Mopeds (17, 18)	27,083	2.8	28,150	2.8	28,180	2.8	28,080	2.7	26,771	2.5
General (HGV) Goods (1, 2, 10, 23, 45, 46, 53)	24,806	2.6	25,785	2.6	25,136	2.5	24,534	2.4	23,863	2.3
Bus (34, 38)	2,670	0.3	2,865	0.3	2,951	0.3	2,987	0.3	3,035	0.3
Agricultural/Tractors (40 & 44)	10,586	1.1	12,817	1.3	14,326	1.4	15,526	1.5	17,059	1.6
Other (14-16, 19, 37, 47, 50, 55-58, 79, 81, 82)	2,039	0.2	2,125	0.2	2,232	0.2	2,244	0.2	2,180	0.2
Crown (60)	7,315	0.8	9,655	1.0	6,902	0.7	7,215	0.7	7,488	0.7
Exempt (>60 except 79, 81, 82, 91, 92)	83,209	8.7	86,271	8.6	87,625	8.6	89,757	8.6	93,051	8.9
<b>All Vehicles</b>	<b>958,677</b>	<b>100.0</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>

Source: Driver and Vehicle Agency (DVA)

**Table 1.2 UK indices (2000=100) of licensed vehicle stock: 2000-2010**

Thousands

Year	England	Index	Scotland	Index	Wales	Index	NI	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 <sup>r, 1</sup>	28,118	113.1	2,564	117.2	1,680	121.7	959	131.2
2007 <sup>r, 1</sup>	28,585	115.0	2,627	120.1	1,711	124.0	1,008	137.9
2008 <sup>r, 1</sup>	28,875	116.2	2,665	121.8	1,723	124.9	1,024	140.1
2009 <sup>r, 1</sup>	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

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

1 Please see Technical Notes (page 82) for further details regarding revisions to DfT figures

**Table 1.3 Vehicles currently licensed by taxation class<sup>1</sup> and fuel type: 2010**

Number at 31 December

Code	Taxation Class <sup>1</sup>	Fuel Type			All Fuel Types
		Petrol	Diesel	Others	
1	HGV	68	21,526	3	21,597
2	Trailer HGV	0	209	0	209
10	Private/Heavy Goods	9	1,178	2	1,189
11	Private/Light Goods (PLG)	109,162	83,594	131	192,887
14	Special Vehicle	6	1,394	13	1,413
15	Special trailer	0	2	0	2
17	Bicycle	26,731	38	2	26,771
19	Electric motorcycle	0	0	5	5
23	HGV CT	0	80	0	80
34	Bus	8	2,995	1	3,004
36	Euro 4 Light	6	2,976	2	2,984
37	Steam vehicle	0	0	2	2
38	RPV bus	0	31	0	31
39	LGV	165	60,542	31	60,738
40	Agricultural machine	262	16,693	13	16,968
44	Mowing machine	0	91	0	91
45	RPV HGV	4	761	0	765
46	RPV trailer HGV	0	16	0	16
47	Recovery vehicle	1	371	0	372
48	Petrol Car	297,732	0	0	297,732
49	Diesel Car	0	321,469	0	321,469
50	Tricycle	218	3	1	222
53	RPV HGV CT	0	7	0	7
55	General haulage	0	10	0	10
56	RPV General	0	1	0	1
57	Special types	0	97	0	97
58	RPV Special Types	0	4	0	4
59	Alternative Fuel	0	0	998	998
60	Crown vehicle	1,496	5,973	19	7,488
61	Not licensed	3,813	1,465	7	5,285
65	Ambulance	22	455	0	477
66	Fire engine	3	122	0	125
70	Exempt (No licence)	6	48	0	54
71	Fire service	21	263	0	284
72	Lifeboat haulage	0	3	0	3
74	Civil Defence	0	0	0	0
76	Police	1,162	1,622	0	2,784
77	Limited use	298	2,663	1	2,962
78	Disabled	37,933	35,567	133	73,633
79	Electric	0	0	31	31
81	Gritting vehicle	0	21	0	21
85	Disabled passenger	34	426	0	460
87	Health service vehicle	26	972	2	1,000
88	Historic Vehicle	4,169	1,761	32	5,962
90	Exempt (Nil licence)	6	16	0	22
91	Personal Export	19	206	0	225
92	Direct Export	0	1	0	1
	<b>All Taxation Classes</b>	<b>483,380</b>	<b>565,672</b>	<b>1,429</b>	<b>1,050,481</b>

Source: DVA

<sup>1</sup> 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: 2010**

Registered less than (Years)	Number (Thousands) at 31 December			
	Northern Ireland		Great Britain	
	Number	%	Number	%
1	78	8.9	1,899	6.3
2	156	17.8	3,776	12.5
3	239	27.3	5,870	19.4
4	336	38.3	8,352	27.6
5	421	48.0	10,779	35.6
6	498	56.7	13,262	43.8
7	568	64.7	15,850	52.4
8	633	72.2	18,395	60.8
9	692	78.9	20,860	68.9
10	743	84.7	23,087	76.3
11	785	89.5	24,908	82.3
12	817	93.1	26,389	87.2
13	840	95.7	27,544	91.0
14	854	97.4	28,406	93.8
15	863	98.4	28,982	95.7
<b>All Private and Light Goods</b>	<b>877</b>	<b>100.0</b>	<b>30,276</b>	<b>100.0</b>
<b>Average age of vehicles (years)</b>	<b>5.3</b>		<b>7.1</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: 2006-2010**

Registered less than (years)	Number (Thousands) at 31 December									
	2006		2007		2008		2009		2010	
	No.	%	No.	%	No.	%	No.	%	No.	%
1	106	13.2	115	13.6	94	10.9	84	9.7	78	8.9
2	197	24.7	213	25.3	200	23.3	172	19.7	156	17.8
3	282	35.2	300	35.7	293	34.2	273	31.3	239	27.3
4	364	45.4	382	45.4	377	44.0	363	41.6	336	38.3
5	440	55.0	459	54.6	454	52.9	444	50.8	421	48.0
6	510	63.6	531	63.2	527	61.4	518	59.3	498	56.7
7	571	71.3	596	70.9	594	69.4	587	67.2	568	64.7
8	626	78.2	652	77.6	654	76.4	651	74.5	633	72.2
9	675	84.3	702	83.5	706	82.4	707	81.0	692	78.9
10	714	89.2	745	88.6	750	87.5	754	86.4	743	84.7
11	745	93.0	778	92.5	786	91.7	793	90.7	785	89.5
12	767	95.7	801	95.3	812	94.8	822	94.1	817	93.1
13	781	97.5	817	97.2	830	96.8	842	96.3	840	95.7
14	789	98.5	827	98.4	841	98.1	854	97.8	854	97.4
15	793	99.0	832	99.0	848	98.9	862	98.7	863	98.4
<b>All Private and Light Goods Vehicles</b>	<b>801</b>	<b>100.0</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>

Source: DVA

**Table 1.6 Private and Light Goods Tax Group currently licensed by engine capacity and fuel type: 2006-2010**

Engine capacity	Number at 31 December									
	2006		2007		2008		2009		2010	
	No.	%	No.	%	No.	%	No.	%	No.	%
Unknown	110	0.0	546	0.1	591	0.1	10	0.0	247	0.0
Up to 1000cc	29,673	3.7	29,184	3.5	28,650	3.3	29,092	3.3	29,118	3.3
1001-1500cc	236,880	29.6	241,410	28.7	243,583	28.4	245,404	28.1	248,751	28.4
1501-2000cc	405,649	50.6	426,254	50.7	436,544	50.9	447,227	51.2	448,526	51.1
Over 2000cc	128,657	16.1	143,227	17.0	147,676	17.2	151,829	17.4	150,392	17.1
<b>All Private and Light Goods Vehicles</b>	<b>800,969</b>	<b>100.0</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>
Petrol	410,869	51.3	415,003	49.4	412,912	48.2	412,409	47.2	407,084	46.4
Diesel	389,788	48.7	425,165	50.6	443,445	51.7	460,244	52.7	468,788	53.5
Other	312	0.0	453	0.1	687	0.1	909	0.1	1,162	0.1

Source: DVA

**Table 1.7 Vehicles currently licensed by body type: 2006-2010**

Body type	Number at 31 December									
	2006		2007		2008		2009		2010	
	No.	%	No.	%	No.	%	No.	%	No.	%
Car	793,763	82.8	828,310	82.2	844,510	82.4	861,311	82.5	868,135	82.6
Taxi	698	0.1	709	0.1	704	0.1	754	0.1	732	0.1
Motorcycle	29,922	3.1	31,763	3.2	31,225	3.0	31,156	3.0	30,001	2.9
Tricycle	157	0.0	189	0.0	216	0.0	247	0.0	240	0.0
Light Goods Vehicle	84,474	8.8	92,565	9.2	93,227	9.1	94,845	9.1	94,741	9.0
Heavy Goods Vehicle	25,190	2.6	26,399	2.6	25,288	2.5	24,925	2.4	24,222	2.3
Bus/Coach	5,765	0.6	5,978	0.6	6,052	0.6	6,033	0.6	5,940	0.6
Agricultural Vehicle	13,708	1.4	16,828	1.7	17,568	1.7	18,846	1.8	20,463	1.9
Other	5,000	0.5	5,548	0.6	5,606	0.5	5,788	0.6	6,007	0.6
<b>All body types</b>	<b>958,677</b>	<b>100.0</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>

Source: DVA

**Table 1.8 Vehicles currently licensed by body code: 2010**

Number at 31 December

Code	Description	No.	Code	Description	No.
1	2 door saloon	2,606	52	Skip loader	325
2	4 door saloon	132,587	53	Special mobile unit	51
3	Saloon	10,379	54	Landrover/Jeep	7,391
4	Convertible	13,532	55	Airport support unit	7
5	Coupe	24,932	56	Single decker bus/coach	2,071
6	Estate	110,856	57	Double decker bus/coach	377
7	Taxi	732	58	Standee bus	4
8	Invalid vehicle	97	59	Half decker bus/coach	34
9	Tricycle	240	60	Minibus	3,454
10	Goods tricycle	4	61	Curtain Sided	1,034
11	Hearse	160	62	Tourer	131
12	Limousine	320	63	Agricultural tractor	19,118
13	3 door saloon	165,460	64	Combine harvester	102
14	5 door saloon	348,519	65	Root crop harvester	4
15	Moped	119	66	Forage harvester	71
16	Scooter	2,553	68	Sprayer	13
17	Scooter combination	37	69	Viner/Picker	2
18	Motorcycle	24,844	70	Agricultural machine	965
19	M/C combination	22	71	Mowing machine	188
20	PCV	24	72	Moped	2,398
21	Sports	2,232	73	Road surfacer	29
22	Panel van	49,287	74	Road tester	3
23	Box van	6,625	75	Tractor	400
24	Car derived van	15,762	76	Ambulance	529
25	Light van	280	77	Fire engine	224
26	Pickup	8,387	78	Bull dozer	5
27	Motor caravan	3,018	79	Road Stripper	5
28	Van/Side windows	1,098	80	Tar sprayer	35
29	Light goods	99	81	Line painter	23
30	Pantehnicon	19	82	Line roller	317
31	Luton van	487	83	Street cleansing	347
32	Insulated van	937	84	Gritting vehicle	290
33	Glass carrier	26	85	Tower wagon	62
34	Specially fitted van	101	86	Crane	166
35	Van	6,762	87	Lift truck	367
36	Livestock carrier	432	88	Snow plough	22
37	Float	21	89	Loading shovel	200
38	Flat lorry	1,327	90	Rear digger	418
39	Dropside lorry	1,455	91	Station tractor	0
40	Tipper	5,119	92	Tractor excavator	72
41	Low loader	75	93	Hydraulic excavator	123
42	Truck	115	94	Cesspool emptier	13
43	Breakdown truck	400	95	Skeletal goods	45
44	Tanker	988	96	MPV	56,421
45	Solid bulk carrier	60	98	Not recorded	507
46	Concrete mixer	328	99	Special purpose	305
47	Mobile plant	20	A1	Fwd Reach Tel Handle	405
48	Car transporter	140	A2	Mobile Pump	9
49	Refuse disposal	625			
50	Goods	6,987		<b>All Vehicles currently licensed</b>	<b>1,050,481</b>
51	Front Dumper	164			

Source: DVA

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010**

Number at 31 December

Abarth		Benford		Citroen - Cont'd	
500	9	<b>All Benford 5</b>		C8	442
Other	1	<b>Bentley</b>		C-Crosser	112
<b>All Abarth 10</b>		Arnage	13	Dispatch Combi	1,068
<b>Access</b>		Continental	74	DS	142
<b>All Access 6</b>		Turbo R	8	Nemo Multispace	118
<b>Aixam</b>		Other	19	Pluriel	15
<b>All Aixam 6</b>		<b>All Bentley 114</b>		Relay	979
<b>Alfa Romeo</b>		<b>BMW</b>		Saxo	3,028
145/146	23	1 Series	3,517	Synergie	310
147	423	2002	22	Xantia	631
155/156	597	3 Series	19,840	XM	25
159	223	5 Series	7,174	Xsara	2,220
166	22	6 Series	355	Xsara Picasso	6,053
Brera	66	7 Series	655	ZX	404
Giuletta	27	8 Series	23	Other	2,323
GT	161	M3	643	<b>All Citroen 36,406</b>	
GTV	82	M5	111	<b>Daewoo</b>	
Mito	236	M Roadster	7	Espero	7
Spider	70	M Series	19	Kalos	214
Other	215	X1	159	Lacetti	53
<b>All Alfa Romeo 2,145</b>		X3	838	Lanos	197
<b>Aston Martin</b>		X5	2,475	Leganza	22
DB7	19	X6	145	Matiz	493
DB9	36	Z3	274	Musso	14
DBS	5	Z4	412	Nexia	12
Vantage	48	Other	1,064	Nubira	61
Other	6	<b>All BMW 37,733</b>		Tacuma	168
<b>All Aston Martin 114</b>		<b>Cadillac</b>		Other	24
<b>Audi</b>		CTS	6	<b>All Daewoo 1,265</b>	
80	424	STS	5	<b>Daihatsu</b>	
90	13	Other	11	Charade	174
100	66	<b>All Cadillac 22</b>		Copen	26
A2	272	<b>Catherham</b>		Cuore	91
A3	5,272	<b>All Catherham 23</b>		Fourtrak	736
A4	14,560	<b>Chevrolet</b>		Grand Move	19
A5	883	Aveo	259	HiJet	29
A6	3,347	Captiva	257	Materia	20
A8	327	Cruze	64	Move	3
All Road	47	Epica	35	Move Plus	10
Cabriolet	38	Kalos	308	Sirion	307
Coupe	59	Lacetti	206	Sportrak	22
Q5	219	Matiz	416	Terios	614
Q7	516	Spark	117	YRV	287
Quattro	30	Tacuma	192	Other	77
R8	22	Other	126	<b>All Daihatsu 2,415</b>	
RS4	63	<b>All Chevrolet 1,980</b>		<b>Daimler</b>	
RS6	18	<b>Chrysler</b>		4.0	6
S3	67	300C	237	Limousine	57
S4	88	Crossfire	70	Six	5
S5	40	Grand Voyager	563	Sovereign	5
S6	9	Neon	105	Other	32
S8	13	PT Cruiser	270	<b>All Daimler 105</b>	
TT	1,495	Sebring	54	<b>Dennis</b>	
Other	924	Voyager	532	<b>All Dennis 8</b>	
<b>All Audi 28,812</b>		Other	178	<b>Dinli</b>	
<b>Austin / Leyland / Leyland Daf Triumph/Leyland Cars Vanden Plas</b>		<b>All Chrysler 2,009</b>		<b>All Dinli 5</b>	
400 Series	7	<b>CI Motorhome</b>		<b>Dodge</b>	
Acclaim	5	<b>All CI Motorhome 41</b>		Avenger	21
Maxi	6	<b>Citroen</b>		Caliber	116
Metro	5	1800	5	Journey	108
Mini	158	2CV	31	Nitro	49
Spitfire	23	AMI	5	Other	28
Stag	15	AX	183	<b>All Dodge 322</b>	
Taxi/Hire Car	226	Berlingo	6,549	<b>Ferrari</b>	
TR7	8	BX	14	360	11
Other	92	C1	1,154	F430	20
<b>All 545</b>		C2	1,281	F430 Spider	3
<b>Auto-Trail</b>		C3	3,721	California	6
Ducato	8	C3 Picasso	210	Other	46
Other	20	C4	2,395	<b>All Ferrari 86</b>	
<b>All Auto-Trail 28</b>		C4 Grand Picasso	130	<b>Fiat</b>	
		C4 Picasso	971	500	670
		C5	1,848	500C	43
		C6	39	Barchetta	7

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010- cont'd**

Number at 31 December

<b>Fiat - Cont'd</b>		<b>Honda - Cont'd</b>		<b>Jaguar - Cont'd</b>	
Brava	152	CR-V	3,346	XKS	13
Bravo	265	CR-X	19	X Type	1,902
Cinquecento	51	CR-Z	19	Other	75
Coupe	39	CX	7	<b>All Jaguar</b>	<b>4,327</b>
Croma	23	FR-V	275	<b>Jeep</b>	
Doblo	551	HR-V	209	Cherokee	512
Ducato	1,097	Insight	52	Commander	39
Fiorino	19	Integra	71	Compass	13
Grand Punto	199	Jazz	2,994	Grand Cherokee	659
Idea	67	Legend	59	Patriot	153
Marea	60	Logo	16	Wrangler	79
Multipla	277	NXS	7	Other	36
Panda	915	Prelude	134	<b>All Jeep</b>	<b>1,491</b>
Punto	4,071	S2000	104	<b>Kawasaki</b>	
Qubo	10	Shuttle	20	<b>All Kawasaki</b>	<b>6</b>
Scudo	440	Stream	40	<b>Kia</b>	
Scudo Panorama	7	Other	948	Carens	362
Sedici	73	<b>All Honda</b>	<b>22,715</b>	Cee'D	664
Seicento	328	<b>Hummer</b>		Cerato	205
Stilo	753	H3	8	Magentis	149
Ulysse	169	Other	11	Mentor	58
Uno	10	<b>All Lincoln</b>	<b>19</b>	Picanto	1,335
X1/9	7	<b>Hyundai</b>		Pride	52
Other	859	130	30	Pro Cee'D	195
<b>All Fiat</b>	<b>11,162</b>	Accent	2,377	Rio	1,279
<b>Ford / Iveco Ford</b>		Amica	1,102	Sedona	473
12M/15M	9	Atoz	140	Shuma	43
Capri	53	Coupe	1,249	Sorento	525
Cardinal Hearse	12	Elantra	350	Soul	113
C-Max	702	Getz	3,781	Sportage	685
Consul	6	H100	19	Venga	84
Cortina	13	I10	1,870	Other	214
Cougar	123	I20	1,091	<b>All Kia</b>	<b>6,436</b>
Courier	39	I30	1,595	<b>Lada</b>	
Dorchester	11	I800	35	Other	6
Escort	1,945	Iload	14	<b>All Lada</b>	<b>6</b>
Explorer	15	IX35	200	<b>Lamborghini</b>	
Fiesta	25,467	Lantra	258	Gallardo	5
Focus	24,193	Matrix	974	Other	2
Focus C-Max	1,745	Santa Fe	1,352	<b>All Lamborghini</b>	<b>7</b>
Focus RS	176	Sonata	140	<b>Lancia</b>	
Fusion	1,487	Sonata	140	Other	11
Galaxy	2,882	Terracan	216	<b>All Lancia</b>	<b>11</b>
Granada	38	Trajjet	307	<b>Land Rover</b>	
Ka	5,514	Tucson	933	Defender	3,008
Kuga	975	X2	7	Discovery	2,875
Maverick	154	XG 30	11	Freelander	3,352
Mondeo	13,474	Other	388	Range Rover	1,196
Orion	15	<b>All Hyundai</b>	<b>18,439</b>	Range Rover Sport	859
Popular	8	<b>Isuzu</b>		Other	571
Probe	32	NKR	14	<b>All Land Rover</b>	<b>11,861</b>
Puma	507	Pick-up	22	<b>LDV</b>	
Ranger	735	Rodeo	692	200 Series	54
Sapphire	14	TF	9	400 Series	565
Scorpio	36	Trooper	1,240	Cub	32
Sierra	172	Other	536	Maxus	462
S-Max	912	<b>All Isuzu</b>	<b>2,513</b>	Other	55
Sport Ka	37	<b>Iveco</b>		<b>All LDV</b>	<b>1,168</b>
Street Ka	181	35C	7	<b>Lexus</b>	
Tourneo	7	Daliy	718	GS	239
Tourneo Connect	20	Turbo Daily	36	IS	1,694
Transit	17,223	Other	958	LS	121
Transit Connect	2,491	<b>All Iveco</b>	<b>1,719</b>	RX	395
Zetec	26	<b>Jaguar</b>		SC	29
Other	5,138	Eagle	7	Other	84
<b>All Ford</b>	<b>106,587</b>	Sovereign	52	<b>All Lexus</b>	<b>2,562</b>
<b>Honda</b>		S-Type	869	<b>Lincoln</b>	
Accord	4,381	XF	484	Town Car	10
CB	14	XJ	589	Other	25
Civic	9,975	XJR	27	<b>All Lincoln</b>	<b>35</b>
Concerto	12	XJ S	47	<b>Lotus</b>	
CR	13	XK	182	Elan	9
		XKR	80		

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010- cont'd**

Number at 31 December

<b>Lotus - Cont'd</b>		<b>Mercedes - Cont'd</b>		<b>Nissan/Datsun - Cont'd</b>	
Elise	62	S Class	847	Murano	104
Esprit	18	SL Class	285	Navara	1,505
Exige	10	SLK	724	Note	1,747
Other	6	Sprinter	3,534	NV200	27
<b>All Lotus</b>	<b>105</b>	V Class	20	Pathfinder	566
<b>LTI</b>		Vaneo	31	Patrol	236
TX1	143	Viano	30	Pixo	180
TX11	22	Vito	1,192	Primastar	370
Other	9	Other	2,698	Primera	2,871
<b>All LTI</b>	<b>174</b>	<b>All Mercedes</b>	<b>30,963</b>	Qashgai	2,722
<b>Man/Man/VW</b>		<b>Metrocab</b>		Qashgai +2	130
<b>All Metrocab</b>	<b>80</b>	<b>All Metrocab</b>	<b>62</b>	Serena	104
<b>Maserati</b>		<b>MG</b>		Silvia	15
3200 GT	5	MGB/Midget	171	Skyline	19
Coupe	10	MGF	239	Sunny	88
Granturismo	20	MG TF	262	Terrano	2,170
Quattroporte	13	MG ZR	1,000	Vanette	440
Other	8	MG ZS	203	X-Trail	1,860
<b>All Maserati</b>	<b>56</b>	MG ZT	295	Other	3,118
<b>Mazda</b>		MG ZT-T	51	<b>All Nissan / Datsun</b>	<b>32,309</b>
121	87	Other	49	<b>Perodua</b>	
323	1,719	<b>All MG</b>	<b>2,270</b>	Kellisa	12
626	791	<b>Mini</b>		Other	4
B Series	178	Cooper	3,492	<b>All Perodua</b>	<b>16</b>
BT-50	102	Cooper S	643	<b>Peugeot</b>	
CX-7	65	First	249	1007	101
Demio	280	One	3,693	106	4,466
E 2200	45	Other	104	107	2,389
Eunos	7	<b>All Mini</b>	<b>8,181</b>	205	357
Mazda 2	1,610	<b>Mitsubishi</b>		206	15,557
Mazda 3	2,096	3000 GT	13	206 CC	328
Mazda 5	543	ASX	45	206 SW	420
Mazda 6	3,641	Canter	29	207	6,018
MPS	9	Carisma	880	207CC	457
MPV	45	Challenger	76	3008	229
MX-3	54	Colt	1,690	305	20
MX-5	1,615	Galant	126	306	6,487
MX-6	14	Grandis	103	307	7,835
Premacy	323	L200	2,308	307 CC	416
RX-7	16	L300	31	307 SW	466
RX-8	460	Lancer	834	308	2,574
Tribute	31	Outlander	408	308 CC	82
Xedos	25	Shogun	3,190	309	33
Other	770	Shogun Pinin	96	4007	96
<b>All Mazda</b>	<b>14,526</b>	Shogun Sport	569	405	403
<b>Mercedes</b>		Sigma	6	406	5,321
190	245	Space Runner	5	407	2,904
200	29	Space Star	278	407 SW	760
220	21	Space Wagon	113	5008	66
230	84	Other	1,645	504	5
240	7	<b>All Mitsubishi</b>	<b>12,445</b>	505	6
250	47	<b>Morgan</b>		605	5
260	12	4-4	11	607	195
280	45	Plus 8	5	806	106
300	201	Other	14	807	227
310	10	<b>All Morgan</b>	<b>30</b>	Bipper	135
320	15	<b>Nissan / Datsun</b>		Boxer	779
350	9	100NX	9	Buxy	7
380	5	200SX	58	Expert	1,019
420	7	300ZX	10	Expert Teepee	43
500	18	350Z	209	Partner	2,731
A Class	1,805	370Z	28	Partner Combi	167
B Class	470	Almera	3,397	Partner Teepee	32
C Class	10,047	Almera Tino	1,145	RCZ	67
CL	110	Bluebird	9	Other	3,275
CLC Class	244	Cabstar	177	<b>All Peugeot</b>	<b>66,584</b>
CLK	1,351	Cube	18	<b>Piaggio</b>	
CLS	381	GT-R	38	Porter	5
E Class	5,003	Interstar	67	<b>All Piaggio</b>	<b>5</b>
GL	76	Kubistar	147	<b>Pontiac</b>	
M Class	1,282	Maxima	19	Firebird	8
R Class	78	Micra	8,706	Other	9

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010- cont'd**

Number at 31 December

<b>Pontiac - Cont'd</b>		<b>Renault - Cont'd</b>		<b>Ssangyong - Cont'd</b>	
<b>All Pontiac</b>	<b>17</b>	<b>All Renault</b>	<b>80,031</b>	Rodius	322
<b>Porsche</b>		<b>Rolls Royce</b>		Other	107
911	623	Other	56	<b>All Ssangyong</b>	<b>845</b>
911 GT3	15	<b>All Rolls Royce</b>	<b>56</b>	<b>Subaru</b>	
924	17	<b>Rover</b>		Forester	277
928	11	25	2,779	Impreza	1,311
944	59	45	1,064	Justy	29
968	12	75	1,889	Legacy	279
Boxster	560	100 Series	127	Outback	90
Carrera	16	200 Series	2,014	Tribeca	16
Cayenne	233	400 Series	1,119	Vivio	5
Cayman	129	600 Series	360	Other	314
Panamera	17	800 Series	37	<b>All Subaru</b>	<b>2,321</b>
Other	46	3500	9	<b>Suzuki/Suzuki (Spain)</b>	
<b>All Porsche</b>	<b>1,738</b>	City Rover	232	Alto	1,236
<b>Proton</b>		Maestro	6	Baleno	160
Compact	26	Metro	38	Carry	33
GE	6	Mini	185	Grand Vitara	3,779
GEN-2	125	Mini Cooper	141	Ignis	754
GL	16	Range Rover	16	Jimny	460
GLS	9	Sterling	5	Liana	293
Impian	49	Streetwise	185	SJ	7
Jumbuck	9	Other	457	Splash	189
Persona	270	<b>All Rover</b>	<b>10,663</b>	Swift	2,487
Satria	37	<b>Saab</b>		SX4	1,098
Satria Neo	17	900	210	Vitara	134
Savvy	56	9000	70	Wagon R+	381
SL	7	9-3	3,973	X-90	9
Wira	127	9-3X	14	Other	442
Other	23	9-5	863	<b>All Suzuki</b>	<b>11,462</b>
<b>All Proton</b>	<b>777</b>	Other	154	<b>Talbot</b>	
<b>Regent</b>		<b>All Saab</b>	<b>5,284</b>	Express	101
<b>All Regent</b>	<b>8</b>	<b>Santana</b>		Other	34
<b>Reliant</b>		<b>All Santana</b>	<b>5</b>	<b>All Talbot</b>	<b>135</b>
Scimitar	9	<b>Seat</b>		<b>Tata</b>	
Other	2	Alhambra	2,320	Safari	48
<b>All Reliant</b>	<b>11</b>	Altea	1,253	TL4	8
<b>Renault</b>		Altea Freetrack	41	Other	6
11	5	Altea XL	438	<b>All Tata</b>	<b>62</b>
12	5	Arosa	354	<b>Toyota</b>	
15	5	Cordoba	435	4 Runner	13
18	12	Exeo	125	Auris	3,461
19	86	Ibiza	7,103	Avensis	12,502
20	18	Inca	613	Avensis Verso	151
21	24	Leon	6,114	Aygo	1,187
25	13	Toledo	2,365	Camry	83
4	5	Other	2,080	Carina	1,775
5	60	<b>All Seat</b>	<b>23,241</b>	Celica	1,393
9	5	<b>Skoda</b>		Corolla	10,061
Clio	28,501	Fabia	3,743	Corolla Verso	1,340
Espace	801	Favorit	10	Corona	9
Expression	8	Felicia	550	Dyna	167
Extra	64	Octavia	4,369	Hiace	2,431
Grand Espace	360	Roomster	120	Hilux	1,633
Grand Modus	207	Superb	1,243	IQ	112
Grand Scenic	1,777	Yeti	52	Land Cruiser	3,293
Kangoo	2,193	Other	237	Liteace	25
Koleos	254	<b>All Skoda</b>	<b>10,324</b>	MR2	555
Laguna	5,526	<b>Smart / MCC</b>		Paseo	43
Master	1,143	Forfour	93	Picnic	355
Maxity	7	Fortwo	304	Previa	227
Megane	17,153	Passion	88	Prius	375
Megane Coupe	807	Pulse	41	RAV-4	4,639
Megane Scenic	5,770	Pure	33	Space Cruiser	7
Modus	1,612	Roadster	51	Starlet	892
Safrane	26	Roadster Coupe	19	Supra	78
Scenic	4,809	Other	56	Townace	6
Traffic	2,581	<b>All Smart / MCC</b>	<b>685</b>	Urban Cruiser	72
Twingo	447	<b>Ssangyong</b>		Verso	174
Vel Satis	35	Kyron	148	Yaris	8,544
Wind Roadster	21	Musso	20	Yaris Verso	120
Other	5,691	Rexton	248	Other	5,300

**Table 1.9 Private and Light Goods vehicles licensed in NI by make and model: 2010- cont'd**

Number at 31 December

<b>Toyota - Cont'd</b>		<b>Volkswagen - Cont'd</b>	
<b>All Toyota</b>	<b>61,023</b>	Passat CC	64
<b>TVR</b>		Phaeton	52
Cerbera	7	Polo	15,032
Chimaera	18	Scirocco	577
Griffith	6	Sharan	1,709
Sagaris	5	Tiguan	804
T350	8	Touareg	791
Tuscan	12	Touran	1,687
Other	11	Transporter	3,495
<b>All TVR</b>	<b>67</b>	Urban Fox	324
<b>Vauxhall / Opel / Bedford</b>		Vento	115
2300S	5	Other	4,242
Agila	1,607	<b>All Volkswagen</b>	<b>90,827</b>
Antara	341	<b>Volvo</b>	
Arena	6	240	33
Ascona	6	340	9
Astra	26,636	440	92
Astra Twintop	277	460	16
Astravan	123	480	11
Brava	45	740	53
Calibra	85	760	10
Carlton/Rekord	29	850	153
Cavalier	947	855	12
Chevette/Kadett	13	940	157
Combo	2,388	960	30
Corsa	22,701	C30	476
Corsavan	67	C70	178
Eagle Quest	9	P1	49
Firenza	6	S40	1,916
Frontera	427	S60	1,087
Insignia	1,783	S70	69
Manta	8	S80	642
Mervia	3,361	V40	588
Monaro	12	V50	705
Monterey	16	V70	1,098
Movano	329	XC60	156
Nova	99	XC70	147
Omega	535	XC90	977
Rascal	5	Other	564
Senator	9	<b>All Volvo</b>	<b>9,228</b>
Signum	217	<b>Westfield</b>	
Sintra	6	<b>All Westfield</b>	<b>37</b>
Tigra	594	<b>Yamaha</b>	
Vectra	15,531	<b>All Yamaha</b>	<b>24</b>
Viva	6	<b>Miscellaneous</b>	
Vivaro	2,045	<b>All Miscellaneous</b>	<b>902</b>
VX 220	19	<b>All Private And Light Goods Vehicles</b>	
VX 8	20		
Zafira	7,843	<b>877,034</b>	
Other	6,030		
<b>All</b>	<b>94,186</b>		
<b>Volkswagen</b>			
1000	88		
800	101		
Beetle	1,931		
Bora	4,531		
Caddy	3,525		
Caravelle	218		
Clipper	5		
Corrado	53		
Crafter	455		
Derby	8		
Eos	264		
Fastback	42		
Fox	335		
Golf	27,364		
Golf Plus	1,081		
Jetta	2,343		
LT	923		
Lupo	419		
Motor Caravan	10		
Passat	18,239		

Source: DVA



**Table 1.10 Twenty most popular Private and Light Goods vehicles in NI: 2010**

Number at 31 December			
Rank	Make and model	Number	%
1	Renault Clio	28,501	3.2
2	Volkswagen Golf	27,364	3.1
3	Vauxhall Astra	26,636	3.0
4	Ford Fiesta	25,467	2.9
5	Ford Focus	24,193	2.8
6	Vauxhall Corsa	22,701	2.6
7	BMW 3 Series	19,840	2.3
8	Volkswagen Passat	18,239	2.1
9	Ford Transit	17,223	2.0
10	Renault Megane	17,153	2.0
11	Peugeot 206	15,557	1.8
12	Vauxhall Vectra	15,531	1.8
13	Volkswagen Polo	15,032	1.7
14	Audi A4	14,560	1.7
15	Ford Mondeo	13,474	1.5
16	Toyota Avensis	12,502	1.4
17	Toyota Corolla	10,061	1.1
18	Mercedes C Class	10,047	1.1
19	Honda Civic	9,975	1.1
20	Nissan Micra	8,706	1.0
	<b>All Private and Light Goods Vehicles</b>	<b>877,034</b>	<b>100.0</b>

Source: DVA

**Table 1.11 Motor vehicles registered for the first time in NI by vehicle type: 2006-2010**

	Number at 31 December				
<b>Vehicle type</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>Private cars</b>					
New cars PLG	57,719	60,451	46,427	42,693	42,416
New cars exempt - Govt owned	8	11	13	12	8
New cars exempt - Non Govt owned	9,574	10,277	11,370	10,154	12,019
Used cars PLG	33,505	36,895	32,437	32,901	29,422
Used cars exempt - Govt owned	0	1	1	1	1
Used cars exempt - Non Govt owned	1,423	1,343	1,199	1,182	1,027
<b>All private cars</b>	<b>102,229</b>	<b>108,978</b>	<b>91,447</b>	<b>86,943</b>	<b>84,893</b>
<b>Buses</b>	<b>677</b>	<b>629</b>	<b>677</b>	<b>477</b>	<b>486</b>
<b>Light goods</b>					
Light goods	13,457	13,855	11,451	9,139	7,807
Light goods exempt - Govt owned	93	104	63	34	38
Light goods exempt - Non Govt owned	225	227	210	208	213
<b>All light goods</b>	<b>13,775</b>	<b>14,186</b>	<b>11,724</b>	<b>9,381</b>	<b>8,058</b>
<b>Heavy goods</b>					
Heavy goods	4,080	3,676	2,923	2,797	2,546
Heavy goods exempt - Govt owned	53	32	41	46	17
Heavy goods exempt - Non Govt owned	63	34	28	77	43
<b>All heavy goods</b>	<b>4,196</b>	<b>3,742</b>	<b>2,992</b>	<b>2,920</b>	<b>2,606</b>
<b>Tractors</b>					
Tractors	8	0	1	3	0
Tractors exempt - Govt Owned	29	7	6	0	10
Tractors exempt - Non Govt owned	1,489	1,964	1,813	1,811	1,953
<b>All tractors</b>	<b>1,526</b>	<b>1,971</b>	<b>1,820</b>	<b>1,814</b>	<b>1,963</b>
<b>Motor cycles</b>					
Motor cycles	4,289	4,477	3,985	3,403	2,528
Motor cycles exempt - Govt owned	2	8	0	29	22
Motor cycles exempt - Non Govt owned	72	75	102	129	98
<b>All motor cycles</b>	<b>4,363</b>	<b>4,560</b>	<b>4,087</b>	<b>3,561</b>	<b>2,648</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>32</b>	<b>46</b>	<b>16</b>	<b>26</b>	<b>25</b>
<b>All vehicles</b>	<b>126,798</b>	<b>134,112</b>	<b>112,763</b>	<b>105,122</b>	<b>100,679</b>

Source: DVA

**Table 1.12 Private cars registered for the first time in NI by make: 2010**

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	146	94	4	244
Audi	1,955	1,977	9	3,941
Austin	0	32	3	35
BMW	2,349	1,807	20	4,176
Carbodies	0	18	0	18
Chevrolet	405	83	5	493
Chrysler	45	89	3	137
Citroen	1,968	837	9	2,814
Daewoo	0	17	1	18
Daihatsu	33	49	3	85
Daimler	0	8	1	9
Dodge	60	24	2	86
Eunos	0	1	0	1
Ferrari	7	6	1	14
Fiat	699	213	30	942
Ford	6,397	3,004	58	9,459
Honda	1,269	1,056	28	2,353
Hyundai	2,615	157	7	2,779
Isuzu	0	23	1	24
Jaguar	241	214	1	456
Jeep	80	54	1	135
Kia	1,701	290	2	1,993
Land Rover	558	314	14	886
Lexus	95	265	1	361
Lotus	1	15	0	16
Maserati	12	8	1	21
Mazda	1,310	305	25	1,640
Mercedes	1,511	1,053	27	2,591
MG	0	145	1	146
Mini	1,054	219	4	1,277
Mitsubishi	548	231	41	820
Nissan	3,574	580	48	4,202
Opel	1	13	19	33
Peugeot	3,295	2,176	20	5,491
Porsche	101	80	2	183
Proton	29	14	0	43
Renault	4,822	1,068	16	5,906
Rolls Royce	2	12	2	16
Rover	0	165	5	170
Saab	86	284	2	372
Seat	1,150	1,143	5	2,298
Skoda	934	379	2	1,315
Smart	75	25	0	100
Ssangyong	70	16	0	86
Subaru	76	83	19	178
Suzuki	956	97	3	1,056
Toyota	2,835	2,245	86	5,166
Triumph	0	13	1	14
Vauxhall	5,717	3,396	4	9,117
Volkswagen	4,802	4,757	48	9,607
Volvo	824	430	7	1,261
Other	35	252	22	309
<b>All makes</b>	<b>54,443</b>	<b>29,836</b>	<b>614</b>	<b>84,893</b>

Source: DVA

**Table 1.13 Light goods registered for the first time in NI by make: 2010**

Number at 31 December

Make	New	Used	Exempt (New and Used)		All Light Goods
			Government owned	Non government owned	
Austin	0	1	0	3	4
Bedford	0	1	0	3	4
Chevrolet GMC	0	3	0	1	4
Chrysler	0	0	0	0	0
Citroen	370	641	1	10	1,022
Daf	0	0	0	0	0
Daihatsu	0	5	0	3	8
Fiat	34	53	0	16	103
Ford	720	1,269	20	32	2,041
Freight Rover	0	1	0	0	1
Honda	0	0	0	2	2
Hyundai	8	2	0	0	10
Isuzu	67	27	0	1	95
Iveco	31	62	2	1	96
Iveco-Ford (UK)	1	1	0	0	2
Land Rover	119	19	2	10	150
LDV	6	36	0	0	42
Leyland	0	0	0	1	1
Leyland Daf	0	0	0	0	0
Mazda	27	6	0	1	34
Mercedes	285	225	0	9	519
Mitsubishi	174	138	0	4	316
Nissan	135	128	0	9	272
Opel	0	10	0	0	10
Peugeot	337	252	0	7	596
Renault	424	135	5	39	603
Rover	0	2	0	0	2
Seat	0	7	0	0	7
Skoda	0	1	0	0	1
Subaru	0	1	0	0	1
Suzuki	0	2	0	0	2
Talbot	0	1	0	0	1
Tata	0	1	0	0	1
Toyota	298	144	0	7	449
Vauxhall	292	191	0	5	488
Volkswagen	721	352	2	14	1,089
Volvo	0	0	3	4	7
Other	20	21	3	31	75
<b>All makes</b>	<b>4,069</b>	<b>3,738</b>	<b>38</b>	<b>213</b>	<b>8,058</b>

Source: DVA

**Table 1.14 Heavy goods registered for the first time in NI by make: 2010**

Number at 31 December

Make	New	Used	Exempt (New and Used)		All Heavy Goods
			Government owned	Non government owned	
All Wheel Drive	0	1	0	0	1
Bedford	0	6	0	0	6
Case	0	0	0	0	0
Caterpillar	0	0	0	0	0
Daf	101	456	0	4	561
Dennis	19	11	0	0	30
Dodge	0	0	0	0	0
ERF	0	24	0	0	24
Fiat	30	19	0	2	51
Foden	0	12	0	0	12
Ford	6	12	0	2	20
Grove Coles	0	1	0	0	1
Hino	2	21	0	0	23
Isuzu	0	14	0	0	14
Iveco	92	94	17	6	209
Iveco Ford	0	84	0	0	84
Iveco-Ford (German)	0	0	0	0	0
Iveco-Ford (Italy)	0	0	0	0	0
Iveco-Ford (UK)	5	26	0	0	31
JCB	7	13	0	0	20
Johnston	0	3	0	0	3
Kato	0	0	0	0	0
Krupp	0	1	0	0	1
LDV	0	1	0	0	1
Leyland	0	7	0	1	8
Leyland Daf	5	51	0	0	56
MAN	37	165	0	0	202
MAN/VW	0	0	0	0	0
Manitou	2	3	0	0	5
Massey Ferguson	0	0	0	0	0
Matbro	0	0	0	0	0
Mercedes	52	217	0	22	291
Merlo	7	4	0	0	11
Mitsubishi	1	14	0	0	15
New Holland	0	1	0	0	1
Nissan	1	0	0	0	1
PPM	0	0	0	0	0
Renault	19	43	0	1	63
Renault (UK)	0	12	0	0	12
Scania	42	321	0	1	364
Seddon/Atkinson	0	5	0	0	5
Thwaites	0	2	0	0	2
Toyota	2	2	0	0	4
Volkswagen	5	4	0	0	9
Volvo	88	336	0	2	426
Other	15	22	0	2	39
<b>All makes</b>	<b>538</b>	<b>2,008</b>	<b>17</b>	<b>43</b>	<b>2,606</b>

Source: DVA

**Table 1.15 Car<sup>1</sup> ownership levels in NI and GB<sup>2</sup>: 2006-07 to 2010-11**

Year	Percentage of households with access to a car or van					
	<u>One only</u>		<u>Two or more</u>		<u>All</u>	
	NI	GB	NI	GB	NI	GB
2006-07	45	44	31	32	76	75
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

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.

**Table 1.16 Private and Light Goods vehicles per 1,000 population<sup>1</sup> aged 17 years and over, NI/GB comparison: 2006-2010**

Year	Number	
	NI	GB
2006	600	632
2007	621	637
2008	627	635
2009	632	631
2010	630	624

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

1 Based on mid-year population estimates.

# 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 663,115 vehicle tests completed under the motor vehicle testing scheme during 2010-11, an increase of 6% on the 625,569 tests completed during 2009-10. The estimated test failure rate was 20% in 2010-11 (number of retests expressed as a percentage of total full tests completed over the same period (see Technical Notes (page 82)) (Table 2.1).
- 2.2 There were 56,948 car 'Learner' driving tests conducted in Northern Ireland during 2010-11, down 7% on the 61,341 tests conducted during 2009-10. The overall pass rate for car 'Learner' driving tests in 2010-11 was 51% compared with 50% for the previous year. In comparison, the overall pass rate in Great Britain was 46% in 2010-11 the same as for the previous year. During 2010-11, the male pass rate for car 'Learner' driving tests in Northern Ireland was 57% compared to 46% for females (Table 2.4, Figure 2.1).
- 2.3 In Northern Ireland 63% of candidates passed the touch screen theory test for private car drivers during 2010-11, the same as the pass rate in Great Britain. During 2010-11 the pass rate for females in Northern Ireland was 66% compared to 61% for males (Table 2.5, Figure 2.2).

Figure 2.1: Car 'L' driving tests: % Pass Rates for Males/Females in NI/GB 2010-11

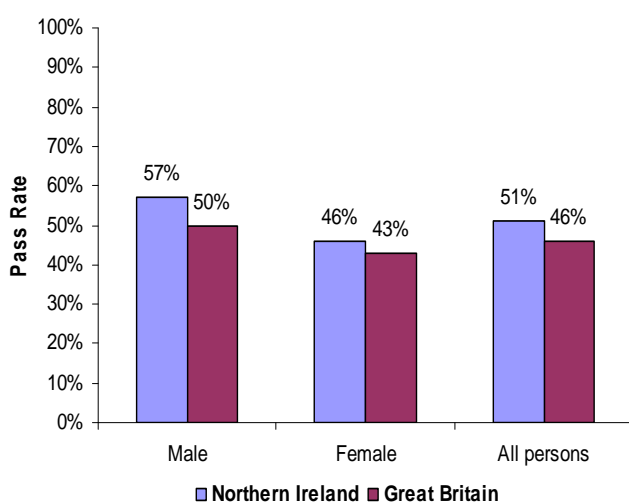
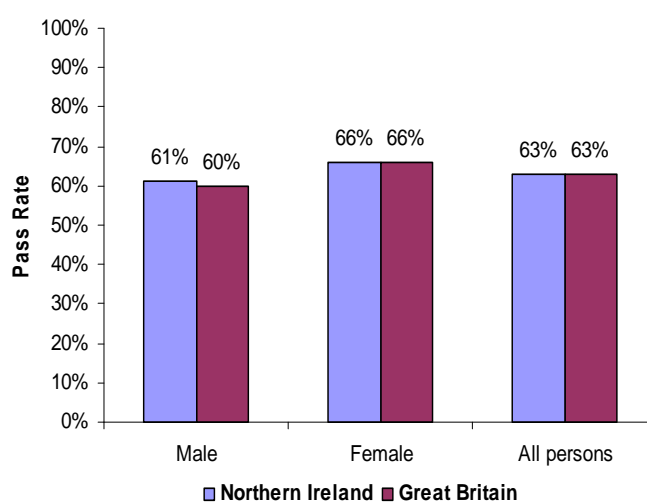


Figure 2.2: Touch Screen Theory Tests for private car drivers: % Pass Rates for Males/Females in NI/GB 2010-11



- 2.4 In 2010-11, the overall pass rate for motorcycle 'Learner' driving tests in Northern Ireland was 75%, 76% for males and 65% for females. The overall pass rate for touch screen theory tests for motorcyclists in Northern Ireland was 79% during 2010-11, 79% for males and 87% 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 4,444 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests conducted in Northern Ireland during 2010-11. The overall pass rate for these tests was 62%; an increase of 1 percentage point on the previous year (Table 2.8).
- 2.7 Of the 194,045 ordinary licences issued during 2010-11, 14% were provisional, 45% were full and 26% were replacement. Of the 13,682 vocational licences issued, 12% were passenger carrying vehicle licences, 51% were large goods vehicle licenses and 26% were replacements (Table 2.10 & 2.11).



**Table 2.1 Motor vehicle<sup>1</sup> testing scheme: 2006-07 to 2010-11**

	Number/Percentage				
	2006-07	2007-08	2008-09	2009-10	2010-11
Tests completed	519,738	537,950	603,036	625,569	663,115
Retests	111,804	114,213	122,197	129,246	135,843
Percentage retests <sup>2</sup>	22	21	20	21	20

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 82)).

**Table 2.2 Passenger service vehicle testing scheme: 2006-07 to 2010-11**

	Number/Percentage				
	2006-07	2007-08	2008-09	2009-10	2010-11
Tests completed	15,827	16,573	17,148	16,732	16,195
Retests	4,549	4,362	4,232	4,238	4,321
Percentage retests <sup>1</sup>	29	26	25	25	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 82)).

**Table 2.3 Goods vehicle testing scheme: 2006-07 to 2010-11**

	Number/Percentage				
	2006-07	2007-08	2008-09	2009-10	2010-11
Tests completed	85,645	89,882	97,577	96,386	102,760
Retests	26,088	26,507	26,617	26,241	27,477
Percentage retests <sup>1</sup>	30	29	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 82)).

**Table 2.4 Car 'L' driving tests, NI/GB comparison: 2006-10 to 2010-11**

	Number/Percentage									
	<u>2006-07</u>		<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</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	27,764	875,756	30,964	865,669	31,362	850,026	28,242	753,835	25,877	772,551
Female	31,974	908,278	34,779	896,408	36,117	888,993	33,099	780,079	31,071	833,040
<b>All persons</b>	<b>59,738</b>	<b>1,784,034</b>	<b>65,743</b>	<b>1,762,077</b>	<b>67,479</b>	<b>1,739,019</b>	<b>61,341</b>	<b>1,533,914</b>	<b>56,948</b>	<b>1,605,591</b>
<b>Tests passed</b>										
Male	14,534	405,287	15,480	409,355	16,032	413,171	15,765	370,147	14,739	383,417
Female	13,647	367,894	14,194	369,823	15,027	374,489	15,168	333,797	14,325	360,639
<b>All persons</b>	<b>28,181</b>	<b>773,181</b>	<b>29,674</b>	<b>779,178</b>	<b>31,059</b>	<b>787,660</b>	<b>30,933</b>	<b>703,944</b>	<b>29,064</b>	<b>744,056</b>
<b>Percentage passed</b>										
Male	52	46	50	47	51	49	56	49	57	50
Female	43	41	41	41	42	42	46	43	46	43
<b>All persons</b>	<b>47</b>	<b>43</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>

Sources: NI - DVA; GB - DSA

**Table 2.5 Touch screen theory tests for private car drivers, NI/GB comparison: 2006-07 to 2010-11**

	Number/Percentage									
	<u>2006-07</u>		<u>2007-08</u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11</u>	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	23,555	705,268	26,606	772,012	25,516	699,375	25,974	719,929	24,976	707,354
Female	20,851	601,080	23,440	679,367	22,712	591,401	23,625	627,919	23,057	638,838
<b>All persons</b>	<b>44,406</b>	<b>1,306,348</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>Tests passed</b>										
Male	15,763	451,517	17,218	481,354	16,165	437,699	16,048	440,152	15,326	427,118
Female	15,312	431,886	16,597	468,108	15,359	406,476	15,895	420,018	15,120	421,912
<b>All persons</b>	<b>31,075</b>	<b>883,403</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>Percentage passed</b>										
Male	67	64	65	62	63	63	62	61	61	60
Female	73	72	71	69	68	69	67	67	66	66
<b>All persons</b>	<b>70</b>	<b>68</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>

Sources: NI - DVA; GB - DSA

**Table 2.6 Motorcycle 'L' driving tests<sup>1</sup>, NI/GB comparison: 2006-07 to 2010-11**

	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	NI	GB <sup>r</sup>	NI	GB	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB
<b>Tests conducted</b>										
Male	1,908	66,366	2,500	75,884	2,841	91,578	2,610	41,828	2,977	44,991
Female	284	10,630	380	12,061	381	15,561	376	4,625	452	4,654
<b>All persons</b>	<b>2,192</b>	<b>76,996</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>Tests passed</b>										
Male	1,358	44,357	1,752	51,793	1,999	62,526	1,974	29,147	2,274	31,236
Female	189	5,750	242	6,715	245	8,618	231	3,095	296	3,249
<b>All persons</b>	<b>1,547</b>	<b>50,107</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>Percentage passed</b>										
Male	71	67	70	68	70	68	76	70	76	69
Female	67	54	64	56	64	55	61	67	65	70
<b>All persons</b>	<b>71</b>	<b>65</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>

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: 2006-07 to 2010-11**

	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	NI	GB	NI	GB	NI	GB	NI	GB	NI	GB
<b>Tests conducted</b>										
Male	2,055	62,912	2,742	82,267	2,774	90,478	1,545	49,377	1,835	51,971
Female	290	8,919	425	11,913	391	12,852	189	5,941	230	6,162
<b>All persons</b>	<b>2,345</b>	<b>71,831</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>Tests passed</b>										
Male	1,656	52,187	2,019	63,766	2,133	71,599	1,237	39,762	1,441	42,050
Female	248	7,790	330	9,928	306	10,890	165	5,064	200	5,245
<b>All persons</b>	<b>1,904</b>	<b>59,977</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>Percentage passed</b>										
Male	81	83	74	78	77	79	80	81	79	81
Female	86	87	78	83	78	85	87	85	87	85
<b>All persons</b>	<b>81</b>	<b>83</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>

Sources: NI - DVA; GB - DSA

**Table 2.8 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests, NI/GB comparison: 2006-07 to 2010-11**

	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	NI	GB	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB <sup>r</sup>	NI	GB
<b>Tests conducted</b>										
Male	4,100	82,305	3,917	75,074	3,734	70,516	3,747	50,811	4,147	48,142
Female	180	5,701	308	6,304	285	5,632	245	4,871	297	4,298
<b>All persons</b>	<b>4,280</b>	<b>88,006</b>	<b>4,225</b>	<b>81,378</b>	<b>4,019</b>	<b>76,148</b>	<b>3,992</b>	<b>55,682</b>	<b>4,444</b>	<b>52,440</b>
<b>Tests passed</b>										
Male	2,552	38,018	2,212	34,984	2,111	34,652	2,314	26,022	2,580	24,840
Female	99	2,667	158	2,987	160	2,992	136	2,721	161	2,424
<b>All persons</b>	<b>2,651</b>	<b>40,685</b>	<b>2,370</b>	<b>37,971</b>	<b>2,271</b>	<b>37,644</b>	<b>2,450</b>	<b>28,743</b>	<b>2,741</b>	<b>27,264</b>
<b>Percentage passed</b>										
Male	62	46	56	47	57	49	62	51	62	52
Female	55	47	51	47	56	53	56	56	54	56
<b>All persons</b>	<b>62</b>	<b>46</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>

Sources: NI - DVA; GB - DSA

**Table 2.9 Goods Vehicle (GV) and Passenger Carrying Vehicle (PCV) driving tests (NI) by type: 2006-07 to 2010-11**

	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	GV	PCV	GV	PCV	GV	PCV	GV	PCV	GV	PCV
<b>Tests conducted</b>										
Male	3,533	567	3,330	587	3,110	624	3,225	522	3,572	575
Female	102	78	176	132	172	113	188	57	256	41
<b>All persons</b>	<b>3,635</b>	<b>645</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>Tests passed</b>										
Male	2,174	378	1,870	342	1,723	388	1,954	360	2,174	406
Female	50	49	90	68	88	72	102	34	138	23
<b>All persons</b>	<b>2,224</b>	<b>427</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>Percentage passed</b>										
Male	62	67	56	58	55	62	61	69	61	71
Female	49	63	51	52	51	64	54	60	54	56
<b>All persons</b>	<b>61</b>	<b>66</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>

Source: DVA

**Table 2.10 Ordinary licences issued by type: 2006-07 to 2010-11**

Ordinary licences	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	No.	%	No.	%	No.	%	No.	%	No.	%
Provisional licences	29,620	11	32,004	12	29,550	14	28,199	14	27,228	14
Full licences	177,275	65	169,582	62	107,618	50	87,490	45	87,516	45
Replacement licences <sup>1</sup>	38,875	14	41,999	15	45,667	21	48,322	25	49,672	26
Conversion prov. to full	27,191	10	29,663	11	31,831	15	31,329	16	29,629	15
<b>All Ordinary licences</b>	<b>272,961</b>	<b>100</b>	<b>273,248</b>	<b>100</b>	<b>214,666</b>	<b>100</b>	<b>195,340</b>	<b>100</b>	<b>194,045</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: 2006-07 to 2010-11**

Vocational licences	Number/Percentage									
	2006-07		2007-08		2008-09		2009-10		2010-11	
	No.	%	No.	%	No.	%	No.	%	No.	%
Passenger carrying vehicles	1,703	12	2,146	14	1,716	12	1,636	12	1,708	12
Large goods vehicles <sup>1</sup>	5,721	42	7,156	46	7,067	49	6,503	49	6,993	51
Replacement licences <sup>2</sup>	4,229	31	4,247	28	3,895	27	3,578	27	3,553	26
Conversion prov. to full	2,047	15	1,861	12	1,720	12	1,428	11	1,428	10
<b>All Vocational licences</b>	<b>13,700</b>	<b>100</b>	<b>15,410</b>	<b>100</b>	<b>14,398</b>	<b>100</b>	<b>13,145</b>	<b>100</b>	<b>13,682</b>	<b>100</b>

Source: DVA

1 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.

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

# Chapter 3

## Road Network

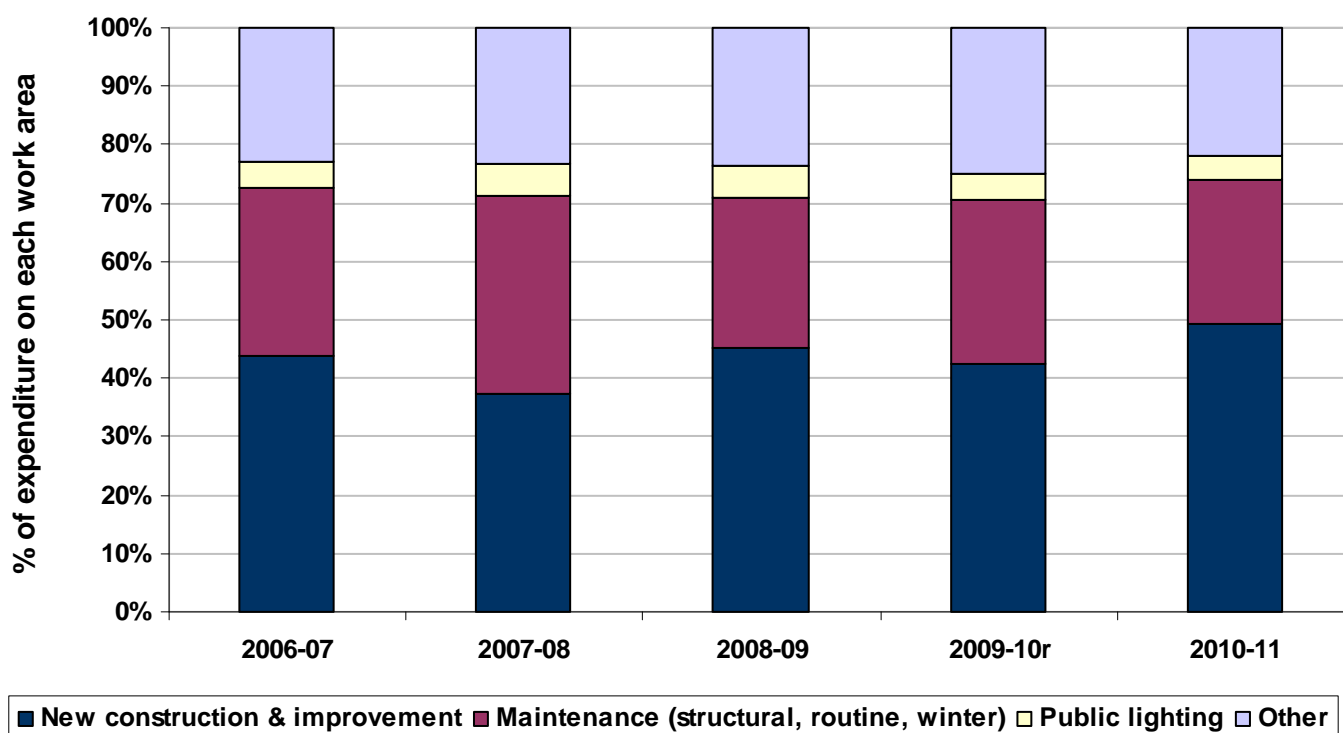
### **Symbols and Conventions:**

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

### 3 Road Network

- 3.1 At 1 April 2011, there were 25,373 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 2010-11 new construction and improvement accounted for 49% of the £513 million spend on the roads. Maintenance (structural, routine and winter) accounted for 25% of the money spent, while public lighting accounted for 4%. There was an increase of 17% in expenditure on the roads when compared to the previous year. This is largely due to 2010/11 being the final year of DFBO (Design Build Finance Operate) Package 2 and a number of contracts on the ground being completed (Table 3.3, Figure 3.1).

**Figure 3.1 Public Expenditure on Northern Ireland Roads  
2006-07 to 2010-11**



**Table 3.1 Road Network Summary Lengths 2011 - 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	29.2	201.7	230.9	115.4	
A Roads	Dual	107.5	276.6	384.1	192.1	
A Roads	Single	508.3	1,616.6	2,124.9	2,124.9	
B Roads	Dual	2.2	1.3	3.5	1.7	
B Roads	Single	375.3	2,508.7	2,884.1	2,884.1	
C Roads	Dual	2.5	0.0	2.5	1.3	
C Roads	Single	285.0	4,429.0	4,714.0	4,714.0	
Unclassified	Dual	2.6	0.0	2.6	1.3	
Unclassified	Single	4,179.6	11,158.6	15,338.2	15,338.2	
<b>All Road Classes</b> <sup>4,5,6</sup>		<b>5,492.3</b>	<b>20,192.4</b>	<b>25,684.6</b>	<b>25,372.9</b>	

Source: DRD Roads Service

1 The figures in this table are a snapshot of the Roads Maintenance Client System at 1 April 2011.

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 83.



**Table 3.2 NI public road lengths by local government district and Roads Service division by type of road: 2011<sup>1,2</sup>**

Local government district/Roads Service division	Km						
	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	9.2	81.0	82.0	172.5	446.2	811.3
Ballymena	7.3	20.8	76.3	130.7	195.0	587.9	1,018.0
Ballymoney	0.0	0.6	31.4	121.7	117.8	299.6	571.1
Coleraine	0.0	4.4	110.8	124.7	119.9	503.6	863.4
Larne	0.0	6.0	70.8	75.7	96.1	239.4	487.9
Limavady	0.0	0.0	71.9	105.6	92.3	391.0	660.8
Londonderry	0.0	17.5	56.2	70.3	147.9	625.7	917.6
Moyle	0.0	0.0	78.5	100.4	113.1	232.6	524.6
<b>All Northern Division</b>	<b>27.6</b>	<b>58.6</b>	<b>576.8</b>	<b>811.0</b>	<b>1,054.7</b>	<b>3,326.1</b>	<b>5,854.7</b>
Ards	0.0	8.7	126.7	28.3	133.8	471.9	769.3
Armagh	0.0	0.1	130.5	202.2	330.9	1,059.8	1,723.7
Banbridge	0.0	25.9	52.9	96.1	227.7	621.1	1,023.6
Craigavon	23.2	4.3	60.8	100.8	134.9	524.7	848.8
Down	0.0	0.0	162.9	108.5	227.9	644.3	1,143.6
Newry & Mourne	0.0	29.3	160.1	168.3	343.6	1,041.9	1,743.2
<b>All Southern Division</b>	<b>23.2</b>	<b>68.4</b>	<b>693.9</b>	<b>704.2</b>	<b>1,398.8</b>	<b>4,363.8</b>	<b>7,252.3</b>
Belfast	12.4	14.1	81.4	43.7	22.8	701.5	875.9
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	272.5	353.7
Lisburn	25.6	10.2	97.7	141.2	200.3	705.7	1,180.8
Newtownabbey	15.0	4.8	30.5	68.3	66.7	341.4	526.8
North Down	0.0	18.1	12.7	29.5	31.4	272.1	363.8
<b>All Eastern Division</b>	<b>53.0</b>	<b>57.2</b>	<b>262.9</b>	<b>320.4</b>	<b>379.8</b>	<b>2,454.3</b>	<b>3,527.6</b>
Cookstown	0.0	3.9	31.2	135.7	199.1	530.7	900.7
Dungannon	11.6	2.0	126.1	166.8	329.9	923.2	1,559.6
Fermanagh	0.0	0.0	223.3	236.9	433.8	1,173.3	2,067.3
Magherafelt	0.0	2.1	97.8	96.0	170.3	558.3	924.5
Omagh	0.0	0.0	78.0	228.2	447.2	1,141.8	1,895.2
Strabane	0.0	0.0	34.9	186.4	301.6	867.9	1,390.8
<b>All Western Division</b>	<b>11.6</b>	<b>7.9</b>	<b>591.3</b>	<b>1,050.1</b>	<b>1,881.9</b>	<b>5,195.4</b>	<b>8,738.2</b>
<b>All Divisions</b>	<b>115.4</b>	<b>192.1</b>	<b>2,124.9</b>	<b>2,885.8</b>	<b>4,715.2</b>	<b>15,339.5</b>	<b>25,372.9</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 2011.

3 Excludes slip-road lengths.

4 See Technical Notes, page 83.

**Table 3.3 Public expenditure on NI roads: 2006-07 to 2010-11**

	£ Thousands				
	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10<sup>r</sup></b>	<b>2010-11</b>
New construction and improvement	145,388	119,307	173,183	185,659	252,682
Maintenance					
Structural <sup>1</sup>	61,886	73,736	59,697	81,326	84,119
Routine <sup>2</sup>	30,201	30,484	31,530	33,286	30,936
Winter <sup>3</sup>	4,443	4,683	6,799	8,123	10,613
Public lighting <sup>4</sup>	14,785	16,707	21,253	18,937	21,457
<b>All road expenditure<sup>5, 6</sup></b>	<b>332,661</b>	<b>319,946</b>	<b>383,440</b>	<b>436,335</b>	<b>512,568</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 83.

# 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:**

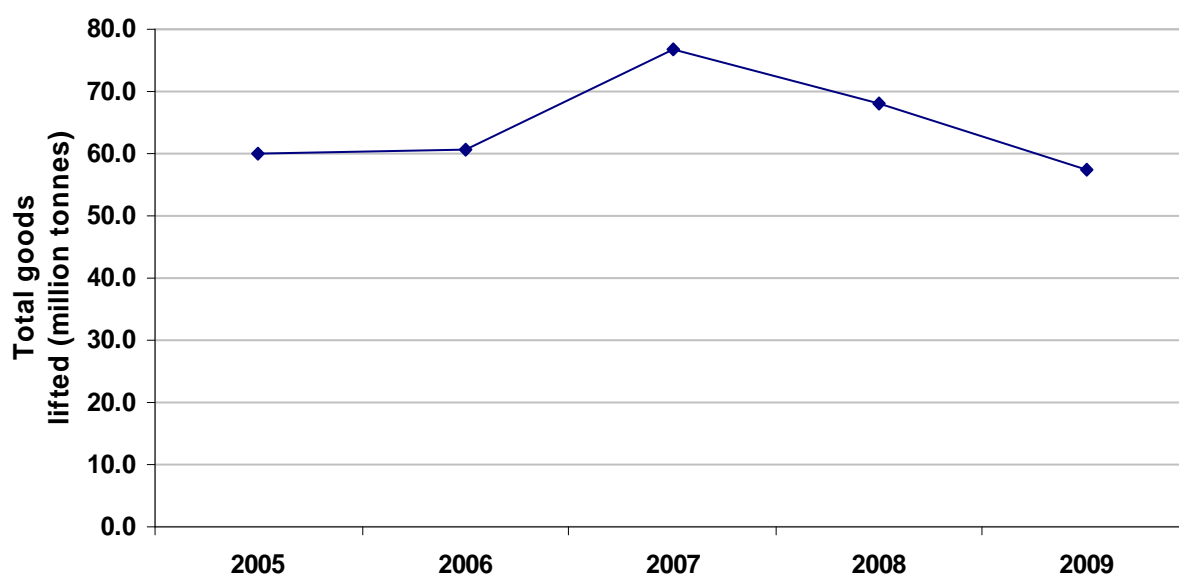
p Data are provisional

r Data have been revised from previous publication

## 4 Freight

4.1 During 2009, 57.4 million tonnes of freight were lifted within Northern Ireland and transported by road in goods vehicles weighing over 3.5 tonnes, a decrease of 16% from 2008. Crude minerals (e.g. sand, gravel) were the greatest single commodity transported within Northern Ireland and accounted for 16.5 million tonnes, 29% of all tonnes moved. Food, drink and tobacco accounted for 10.6 million tonnes (18%) and miscellaneous transactions accounted for 10.3 million tonnes (18%) (Table 4.1, Figure 4.1).

**Figure 4.1: Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes 2005 to 2009**



4.2 During 2009, 5.5 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 1.8 million tonnes (33%). On international inward journeys to Northern Ireland, 1.6 million tonnes were carried in 2009. Miscellaneous (including machinery and engines, leather and textiles) was the largest commodity category, accounting for 0.6 million tonnes (37%) (Table 4.2).

4.3 5.5 million tonnes of freight were exported by Northern Ireland registered vehicles over 3.5 tonnes to the Republic of Ireland during 2009, with 1.6 million tonnes carried on inward journeys from the Republic of Ireland (Table 4.3).

4.4 29,871 tonnes of freight were handled at Northern Ireland airports in 2010, almost the same as 2009 (29,941 tonnes) (Table 4.4).

**Table 4.1 Freight transport by road: Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2005-2009<sup>1,2</sup>**

	Thousand Tonnes				
<b>(a) By mode of working</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Mainly public haulage	29,590	30,179	34,313	27,639	21,456
Mainly own account	30,278	30,602	42,362	40,449	35,967
<b>All modes</b>	<b>59,867</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>
<b>(b) By gross weight of vehicle</b>					
<b>Rigid Vehicles</b>					
Over 3.5 to 17 tonnes	3,804	4,996	4,983	6,348	4,858
Over 17 to 25 tonnes	3,434	3,416	3,158	2,357	2,294
Over 25 tonnes	28,483	27,021	35,946	26,666	21,559
All rigids	35,721	35,433	44,088	35,371	28,710
<b>Articulated Vehicles</b>					
Over 3.5 to 33 tonnes	1,081	1,413	4,634	1,301	2,626
Over 33 tonnes	23,065	23,935	27,952	31,416	26,086
All artics	24,146	25,348	32,586	32,717	28,712
<b>All Vehicles</b>					
Over 3.5 to 25 tonnes	7,354	7,466	8,496	8,971	7,272
Over 25 tonnes	52,513	53,314	68,178	59,117	50,151
<b>All weights</b>	<b>59,867</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>
<b>(c) By commodity</b>					
Food drink & tobacco	10,850	11,227	12,418	14,111	10,599
Wood timber & cork	899	910	1,517	1,264	796
Fertilizer	280	299	423	692	456
Crude minerals	19,026	18,570	31,153	20,038	16,461
Ores	88	88	287	469	756
Crude materials	327	306	181	327	618
Coal & coke	717	765	540	434	704
Petrol & products	4,283	4,487	2,993	3,666	3,528
Chemicals	282	336	535	793	697
Building materials	11,087	11,035	10,606	10,295	7,384
Iron & steel products	893	952	678	1,228	792
Other metal products	336	390	350	437	460
Machinery & transport equipment	2,053	2,281	3,034	2,950	2,166
Miscellaneous manufactures	1,786	2,038	1,638	2,021	1,693
Miscellaneous transactions	6,961	7,097	10,322	9,362	10,312
<b>All commodities</b>	<b>59,867</b>	<b>60,780</b>	<b>76,674</b>	<b>68,088</b>	<b>57,423</b>

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

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

2 2010 data are not available until after the publication of the 2010-11 annual Northern Ireland Transport Statistics. They will therefore be published in the next edition (2011-12).

**Table 4.2 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by type of transport and commodity: 2009**<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	1,836	33	198.2	28	1,379	43	139.5	31
6 Building materials	1,754	32	175.2	25	539	17	82.3	18
9 Miscellaneous	1,072	19	193.2	27	852	27	159.2	35
Other commodities	838	15	137.5	20	425	13	71.8	16
<b>All commodities</b>	<b>5,501</b>	<b>100</b>	<b>704.0</b>	<b>100</b>	<b>3,194</b>	<b>100</b>	<b>452.8</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	350	21	57.8	21	196	15	35.8	16
9 Miscellaneous	605	37	107.3	38	507	38	81.7	37
Other commodities	689	42	114.5	41	616	47	102.3	47
<b>All commodities</b>	<b>1,645</b>	<b>100</b>	<b>279.6</b>	<b>100</b>	<b>1,319</b>	<b>100</b>	<b>219.8</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 83).

2 2010 data are not available until after the publication of the 2010-11 annual Northern Ireland Transport Statistics.

They will therefore be published in the next edition (2011-12).

**Table 4.3 International road haulage by NI registered powered vehicles over 3.5 tonnes gross vehicle weight: Goods carried by country of unloading / loading: 2009**<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	5,501	100	704	100	1,645	100	280	100
Other <sup>2</sup>	-	-	-	-	-	-	-	-
<b>All Countries</b>	<b>5,501</b>	<b>100</b>	<b>704</b>	<b>100</b>	<b>1,645</b>	<b>100</b>	<b>280</b>	<b>100</b>

Source: CSRG T (NI): DfT

1 European countries (excluding Irish Republic) were amalgamated in 2009 due to small size samples involved. See Technical Notes (page 84) for further details.

2 Other relates to other European countries excluding the Irish Republic

3 2010 data are not available until after the publication of the 2010-11 annual Northern Ireland Transport Statistics.

They will therefore be published in the next edition (2011-12).

**Table 4.4 Freight<sup>1</sup> handled at NI airports: 2001-2010**

	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>
2001	32,130	509	413	33,052
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 <sup>r, 3</sup>	38,429	1,057	0	39,485
2008 <sup>r, 3</sup>	36,115	168	0	36,282
2009 <sup>r, 3</sup>	29,804	138	0	29,941
2010	29,716	155	0	29,871

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.

3 A small adjustment has been made to the totals for these years as they have been re-calculated using unrounded figures.

# 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

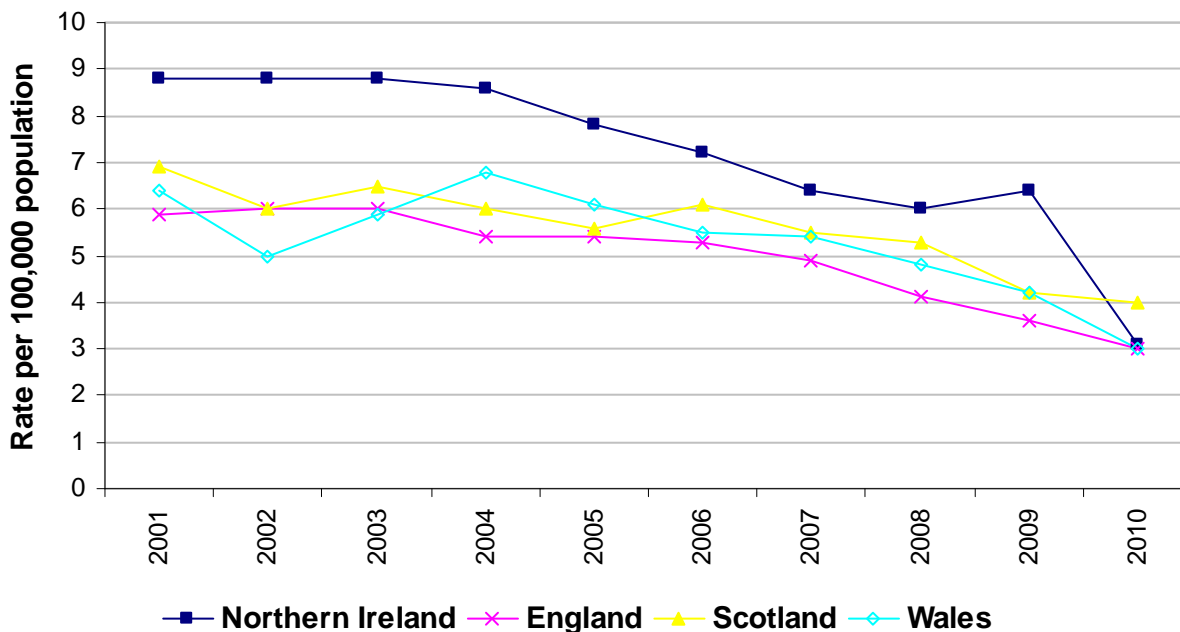
r Data have been revised from previous publication



## 5 Road Safety

- 5.1 Between 2009 and 2010, the number of reported road traffic injury collisions decreased by 9% from 6,251 to 5,660. Over the same period the number of reported road casualties (killed, seriously or slightly injured) decreased by 8% from 9,767 to 8,957. The number of road deaths occurring as a result of reported road collisions decreased by 52% from 115 to 55 (Tables 5.1 & 5.3).
- 5.2 During 2010 there were 10,442 vehicles involved in reported road traffic injury collisions representing a 9% decrease on the 11,514 vehicles during 2009. Cars accounted for 83% of vehicles involved in reported road collisions (Table 5.2).
- 5.3 There were 315 reported road traffic injury collisions per 100,000 population in Northern Ireland in 2010, which was a 10% decrease on the 2009 rate of 349. When expressed as a rate per 10,000 vehicles, the reported road traffic injury collision rate in 2010 is 54 in Northern Ireland, 47 in England, 40 in Wales and 38 in Scotland (Table 5.4).
- 5.4 In 2010 the reported road traffic injury collision death rate in Northern Ireland was 3.1 deaths per 100,000 population compared to the 2009 rate of 6.4 deaths. Scotland had the highest rate at 4.0 deaths per 100,000 population, while England and Wales had the joint lowest with a rate of 3.0. At 0.5 per 10,000 vehicles, Northern Ireland had the joint lowest rate of reported road traffic injury collision deaths in 2010 along with England and Wales. Scotland had the highest rate at 0.8 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: 2001 to 2010**



**Table 5.1 Reported road traffic injury collisions by attribution: 2006-2010<sup>1</sup>**

Mainly attributable to:	Number/Percentage									
	<u>2006</u>		<u>2007</u>		<u>2008</u>		<u>2009</u>		<u>2010</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	4,564	81	4,698	78	4,798	77	4,915	78	4,352	76
Passengers/Pedestrians	508	9	470	8	554	9	520	8	463	8
Motor cyclists	192	3	204	3	205	3	195	3	175	3
Pedal cyclists	86	2	108	2	92	1	94	1	79	1
Road conditions	137	2	207	3	311	5	286	5	385	7
Vehicle defects	63	1	72	1	75	1	74	1	62	1
Other causes	101	2	240	4	196	3	191	3	174	3
<b>All attributions</b>	<b>5,651</b>	<b>100</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>

Source: Police Service of Northern Ireland (PSNI)

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

**Table 5.2 Vehicles involved in reported road traffic injury collisions: 2006-2010**

Type of vehicle	Number/Percentage									
	<u>2006</u>		<u>2007</u>		<u>2008</u>		<u>2009</u>		<u>2010</u>	
	No.	%	No.	%	No.	%	No.	%	No.	%
Motor cars <sup>1</sup>	8,535	82	9,020	81	9,235	81	9,635	84	8,654	83
Motor cycles	440	4	474	4	492	4	438	4	395	4
Pedal cycles	174	2	224	2	209	2	211	2	218	2
Goods vehicles	946	9	1,028	9	1,062	9	894	8	825	8
PCVs <sup>2</sup>	202	2	200	2	235	2	197	2	187	2
Others <sup>3</sup>	151	1	201	2	176	2	139	1	163	2
<b>All vehicles</b>	<b>10,448</b>	<b>100</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>

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: 2001-2010**

							Number
Year	Children			All ages			All casualties
	Killed	Seriously injured	Slightly injured	Killed	Seriously injured	Slightly injured	
2001	10	226	1,343	148	1,682	11,312	13,142
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

Source: PSNI

**Table 5.4 Reported road traffic injury collisions per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2001	441	414	290	326	97	80	65	66
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

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

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

**Table 5.5 Reported road traffic injury collision deaths per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2001	8.8	5.9	6.9	6.4	1.9	1.1	1.5	1.3
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

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

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

**Table 5.6 Reported road traffic injury collision casualties per 100,000 population and per 10,000 vehicles, UK regions: 2001-2010**

Units as indicated

Year	Per 100,000 population <sup>1</sup>				Per 10,000 vehicles			
	NI	Eng	Scot	Wales	NI	Eng	Scot	Wales
2001	778	566	392	473	171	110	88	96
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

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

1 Figures per 100,000 population have been calculated using the mid year population figure for the appropriate year.

# Chapter 6

## Public Transport

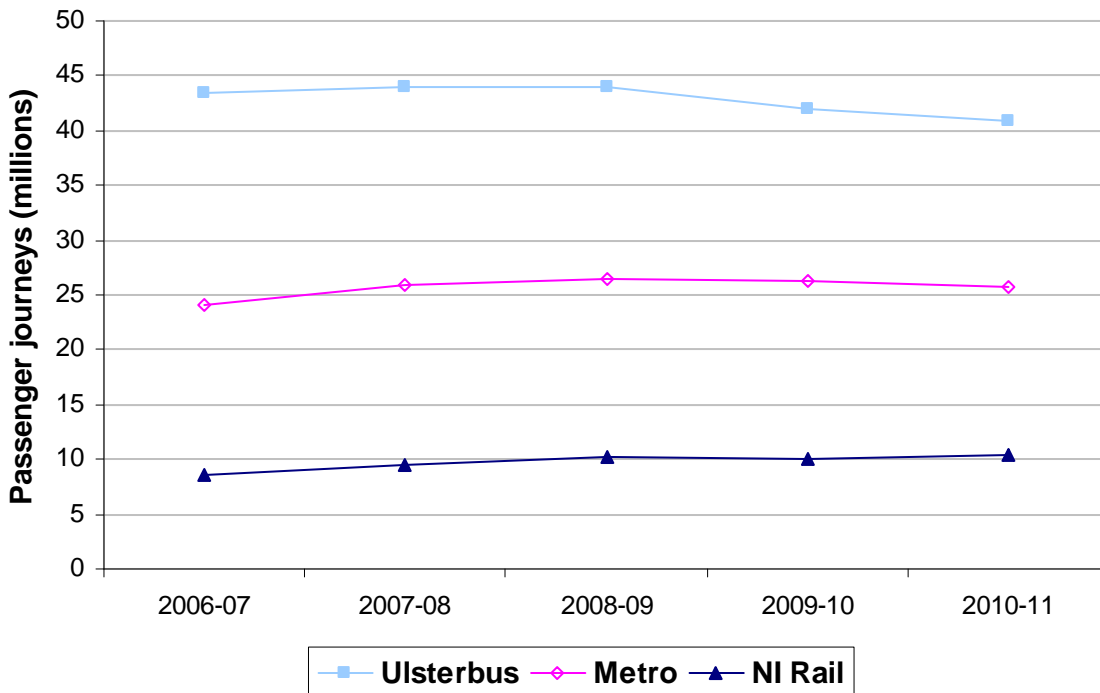
### **Symbols and Conventions:**

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

## 6 Public Transport

- 6.1 At the end of 2010-11 there were 1,175 Ulsterbuses and 294 Metro buses on the roads which were on average, 6.2 years and 8.0 years old respectively (Table 6.1).
- 6.2 From 2009-10 to 2010-11, the number of passenger journeys on Ulsterbus decreased by 3% from 41.9 million to 40.8 million. For Metro services, passenger journeys decreased 2% from 26.3 million to 25.8 million over the same time period (Table 6.3, Figure 6.1).
- 6.3 Local stage bus passenger receipts in 2010-11 were around the same as the previous year for both Ulsterbus (£83.6 million in 2009-10, £83.7 million in 2010-11) and Metro (£33.5 million in 2009-10, £33.6 million in 2010-11) (Table 6.4).
- 6.4 During 2010-11, there were 10.4 million rail passenger journeys made, an increase of 4% from 2009-10. Railway passenger receipts also increased, from £28.5 to £31.6 million, an increase of 11% (Table 6.6, Figure 6.1).

**Figure 6.1: Ulsterbus, Metro and NI Rail Passenger Journeys  
2006-07 to 2010-11**



## Ulsterbus/Metro transport: 2006-07 to 2010-11

**Table 6.1 Vehicle stock**

	Age/Number									
	<u>2006-07</u>		<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Average age of buses	11.6	5.4	8.4	7.1	7.2	6.2	6.4	7.1	6.2	8.0
Number of buses	1,243	259	1,291	271	1,278	299	1,193	305	1,175	294

Source: Translink

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

**Table 6.2 Staff employed**

	Number									
	<u>2006-07</u>		<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
All staff	2,473	711	2,519	756	2,450	773	2,339	757	2,290	759

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>2006-07</u>		<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Passenger journeys	43.4	24.1	43.9	26.0	44.0	26.5	41.9	26.3	40.8	25.8
Bus miles	36.1	7.4	37.9	7.6	37.7	8.0	36.1	8.2	35.1	8.2
Bus kilometres	58.1	11.8	61.1	12.2	60.7	12.9	58.1	13.2	56.4	13.3

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>2006-07</u>		<u>2007-08<sup>1</sup></u>		<u>2008-09</u>		<u>2009-10</u>		<u>2010-11<sup>P</sup></u>	
	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro	U/B	Metro
Receipts	74.0	28.3	76.6	29.6	81.8	32.7	83.6	33.5	83.7	33.6

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: 2006-07 to 2010-11**

	Number				
	2006-07	2007-08 <sup>1</sup>	2008-09	2009-10	2010-11 <sup>P</sup>
Route miles of track	211	211	211	211	211
Rolling stock <sup>2</sup> :					
Locomotives	20	20	20	20	20
Passenger coaches	116	116	116	116	116
Stations:	22	22	22	22	22
Staff employed:	925	957	967	921	909

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

**Table 6.6 NI Rail service passenger journeys, miles, kilometres and receipts: 2006-07 to 2010-11**

	Millions/£ Thousands				
	2006-07	2007-08 <sup>1</sup>	2008-09	2009-10	2010-11 <sup>P</sup>
Passenger journeys (Millions)	8.5	9.5	10.2	10.0	10.4
Passenger miles (Millions)	162.6	182.0	188.8	172.3	190.5
Passenger kilometres (Millions)	261.8	293.0	303.9	277.2	306.7
Passenger receipts (£ Thousands)	22,646	25,063	28,954	28,461	31,588

Source: Translink

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



# Chapter 7

## Air Transport

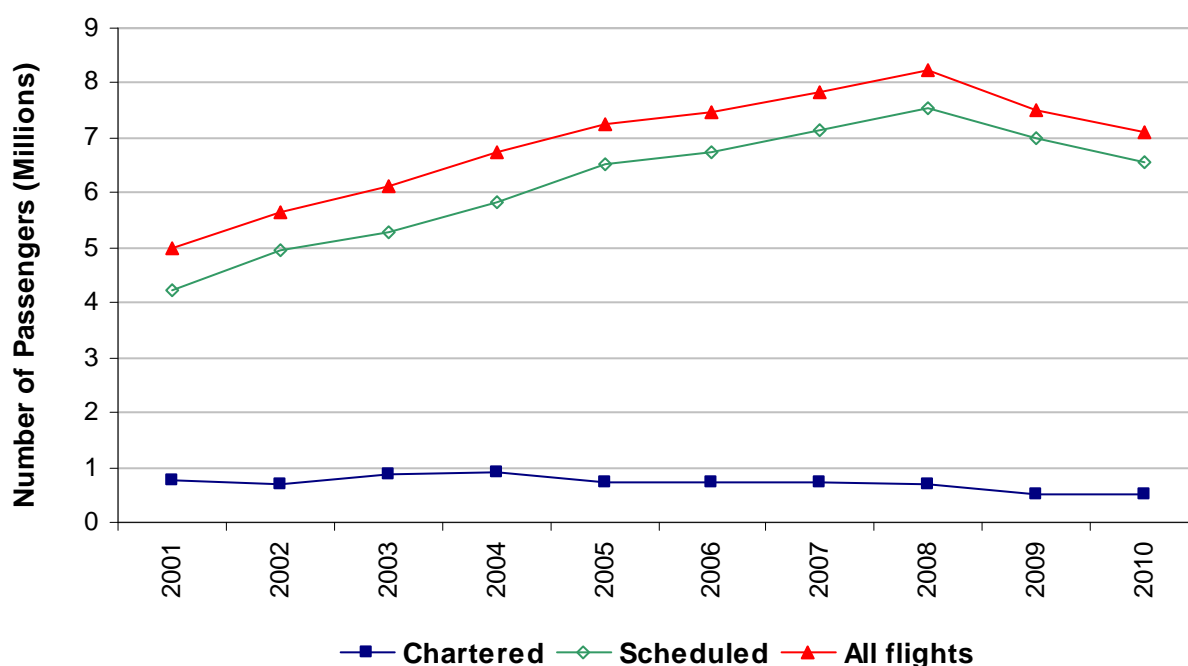
**Symbols and Conventions:**

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- r Data have been revised from previous publication

## 7 Air Transport

- 7.1 There were 81,780 air transport movements (landings and takeoffs) during 2010, a decrease of 5% on the 2009 figure of 85,849 (Table 7.1).
- 7.2 Between 2009 and 2010, air transport movements at Belfast International Airport decreased by 11%, George Best Belfast City Airport increased by 3% and City of Derry Airport decreased by 8%. In 2010, Belfast International Airport accounted for 48% of all air transport movements, George Best Belfast City Airport 47% and City of Derry Airport 5%. Of the 81,780 air transport movements occurring during 2010, 92% were scheduled and 8% were chartered. The scheduled movements consisted almost entirely of passenger craft, while the chartered movements comprised 47% passenger craft and 53% cargo craft (Table 7.2).
- 7.3 During 2010, 7.1 million terminal passengers passed through Northern Ireland airports, representing a decrease of 6% on the 2009 figure. Between 2009 and 2010 the number of passengers travelling on scheduled flights dropped by 6% to 6.6 million and passenger numbers on chartered flights increased by 5% to 0.5 million (Table 7.3, Figure 7.1).

**Figure 7.1: Terminal Passengers at NI Airports: 2001 to 2010**



- 7.4 In terms of terminal passengers, Belfast International Airport was the 13th busiest commercial airport in the UK in 2010 and accounted for 2% of all UK terminal passengers while George Best Belfast City Airport was the 16th busiest, accounting for 1% of terminal passengers. This is the same as 2009. In the 5 years between 2005 and 2010, Belfast International Airport saw a decrease of 17% while George Best Belfast City Airport saw an increase of 23% in the number of terminal passengers (Table 7.4).
- 7.5 Malaga in Spain was the most popular international route from Belfast International Airport with 179,098 passengers flying there and back during 2010, Faro in Portugal was the second most popular international route with 145,386 passengers and Palma de Mallorca in Majorca was the third most popular with 126,545 passengers (Table 7.6a).

**Table 7.1 Total aircraft movements and air transport movements at NI airports<sup>1</sup>: 2001-2010**

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
2001	95,354	45,706	35,158	32,494	11,554	4,736	142,066	82,936
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

Source: CAA Statistics

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

**Table 7.2 Air transport movements<sup>1</sup> at NI airports: 2006-2010**

							Number
Belfast International	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2006	39,333	0	39,333	4,305	4,574	8,879	48,212
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

George Best Belfast City	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2006	36,732	0	36,732	129	1	130	36,862
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

City of Derry	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2006	4,609	0	4,609	139	0	139	4,748
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

All Airports	Scheduled			Charter			All air transport movements
	Passenger craft	Cargo craft	All Craft	Passenger craft	Cargo craft	All Craft	
2006	80,674	0	80,674	4,573	4,575	9,148	89,822
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

Source: CAA Statistics

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

**Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport: 2006-2010**

Airport / Year	Number		
	Scheduled	Chartered	All flights
<b>Belfast International</b>			
2006	4,317,472	697,792	5,015,264
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
<b>George Best Belfast City</b>			
2006	2,096,238	9,359	2,105,597
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
<b>City Of Derry</b>			
2006	320,879	20,840	341,719
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
<b>All Airports</b>			
2006	6,734,589	727,991	7,462,580
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

Source: CAA Statistics

**Table 7.4 UK Airports by number of terminal passengers<sup>1</sup>: 2005 and 2010**

		Number/Percentage				
Airports	Rank	2010		2005		Percentage change (2009/2004)
		Terminal passengers (thousands)	Percentage of passengers at all UK airports	Terminal passengers (thousands)	Percentage of passengers at all UK airports	
Heathrow	1	65,745	31.2	67,683	29.8	-2.9
Gatwick	2	31,342	14.9	32,693	14.4	-4.1
Stansted	3	18,562	8.8	21,992	9.7	-15.6
Manchester	4	17,663	8.4	22,083	9.7	-20.0
Luton	5	8,734	4.1	9,135	4.0	-4.4
Edinburgh	6	8,594	4.1	8,449	3.7	1.7
Birmingham	7	8,564	4.1	9,311	4.1	-8.0
Glasgow	8	6,522	3.1	8,775	3.9	-25.7
Bristol	9	5,723	2.7	5,199	2.3	10.1
Liverpool	10	5,008	2.4	4,409	1.9	13.6
Newcastle	11	4,346	2.1	5,187	2.3	-16.2
East Midlands	12	4,111	2.0	4,182	1.8	-1.7
<b>Belfast International</b>	<b>13</b>	<b>4,011</b>	<b>1.9</b>	<b>4,820</b>	<b>2.1</b>	<b>-16.8</b>
London City	14	2,781	1.3	1,996	0.9	39.3
Aberdeen	15	2,763	1.3	2,852	1.3	-3.1
<b>George Best Belfast City</b>	<b>16</b>	<b>2,740</b>	<b>1.3</b>	<b>2,237</b>	<b>1.0</b>	<b>22.5</b>
Leeds Bradford	17	2,724	1.3	2,609	1.1	4.4
Southampton	18	1,734	0.8	1,835	0.8	-5.5
Prestwick	19	1,660	0.8	2,405	1.1	-31.0
Cardiff Wales	20	1,398	0.7	1,765	0.8	-20.8
Other airports <sup>2</sup>		5,932	2.8	7,800	3.4	-23.9
<b>All reporting UK Airports<sup>2,3</sup></b>		<b>210,656</b>	<b>100.0</b>	<b>227,416</b>	<b>100.0</b>	<b>-7.4</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: 2010 and 2011**

Summer schedule

Destination	Belfast International <sup>2</sup>		George Best Belfast City <sup>2, 3</sup>		City Of Derry	
	Number of weekly flights		Number of weekly flights		Number of weekly flights	
	2010	2011	2010	2011	2010	2011
Aberdeen	-	-	7	7	-	-
Alicante <sup>4</sup>	10	13	-	-	2	2
Amsterdam	7	9	-	-	-	-
Barcelona	8	8	-	-	-	-
Birmingham	15	-	36	59	4	4
Blackpool	6	5	19	-	-	-
Bristol	13	16	14	12	-	-
Cardiff	-	-	10	24	-	-
Cork	-	-	6	-	-	-
Dublin	-	-	-	-	14	14
Dubrovnik	1	1	-	-	-	-
Dundee	-	-	5	7	-	-
East Midlands	12	-	20	33	-	-
Edinburgh	18	18	27	26	-	-
Exeter	-	-	7	7	-	-
Faro	16	14	-	-	3	3
Galway	5	-	-	-	-	-
Glasgow	20	20	25	27	-	-
Glasgow Prestwick	-	-	7	-	4	6
Gran Canaria (Las Palmas) <sup>5</sup>	-	2	-	-	-	-
Ibiza <sup>6</sup>	3	3	-	-	-	-
Inverness	-	-	4	6	-	-
Isle Of Man	9	-	19	25	-	-
Jersey	2	2	-	1	-	-
Krakow	3	3	-	-	-	-
Lanzarote	4	3	-	-	-	-
Leeds Bradford	14	14	18	17	-	-
Liverpool	36	43	21	21	5	6
London Heathrow	28	28	45	39	-	-
London Gatwick	26	26	26	26	-	-
London Stansted	26	28	28	17	7	9
Luton	-	18	14	-	-	-
Majorca (Palma) <sup>7</sup>	12	13	-	-	1	1
Malaga	16	15	-	-	-	-
Malta <sup>8</sup>	-	2	-	-	-	-
Manchester	14	-	40	49	-	5
Menorca (Mahon)	1	1	-	-	-	-
Milan Malpensa	-	-	-	-	-	-
Munich	-	-	-	-	-	-
Murcia	6	5	-	-	-	-
Newcastle	16	16	12	13	-	-
Newquay	2	-	-	-	-	-
New York (Newark)	7	7	-	-	-	-
Nice	4	4	-	-	-	-
Orlando Sanford	-	-	-	-	-	-
Paris	7	6	7	7	-	-
Pisa	2	2	-	-	-	-
Reus <sup>7</sup>	-	-	-	-	1	1
Rennes	-	-	-	-	-	-
Rome Leonardo da Vinci (Fiumicino)	2	2	-	-	-	-
Sheffield	-	-	6	5	-	-
Southampton	-	-	18	20	-	-
Tenerife South	2	2	-	-	-	1
Toronto Hamilton	-	-	-	-	-	-
Toulouse	2	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 bmibaby flights have moved from Belfast International to George Best Belfast City Airport from 1 Jan 2011
- 3 Ryanair ceased operating from George Best Belfast City airport from 31 Oct 2010
- 4 Flights to Alicante from City of Derry airport operated from June - October only
- 5 Flights to Gran Canaria (Las Palmas) from Belfast International Airport commenced from Oct 2010.
- 6 Flights to Ibiza operate between June and September only
- 7 Flights to Majorca and Reus from City of Derry airport operated from May - September only
- 8 Flights to Malta from Belfast International commenced from Feb 2011.

**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>: 2009 and 2010**

Number/Percentage

Country/Airport	Belfast International Airport						% Change of all flights
	2010			2009			
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<u>Austria</u>							
Innsbruck	2,747	0	2,747	3,150	0	3,150	-13
Vienna	108	0	108	0	0	0	-
<u>Bulgaria</u>							
Burgas	11,433	0	11,433	12,695	0	12,695	-10
Plovdiv	123	0	123	0	0	0	-
Sofia	3,335	0	3,335	3,174	0	3,174	5
<u>Cyprus</u>							
Larnaca	26,550	0	26,550	22,977	0	22,977	16
Paphos	3,024	0	3,024	12,839	0	12,839	-76
<u>Czech Republic</u>							
Prague	2,842	2,776	66	4,085	3,825	260	-30
<u>Denmark</u>							
Aarhus (Tirstrup)	0	0	0	29	0	29	-100
Billund	0	0	0	91	0	91	-100
Copenhagen	201	0	201	0	0	0	-
<u>Finland</u>							
Kittila	362	0	362	650	0	650	-44
Rovaniemi	408	0	408	298	0	298	37
<u>France</u>							
Biarritz	280	0	280	0	0	0	-
Chambery	2,892	2,892	0	3,319	3,319	0	-13
Grenoble	905	0	905	926	0	926	-2
Metz	43	0	43	0	0	0	-
Nice	29,104	29,104	0	40,108	40,108	0	-27
Paris (Charles de Gaulle)	90,109	89,977	132	144,345	144,293	52	-38
Paris (Orly)	0	0	0	88	0	88	-100
Tarbes-Lourdes Inter.	7,704	0	7,704	7,841	0	7,841	-2
Toulouse (Blagnac)	9,152	5,453	3,699	9,386	5,652	3,734	-2
<u>Germany</u>							
Bremen	91	0	91	0	0	0	-
Dortmund	0	0	0	37	0	37	-100
Dusseldorf	133	0	133	0	0	0	-
Munich	7,121	7,085	36	31,419	31,419	0	-77
<u>Greece</u>							
Corfu	2,009	0	2,009	3,265	0	3,265	-38
Heraklion	15,082	0	15,082	7,285	0	7,285	107
Rhodes	1,870	0	1,870	0	0	0	-
<u>Hungary</u>							
Budapest	34	0	34	0	0	0	-
Debrecen	0	0	0	27	0	27	-100
<u>Ireland (Republic)</u>							
Cork	0	0	0	120	0	120	-100
Dublin	273	0	273	33	0	33	727
Galway	1,223	1,223	0	0	0	0	-
Shannon	52	0	52	30	0	30	73
<u>Italy</u>							
Bergamo	3,733	0	3,733	616	0	616	506
Brescia/Montichiari	3,379	0	3,379	7,348	0	7,348	-54
Milan (Malpensa)	297	0	297	23,234	23,234	0	-99
Naples	0	0	0	6,780	0	6,780	-100
Parma	84	0	84	0	0	0	-
Pisa	5,604	5,604	0	7,740	7,740	0	-28
Rimini	0	0	0	189	0	189	-100
Rome (Leonardo da Vinci-Fiumicino)	18,010	17,072	938	42,857	41,449	1,408	-58
Trieste (Ronchi Dei Legionari)	1,442	0	1,442	0	0	0	-
Verona Villafranca	729	0	729	7,200	0	7,200	-90
<u>Malta</u>							
Malta	216	0	216	0	0	0	-
<u>Netherlands</u>							
Amsterdam	89,909	89,909	0	91,031	91,031	0	-1
Rotterdam	49	0	49	0	0	0	-
<u>Poland</u>							
Katowice	0	0	0	346	0	346	-100
Krakow	43,314	43,314	0	41,085	41,085	0	5
Warsaw	0	0	0	191	0	191	-100
<u>Portugal (Excluding Madeira)</u>							
Faro	145,386	136,114	9,272	125,419	108,244	17,175	16
Lisbon	287	0	287	261	0	261	10

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



**Table 7.6a International air passenger traffic to and from Belfast International airport<sup>1</sup>: 2009 and 2010 – cont'd**

Country/Airport	Belfast International Airport						Number/Percentage
	2010			2009			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU cont'd</b>							
<u>Slovak Republic</u>							
Bratislava <sup>r</sup>	0	0	0	263	0	263	-100
<u>Slovenia</u>							
Ljubljana	82	0	82	252	0	252	-67
<u>Spain</u>							
Alicante	118,170	109,421	8,749	86,864	78,218	8,646	36
Barcelona	85,367	85,194	173	95,665	95,332	333	-11
Gerona	0	0	0	6,942	0	6,942	-100
Ibiza	26,886	10,770	16,116	24,049	10,979	13,070	12
Madrid	0	0	0	293	0	293	-100
Mahon (Menorca)	8,048	2,853	5,195	10,381	3,024	7,357	-22
Malaga	179,098	170,326	8,772	166,017	156,828	9,189	8
Murcia San Javier	35,141	35,141	0	35,980	35,980	0	-2
Palma De Mallorca (Majorca)	126,545	74,879	51,666	124,539	72,681	51,858	2
Reus	26,498	0	26,498	25,288	0	25,288	5
<u>Spain (Canary Islands)</u>							
Arrecife (Lanzarote)	82,245	46,338	35,907	84,993	46,669	38,324	-3
Fuerteventura	11,054	0	11,054	11,393	0	11,393	-3
Las Palmas	18,419	0	18,419	23,303	0	23,303	-21
Tenerife (Surreina Sofia)	85,272	43,186	42,086	57,196	12,594	44,602	49
<b>Europe-Other</b>							
<u>Croatia</u>							
Dubrovnik	5,764	5,587	177	6,467	5,456	1,011	-11
Split	0	0	0	220	0	220	-100
Zagreb	107	0	107	0	0	0	-
<u>Faroe Islands</u>							
Vagar	518	0	518	0	0	0	-
<u>Georgia</u>							
Tbilisi	0	0	0	63	0	63	-100
<u>Iceland</u>							
Keflavik	296	0	296	0	0	0	-
<u>Norway</u>							
Oslo	110	0	110	0	0	0	-
Trondheim (Varnes)	182	0	182	0	0	0	-
<u>Macedonia</u>							
Skopje	0	0	0	132	0	132	-100
<u>Republic of Serbia</u>							
Belgrade	12	0	12	60	0	60	-80
<u>Switzerland</u>							
Geneva	22,579	22,579	0	20,728	20,728	0	9
<u>Turkey</u>							
Antalya	13,810	0	13,810	1,412	0	1,412	878
Bodrum (Milas)	34,299	0	34,299	28,938	0	28,938	19
Dalaman	54,044	0	54,044	47,911	0	47,911	13
Izmir (Adnam Menderes)	7,855	0	7,855	0	0	0	-
<b>Rest of the World</b>							
<u>Barbados</u>							
Bridgetown	950	0	950	1,206	0	1,206	-21
<u>Canada</u>							
Hamilton	0	0	0	5,527	5,527	0	-100
Toronto	0	0	0	56	0	56	-100
<u>Dominican Republic</u>							
Puerto Plata	1,175	0	1,175	702	0	702	67
<u>Egypt</u>							
Sharm El Sheikh (Ophira)	12,502	0	12,502	410	0	410	2,949
<u>Israel</u>							
Tel Aviv	254	0	254	0	0	0	-
<u>Mexico</u>							
Acapulco	240	0	240	273	0	273	-12
Cancun	1,272	0	1,272	1,474	0	1,474	-14
<u>Morocco</u>							
Ouarzazate	0	0	0	180	0	180	-100
<u>Tunisia</u>							
Monastir	20,018	0	20,018	11,087	0	11,087	81
<u>U.S.A</u>							
Boston	68	0	68	0	0	0	-
Miami International	0	0	0	201	0	201	-100
New York (Newark)	92,212	92,212	0	99,794	99,794	0	-8
Sanford	4,324	0	4,324	23,875	9,737	14,138	-82
<b>All routes<sup>r</sup></b>	<b>1,607,065</b>	<b>1,129,009</b>	<b>478,056</b>	<b>1,666,648</b>	<b>1,194,946</b>	<b>471,702</b>	<b>-4</b>

Source: CAA Statistics

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

**Table 7.6b International air passenger traffic to and from George Best Belfast City airport<sup>1</sup>: 2009 and 2010**

Country/Airport	George Best Belfast City Airport						Number/Percentage
	2010			2009			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<u>Austria</u>							
Salzburg	5,655	0	5,655	4,139	0	4,139	37
<u>France</u>							
Chambery	0	0	0	3,371	0	3,371	-100
Grenoble	2,733	0	2,733	287	0	287	852
Paris (Charles de Gaulle)	28,800	28,800	0	5,054	5,054	0	470
Rennes	0	0	0	814	814	0	-100
<u>Germany</u>							
Munich	112	0	112	0	0	0	-
<u>Ireland (Republic)</u>							
Cork	16,211	16,166	45	34,282	34,282	0	-53
Galway	312	312	0	0	0	0	-
Shannon	140	0	140	97	0	97	44
<u>Italy</u>							
Pisa	253	0	253	0	0	0	-
Verona Villafranca	3,801	0	3,801	0	0	0	-
<u>Netherlands</u>							
Amsterdam	0	0	0	44	0	44	-100
<u>Spain</u>							
Reus	1,699	0	1,699	3,647	0	3,647	-53
<b>Europe-Other</b>							
<u>Switzerland</u>							
Geneva	3,021	0	3,021	3,783	0	3,783	-20
<b>All routes</b>	<b>62,737</b>	<b>45,278</b>	<b>17,459</b>	<b>55,518</b>	<b>40,150</b>	<b>15,368</b>	<b>13</b>

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>: 2009 and 2010**

Country/Airport	City of Derry Airport						Number/Percentage
	2010			2009			% Change of all flights
	All flights	Sched	Charter	All flights	Sched	Charter	
<b>Europe-EU</b>							
<u>Bulgaria</u>							
Burgas	768	0	768	0	0	0	-
Sofia	0	0	0	187	0	187	-100
<u>Germany</u>							
Berlin (Schonefeld)	172	0	172	0	0	0	-
Cologne Bonn	181	0	181	53	0	53	242
Nuremberg	177	0	177	0	0	0	-
<u>Ireland (Republic)</u>							
Dublin	15,047	15,047	0	21,371	21,371	0	-30
<u>Portugal</u>							
Faro	19,937	19,937	0	0	0	0	-
<u>Spain</u>							
Alicante	15,998	15,998	0	13,061	13,061	0	22
Palma De Mallorca (Majorca)	6,241	0	6,241	4,391	0	4,391	42
Reus	5,807	0	5,807	5,051	0	5,051	15
<b>All routes</b>	<b>64,328</b>	<b>50,982</b>	<b>13,346</b>	<b>44,114</b>	<b>34,432</b>	<b>9,682</b>	<b>46</b>

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:**

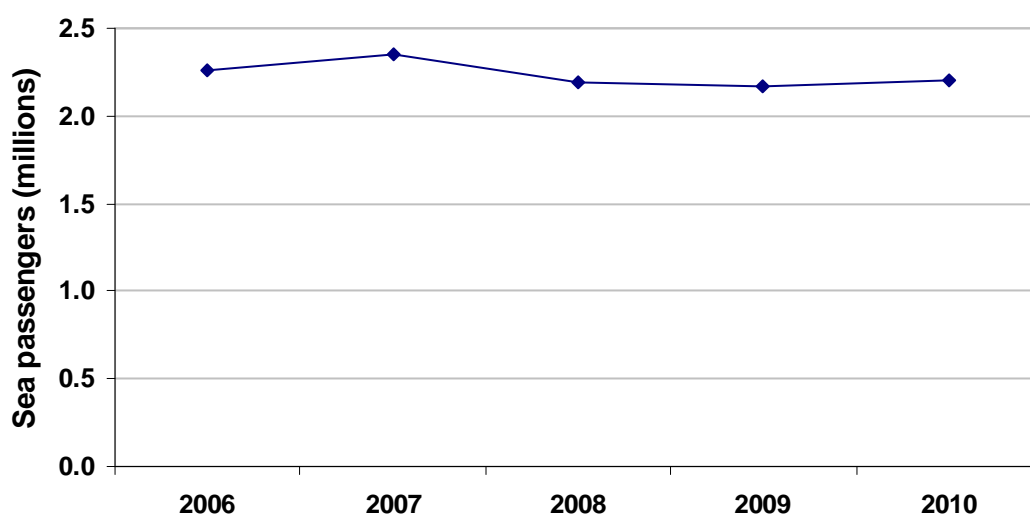
p Data are provisional

r Data have been revised from previous publication

## 8 General Transport Statistics

- 8.1 In March 2011 there were 46,090 people in transport related employment in Northern Ireland. Of these, 75% were male and 25% were female employees. Considering hours worked, 90% of males were full time employees compared to 55% of females. The sale of cars, motorcycles and fuel accounted for 35% of people in transport related employment in March 2011 with a further 31% of people employed in land transport and transport via pipelines (Table 8.1).
- 8.2 In 2010 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 70% in the United Kingdom as a whole (Table 8.3).
- 8.3 During 2010-11, 795,701 tonnes of petrol and diesel were delivered for use in Northern Ireland, 18% less than the 975,220 tonnes in 2009-10. This may indicate that there is reduced demand for fuel. In 2010-11, 40% of tonnes delivered were petrol and 60% were diesel (Table 8.6).
- 8.4 There were 656 coastguard search and rescue operations carried out by the Belfast Marine Rescue Co-ordination Centre in 2010 which is an increase of 17% on the 2009 figure. A large part of this increase is due to the rise in incidents in which no persons or craft were involved which has more than trebled (from 56 in 2009 to 186 in 2010). These incidents are mainly as a result of hoax calls and misuse of pyrotechnics (Table 8.7).
- 8.5 2.2 million sea passengers travelled between Northern Ireland and Great Britain ports during 2010 with an additional 22,000 travelling by sea between Northern Ireland and the Isle of Man (Table 8.8, Figure 8.1).

**Figure 8.1 Domestic sea passengers travelling between NI and GB ports 2006 to 2010**



- 8.6 Passenger numbers on the Rathlin Island and Strangford Lough ferries have been included for the first time in this edition of the Northern Ireland Transport Statistics publication. In 2010, 85,889 passengers travelled between Ballycastle and Rathlin Island and 564,144 passengers used the Strangford Lough ferry.

**Table 8.1 Employees in transport related employment<sup>1</sup> in NI by gender: March 2011<sup>P</sup>**

		Number						
Class	Standard Industrial Classification 2003	Males			Females			All employees
		Full time	Part time	All males	Full time	Part time	All females	
34	Manufacture of motor vehicles, trailers and semi-trailers	2,570	20	<b>2,590</b>	180	40	<b>210</b>	<b>2,800</b>
35	Manufacture of other transport equipment	4,800	90	<b>4,900</b>	660	60	<b>720</b>	<b>5,620</b>
50	Sale, maintenance and repair of motor vehicles and motorcycles; retail sale of automotive fuel	9,470	1,570	<b>11,040</b>	2,220	2,870	<b>5,090</b>	<b>16,130</b>
60	Land transport; transport via pipelines	10,420	1,420	<b>11,850</b>	1,160	1,140	<b>2,300</b>	<b>14,140</b>
61	Water transport	350	0	<b>360</b>	130	30	<b>160</b>	<b>510</b>
62	Air transport	280	20	<b>300</b>	270	140	<b>400</b>	<b>700</b>
63	Supporting and auxiliary transport activities, activities of travel agents	3,250	490	<b>3,750</b>	1,580	850	<b>2,430</b>	<b>6,180</b>
<b>All employees</b>		<b>31,140</b>	<b>3,630</b>	<b>34,770</b>	<b>6,190</b>	<b>5,130</b>	<b>11,320</b>	<b>46,090</b>

Source: Quarterly Employment Survey

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

**Table 8.2 Employees in transport related employment in NI<sup>1</sup>: March 2007-2011**

		Number					
Class	Standard Industrial Classification 2003	2007	2008 <sup>r</sup>	2009 <sup>r</sup>	2010 <sup>r</sup>	2011 <sup>P</sup>	
34	Manufacture of motor vehicles, trailers and semi-trailers	3,340	3,280	3,110	2,530	2,800	
35	Manufacture of other transport equipment	6,300	6,090	6,020	5,660	5,620	
50	Sale, maintenance and repair of motor vehicles and motorcycles; retail sale of automotive fuel	16,350	16,190	16,050	15,940	16,130	
60	Land transport; transport via pipelines	13,360	13,960	13,810	13,960	14,140	
61	Water transport	560	590	540	520	510	
62	Air transport	610	780	800	640	700	
63	Supporting and auxiliary transport activities, activities of travel agents	5,520	6,160	6,070	5,930	6,180	
<b>All employees</b>		<b>46,050</b>	<b>47,060</b>	<b>46,400</b>	<b>45,170</b>	<b>46,090</b>	

Source: Quarterly Employment Survey

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

**Table 8.3 Method of travel to work, UK/NI comparison<sup>1, 2</sup>: 2010 Quarter 4**

Method of travel	Number (thousands)/Percentage			
	UK		NI	
	Number	%	Number	%
Car, van, minibus	16,341	70.0	552	83.0
Motorbike, moped, scooter	176	0.8	*	*
Bicycle	677	2.9	*	*
Bus, coach	1,603	6.9	24	3.6
Taxi	72	0.3	*	*
Railway train	1,145	4.9	10	1.5
Underground train, tram	705	3.0	-	-
Walk	2,500	10.7	65	9.8
Other method	113	0.5	*	*
<b>All Methods of travel<sup>3, 4</sup></b>	<b>23,333</b>	<b>100.0</b>	<b>666</b>	<b>100.0</b>

Source: Labour Force Survey, October to December 2010 (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>: 2006-2010**

Method of travel	Percentage				
	2006	2007	2008	2009	2010
Car, van, minibus	83.6	83.8	82.7	86.2	83.0
Motorbike, moped, scooter	*	*	*	*	*
Bicycle	*	*	*	*	*
Bus, coach	4.7	3.4	4.6	3.1	3.6
Taxi	*	*	*	1.3	*
Railway train	*	*	*	*	1.5
Walk	8.8	9.2	9.4	7.3	9.8
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: 2010-11**

									Number
	DRD <sup>1</sup>			Private sector <sup>1</sup>				All spaces	All car parks
	Spaces	Car parks	On-street	Multi storey		Surface			
			Spaces	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
<b>Northern Division</b>	<b>4,831</b>	<b>30</b>	<b>0</b>	<b>2,930</b>	<b>4</b>	<b>200</b>	<b>1</b>	<b>7,961</b>	<b>35</b>
Ards	685	10	0	0	0	0	0	685	10
Armagh	572	4	0	0	0	0	0	572	4
Banbridge	252	3	0	0	0	0	0	252	3
Craigavon	708	4	0	0	0	0	0	708	4
Down	380	5	0	0	0	0	0	380	5
Newry & Mourne	865	7	446	0	0	0	0	1,311	7
<b>Southern Division</b>	<b>3,462</b>	<b>33</b>	<b>446</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,908</b>	<b>33</b>
Belfast North/South	1,978	18	1,642	6,591	13	1,701	20	11,912	51
C' fergus/N' abbey	641	6	0	0	0	0	0	641	6
Castlereagh	0	0	0	0	0	0	0	0	0
Lisburn	743	8	245	1,720	3	128	1	2,836	12
North Down	676	10	0	450	1	406	1	1,532	12
<b>Eastern Division</b>	<b>4,038</b>	<b>42</b>	<b>1,887</b>	<b>8,761</b>	<b>17</b>	<b>2,235</b>	<b>22</b>	<b>16,921</b>	<b>81</b>
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	399	2	0	0	0	0	0	399	2
Omagh	619	5	0	0	0	0	0	619	5
Strabane	216	4	0	0	0	0	0	216	4
<b>Western Division</b>	<b>2,138</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,138</b>	<b>22</b>
<b>All Divisions</b>	<b>14,469</b>	<b>127</b>	<b>2,333</b>	<b>11,691</b>	<b>21</b>	<b>2,435</b>	<b>23</b>	<b>30,928</b>	<b>171</b>

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: 2006-07 to 2010-11**

	Tonnes/Percentage									
	2006-07		2007-08		2008-09		2009-10 <sup>P</sup>		2010-11 <sup>P</sup>	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes	%
<b>PETROL</b>										
<b>Unleaded petrol<sup>1</sup></b>										
Super <sup>2</sup>	16,111	2.1	11,355	1.4	9,085	1.1	25,032	2.6	25,321	3.2
Premium (95 Ron) <sup>3</sup>	341,587	45.0	324,859	40.3	326,750	40.0	389,166	39.9	289,949	36.4
<b>All unleaded petrol</b>	<b>357,698</b>	<b>47.1</b>	<b>336,214</b>	<b>41.7</b>	<b>335,835</b>	<b>41.1</b>	<b>414,198</b>	<b>42.5</b>	<b>315,270</b>	<b>39.6</b>
<b>Sulphur free<sup>4</sup> petrol</b>										
Super <sup>2</sup>	0	0.0	0	0.0	0	0.0	0	0.0	505	0.1
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>0</b>	<b>0.0</b>	<b>505</b>	<b>0.1</b>
<b>Leaded petrol</b>										
LRP <sup>5</sup>	100	0.0	25	0.0	0	0.0	0	0.0	0	0.0
<b>All leaded petrol</b>	<b>100</b>	<b>0.0</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>All Petrol</b>	<b>357,798</b>	<b>47.1</b>	<b>336,239</b>	<b>41.7</b>	<b>335,835</b>	<b>41.1</b>	<b>414,198</b>	<b>42.5</b>	<b>315,773</b>	<b>39.7</b>
<b>DIESEL</b>										
ULSD <sup>6</sup>	325,872	42.9	394,026	48.9	385,904	47.2	501,476	51.4	446,724	56.1
Sulphur free <sup>4</sup>	75,406	9.9	76,219	9.5	95,878	11.7	59,546	6.1	33,205	4.2
<b>All Diesel</b>	<b>401,278</b>	<b>52.9</b>	<b>470,245</b>	<b>58.3</b>	<b>481,782</b>	<b>58.9</b>	<b>561,022</b>	<b>57.5</b>	<b>479,928</b>	<b>60.3</b>
<b>All Petrol and Diesel</b>	<b>759,076</b>	<b>100.0</b>	<b>806,484</b>	<b>100.0</b>	<b>817,617</b>	<b>100.0</b>	<b>975,220</b>	<b>100.0</b>	<b>795,701</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).



**Table 8.7 HM Coastguard statistics Belfast Marine Rescue Co-ordination Centre (MRCC): 2006-2010**

	Number				
	2006	2007	2008	2009	2010
<b>Search and rescue operations</b>					
Commercial vessels	14	16	14	47	10
Fishing vessels	23	30	27	25	27
Pleasure craft	215	189	195	225	229
Incidents to persons	117	122	124	151	134
Medical evacuations	30	27	32	49	53
Other craft	25	27	30	10	17
No persons or craft involved <sup>1</sup>	41	59	52	56	186
<b>All Search and rescue operations</b>	<b>465</b>	<b>470</b>	<b>474</b>	<b>563</b>	<b>656</b>
<b>Persons involved in incidents</b>					
Persons rescued	156	186	160	211	234
Persons assisted	517	1,133	515	900	930
Lives lost	19	15	13	12	22
<b>All Persons involved in incidents</b>	<b>692</b>	<b>1,334</b>	<b>688</b>	<b>1,123</b>	<b>1,186</b>

Source: Maritime and Coastguard Agency

1 The increase in the "No persons or craft involved" figure in 2010 is due to hoax radio and telephone calls and also the misuse of pyrotechnics.

**Table 8.8 Domestic Sea Passengers at Northern Ireland Ports 2006-2010**

		Thousands				
NI PORT	GB PORT	2006	2007	2008	2009	2010
Belfast	Heysham	5	4	3	3	7
Belfast	Liverpool	171	187	190	187	221
Belfast	Stranraer	1,212	1,217	1,104	1,101	1,084
Larne	Cairnryan	595	646	628	602	611
Larne	Fleetwood	59	61	58	54	51
Larne	Troon	208	231	206	213	225
Warrenpoint	Heysham	7	5	6	7	8
<b>All NI Ports</b>		<b>2,257</b>	<b>2,351</b>	<b>2,194</b>	<b>2,167</b>	<b>2,205</b>

NI PORT	IOM PORT	2006	2007	2008	2009	2010
Belfast	Douglas	18	22	21	19	20
Larne	Douglas <sup>1</sup>	4	6	3	-	2
<b>All NI Ports</b>		<b>22</b>	<b>28</b>	<b>24</b>	<b>19</b>	<b>22</b>

Source: Maritime Statistics DfT

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

**Table 8.9 Local Ferry Passengers - Rathlin Island and Strangford Lough Ferries<sup>1</sup> 2010**

		Number
		<b>2010</b>
Rathlin Island Ferry		85,889
Strangford Lough Ferry		564,144
<b>All passenger journeys</b>		<b>650,033</b>

Source: DRD, Roads Service

1 Please note this is the first year these figures have been reported

# 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 1.2

The Department for Transport (DfT) have reallocated a number of vehicles which were previously described as 'licensed' to the 'SORN' (Statutory Off Road Notice) category. These vehicles are now counted as 'unlicensed' and have therefore been removed from the data. Figures from 2006 to 2009 have been revised to reflect these changes. Further details regarding these revisions can be found at:

<http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

#### 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.

### **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).

## **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**

- The 2009-10 figure for Routine Maintenance has been slightly amended from the figure published in the previous edition of Northern Ireland Transport Statistics. Following internal validation checks, some of these costs were allocated to a different category.
- 2010-11 is 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.

## **CHAPTER 4 FREIGHT**

### **Tables 4.1-4.3**

Tables 4.1 - 4.3 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 4.2 to 4.3**

**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 4.2**

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 4.3**

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

#### **Table 4.4**

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**

**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 13).

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

**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 8.3 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 2010 will be published in DUKES 2012 in July 2012 and 2011 data will be published in DUKES 2013.

### **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 and false alarms.

### **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.

## User consultation

A consultation document was issued to members of the Transport Statistics User Group and users of both the annual and quarterly transport statistics publications in June 2011. This contained a number of proposals for changes to the Transport Statistics publications produced by Central Statistics and Research Branch. 7 responses were received from the 118 users consulted.

The following proposed changes were accepted by users and have been therefore been implemented in this publication:

*Table which has been removed:*

NI public road lengths by type of road (Table 3.1 in previous publications)

*Reason for removal:*

- The road length tables cover very similar data. There are still 2 tables on road length included in the current publication (Table 3.1 on page 46 and Table 3.2 on page 47).
- There is very little change from year to year.
- The data will still be readily available (see below).

*Data currently available from:*

The current year's data can be obtained from the 'All Divisions' total in Table 3.2 (NI public road lengths by local government district and Roads Service Division by type of road). Previous years' trend data are available from earlier Annual NI Transport Statistics publications.

*Tables which have been removed:*

Road freight licences issued (Table 4.1 in previous publications)

Road service operators (buses and coaches) licences issued (Table 4.2 in previous publications)

*Reason for removal:*

- There have been no queries from customers on these tables and the data are not used in Departmental strategies.

*Data currently available from:*

Data are available on request. Contact details are given on page 1 of the publication.

*Table which has been removed:*

Reported road traffic injury collision deaths by road user by month (Table 5.4 in previous publications)

*Reason for removal:*

- Other road safety tables appear to be more widely used.
- A relatively low base number means that the figures broken down to this level are quite small.
- Similar information is available from the PSNI website (see below).

*Data currently available from:*

Similar information is available on the PSNI 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)

There is a breakdown by road user type in the annual publication "Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland" and there is a breakdown by month in the Road Traffic Fatalities Daily Update.



*Table which has been removed:*

Reported road traffic injury collision child deaths by road user by month (Table 5.5 in previous publications)

*Reason for removal:*

- Other road safety tables appear to be more widely used.
- The number of child fatalities is low and breaking down this small number even further does not yield informative data.

*Data currently available from:*

Information on reported road traffic injury collision child deaths is reported in the annual PSNI publication "Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland". PSNI website details are given above.

*Table which has been amended:*

Table 7.3 Scheduled and chartered terminal passenger traffic via NI by airport

*Amendment made:*

- Reduced number of years of trend data from 10 to last 5 years to create a more compact table.

*Data currently available from:*

Previous years' data are available from earlier Annual NI Transport Statistics publications.

*Table which has been added:*

A new table, Table 8.9 Local ferry passengers - Rathlin Island and Strangford Lough Ferries, has been included on page 80.

Details for this new table are given in the User Information section (page 17).

## 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 Strategy Secretariat  
Clarence Court  
10-18 Adelaide Street  
BELFAST BT2 8GB

Telephone: 028 9054 0186

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: [shapingourfuture@drdni.gov.uk](mailto:shapingourfuture@drdni.gov.uk)

### **Northern Ireland Ports Traffic 2009**

Available in both electronic  
and hard copy:

Mark McFetridge  
Economic and Labour Market Statistics  
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 2010**

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/pgr/statistics/datatablespublications/tsqb/>  
E-mail: [publicationgeneral.enq@dft.gsi.gov.uk](mailto:publicationgeneral.enq@dft.gsi.gov.uk)

### **ROI Road Freight Transport Survey 2010 / Transport 2008**

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/releasespublications/pr\\_transport.htm](http://www.cso.ie/releasespublications/pr_transport.htm)  
E-mail: [transport@cso.ie](mailto:transport@cso.ie)

### **PSNI Police Recorded Injury Road Traffic Collisions & Casualties NI 2010/11**

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*

DVA - Driver and Vehicle Agency

[www.dvani.gov.uk](http://www.dvani.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, 4.1 to 4.3, 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 4.4, 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)