

# DfI Driver, Vehicle, Operator, and Enforcement Statistics

## Quarter Four: January to March 2026



DVA Statistics  
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## **Key Findings**

- During 2025/26, the DVA delivered approximately 1.149 million vehicle tests, including 302,727 tests during January to March 2026, representing one of the highest annual totals recorded, and demonstrating sustained high levels of operational delivery across the year.
- Of all vehicle tests conducted during 2025/26, 85.0% (975,736) were full tests and 15.0% (172,807) were retests, reflecting continued strong delivery of core statutory testing services.
- Customer attendance improved notably during January to March 2026, with 10,751 vehicles failing to attend, a 28.0% reduction (4,177 fewer) compared with January to March 2025 (14,928). This contributed to a reduction in the 'failed to attend' rate from 4.8% to 3.6% over the same period, reflecting effective customer engagement and improved utilisation of available appointments.
- Demand for vehicle testing remained strong during 2025/26, with 1.23 million applications, an increase of 5.5% (63,886) compared with 2024/25, including 331,517 applications during January to March 2026, while 96.7% (1.19 million) of applications were made online across the year, rising to 97.1% (321,834) in Q4, supporting efficient access to services.
- During 2025/26, the DVA conducted 70,023 driving tests, an increase of 1.9% (1,323) tests compared with 2024/25, representing the second highest annual total on record, with 17,621 tests delivered during January to March 2026.
- Demand remained high during 2025/26, with 78,555 applications, an increase of 8.5% (6,147) compared with 2024/25, including 20,440 applications during January to March 2026, the highest quarterly level in recent years.
- During 2025/26, 2,245 candidates failed to attend a driving test, representing 3.2% of all tests conducted during 2025/26, indicating strong attendance rates and effective management of appointment capacity.
- During 2025/26, the DVA delivered 94,763 theory tests, an increase of 5.5% (4,927) compared with 2024/25, and the highest annual total on record, including 23,800 tests during January to March 2026.
- Demand increased towards the end of 2025/26, with 32,327 applications during January to March 2026, an increase of 12.9% (3,685) compared with January to March 2025, while 13,318 customers failed to attend during 2025/26 (14.1%), in line with recent trends.
- During 2025/26, driver licensing services continued to perform strongly, with 99.7% of online applications processed within target times (target 95%) and 99.6% of paper applications within target (target 90%), while 77.3% of all transactions were completed online, supporting efficient and accessible service delivery.
- During 2025/26, there were 1,203,596 full and eligible licence holders for cars and light vans, reflecting the scale of the customer base served and underpinning continued demand for DVA services.
- During 2025/26, DVA compliance and enforcement teams carried out 1,573 roadside enforcement checks, issued 853 fixed penalty notices totalling £124,200, secured 110 convictions, and participated in 97 joint operations with the PSNI, highlighting the scale of enforcement activity and an effective, intelligence-led approach to compliance, supporting engagement with regulatory requirements and promoting safer road use across Northern Ireland.

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## **Introduction**

This is the forty-sixth edition of the quarterly publication '*DfI Driver, Vehicle, Operator, and Enforcement Statistics*'. The statistics reported within this publication include summary key business volumes and transactions for drivers, vehicles, operators in the area of regulation and enforcement during quarter four of 2025/26. This covers the period from 1 January 2025 to 31 March 2026.

Please note that DVA services were impacted by industrial strike action on 22 September 2023 and 18 January 2024, and so testing volumes for these months are lower than would have been the case had these been routine working days.

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

- Vehicle testing;
- Vehicle licensing and registration;
- Driver theory testing;
- Driver practical testing;
- Driver licensing;
- Road transport licensing (i.e. buses, heavy goods vehicles and taxis);
- Enforcement and compliance;
- DVA target monitoring, and
- Driving and Motorcycle Instructors

DVA systems provide the majority of data, although we also source some from within the wider Department for Infrastructure and from DVSA (Driver and Vehicle Standards Agency). In addition, while the DVA is no longer responsible for vehicle registration and licensing with the transfer of those functions to DVLA in Swansea in July 2014, statistics relating to this area are presented in section two.

For further information and guidance on this publication, please see the User Guidance document, available on our website<sup>1</sup>.

## **Background**

The *Driver and Vehicle Agency* (DVA) is an executive agency within the *Department for Infrastructure* (DfI). The DVA was formed on 1 April 2007 as part of the Review of Public Administration, through a merger of two existing Agencies, namely the *Driver and Vehicle Testing Agency* (DVTA) and *Driver and Vehicle Licensing Northern Ireland* (DVLNI).

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<sup>1</sup> <https://www.infrastructure-ni.gov.uk/articles/driver-vehicle-agency-activity-statistics>

# 1 Vehicle Testing

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

Following the outbreak of COVID-19, the DVA suspended all vehicle testing from 24 March 2020, and began issuing temporary exemption certificates (TECs) to all customers. The DVA resumed IVA testing on 1 June 2020, whilst the testing of priority vehicle groups commenced on 20 July 2020. Priority vehicle groups include taxis and buses due a first-time test, vehicles not previously registered in Northern Ireland, vehicles with an MOT expired by more than 12 months (that includes vehicles previously declared SORN), and those sold by car dealerships. Testing of further vehicle categories began on 1 September 2020, including four-year-old private cars and motorcycles, three-year-old light goods vehicles, all heavy goods vehicles, and trailers. The restrictions during that winter did not directly curtail vehicle testing, although additional deep-cleaning and social distancing have reduced capacity across the test centres. Further vehicle categories returned to the testing regime in March 2021, along with changes to the length of TECs being issued. There are currently no restrictions on vehicle testing related to the pandemic. For the latest news and updates, please visit the Motoring page on the NIDirect website .

**Temporary Exemption Certificates (TECs) – Private cars only.** From 1 June 2024, private cars that were first registered between 1 June 2019 and 31 May 2020 or between 1 June 2017 and 31 May 2018 and have a valid Northern Ireland MOT were granted a valid Temporary Exemption Certificate (TEC). This exempted them from requiring a vehicle test (MOT) for 12 months from the expiry date of their current MOT certificate. Temporary exemptions were also in effect during 2025/26 for private cars aged 5 and 7 years, further extending the use of TECs during this period. These exemption arrangements reduced demand for vehicle testing, leading to lower volumes of vehicle test applications and tests conducted while the exemption certificates remained valid.

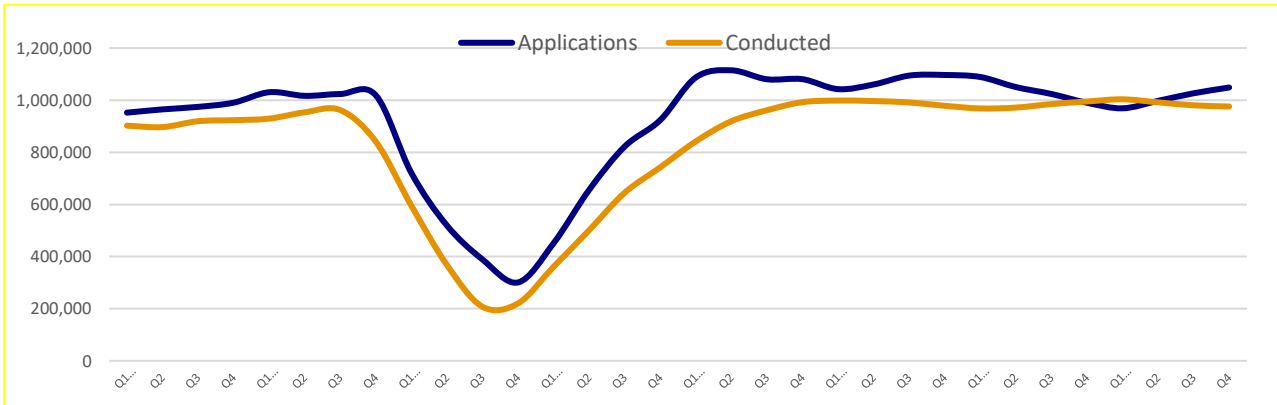
## Vehicle Test Applications

From January to March 2026, the DVA received 331,517 applications for a vehicle test (full and retest), which is 6.9% (21,501) more than for the same quarter the previous year 2024/25, and 34,239 more than the previous quarter (297,278) (Table 1.3).

For financial year 2025/26, 1.23 million vehicle test applications were made to DVA, relative to 1.17 million in the previous year, an increase of 5.5% (63,886) for this period (Table 1.3).

In 2025/26 most vehicle test applications were for full tests, which accounted for 85.3% (1.05 million) of all vehicle test applications, the remaining 14.7% (180,387) being vehicle retest applications (Table 1.2). Figure 1.1 below details the rolling four quarterly count for full vehicle test applications and full vehicle tests conducted to the end of December 2025.

Figure 1.1: Full Vehicle Tests – Applications and Conducted (Rolling 4-Quarter Total)



Please note that figures for vehicle test applications include taximeter tests but those for vehicle tests conducted do not.

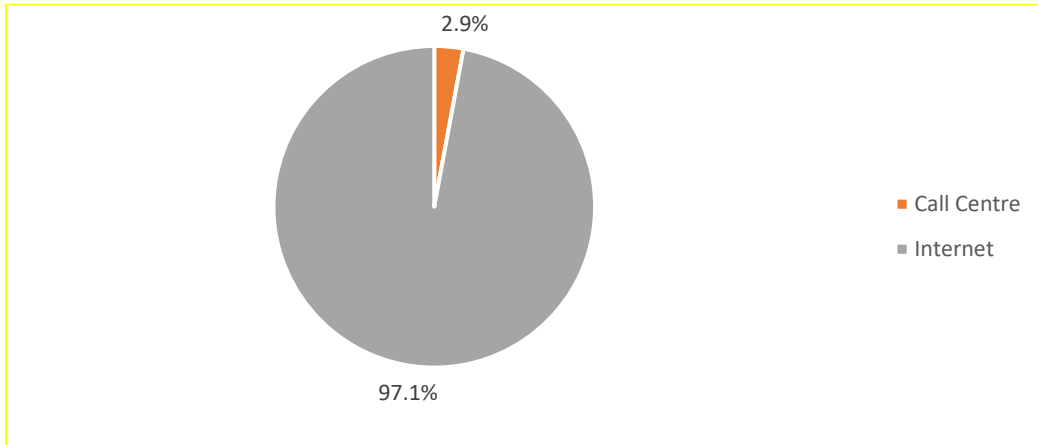
### Booking Method

In the fourth quarter of 2025/26, online vehicle test booking applications accounted for 97.1% (321,834) of all test applications (331,517), slightly higher relative to the previous quarter at 96.8%. The remaining 2.9% (9,683) of bookings were made via DVA call centres (Figure 1.2 and Table 1.4).

In 2025/26 of the 1.23 million vehicle test applications, 96.7% (1.19 million) were made using the DVA online booking system, compared with 95.8% in the previous year, and 72.8% in 2018/19.

This is the tenth consecutive quarter in which online booking applications have exceeded 95% of all vehicle test bookings (Table 1.4).

Figure 1.2: Vehicle Test Applications by Booking Method.

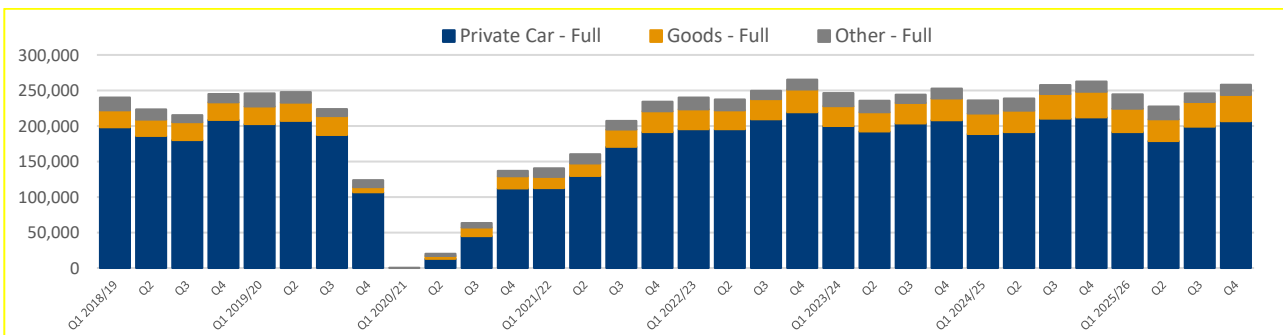


### Vehicle Tests Conducted

During the latest quarterly period, January to March 2026, the DVA delivered 302,727 vehicle tests (full and retest), which is 1.9% (5,931) lower than the same quarter in 2024/25 (308,658). (Table 1.7).

From April 2025 to March 2026, DVA delivered approximately 1.149 million vehicle tests, over 15 thousand lower than the number recorded in 2024/25 which is the highest annual volume on record. Most vehicle tests conducted in 2025/26 were full tests, accounting for 85.0% (975,736) of all tests with the remaining 15.0% (172,807) being vehicle retests (Table 1.5). Most full tests were for private cars, accounting for 79.5% (775,623) of all full tests conducted (Table 1.5 and Figure 1.3).

Figure 1.3: Full Vehicle Tests Conducted



The steady increase in vehicle test applications seen in the trend series prior to the COVID-19 pandemic can, in the main, be explained by the increasing number of licensed cars which has risen by 8.7% over the five years to 2020-21. This upward trend in vehicle ownership has

continued through the post covid era and as at the end of September 2025 there were 1.076 million registered private cars in Northern Ireland (Table 2.13).

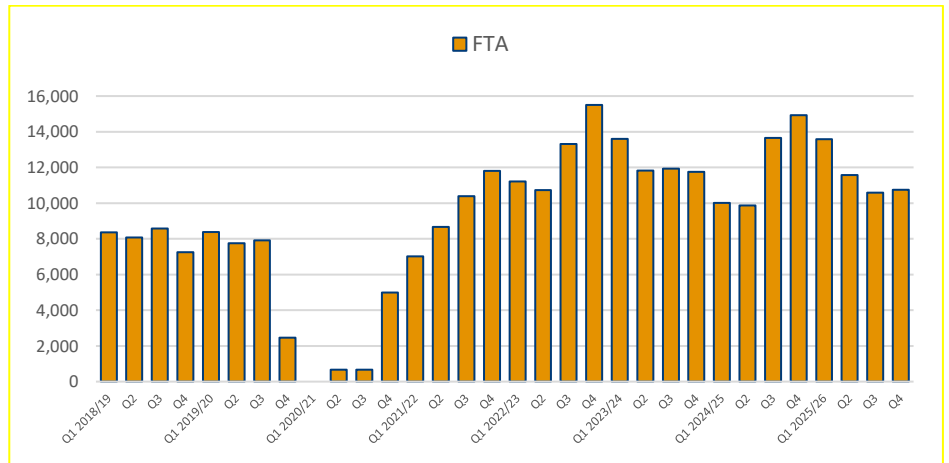
In addition, owners are keeping their cars for longer, as the average age of car stock has continued to increase in recent years to a high of 9.7 years at the end of September 2025, the highest on record. This has resulted in increased numbers of cars and other vehicle types that require DVA vehicle testing services, as detailed in the vehicle tests conducted statistics within this report and tables.

### Failed to Attend

This quarter, 10,751 customers failed to attend a booked vehicle test, 28.0% (4,177) lower than the same quarter the previous year (14,928) (Table 1.10 and Figure 1.4). This equates to 3.6% of all conducted tests during this period relative to 4.8% for the same quarter of 2024/25.

For the full financial year 2025/26, 46,510 vehicles failed to present for vehicle testing, the fourth highest on record, and representing 4.0% of all vehicle tests conducted this year.

Figure 1.4: Vehicle Tests – Failed to Attend



### Vehicle Test Pass-Rates

The overall pass-rate for full vehicle tests between January and March 2026 was 80.2%, marginally lower than the previous quarter (80.3%) and the lowest recorded since January-March 2022 (79.6%) (Table 1.11 and Figure 1.5).

The reduction in pass rates observed during the pandemic period suggests that some vehicle owners may not have maintained their vehicles adequately during periods of test exemption. However, since 2022/23 pass rates have generally returned to – and in some instances slightly exceeded – pre-pandemic levels. This pattern is also evident for private car full tests, where pass rates have remained slightly above 80.0% from the first quarter of 2022/23 onwards.

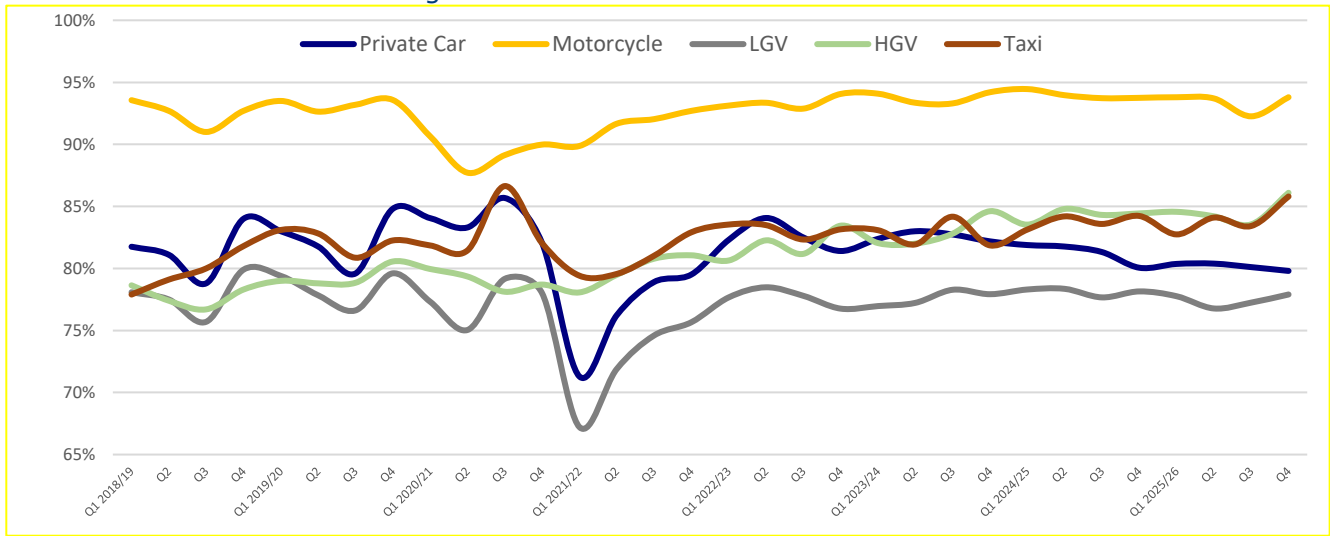
In financial year 2025/26, the overall pass-rate for full tests was 80.6%, relative to 81.5% for the previous year, which is on a par with pass levels obtained pre-pandemic era. Pass rates for full tests, varied by test category, from 77.5% for light goods vehicles to 93.6% for motorcycles, with 84.6% for heavy goods vehicles and 80.1% for private cars (for categories where there were at least 2,000 tests). (Table 1.11).

The overall pass-rate for vehicle retests this quarter at 94.8% and is slightly above the 94.6% recorded for both the previous quarter and for January-March 2026 (Table 1.12). The current quarterly retest pass rate is comparable to historical re-test pass rates, which maintained very stable levels of approximately 93%-94% over a long period of time prior to the pandemic (Table 1.12).

For the 2025/26 financial year, the overall re-test pass-rate of 94.5% is slightly below the 94.8% recorded for 2024/25 which is the highest annual pass rate on record (Table 1.12). As with full tests, the annual re-test pass-rate varied by category, from 90.1% for LPCV to 94.7% for private

cars and 96.9% for motorcycles, for vehicle test categories where there were at least 1,000 tests. (Table 1.12).

Figure 1.5: Full Vehicle Test Pass-Rates

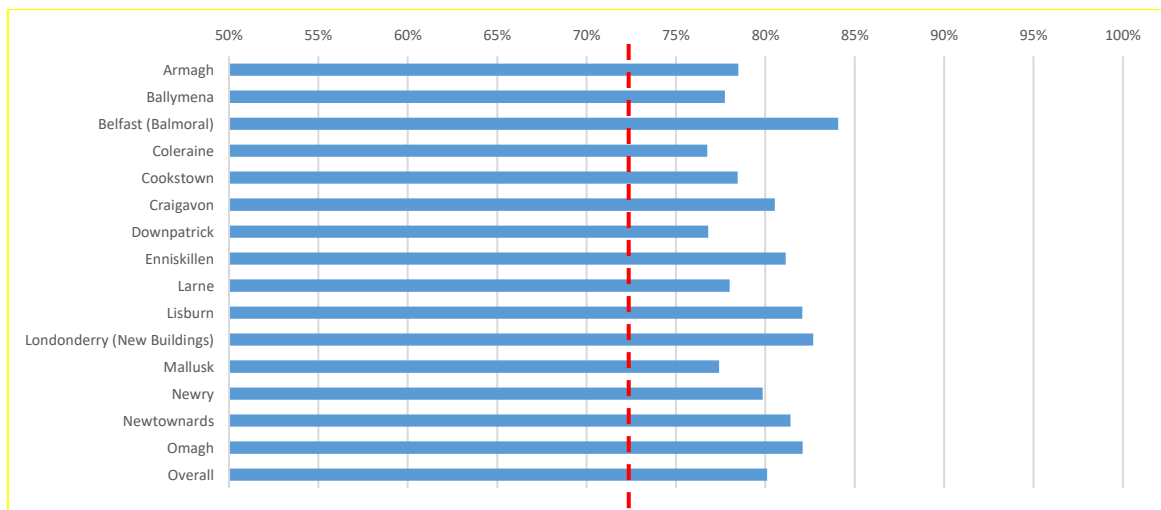


Vehicle Tests by Test Centre

The busiest test centre for vehicle testing during 2025/26 was Newtownards which conducted 121,692 full tests during the year, of which 87.7% (106,706) were for private cars (Table 1.15). Omagh test centre conducted the fewest number of full vehicle tests during this period at 36,790.

Pass rates by test centres for private cars at the end of the third quarter of 2025/26, ranged from 75.2% in Downpatrick to 84.2% in Belfast (Balmoral), and 79.8% across all test centres (Table 1.14). Differences in pass rates for private cars and other vehicle types within and between test centres may arise due to several interacting factors including, for example, differences in vehicle ages and the behaviour of customers in terms of vehicle maintenance.

Figure 1.6: Vehicle Test Pass-Rates by Test Centre





## Vehicle Licensing and Registration

Vehicle Licensing for Northern Ireland since July 2014 has been administered by the Driver and the Vehicle Licensing Agency (DVLA) in Swansea.

### Vehicle Registrations

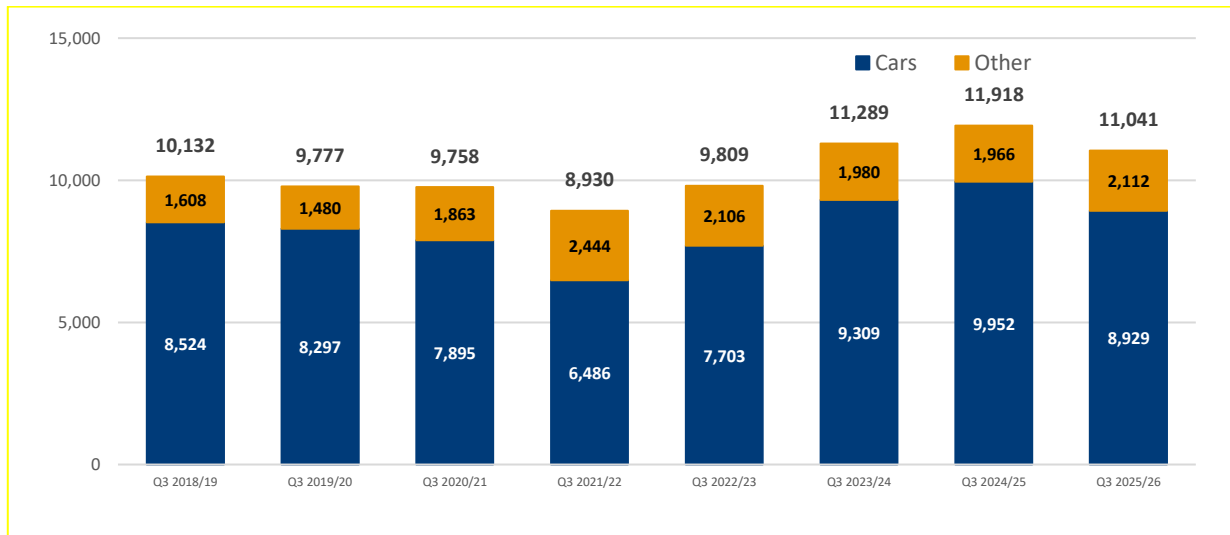
This section includes the latest available vehicle licensing data for Northern Ireland covering the period from October to December 2025.

During this quarter, the DVLA registered 11,041 new vehicles to Northern Ireland, 21.8% (3,078) fewer than the previous quarter (14,119) and 7.4% (877) fewer than the same quarter in 2024/25 (11,918) (Table 2.1) (Figure 2.1). Please note that new vehicle registrations exclude vehicles previously registered with the DVLA whose ownership transferred to Northern Ireland during the latest quarter. Taking these vehicles into account, the total number of first-time registrations to Northern Ireland this quarter was 11,144, compared to 14,219 for the previous quarter.

Private cars accounted for 8,929 (81%) of all new vehicles this quarter, slightly higher than the proportion recorded in the previous quarter. The noticeable fall in registrations in early 2020/21 remains directly related to the pandemic and does not reflect buying behaviour before or after this period.

For the first three quarters of financial year 2025/26, there were 31,110 new private car registrations in Northern Ireland, a 10.2% decrease compared with the same period in 2024/25 (34,627). This decline is broadly in line with more recent UK trends, where registrations have shown increased volatility following a period of recovery. The lower level of registrations may reflect a combination of weaker consumer demand, changing market conditions, and the timing of vehicle purchases within the year. This may also reflect ongoing changes in buying patterns, including a shift away from petrol and diesel vehicles towards alternatively fuelled vehicles (Table 2.1).

Figure 2.1: New Vehicle Registrations

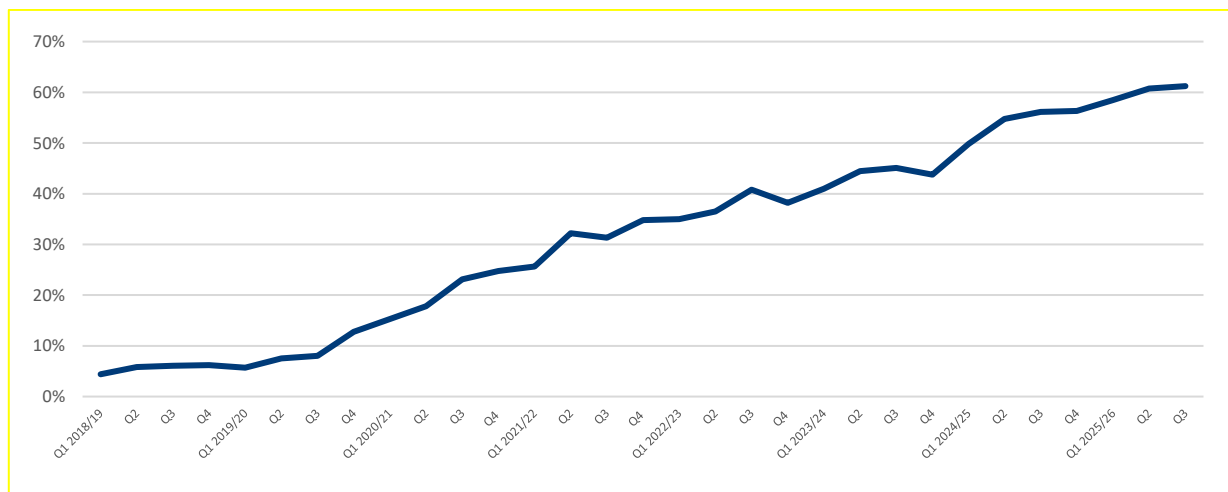


Top makes for private car first time registrations in the third quarter of 2025/26 were Volkswagen (9.4%), followed by Hyundai (8.3%), Kia (8.2%), Ford (7.2%), and Renault (6.6%) (Table 2.3).

Colour preferences among newly registered private car buyers continue to shift. Grey remained the most popular choice during October to December 2025, accounting for just over one quarter (26.9%) of all new cars, followed by black (18.6%) and blue (17.3%). White, once the dominant colour in earlier years, remained in fourth place (15.8%), while traditionally popular finishes such

as silver/aluminium and red together accounted for just over 13% of new registrations. Green, although still a relatively small share of the market, made up around 5.9% of registrations, while all other colours combined accounted for just over 2%. It seems that overall, new car buyers are choosing a relatively narrow palette of darker, largely monochrome colours compared with the broader licensed fleet, where older red and silver vehicles continue to represent a larger share.

Figure 2.2: Proportion of New Car Registrations using Alternative Fuels



The proportion of new cars registered in Northern Ireland using alternative fuel has continued to rise in recent years, reflecting the sustained shift away from traditional combustion engines. Having accounted for just 5.7% of new car registrations in Q1 2019/20, alternative fuel vehicles accounted for 61.2% of new registrations in Q3 2025/26. Over the same period, the share of new diesel cars fell from 36.0% to 4.3%. This is now the twenty-first consecutive quarter in which alternative fuel cars have outsold diesel models. During October to December 2025, 5,466 alternative fuel cars were newly registered compared with 383 diesel cars.

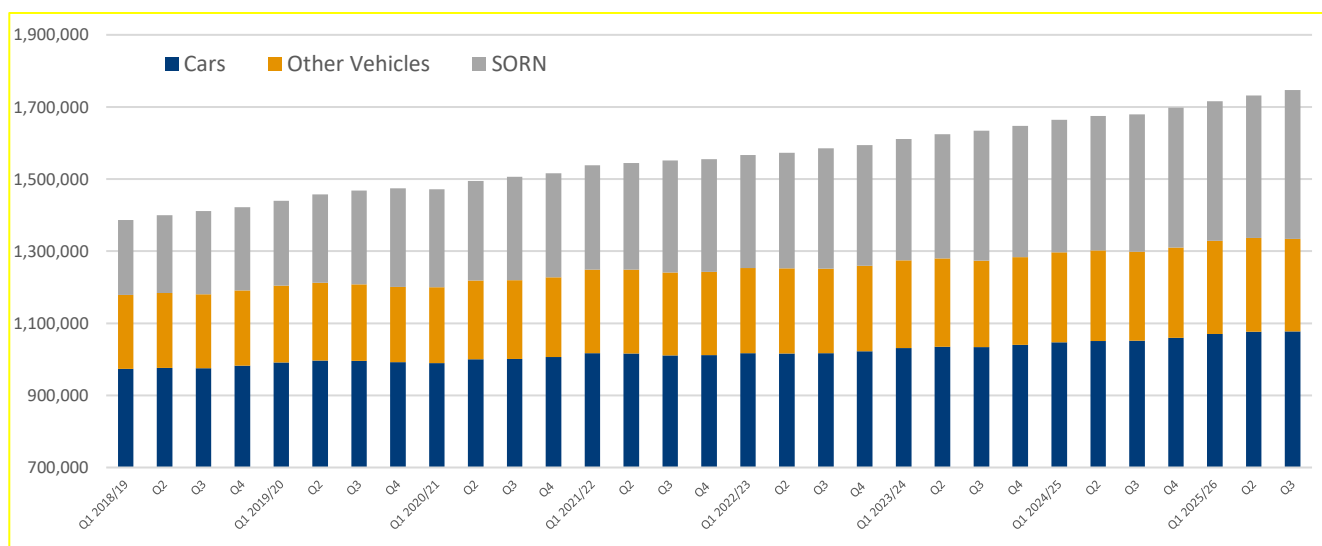
### Licensed Vehicles

At the end of December 2025, there were 1,333,837 licensed vehicles in Northern Ireland, a decrease of 0.2% (2,984) from the previous quarter (1,336,821) (Table 2.13). This follows a period of steady quarterly growth, although it is too early to determine whether this represents a change in the underlying trend.

Just over eight in every ten (80.8%) licensed vehicles were private cars (1,077,299). Private car stock remains at a record high and has increased slightly by 0.1% (1,180) since the quarter ending September 2025 and is 2.4% (25,510) higher compared with the same quarter in 2024/25. This growth occurred despite a small overall decline in total licensed vehicles, which was driven by decreases in other vehicle types, particularly motorcycles, which fell by 12.2% from the previous quarter. (Table 2.13).

A total of 413,426 vehicles had a SORN at the end of December 2025, representing 23.7% of the overall vehicle stock (1,747,263 licensed plus SORN). This continues the long-term pattern of growth in SORN vehicles since the introduction of continuous SORN in December 2013, under which a SORN declaration remains in force until the vehicle is re-taxed, sold, permanently exported or scrapped. The increase in SORN vehicles this quarter also contributed to the small overall reduction in licensed vehicles (Table 2.13).

Figure 2.3: Northern Ireland Vehicle Stock



### Emerging Trends in the Fleet

The make-up of Northern Ireland’s vehicle fleet continues to evolve in noticeable ways. Diesel private car numbers have gradually edged down over recent years — falling from around 569,000 in 2020 to around 545,000 by the end of 2025 — as more households shift towards petrol, hybrid and electric alternatives. At the same time, the number of diesel light goods vehicles has continued to grow, rising from around 127

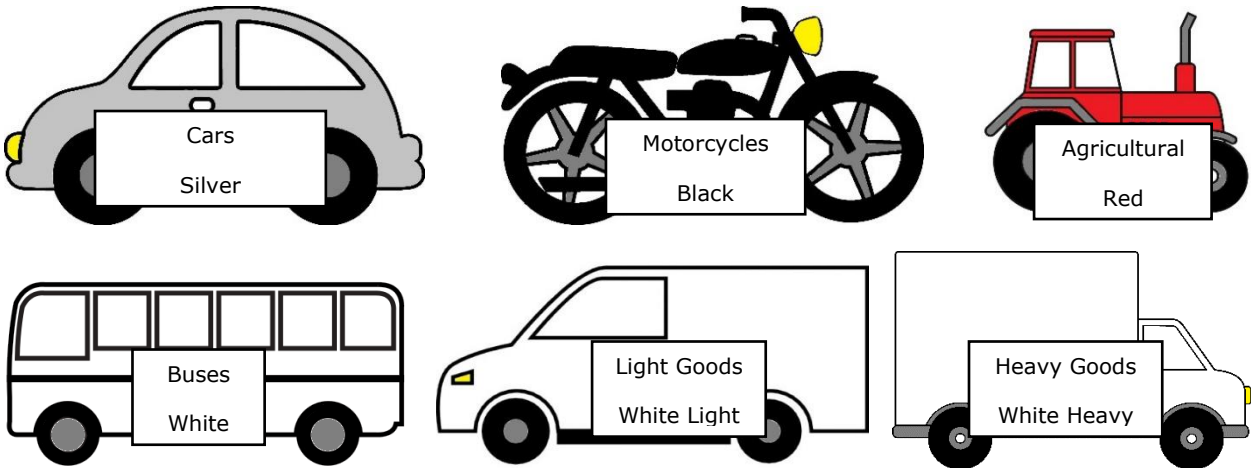
,000 to approximately 151,000 over the same period, reflecting increased delivery, trade and service sector activity and the continued practicality of diesel for heavier commercial use. Alongside this, the presence of alternatively fuelled vehicles is becoming more apparent, with an increasing share of new registrations accounted for by these vehicle types in recent years.

### Average Age of the Licensed Fleet

As of 31 December 2025, the average age of licensed vehicles in Northern Ireland was 9.71 years. Average ages varied by body type:

- Cars – 9.3 years
- Motorcycles – 14.5 years
- Light goods vehicles – 8.8 years
- Heavy goods vehicles – 9.7 years
- Buses – 10.9 years
- Agricultural vehicles – 21.6 years
- Other vehicles – 10.5 years

As with new registrations, the most popular colours for licensed vehicles across body types remain predominantly monochrome, particularly white, grey and black, while agricultural vehicles continue to stand out, with red remaining the most common colour.



With the licensed fleet now at around 1.33 million vehicles and the average age at just under 10 years, a large proportion of vehicles remain within the annual MOT testing cycle, where private cars are first tested at four years and light goods vehicles at three years. Taken together, these trends suggest continued strong demand for DVA MOT appointments as the vehicle fleet remains at a high level and continues to age over time.

### 3 Driver Theory Testing

The Driver and Vehicle Standards Agency (DVSA) administer driver theory testing under contract with the Driver and Vehicle Agency (DVA) within the Department for Infrastructure (DfI).

Due to the outbreak of COVID-19, the DVA suspended all driver theory testing between 20 March 2020 and 6 July, and again from 26 December until 22 April 2021.

For the latest news and updates relating to driver theory testing, please visit the Driver Theory Testing pages on the NIDirect website<sup>2</sup>.

#### **Theory Test Applications and Tests Conducted**

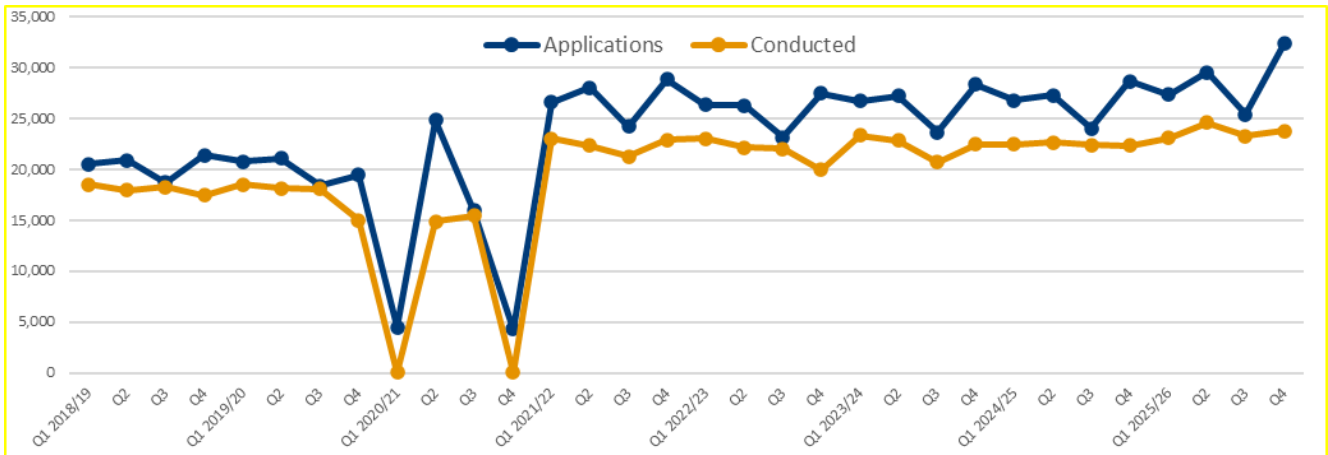
From January to March 2026, the DVA delivered 23,800 theory tests, 6.5% (1,456) more than in the same quarter of 2024/25 (22,344) (Table 3.2; Figure 3.1). This was the highest fourth-quarter total recorded in the post-pandemic period shown in the series.

For 2025/26, the DVA conducted 94,763 theory tests, up 5.5% (4,927) from 89,836 in 2024/25, and the highest annual total on record in the series. Before the pandemic, annual theory test volumes ranged from 49,969 in 2012/13 to 76,216 in 2016/17, showing that annual volumes in recent years have remained well above pre-pandemic levels.

Applications also increased at the end of the year. In the fourth quarter of 2025/26, the DVA received 32,327 theory test applications, 12.9% (3,685) more than in the same quarter of 2024/25 (28,642) and 27.3% (6,932) more than in the previous quarter (25,395) (Table 3.1; Figure 3.1).

Private cars continued to account for the bulk of activity. In the latest quarter, private car applications made up 86.8% of all applications, while private car tests conducted accounted for 87.3% of all theory tests delivered (Table 3.1 and Table 3.2).

Figure 3.1: Theory Test Applications and Conducted



\* figures from 2024/25 include ADI/AMI theory tests

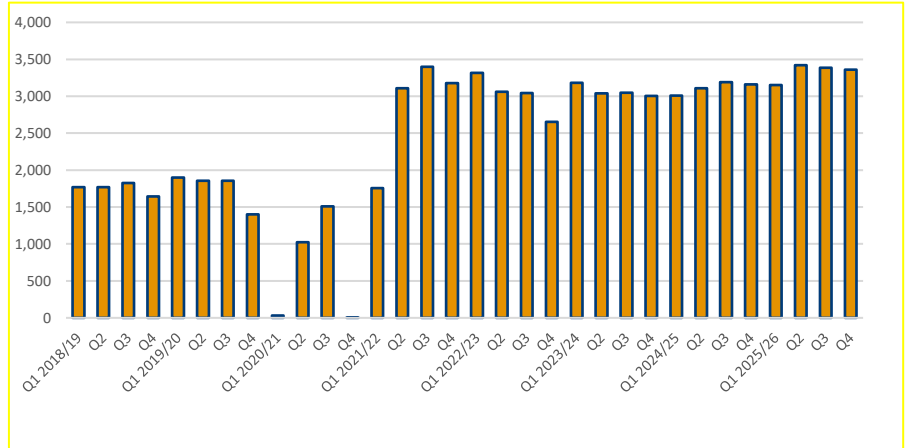
<sup>2</sup> <https://www.nidirect.gov.uk/articles/driving-theory-test>

## Failed to Attend

In the fourth quarter of 2025/26, 3,361 customers failed to attend a booked theory test, equivalent to 14.1% of all theory tests conducted during the quarter (Table 3.3; Figure 3.2).

Across the year, 13,318 customers failed to attend a booked theory test, representing 14.1% of all theory tests conducted in 2025/26.

Figure 3.2: Theory Tests - Failed to Attend

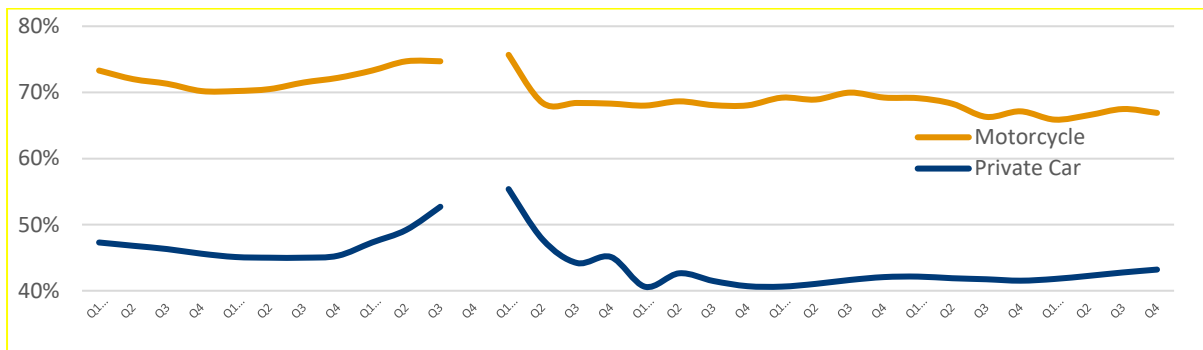


## Theory Test Pass-Rates

The private car theory test pass rate in 2025/26 was 43.2%, compared with 41.5% in 2024/25 (Table 3.4). On a rolling four-quarter average basis to the end of March 2026, private car pass rates were 44.9% for females, 41.9% for males and 43.2% overall (Table 3.7).

For motorcycles, the annual pass rate in 2025/26 was 66.9%, slightly below 67.1% in 2024/25 (Table 3.4). In the latest quarter, the motorcycle pass rate was 65.3%, while the corresponding rates for PCV CPC Module 2 and LGV CPC Module 2 were 59.0% and 72.5% respectively (Table 3.4). The taxi theory test pass rate for 2025/26 was 29.7%

Figure 3.3: Theory Test Pass-Rates (Rolling 4-quarter Averages)



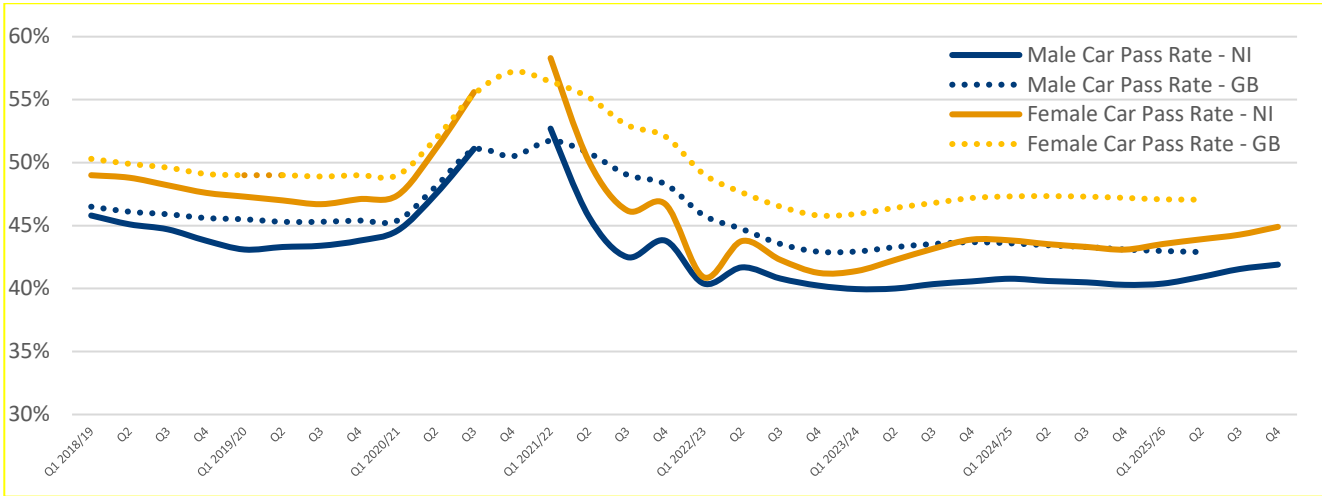
Continuing the trend observed over the past decade, private car theory test pass rates remain higher for females than for males (Table 3.7).

In the 2025/26 financial year, the private car theory test pass rate was 43.2% with the gender split being 44.9% for females and 41.9% for males, giving a difference of 3.0 percentage points. This represents a slightly wider gap than the 2.8 percentage point difference recorded in 2024/25, but remains within the range observed in recent years.

Pass rates for both genders declined gradually between 2012/13 and 2019/20, before falling further during the period immediately following the resumption of theory testing after the pandemic. More recent data indicates that pass rates for both males and females have begun to recover, while the gender gap has persisted at broadly pre-pandemic levels. Although year-to-year fluctuations in the size of the gap are evident, there remains insufficient evidence to conclude that there has been a sustained or permanent change in the gender differential in private car theory test pass rates.

Where comparable data is available, the overall pattern of higher female pass rates and the post-pandemic trajectory of pass rates for both genders are broadly similar to those observed in Great Britain (Figure 3.4) with the figures available for Great Britain, to the end of September 2025, being higher for females, males and overall.

Figure 3.4: Private Car Theory Test Pass-Rates by Gender (rolling 4-quarter averages)



# 4

## Driver Practical Testing

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

Following the outbreak of COVID-19, the DVA suspended all driver testing from 20 March 2020 until 5 October, again from 17 October until 20 November, again for a third time between 27 November and 10 December. The most recent suspension began on 23 December 2020, reopening on 23 April 2021. During quarter four, only off-road motorcycle and certain LGV tests were able to continue. DVA are currently testing across all driver test categories.

For the latest news and updates, please visit the Practical Driving Test page on the NIDirect website<sup>3</sup>.

### Driving Test Applications and Tests Conducted

Please note that DVA services were impacted by industrial strike action on 22nd September 2023 and 18th January 2024 so testing volumes for these periods are lower than would have been the case had these been routine working days.

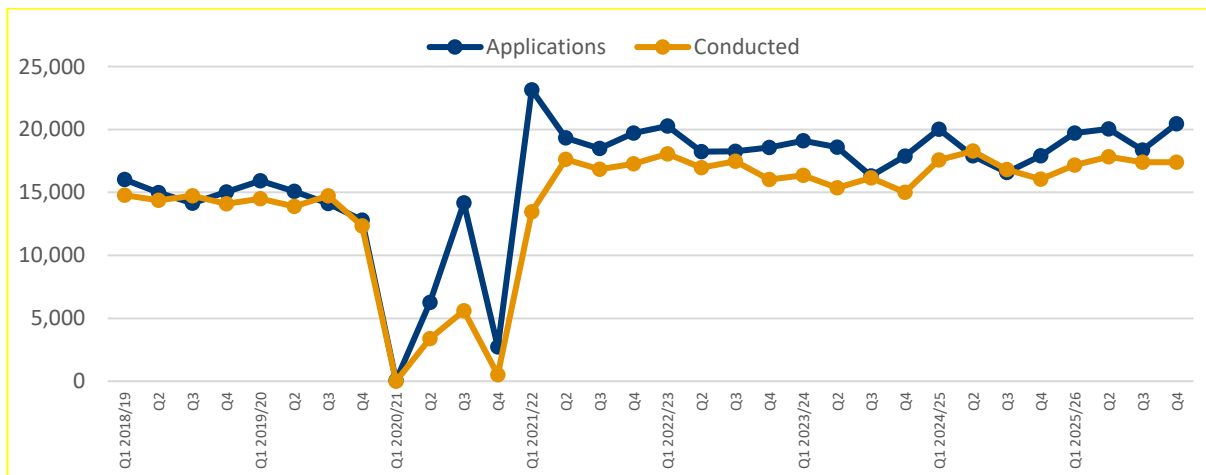
The DVA conducted 17,400 driving tests in the fourth quarter of 2025/26, just one more than in quarter 3, and an increase of 8.4% (1,352) compared with the 16,048 conducted for the same quarter last year (Table 4.3 and Figure 4.1).

At the end of the fourth quarter of 2025/26, the DVA had received 20,440 applications for a driving test, an increase of 14.2% (2,536) compared to the same quarter in 2024/25 (17,904) and the most recorded in a quarter since April to June 2021/22.

In the 2025/26 financial year, the DVA delivered 69,802 driving tests, 1.6% (1,102) higher than the number of tests delivered in 2024/25 (68,700), and the second highest annual total on record since 2008/09. Just over 8 in every 10 driving tests conducted in 2025/26 were for private cars (58,424) (Table 4.3).

In 2025/26, the DVA received 78,555 applications for a driving test, which is 8.5% (6,147) higher than the previous year 2024/25 (72,408), and 35.6% (20,636) higher than pre-pandemic levels in 2019/20 (57,919). The sustained increase in applications since the pandemic suggests that demand for driving tests may be exceeding pre-pandemic levels. The planned introduction of the Graduated Driver Licence (GDL) in October 2026 may also have influenced some people to apply for their test ahead of the policy change, contributing to higher volumes this year.

Figure 4.1: Driving Test Applications and Conducted



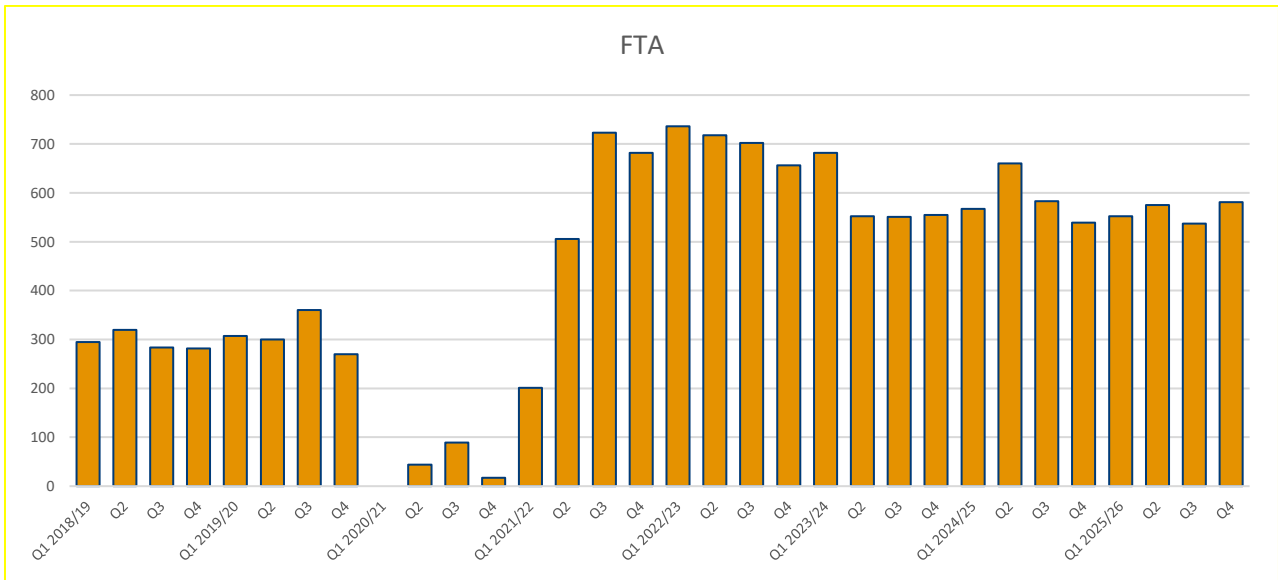
<sup>3</sup> <https://www.nidirect.gov.uk/services/book-your-practical-driving-test-online>

## Failed to Attend

In the fourth quarter of 2025/26, there were 581 driving test appointments for which customers failed to attend (FTA) a paid for driving test, 7.8% (42) more than for the same quarter in 2024/25 (539) (Table 4.4 and Figure 4.2).

In financial year 2025/26, a total of 2,245 candidates failed to present for their driving test representing 3.2% of all driving tests conducted in this period (69,802) (Table 4.4).

Figure 4.2: Driving Tests – Failed to Attend

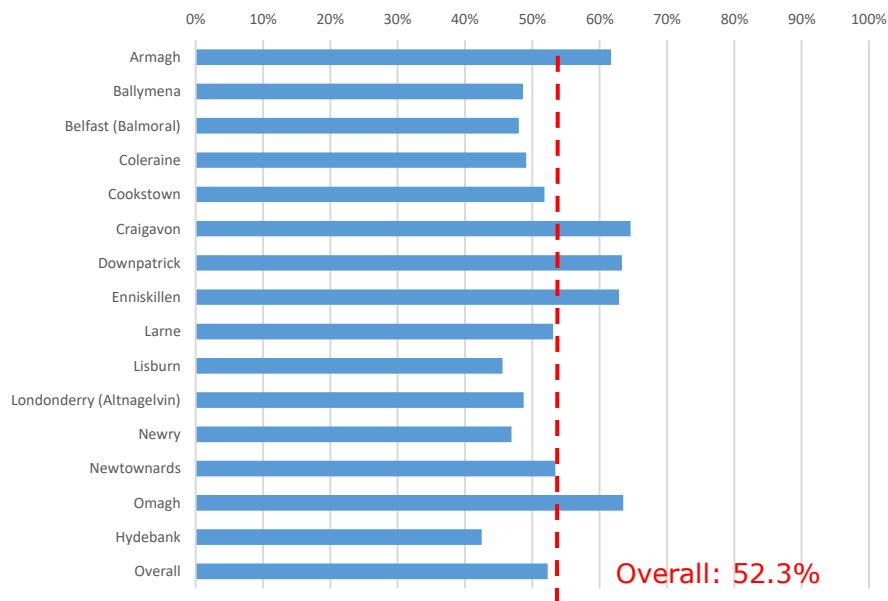


## Driving Tests by Test Centre

The number of private car driving tests delivered this quarter ranged from 446 in Armagh to 1,533 in Hydebank and 1,435 in Belfast (Balmoral) (Table 4.6). Across all test centres and using a rolling four-quarter average, pass rates for private cars driving tests ranged from 42.5% at Hydebank to 64.6% at Craigavon, relative to an average of 52.3% for all test centres (Table 4.7b).

At least part of the difference in driving test outcomes between test centres will be due to differential driving ability and learning experience of candidates presenting for testing, while other relevant factors will be specific to each test centre such as local driving conditions.

Figure 4.3: Private Car Driving Test Pass-Rates by Test Centre, Q1 (Rolling 4-quarter Averages)



## Driving Test Pass-Rates

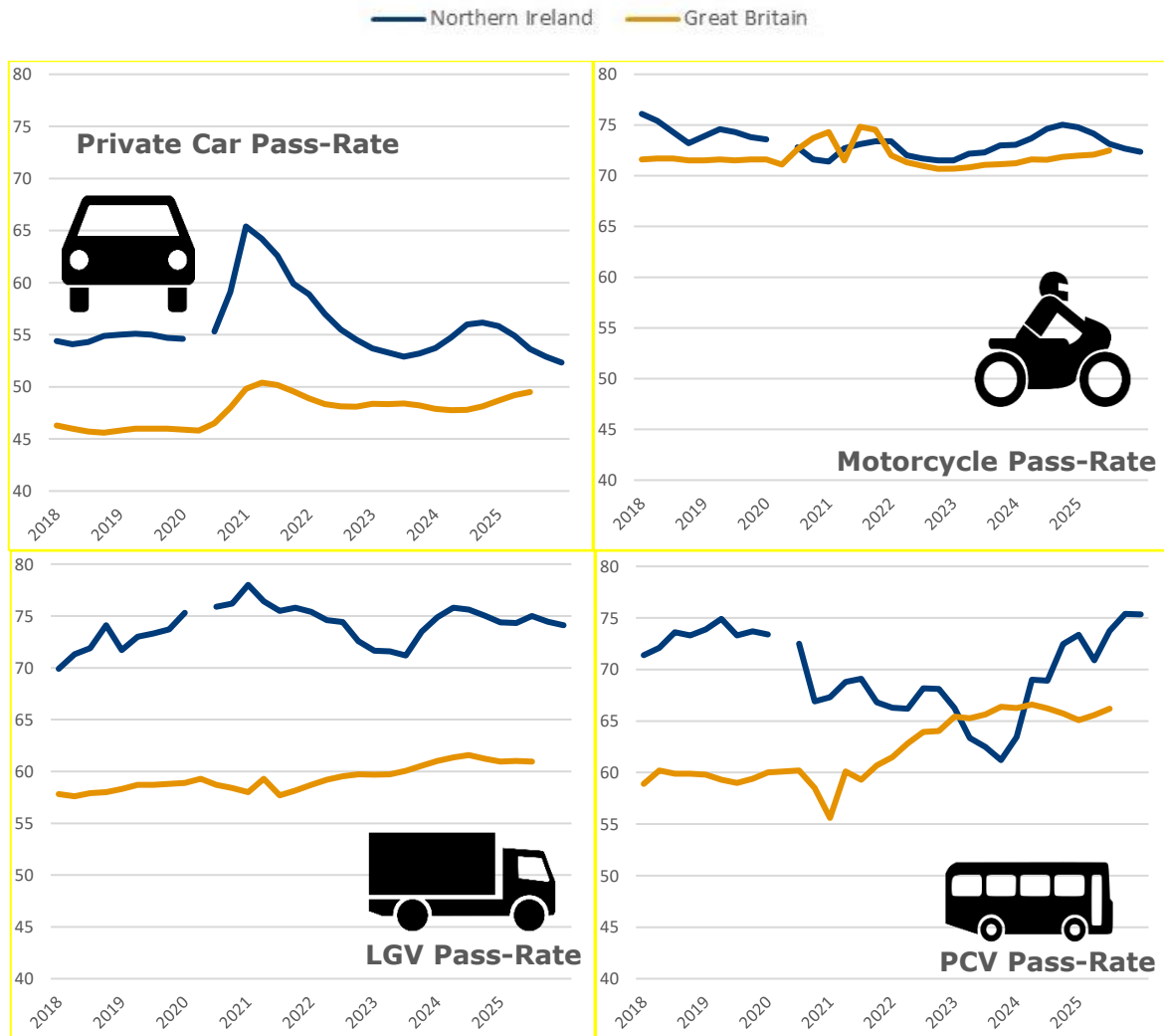
From January to March 2026, the private car driving test pass-rate was 51.2%, relative to 53.5% for the same quarter in 2024/25, and 51.6% for the previous quarter October to December 2025 (Table 4.5).

Prior to the pandemic, pass-rates for all test categories of vehicle remained broadly unchanged over the five years up to the onset of Covid restrictions in 2020. Although pass-rates for private cars reached a high of 66.1% in quarter three of 2020-21, pass rates for this category have been trending downwards with the January to March 2026 figure of 51.2% being the lowest recorded since April to June 2011. (Table 4.5).

Using a rolling 4-quarter average, pass-rates for private car driver testing dropped from 65.4% in quarter four of 2020/21 to 52.3% for this quarter, which is 3.5 percentage points below that for the equivalent figure at the end of quarter four in 2024/25 (55.8%). The rolling four quarter average pass rate is now slightly below pre-pandemic pass-rates of typically 54%-56% (Table 4.10 Figure 4.4)

Using the same rolling 4-quarter average, pass-rates for private cars and LGV are generally higher in Northern Ireland compared with the equivalent rates in Great Britain where we have comparable data, and overall rates are slightly higher here than in GB for motorcycle tests (Table 4.10 & Figure 4.4). Pass rates for PCV in 2024/25 (January–March) were higher for NI than GB, a reversal of the trend observed in 2023/24, but more in line with that observed in previous financial years. Part of the difference between NI and GB pass-rates may be attributable to regional driving conditions including volumes of traffic and the complexity of road networks for driver testing (Table 4.10).

Figure 4.4: Driving Test Pass-Rates (Rolling 4-Quarter Average)



### Driving Test Pass-Rates by Gender

Historically to pre-pandemic years, a clear 'gender-gap' was apparent in private car driver testing pass-rates, based on a four-quarter rolling average. Since driving testing resumed in the summer of 2020, this gap has narrowed considerably and remained much lower throughout 2022/23, to the end of 2023/24 and into the third quarter of 2025/26.

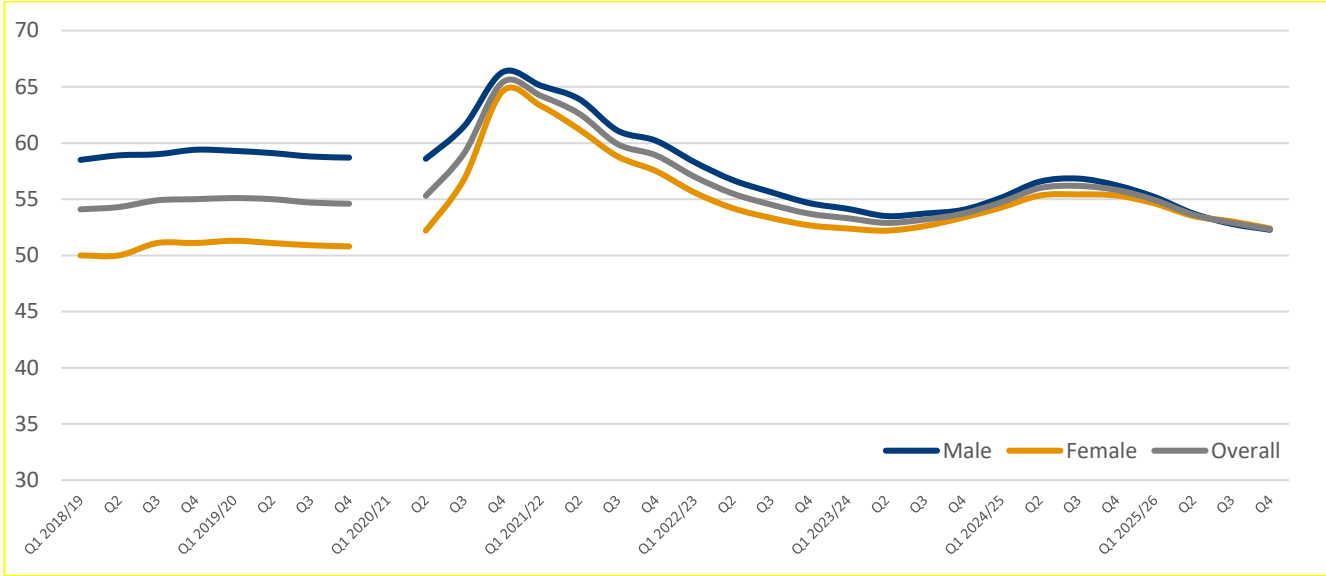
To the end of March 2026, the rolling four-quarter average car test pass-rate for males was 0.2 percentage points lower than for females, at 52.3% and 52.4% respectively; this compares with 56.2% and 55.3% to the end of March 2025, and 54.1% and 53.4% to March 2024. October to December 2025 was the first time since records were collated that female pass rates have exceeded males for practical car driving tests in a rolling 12-month period and this quarter has seen this difference maintained. It will be interesting to see if this trend continues into 2026/27 and beyond. (Table 4.10 and Figure 4.5).

Based on the same four-quarter rolling average, pass-rates for private car testing for females were higher than those for males in 10 testing centres, with the highest percentage point differences in Armagh (65.8% against 58.4%) and Hydebank (44.4% against 41.0%). Only five test centres had higher pass rates for males than females, which were Belfast (Balmoral), Coleraine, Larne, Londonderry (Altnagelvin) and Newry (Table 4.7b).

The gender gap is also now substantially narrower than the 6 to 7 percentage point gap present in Great Britain (GB) statistics pre-pandemic with the difference between males and females reducing from over 5 percentage points in quarter one of 2021/22 to 1.7 percentage points in the second quarter of 2025/26, the most recent quarter available (Table 4.10).

It remains too soon to conclude if this narrowing of the gender gap in Great Britain is indicative of a permanent reduction or if this will revert to pre-pandemic levels. Without a detailed understanding of the profile of candidates presenting for testing, it is difficult to contextualise why differences in pass rates by gender and location persist in the way that they do.

Figure 4.5: Private Car Driving Test Pass-Rate by Gender (Rolling 4-Quarter Averages)



Whilst a gender gap in favour of males is apparent in Great Britain for private cars, motorcycle pass rates are in fact similar and slightly in favour of females with rolling four-quarter average pass rates for males and females at 72.3% and 73.9% respectively to the end of quarter two 2025/26 (Table 4.10). This is in marked contrast to Northern Ireland where motorcycle pass-rates differences between males and females are relatively large and have remained so post pandemic, with pass-rates of 73.4% and 62.7% respectively at the end of this quarter into 2025/26, representing almost 11 percentage points of a difference between the two.

However, in contrast to Northern Ireland, GB pass-rates for large goods vehicles are consistently higher for females relative to males, typically showing a 5 to 6 percentage point difference, though this gap seems to be trending up in recent years. The latest figures for GB to the end of September 2025/26 shows the rolling four-quarter average pass rates for females at 68.7% compared with 60.0% for males, a difference of 8.7 percentage points (Table 4.10).

## 5 Driver Licensing

The DVA is responsible for driver licensing in Northern Ireland. DVA issues and, where appropriate, withdraws driver licences in respect of drivers of private cars, motorcycles, goods vehicles, buses, and other vehicle types.

On 27 March 2020, the DVA suspended the processing of all paper renewal applications and temporarily closed the driver licensing office. From the end of April that year they began processing applications from Group 2 (lorry/bus) applicants and those from front line workers. Only applications received online were processed during this period. From June 2020, the DVA began resuming all driver licensing bar counter service at that time and now processes all driver licensing applications it receives.

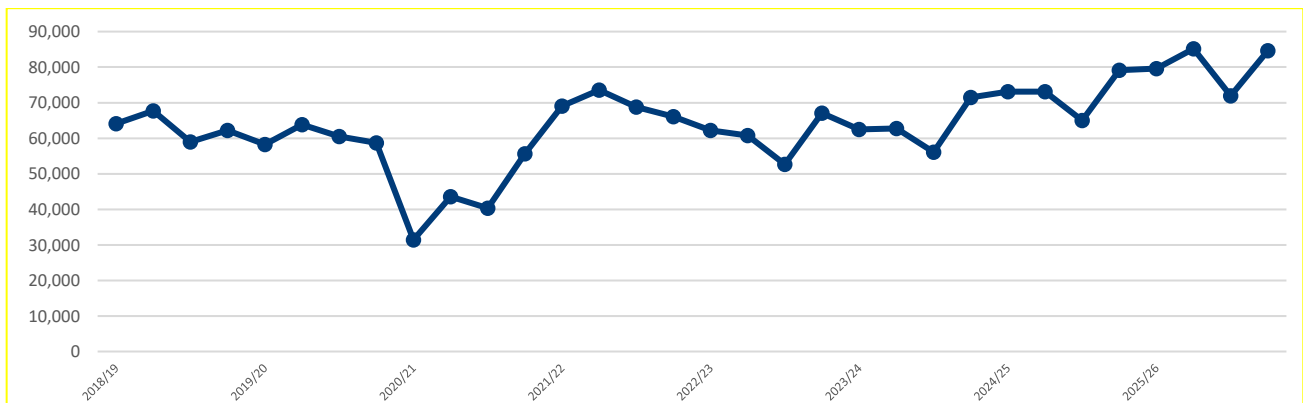
There is a new table detailing online transactions as a percentage of all equivalent transactions by quarter from 1<sup>st</sup> April 2024. Please refer to Table 5.3a Driver Licensing Online Transactions.

### Driver Licensing Transactions

Ordinary driver licensing transactions during 2025/26 totalled 321,366, the highest ever recorded annual figure, and 10.7% (31,044) above that for 2024/25 (290,322) (Figure 5.1).

In the fourth quarter of this year, 2025/26, the DVA completed 84,628 ordinary driver licensing transactions, which is 7.0% (5,518) more relative to same quarter for the previous year (79,110) (Table 5.1).

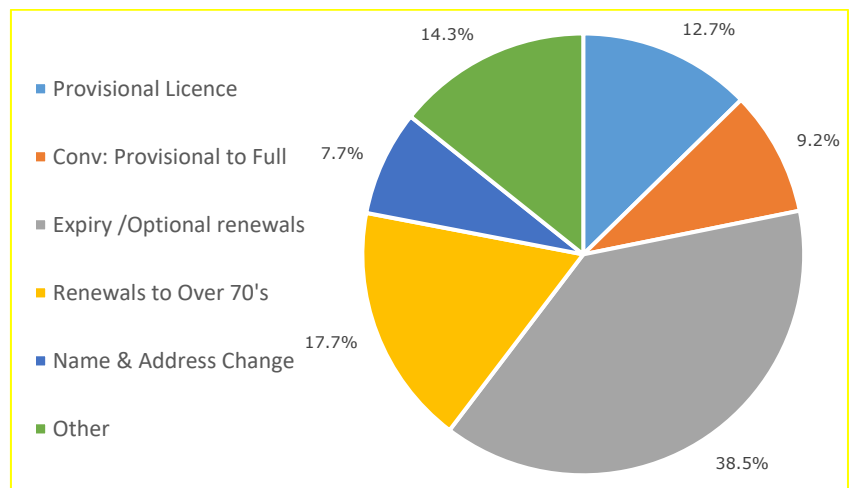
Figure 5.1: Driver Licensing Transactions



Most ordinary driver licence transactions were renewals. Expiry/optional renewals accounted for 32,600 (38.5%) followed by renewals to the over 70's with 14,946 (17.7%).

Of the other transaction types, there were 10,722 provisional licences (12.7%), 7,750 (9.2%) conversions from provisional to full licences and 6,528 name and address changes (7.7%). Medical renewals, replacement licences and exchange licences accounted for the remaining 12,082 transactions (14.3%).

Figure 5.2: Ordinary Driver License Transactions by Type



In 2025/26 DVA completed 15,572 vocational driver licensing transactions, the lowest annual total since 2020/21 when 11,443 were recorded. During the last quarter, 4,034 vocational transactions were completed, representing a decrease of 14.8% (703 fewer transactions) compared with the equivalent quarter four in 2024/25 (4,737) (Table 5.2).

The percentage of online transactions is increasing. In 2025/26, 84% of all renewal licence applications were submitted using the DVA’s online driver licensing facility, with 77% of all ordinary and vocational licence applications being made this way. For the January to March 2026 quarter, the corresponding figures were 85% for renewal licences and 80% for all relevant licensing applications, the highest quarterly figure since these were first published in 2024/25.

### Driver Licence Stock

At the end of March 2026, there were over 1.2 million full and eligible driver licence holders (excluding provisional licence holders) which is the highest on record (Table 5.8).

There were 114,762 provisional licence holders with private car/light van entitlement which is the highest ever recorded in this time series and an increase of 2.5% relative to the previous quarter’s 111,920. This increase suggests that more people are looking to pass their practical driving test before the introduction of the new measures from the Graduated Driver Licence (GDL) in October 2026.

Driver licence holders aged 65 years and above with full private car/light van entitlement accounted for 22.1% (261,076) of all licence holders (1,183,554) (Table 5.4).

Figure 5.3: Proportion of Population with a Full Car Licence – by Age

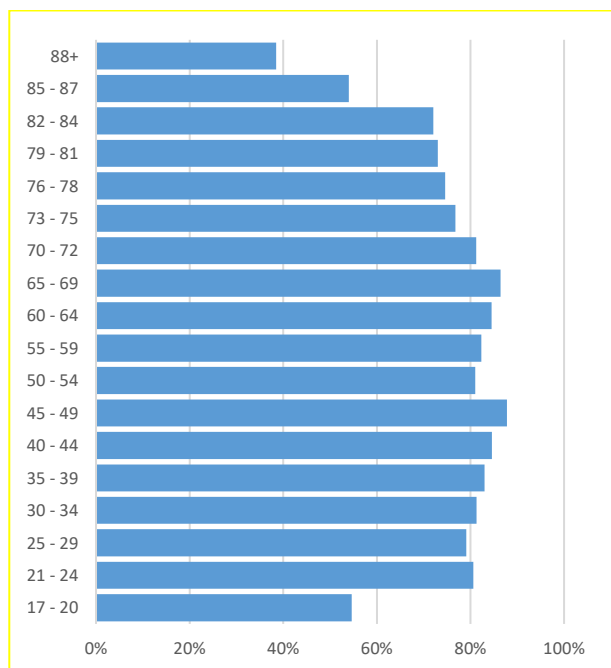


Figure 5.4: Full Car Licence Holders

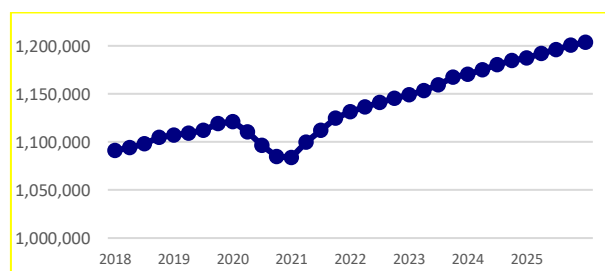
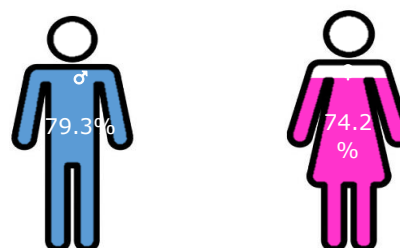


Figure 5.5: Proportion of Population with a Full Car Licence – by Gender



At the end of March 2026, an estimated 76.7% of Northern Ireland’s population had a full and eligible private car/light van drivers licence entitlement. For males and females, the equivalent percentages were 79.3% and 74.2% respectively (Figure 5.5). This is based on the latest published NISRA mid-year population estimates for 2024<sup>4</sup> (Table 5.8).

<sup>4</sup> Available from the NISRA website at <https://www.nisra.gov.uk/statistics/population/mid-year-population-estimates>.

## **6** **Road Transport Licensing**

The Passenger Transport Licensing division within the Driver and Vehicle Agency (DVA) is responsible for issuing and withdrawing licences for taxi drivers and bus operators. Responsibility for goods vehicle licensing in Northern Ireland lies with the Transport Regulation Unit within the Department for Infrastructure (DfI), rather than the DVA.

Although most of the division continued to operate during the COVID-19 restrictions, the DVA suspended its reception and counter services for a limited period from 27 March 2020. The Northern Ireland Assembly designated taxi drivers as key workers, enabling taxi driver licensing services to continue uninterrupted throughout the pandemic. The DVA also maintained bus and taxi operator licensing services during this period.

As part of the Department's COVID-19 response, all bus and taxi vehicle licences expiring between 10 March 2020 and 31 May 2021 were automatically renewed for an additional twelve months at no cost to the owner.

Please note that licence counts are based on the date when the relevant licences are created. This approach was introduced as part of an internal operational update implemented by the DVA to improve customer service processes and enhance the consistency of statistical reporting. Although this change refined how licensing activity is recorded, it has not had any significant effect on historical figures, and no revisions to previously published data have been required.

### **Taxi Licensing**

#### Taxi Vehicles

In 2025/26, the DVA issued 8,526 taxi vehicle licences, which is 305 more than in 2024/25. This represents a 3.7% increase on the previous year's total of 8,221 licences (Table 6.1).

At the end of March 2026, licensed taxi vehicle stock stood at 7,407, an increase of 192 vehicles (+2.7%) compared with 7,215 at the same point in the previous year. Stock was down slightly by 25 vehicles (-0.3%) compared with 7,432 at the end of December 2025 (Table 6.2 and Figure 6.1).

Over the longer term, licensed taxi vehicle numbers have increased steadily since 2022/23, with the 7,407 recorded at the end of 2025/26 being the highest number recorded since that of the 7,703 recorded at the end of September 2021 (Table 6.2).

#### Taxi Drivers

During 2025/26, the DVA issued 1,574 taxi driver licences, a decrease of 464 licences (-22.8%) compared with 2,038 issued in 2024/25 (Table 6.1).

In the fourth quarter of 2025/26, the DVA issued 357 taxi driver licences, a decrease of 111 licences (-23.7%) from the 468 issued in the equivalent quarter of 2024/25, and a decrease of 33 licences (-10.8%) from the 400 issued in the previous quarter (Table 6.1).

At the end of this quarter, there were 7,584 licensed taxi drivers, an increase of 161 drivers (+2.2%) compared with 7,423 at the end of quarter four in 2024/25 (Table 6.2 and Figure 6.1).

Looking over the longer term, the number of taxi driver licences issued has remained below pre pandemic levels since 2020/21, with annual totals showing a general downward trend despite some year-to-year variation (Table 6.1). In contrast, the stock of licensed taxi drivers has stabilised and increased gradually since 2022/23 (Table 6.2), suggesting lower overall turnover within the driver base. This divergence between licence issuance and driver stock indicates a period of consolidation, where fewer new licences are being issued but existing drivers remain active for longer.

## Taxi Operators

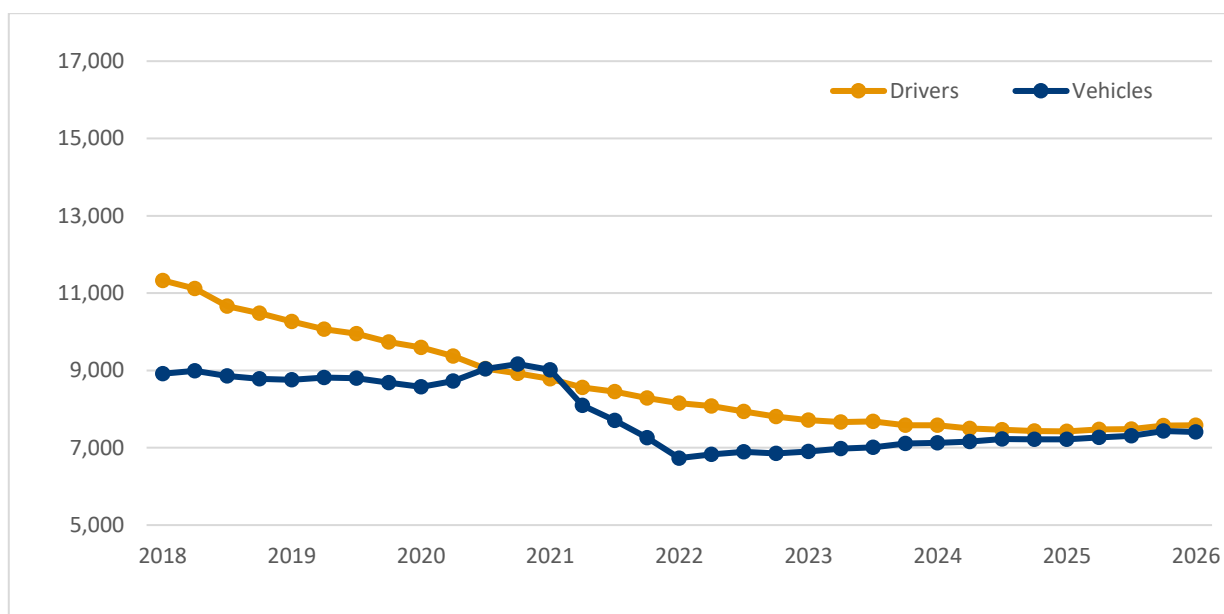
Taxi operator numbers have continued a steady downward trend over recent years, falling from 1,267 at the end of 2021/22 to 1,117 at the end of 2023/24, and then to 1,109 by the end of 2024/25. This represents a reduction of 158 operators over the three-year period (Table 6.2).

While the data do not attribute reasons for this decline, wider reporting suggests that the taxi industry has been operating against a backdrop of broader economic and regulatory changes, which may influence operator viability and market dynamics.

During 2025/26, there are early signs of a modest recovery, with operator numbers reaching 1,123 operators by the end of December 2025, before declining slightly to 1,113 by the end of March 2026.

Over the longer term, the number of licensed taxi operators has fallen significantly from levels observed prior to 2020/21, suggesting a sustained period of consolidation within the sector. While the recent increase in operator numbers during 2025/26 may indicate early signs of stabilisation, overall levels remain substantially lower than earlier in the series (Table 6.2).

Figure 6.1: Licensed Taxi Driver and Taxi Vehicle Volumes



## Bus Licensing

### Bus Vehicles

Over recent years, the number of public service vehicle (bus) licences issued has shown some volatility, with a marked fall in 2021/22 followed by three consecutive years of growth to 2024/25. In 2025/26, the DVA issued 3,759 bus vehicle licences, a decrease of 90 licences (-2.3%) compared with 3,849 issued in 2024/25 (Table 6.1).

At the end of March 2026, the number of licensed bus vehicles stood at 3,508, an increase of 60 vehicles (+1.7%) compared with 3,448 at the same point in the previous year. Although lower than the peak of 3,599 recorded at the end of December 2020, the latest figure remains relatively high within the longer-term series (Table 6.3).

Taken over a longer timeframe, licensed bus vehicle numbers have shown a sustained upward trend since 2021/22, reaching levels close to those last observed around 2020 (Table 6.3). While licence issuance fell slightly in 2025/26 from the previous year, the overall stock remains relatively high within the long-term series, indicating a broadly stable bus vehicle fleet.

## Bus Operators

Over the longer term, the number of bus operator licences issued has shown notable variation. Annual totals fell from 173 licences in 2021/22 to 154 in 2022/23, before increasing to 222 in 2023/24. In 2025/26, the DVA issued 219 bus operator licences, an increase of 13 licences (+6.3%) compared with the 206 licences issued in 2024/25 (Table 6.1).

At the end of March 2026, there were 221 licensed bus operators which is the highest number recorded in ten years. This represents an increase of 4 operators compared with 217 at the end of the previous quarter, and 21 more operators (+10.5%) than the 200 recorded at the same point in the previous year (Table 6.3).

Taken over a longer timeframe, bus operator numbers have grown steadily since 2021/22, broadly aligning with the increase in operator licence issuance observed over recent years (Tables 6.1 and 6.3).

## **Goods Licensing**

At the end of March 2026, there were 5,190 licensed goods vehicle operators, an increase of 55 operators (+1.1%) compared with 5,135 recorded at the same point in the previous year (Table 6.4). These operators held 22,359 licensed goods vehicles, of which 52.7% were standard international, 8.8% standard national, and 38.5% restricted.

While operator numbers have increased slightly over the year, the overall vehicle base remains broadly stable, reflecting a market in which licensing activity responds gradually to wider economic and regulatory conditions rather than short term fluctuations.

Overall, the data suggest that while the number of operators has seen a small decline followed by stabilisation, the total vehicle stock has been more resilient and has gradually increased. This may indicate a degree of consolidation within the sector, with existing operators maintaining or expanding fleet sizes over time (Table 6.4).

# 7 Enforcement & Compliance

General Compliance and Roadside Enforcement within the Driver and Vehicle Agency (DVA) is responsible for enforcing legislation relating to roadworthiness standards and public transport licensing at the roadside.

The directorate continues to adapt its operational model to ensure safe and effective service delivery. Innovations implemented during COVID 19—such as the deployment of a segregated sterile interview facility within a specially equipped liveried van—have remained integral to enforcement practice. These measures continue to protect officers, drivers, and operators while enabling interviewing and processing to take place safely at the roadside.

During the fourth quarter of 2025/26, DVA compliance and roadside enforcement teams remained active across the full range of enforcement activities, having checked 397 vehicles at the roadside, issued 217 fixed penalty notices totalling £27,930, carried out 21 joint operations with the PSNI, 5 cross border operations with An Garda Síochána, and completed 20 school bus spot checks (Table 7.1 to Table 7.4)

## Enforcement Activities

Across 2025/26 the number of enforcement checks (1,573) was notably lower than in 2024/25 (2,464) and continues to sit well below pre-pandemic levels of around 5,000 checks per year. The 397 checks recorded this quarter were 17.8% (86) fewer than the 483 undertaken in the same quarter of 2024/25 (Figure 7.1 and Table 7.1)

Figure 7.1: Vehicle Checks

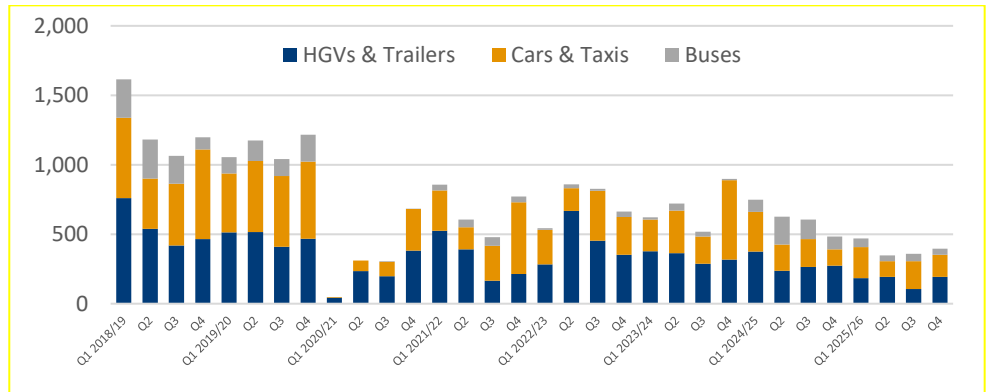
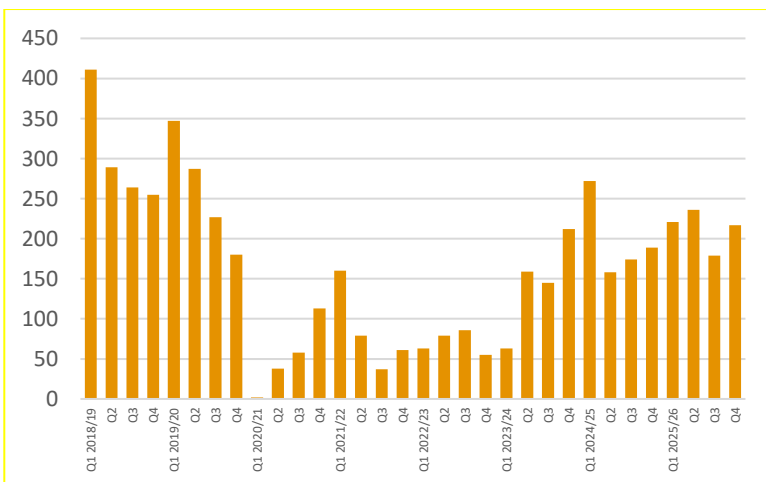


Figure 7.2: Fixed Penalties Issued



Over 2025/26, 853 fixed penalty notices were issued, an increase on 2024/25 (793) but still short of levels seen in 2018/19 (1,219). The total value of fixed penalties issued during the year reached £124,200.

In the latest quarter, DVA issued 217 notices valued at £27,930, up from 179 notices and £24,090 in the preceding quarter (Figure 7.2 and Table 7.2).

A total of 110 convictions were secured during 2025/26, compared with 122 in 2024/25

For the January to March 2026 period, there were 21 convictions covering 46 offences, down from 30 convictions relating to 78 offences in quarter three (Table 7.2 and Figure 7).

Figure 7.3: Convictions

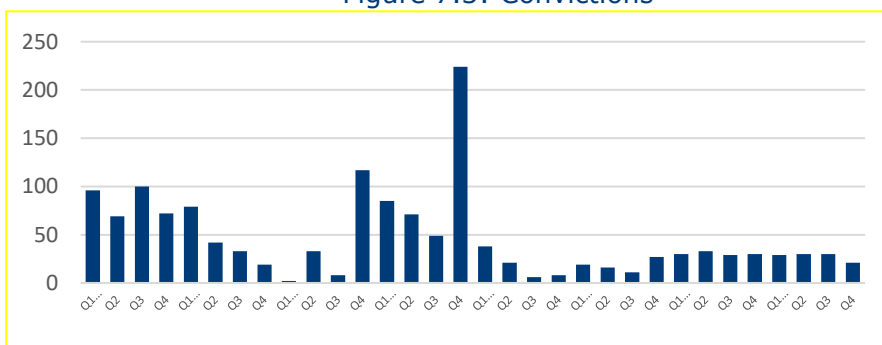
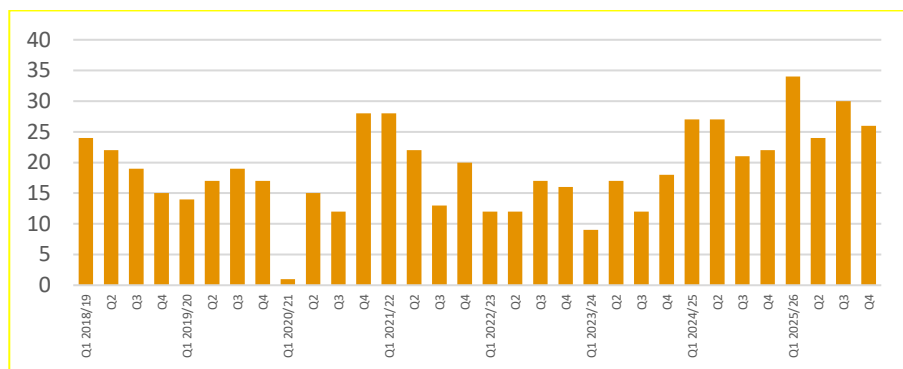


Figure 7.4: Joint and Cross-Border Operations

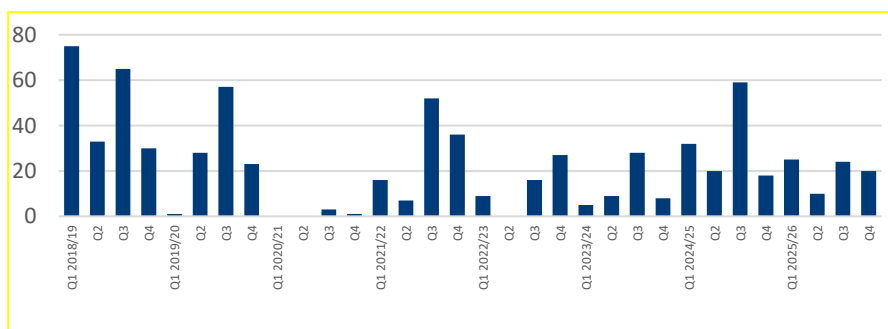


In 2025/26, DVA participated in 97 joint operations with the PSNI, an increase from 80 in 2024/25.

During this quarter, activity included 21 joint operations with the PSNI alongside 5 cross-border operations involving PSNI, the Road Safety Authority and An Garda Síochána (Table 7.3 and Figure 7.4).

School bus enforcement activity declined over the year, with 79 checks conducted in 2025/26 compared with 125 in 2024/25. Of these, 20 checks took place during the fourth quarter (Table 7.4 and Figure 7).

Figure 7.5: School Bus Checks



## **8** DVA Target Monitoring

In 2020/21, and in response to the COVID-19 pandemic, the DVA developed new targets through which it monitors driver licensing processing times and performance. The previous reported targets for Driver and Vehicle Testing are no longer applicable or reported, and there has been an adjustment to the target for Paper Driver Licensing. For information, the previously reported statistics for the old targets are included in Table 8.1. The revised targets are as follows:

1. *Online Driver Licensing* - Process 95% of complete online driver licensing applications within 5 working days.
2. *Paper Driver Licensing* - Process 90% of complete paper driver licensing applications within 10 working days.

### **Driver Licensing**

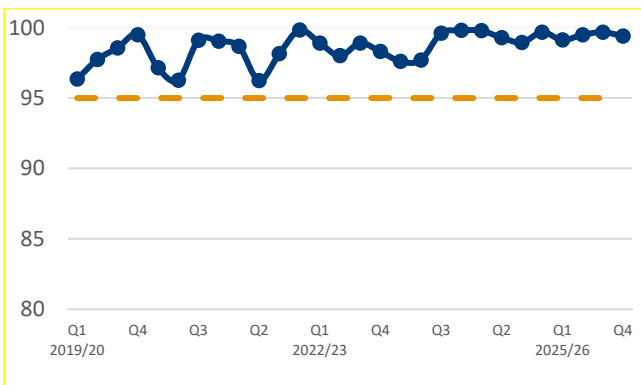
Online processing for driver licensing applications remained consistently strong in 2025/26, with 99.4% of applications issued within five working days. This was 4.4 percentage points above the 95% target level for the year and broadly in line with performance in 2024/25 (99.5%), representing a marginal decrease of 0.1 percentage points year on year.

Despite this slight year-on-year easing, quarterly performance in 2025/26 continued to exceed expectations, remaining above 99.0% in every quarter, indicating sustained operational stability and continued high levels of compliance with service standards (Figure 8.1, Table 8.1).

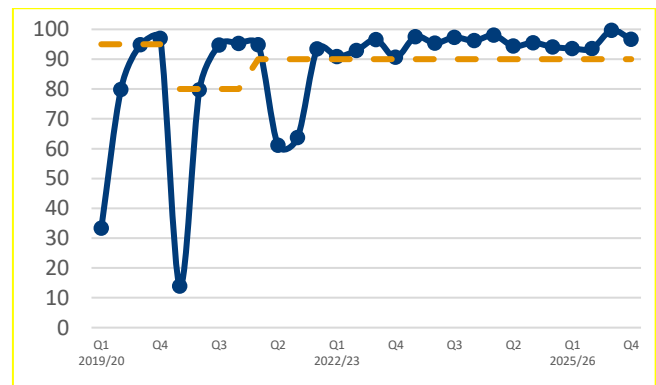
In 2025/26, paper application performance also remained strong, with quarterly delivery ranging between 93.6% and 99.6%, and full-year performance of 95.8% exceeding the 90% target by 5.8 percentage points (Figure 8.2, Table 8.1).

Please note that reported performance levels include a small number of records potentially outside the scope of the target, meaning that actual performance against target is being slightly under-reported. Work remains ongoing to identify and account for these records in future reporting.

**Figure 8.1: Online Driver Licence Application Waiting Time Performance**



**Figure 8.2: Paper Driver Licence Application Waiting Time Performance**



(Note: This section is not currently designated as Accredited Official Statistics, but it continues to be published with Official Statistics status).



## Driving & Motorcycle Instructors

The DVA is responsible for the maintenance of Approved Driving Instructors (ADI) and Approved Motorcycle Instructors (AMI) registers. In Northern Ireland, recent developments affecting Approved Driving Instructors (ADIs) and Approved Motorcycle Instructors (AMIs) have largely been operational rather than regulatory in nature. These include the continued recovery of driver testing services following pandemic disruption, the expansion of testing capacity (including the opening of Hydebank House test centre in 2024), and the introduction of the Approved Instructor System (AIS) to support digital administration of instructor licensing. While these changes have influenced how instructors interact with the system, there have been no major recent reforms to the qualification framework or broader regulatory environment.

### **Volumes.**

As of 31st March 2026, 954 ADI were registered with DVA, an increase from 920 at the end of 2024/25, but 80 fewer than the 1,034 registered at the end of 2019/20.

Please note that the development of a new Approved Instructor System (AIS) in 2023/24 has enabled DVA to create automated reporting, which classifies the data differently to before. However, this new method does not impact previously published ADI figures (Figure 9.1) (Table 9.1).

Of the 954 ADI registered at the end of 2025/26, 82.6% (788) were male and 17.4% (166) were female, a proportion that has remained broadly unchanged over the past ten years.

There were 72 new ADI registrants in 2025/26, up from 63 in 2024/25, with 38 leaving the register during this period. This represents a net increase in ADI numbers following declines in recent years; however, given continued high levels of demand for driver testing (Table 4.3), and ongoing pressures within the testing and instructor qualification system, it remains difficult to fully explain the longer-term downward trend in Approved Driving Instructors.

There were 54 registered AMI at the end of 2025/26, slightly above the 52 registered in 2024/25. As in previous years, there has been no noticeable downward trend in AMI numbers, which have remained relatively stable (Figure 9.2).

**Fig 9.1: Approved Driving Instructors in Northern Ireland**

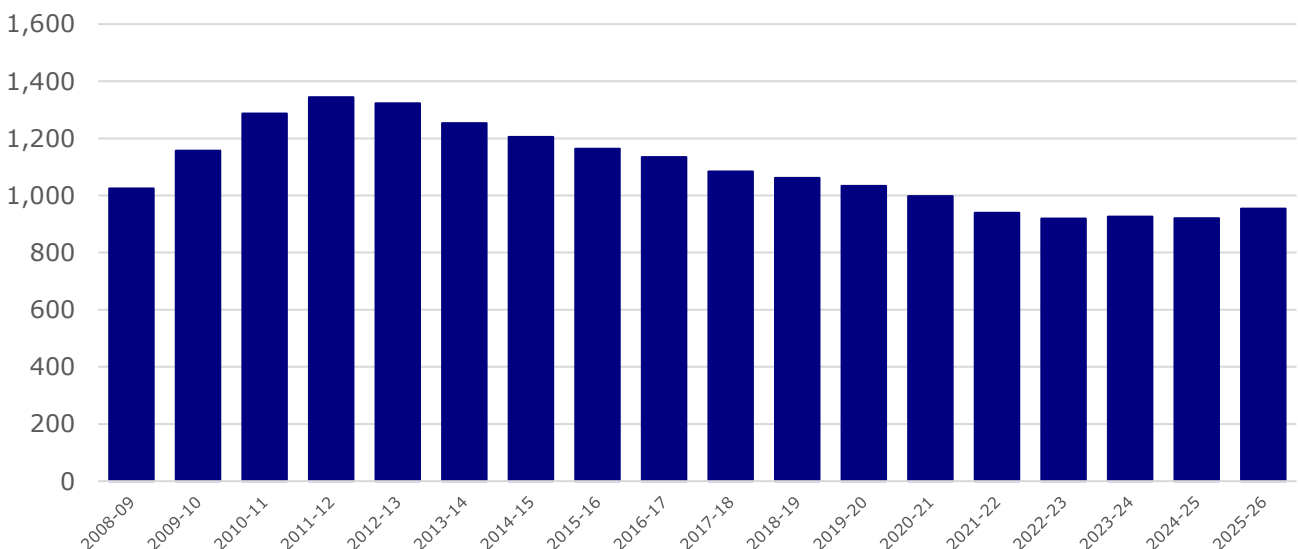
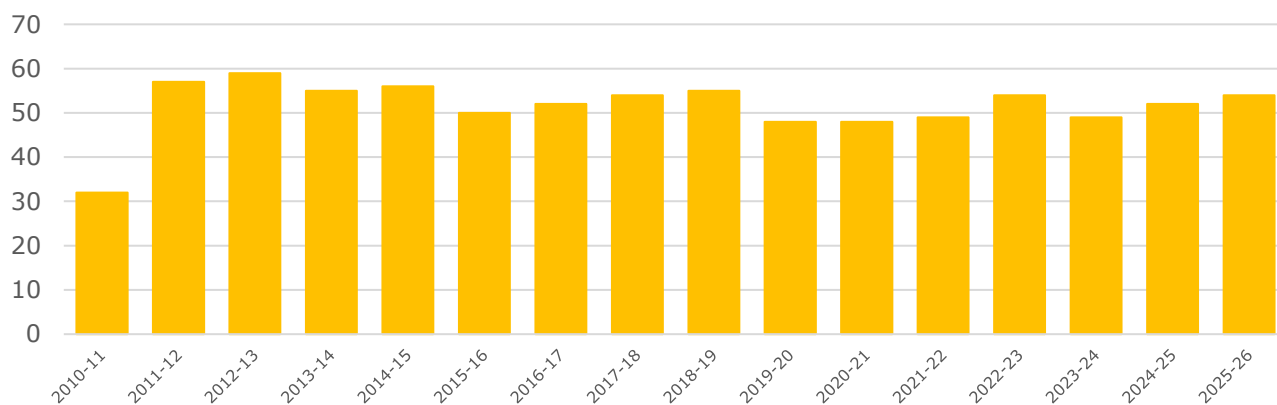


Fig 9.2: Approved Motor Cycle Instructors in Northern Ireland



### Test Volumes & Pass-Rates

The number of candidates undertaking each element of the ADI assessment process during 2025/26 increased compared with 2024/25. The number taking the Theory and Hazard Perception test rose from 233 to 265, while Driving Ability increased from 111 to 123, and Instructional Ability from 108 to 121 (Table 9.3).

The pass rate for the Theory & Hazard Perception test in 2025/26 was 38%, while pass rates for the Driving Ability and Instructional Ability tests were 72% and 39% respectively, compared with 36%, 74% and 43% in 2024/25.

As in previous years, changes in pass rates should be interpreted with caution, as year-to-year movements may reflect small number variability across each stage of the assessment process (Table 9.3 and Table 9.4).

## **Notes**

These statistics are classed as accredited official statistics, meaning they meet the highest standards set out in the UK Statistics Authority's Code of Practice for Statistics. They were independently reviewed by the Office for Statistics Regulation (OSR) and judged to deliver trustworthy, high-quality, and valuable information for the public.

The Code of Practice was updated in October 2025 (Edition 3.0). The latest version places strong emphasis on:

Trustworthiness – statistics produced independently, free from political influence.

Quality – accurate, reliable data supported by strong methods and quality assurance.

Value – statistics that provide clear insight and support informed public discussion.

It also highlights the importance of transparent communication and making sure users' needs are at the centre of statistical decisions.

You can read more about the Code at the UK Statistics Authority's Code website:

<https://code.statisticsauthority.gov.uk>

## **How We Work**

Our statistics are produced by DVA statisticians who work independently and follow the standards of the Code. We carry out regular checks to make sure our data remains accurate and useful.

If at any point we believe the statistics may not fully meet these standards, we will raise the issue with OSR. Accreditation can be removed and later restored if concerns arise and are resolved.

## **Changes to the Report**

This report now includes some target monitoring measures. OSR has confirmed that the Vehicle Testing and Driver Testing Waiting Time targets meet the Code's standards.

However, the Driver Licensing processing-time measures require further review before they can be accredited. For now, these remain official statistics rather than accredited official statistics.

We clearly label this within the report so users understand the distinction.

## **Contact Us**

We welcome your feedback on these statistics or how we apply the Code of Practice.

Email us: [DVA.Statistics@nisra.gov.uk](mailto:DVA.Statistics@nisra.gov.uk)

Contact OSR: [regulation@statistics.gov.uk](mailto:regulation@statistics.gov.uk) or visit the OSR website.

## **Using This Information**

These statistics are published under the Open Government Licence v3.0, which allows you to use and share the information freely (excluding logos).

Details: <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>