

*Draft Northern Ireland Travel
Survey Report*

2004 – 2006

**Travel Survey for
Northern Ireland**

2004-2006

September 2007

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Symbols and Conventions

Rounding of figures

In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total shown.

It is assumed in this report that there are 52.14 weeks in the year.

The following symbols have been used throughout:

- .. = not available/insufficient number of cases in sample
- = negligible (greater than zero but less than 0.5)
- 0 = nil

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Only differences which are statistically significant ($p < 0.05$) are included in this report. A result is said to be statistically significant at this level when the result would occur less than 5% of the time if the populations were really identical.

Various definitions (e.g. mode/purpose of travel, etc) can be viewed in Appendix A, commencing on page 32.

Key Points

In 2004–2006:-

Basic travel statistics

- On average, Northern Ireland residents travelled 6,094 miles per year over the three-year reporting period (compared to 5,786 miles in 2001-2003, 5,861 miles in 2002-2004 and 5,951 miles in 2003-2005) (Table 1.2).
- Each person made an average of 937 journeys each year (960 in 2001-2003, 963 in 2002-2004 and 947 in 2003-2005) (Table 1.2).

Trends in personal travel

- 80% of men (aged 17 or over) held full car driving licences, compared to 61% of women (Table 2.3).
- Those living in the Belfast area travelled an average of 3,191 miles per year, compared to 6,680 and 6,217 for those in the East and West of Northern Ireland respectively (Table 3.5).
- Men and women made a similar number of journeys per year (967 for males, 968 for females) (Table 3.6).
- Men travelled 36% further than women, averaging 7,762 miles a year, compared to 5,707 for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (81%) of the total distance travelled (Table 3.1).
- We walked on average 138 miles each year, 2% of our total distance travelled (Table 3.1).
- The longest average journey lengths were by Northern Ireland Railways (NIR) (22.5 miles), although we only made 4 of these on average per year. Car journeys were, on average, just over seven miles long (Table 3.2).
- Nearly one fifth (18%) of all journeys were less than one mile long, and two thirds of these were on foot (67%). Car was the dominant mode of transport for all journeys over one mile (Table 3.3).
- We spent just under 13 days each year (or approximately 50 minutes per day) travelling within Northern Ireland. Just over 33 minutes of this time (67%) was spent travelling by car and just under eight minutes was spent walking (Table 3.4).
- Children under 16 made just over six in ten (61%) of their journeys as car passengers, with most of the rest on foot (22%). Women made nearly one fifth (19%) of their journeys on foot, compared to 14% for men (Table 3.6).

Why people travel

- Twenty-three percent of journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, sport participate, holiday base, day trip), 21% to and from the shops, 15% for commuting and 13% for personal business (Table 4.1).
- In terms of miles travelled, 30% of the distance travelled was for leisure purposes, 20% for commuting, 15% for shopping and 10% for personal business (Table 4.1).
- Men made 21% of their journeys commuting to and from work, with an additional 8% travelling on business. For women, 15% of journeys were to and from work, and 2% on business (Table 4.2).
- One quarter of women's journeys were to shop, compared to one fifth of men's (Table 4.2).

Other factors affecting travel

- Nine percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes. Twenty-six percent said they did not know how often they could get a bus (Table 5.3).

Section 1: Introduction

Background to the Travel Survey for Northern Ireland

This is the sixth Travel Survey for Northern Ireland (TSNI) report. Those previous covered each 3-year period from 1999–2001 to 2003–2005, whilst this one covers the 2004–2006 time period.

The Travel Survey for Northern Ireland is based on the National Travel Survey (NTS), as used in Great Britain. The NTS was first commissioned in 1965 by the Ministry of Transport and repeated four times between 1966 and 1986. The NTS was launched as a continuous survey in GB in 1987.

The Department for Regional Development (DRD, formerly DOE) in Northern Ireland commissioned the Central Survey Unit of the Northern Ireland Statistics and Research Agency to undertake the travel survey in Northern Ireland.

A pre-pilot and pilot study was carried out prior to the main survey in Northern Ireland. The pre-pilot was conducted in November 1997 and involved 5 experienced interviewers conducting the survey with 5 households for a period of 5 days. The pilot was conducted during February/March 1998 and involved a sample of 300 households. The pilot and pre-pilots provided a dress rehearsal for the main survey and were used to identify any difficulties in keeping the travel diary, and highlight any items peculiar to Northern Ireland.

The main survey in Northern Ireland began as a continuous survey in March 1999 and has been running on a monthly basis since then. The TSNI surveys around 145 addresses each month. The number of useable households (includes either fully co-operating or partially co-operating households) averaged 78 per month during the time period 2004–2006.

Information for the survey is collected using two methods. Individuals complete a seven-day travel diary, which collects information on all journeys 50 metres or more. Details collected for each journey include the purpose of journey, the length of the journey and the method of travel. Personal information is also collected in a computer interview. This allows details such as age, sex, working status, etc. to be linked to all journey data.

In order to minimise the burden of completing the travel diary, information on short walks (i.e. under one mile in length) are only collected on day one. The data on short walks is then grossed for the full travel week so that results in this report include data on short walks for the full seven-day period.

Uses of the TSNI

The TSNI is the only source of information on how, over the region as a whole, people as individuals or family groups use different forms of transport to meet their travel needs. It is and will continue to be an important source for many years to come and will provide information to influence government policy, set objectives and monitor performance in relation to transport and travel in Northern Ireland.

Time period covered

The period covered in most tables in this bulletin is three years, January 2004–December 2006. Three years data is required to provide reliable information about journeys undertaken. However, for certain stable groups of the sample, information for shorter periods of time is shown (see Table 1.2). In some tables we have included the 2001, 2002 and 2003 figures, and where possible compared with the 2001-2003, 2002-2004 and 2003-2005 results.

Topics covered in this report

Section 2 covers trends in personal travel, Section 3 deals with how we travel, Section 4 contains information on why we travel and Section 5 includes other topics linked to travel, including vehicle mileage.

Sample design

A sample of 1740 addresses per year is drawn from the Land & Property Services (LPS) list of private addresses. This is the most up-to-date listing of private households and is made available to the Northern Ireland Statistics & Research Agency for research purposes. People living in institutions (though not in private households in such institutions) are excluded.

Sampling errors

As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population. When using the estimates in this report consideration should be given to the associated confidence range. Tables of confidence ranges for some of the estimates in this report are provided in the Travel Survey for Northern Ireland, Technical Report 2004-2006, which is also available at:

http://www.roadsni.gov.uk/index/publications/publications-specific_interest_publications/publications-specific-travel_survey.htm

Summary of basic statistics

Table 1.1 provides information taken from the 2001 to 2006 databases.

Table 1.1: Unweighted sample numbers on which analyses are based.

Numbers

	2001	2002	2003	2004	2005	2006	2001-2003	2002-2004	2003-2005	2004-2006
Households	934	941	959	965	978	856	2,834	2,865	2,902	2,799
Individuals	2,294	2,302	2,264	2,259	2,200	1,879	6,860	6,825	6,723	6,338
Children (<16)	526	528	489	479	447	352	1,543	1,496	1,415	1,278
Adults (16+)	1,766	1,767	1,767	1,778	1,749	1,526	5,300	5,312	5,294	5,053
Motor vehicles ¹	1,014	1,046	1,065	1,089	1,089	1,017	3,125	3,200	3,243	3,195
Cars ²	986	1,008	1,045	1,046	1,046	971	3,039	3,099	3,137	3,063
4-wheeled cars	933	953	1,000	991	992	925	2,886	2,944	2,983	2,908
Journeys ³	37,380	37,788	37,406	37,328	34,718	30,530	112,574	112,522	109,452	102,576
Stages ⁴	38,329	38,584	38,044	38,233	35,571	31,229	114,957	114,861	111,848	105,033

¹ Motor vehicles = cars (see below) + invalid cars + motorcycle/scooter with or without a sidecar + moped + other van/lorry.

² Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

³ These are the unweighted base numbers for journeys. These figures are then grossed for short walks before analysis.

⁴ A journey consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Table 1.2: Basic travel statistics

Numbers/Percentage

	2001	2002	2003	2004	2005	2006	2001-2003 ²	2002-2004 ²	2003-2005 ²	2004-2006 ²
No. of journeys per person per year	952	963	965	960	914	936	960	963	947	937
No. of journeys (1 mile+)	769	763	771	781	759	776	767	771	770	772
Miles travelled	5,953	5,694	5,712	6,180	5,962	6,146	5,786	5,861	5,951	6,094
Miles travelled by car	4,842	4,691	4,798	4,964	4,850	5,029	4,777	4,816	4,870	4,943
Hours travelled	301	293	302	307	303	301	299	301	304	304
Vehicles per household	1.09	1.11	1.11	1.13	1.11	1.19	1.10	1.12	1.12	1.14
Cars¹ per household	1.06	1.07	1.09	1.08	1.07	1.13	1.07	1.08	1.08	1.09
Cars¹ per adult (17+)	0.57	0.58	0.60	0.60	0.61	0.65	0.59	0.60	0.60	0.62
% men full car driving licence	79%	78%	82%	81%	79%	82%	80%	80%	81%	80%
% women full car driving licence	60%	62%	61%	60%	61%	64%	61%	61%	61%	61%
Individuals per household	2.5	2.4	2.4	2.3	2.2	2.2	2.4	2.4	2.3	2.3
% of households with bus service at least every 15 mins	7% – (29% don't know)	9% – (28% don't know)	8% – (27% don't know)	8% – (27% don't know)	9% – (26% don't know)	8% – (26% don't know)	8% – (28% don't know)	8% – (27% don't know)	9% – (27% don't know)	9% – (26% don't know)
Northern Ireland Population for survey period (mid year estimate)	1,689,319	1,696,641	1,702,628	1,710,322	1,724,408	1,742,619	1,694,845	1,703,197	1,712,453	1,725,450

¹ This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motor caravans, dormobiles and light vans.

² Three year rolling averages calculated from raw data.

Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the last 6 years.

Trends in distance, journeys and time spent travelling (Table 2.1, Figures 2.1-2.3)

- The average distance travelled each year by residents of Northern Ireland has not changed considerably over the three-year reporting period (2004–2006).
- We each travelled 6,180 miles in 2004, 5,962 miles in 2005, and 6,146 miles in 2006; an average of 6,094 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average being 6.5 miles long.
- The average number of journeys per person each year was 937 over the three-year period, which is approximately 3 journeys per person per day.
- The average time each person spent travelling over the three years was 304 hours per year, or approximately 50 minutes per day.

Table 2.1: Distance, journeys & hours travelled per person per year: 2001-2006

	Distance travelled (miles)		Number of journeys		Average journey length (miles)	Time taken (hours)
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
2001	5,953	5,871	952	769	6.3	301
2002	5,694	5,619	963	763	5.9	293
2003	5,712	5,634	965	771	5.9	302
2004	6,180	6,105	960	781	6.4	307
2005	5,962	5,898	914	759	6.5	303
2006	6,146	6,070	936	776	6.6	301
2001-2003	5,786	5,708	960	767	6.0	299
2002-2004	5,861	5,785	963	771	6.1	301
2003-2005	5,951	5,879	947	770	6.3	304
2004-2006	6,094	6,023	937	772	6.5	304

Figure 2.1: Average distance per person per year by mode: 2001-2006

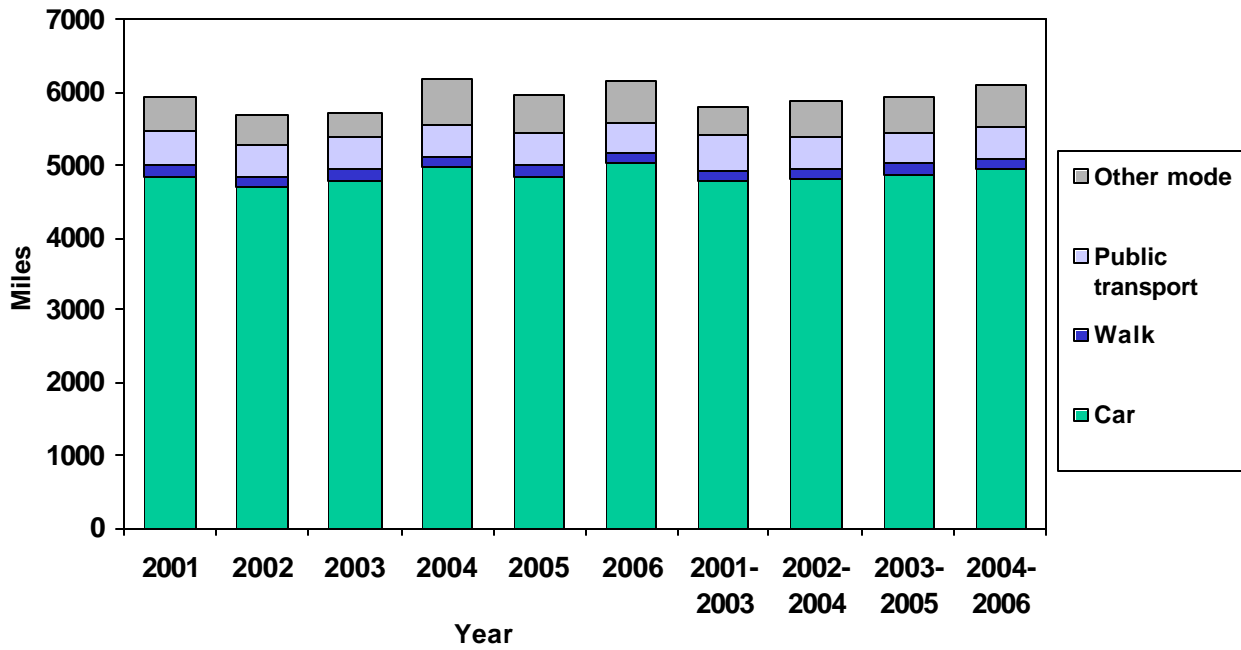


Figure 2.2: Journeys per person per year by main mode: 2001-2006

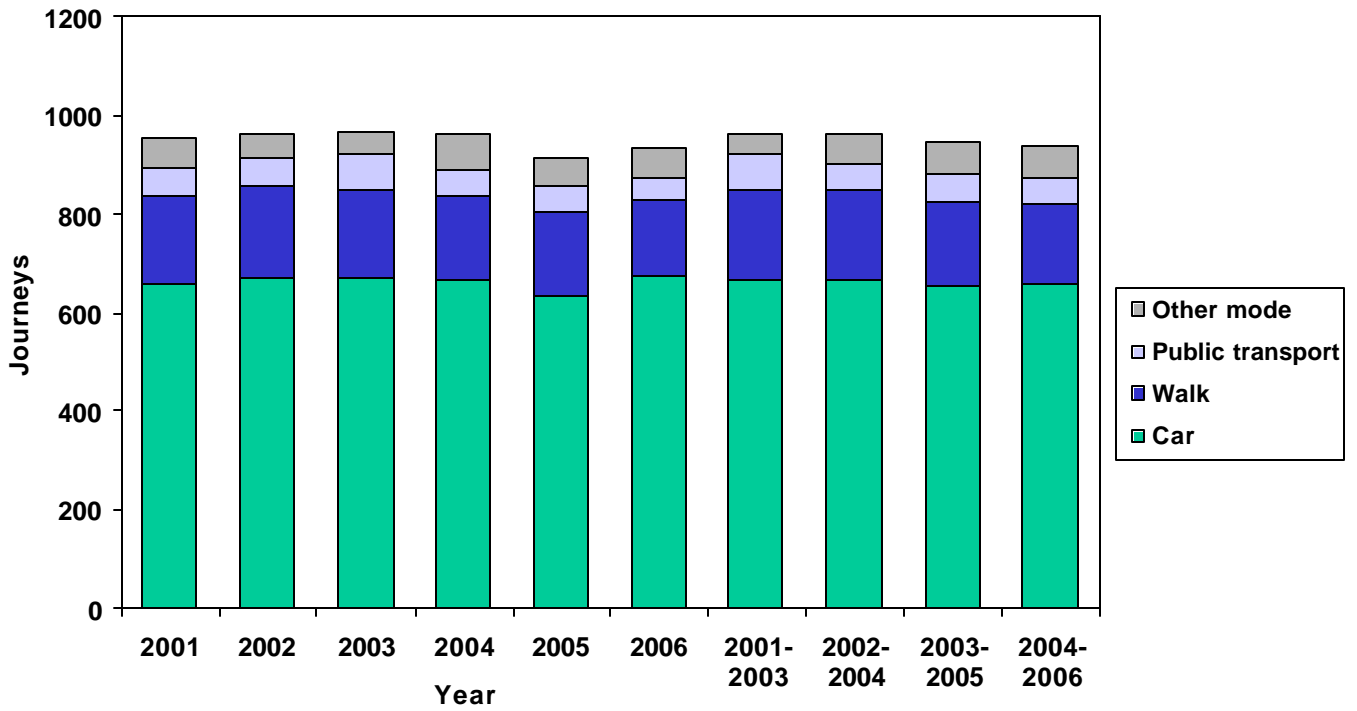
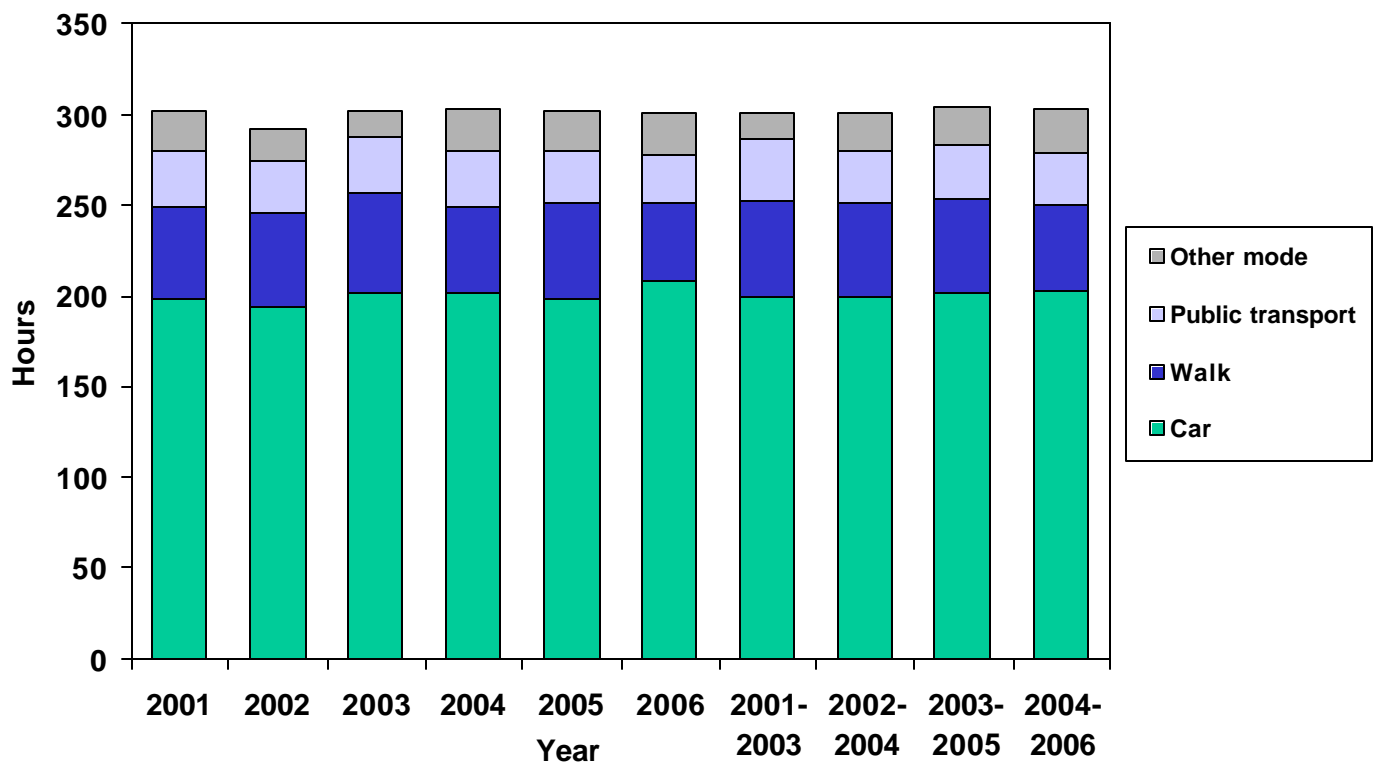


Figure 2.3: Time spent travelling per person per year by main mode: 2001-2006



Trends in car ownership (Table 2.2)

- Just over one quarter (26%) of households in Northern Ireland did not have access to a car over the three-year reporting period (2004-2006). There has been little change in this proportion over the years.
- Forty-nine percent of households in Belfast had access to one or more cars compared to 79% and 77% in the East and West of Northern Ireland respectively (for definitions of areas see page 35). These figures are similar to previous years.
- Thirty percent of households in Northern Ireland had access to two or more cars. However, only 13% of Belfast households had access to two or more cars, compared to 34% of households in the East and 30% in the West.
- The average number of cars per household remained fairly constant over the 2001-2006 year period.

Table 2.2: Household car ownership by area of residence: 2001-2006

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
Belfast	(2001)	..	..	..	..	-	..	..
East		25%	42%	26%	7%	100%	1.17	0.62
West		26%	46%	23%	4%	100%	1.06	0.56
All areas		29%	42%	23%	5%	100%	1.06	0.57
Belfast	(2002)	..	..	..	..	-	..	..
East		22%	43%	30%	5%	100%	1.19	0.63
West		24%	46%	26%	4%	100%	1.12	0.60
All areas		28%	43%	25%	4%	100%	1.07	0.58
Belfast	(2003)	..	..	..	..	-	..	..
East		20%	49%	27%	4%	100%	1.17	0.65
West		24%	46%	25%	6%	100%	1.14	0.60
All areas		26%	47%	23%	5%	100%	1.09	0.61
Belfast	(2004)	..	..	..	..	-	..	..
East		23%	41%	32%	4%	100%	1.18	0.65
West		22%	46%	25%	6%	100%	1.18	0.60
All areas		27%	42%	26%	4%	100%	1.08	0.60
Belfast	(2005)	..	..	..	..	-	..	..
East		21%	47%	29%	4%	100%	1.16	0.65
West		23%	48%	24%	5%	100%	1.12	0.61
All areas		26%	46%	25%	4%	100%	1.07	0.61
Belfast	(2006)	..	..	..	..	-	..	..
East		18%	46%	31%	5%	100%	1.24	0.71
West		25%	45%	24%	6%	100%	1.12	0.62
All areas		24%	45%	27%	5%	100%	1.13	0.65
Belfast	(2001-2003)	46%	38%	12%	3%	100%	0.73	0.44
East		22%	45%	28%	5%	100%	1.17	0.63
West		25%	46%	25%	5%	100%	1.11	0.59
All areas		27%	44%	24%	5%	100%	1.07	0.59
Belfast	(2002-2004)	47%	39%	11%	3%	100%	0.70	0.44
East		22%	45%	30%	4%	100%	1.18	0.64
West		23%	46%	25%	5%	100%	1.14	0.60
All areas		27%	44%	24%	4%	100%	1.08	0.60
Belfast	(2003-2005)	47%	39%	12%	2%	100%	0.68	0.44
East		21%	46%	29%	4%	100%	1.17	0.65
West		23%	47%	25%	6%	100%	1.14	0.61
All areas		26%	45%	25%	4%	100%	1.08	0.60
Belfast	(2004-2006)	51%	36%	12%	1%	100%	0.64	0.42
East		21%	45%	30%	4%	100%	1.19	0.67
West		23%	47%	24%	6%	100%	1.14	0.61
All areas		26%	44%	26%	4%	100%	1.09	0.62

Trends in driving licence holding (Table 2.3, Figure 2.4)

- In 2004-2006, 80% of men (aged 17 or over) and 61% of women held full car driving licences. These figures are similar to those obtained in 2001-2003 (80% men, 61% women), 2002-2004 (80% men, 61% women), and 2003-2005 (81% men, 61 % women).
- There is a clear difference in licence holding between sexes at all age groups.
- There is a marked difference in licence holding between the 17-20 and 21-29 age group in 2004-2006. Twenty-seven percent of those aged 17-20 held a full driving licence compared to 66% of those aged 21-29.
- In 2004-2006, 31% of young males (aged 17-20) and 24% of young females held a full driving licence. In the 70 or over age group, seven in ten (70%) of the male population had a full licence compared to nearly three in ten (28%) females in the same age group.

Figure 2.4: Driving licence holders by age and sex: 2004-2006

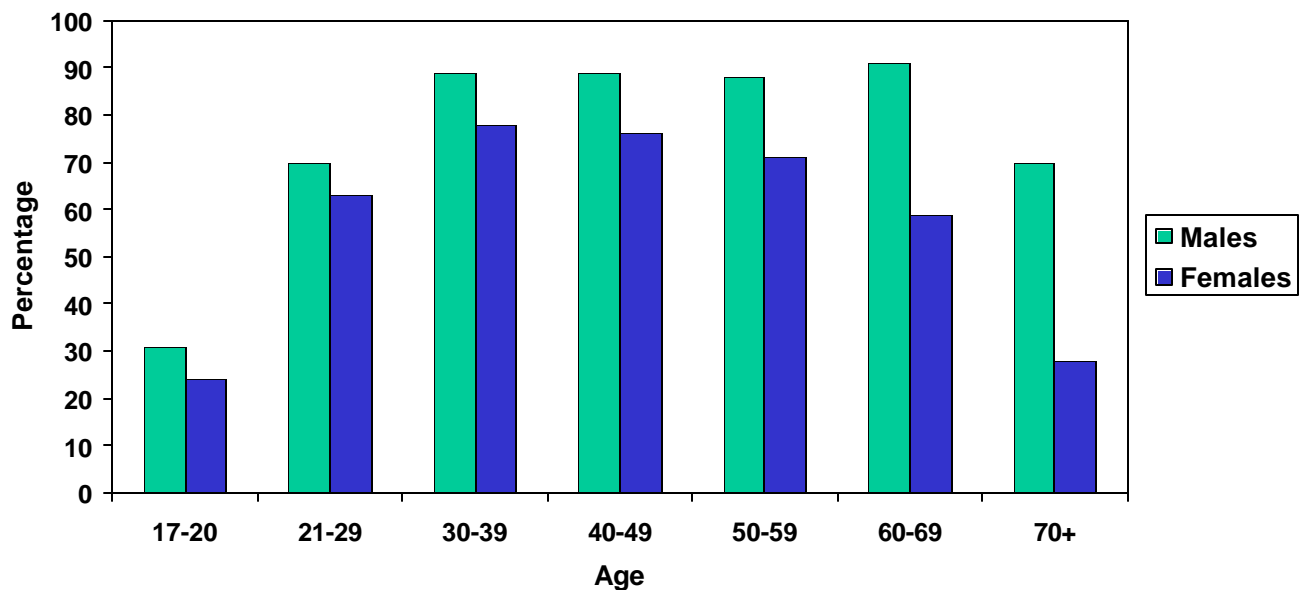


Table 2.3: Driving licence holders by age and sex: 2001-2003, 2002-2004, 2003-2005 & 2004-2006

	2001-2003			2002-2004			2003-2005			2004-2006		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	34%	26%	30%	34%	26%	29%	31%	27%	29%	31%	24%	27%
21-29	76%	70%	73%	73%	68%	70%	74%	63%	68%	70%	63%	66%
30-39	87%	80%	83%	89%	80%	84%	88%	79%	84%	89%	78%	83%
40-49	89%	76%	82%	91%	74%	82%	89%	75%	82%	89%	76%	82%
50-59	89%	66%	77%	87%	68%	77%	88%	69%	77%	88%	71%	79%
60-69	83%	56%	69%	86%	58%	71%	90%	56%	72%	91%	59%	74%
70 +	65%	25%	42%	67%	26%	43%	69%	26%	45%	70%	28%	46%
All adults aged 17+	80%	61%	70%	80%	61%	70%	81%	61%	70%	80%	61%	70%

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 2001-2003, 2002-2004, 2003-2005 and 2004-2006.

Distance travelled (Table 3.1)

- During 2004–2006, over four fifths (81%) of the total distance travelled in Northern Ireland was by car. This is consistent with earlier years.
- On average each person walked 138 miles per year in 2004-2006, which accounted for 2% of the average distance travelled.
- Only 7% of the total distance travelled was made on public transport (which consists of travel by Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), mostly on Ulsterbus.

Table 3.1: Average distance travelled by travel mode *: 2001-2003, 2002-2004, 2003-2005 & 2004-2006

Travel mode *	Miles per person per year			
	2001-2003	2002-2004	2003-2005	2004-2006
Walk	142	137	139	138
Bicycle	14	17	20	18
Car Driver	3,028	3,045	3,162	3,272
Car Passenger	1,720	1,750	1,698	1,669
Car Undefined	29	21	10	2
Motorcycle	25	31	31	30
Other private	319	358	389	448
Citybus/Metro**	37	32	32	28
Ulsterbus	239	250	261	276
Other bus	87	79	76	66
NIR	56	61	56	72
Black taxi	7	7	6	4
Taxi	71	70	68	69
Other public	-	-	-	-
Undefined mode	12	1	1	2
All modes	5,786	5,861	5,951	6,094

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges).

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005.

Number and length of journeys (Table 3.2)

- During 2004-2006, similar to previous years, the longest average journey lengths were for train journeys , averaging 22.5 miles.
- Car journeys (as a driver, passenger or undefined) averaged approximately 7 miles.
- Walking journeys averaged 0.8 miles in length over the three year reporting period (2004-2006).

Table 3.2: Average journeys per person per year and average journey length by main mode *: 2001-2003, 2002-2004, 2003-2005 & 2004-2006

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2001-2003	2002-2004	2003-2005	2004-2006	2001-2003	2002-2004	2003-2005	2004-2006
Walk	182	179	172	165	0.7	0.7	0.7	0.8
Bicycle	6	5	5	5	2.3	3.1	3.8	3.9
Car Driver	413	416	417	426	7.3	7.3	7.6	7.7
Car Passenger	248	249	237	231	6.9	7.0	7.1	7.2
Car Undefined	4	3	1	-	6.6	7.4	8.9	..
Motorcycle	3	3	3	3	9.4	9.4	8.9	8.8
Other private	30	33	36	36	10.8	10.7	11.0	12.5
Citybus/Metro**	10	9	8	7	4.0	3.8	4.0	4.3
Ulsterbus	29	32	34	35	8.9	8.4	8.1	8.2
Other bus	10	8	8	6	9.0	9.7	9.8	11.8
NIR	3	3	3	4	20.5	20.4	23.7	22.5
Black taxi	2	2	2	2	3.2	2.9	3.1	2.6
Taxi	19	19	19	18	3.6	3.6	3.5	3.7
Other public	-	-	-	-	..	..	-	..
Undefined mode	2	-	-	-	7.4	..	-	..
All modes	960	963	947	937	6.0	6.1	6.3	6.5

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005

Average journey distance (Table 3.3)

- Nearly one fifth (18%) of all journeys made were less than one mile.
- Two thirds (67%) of these 'short' journeys were on foot.
- Car was the mode of transport for most journeys over one mile.
- Ulsterbus journeys were mainly between 2 and 25 miles in length.

Table 3.3: Journeys per person per year by distance and main mode *: 2004-2006

Journeys

Mode of travel*	Journey Distance							All journeys
	< 1 mile	1 to 2 miles	2 to 5 miles	5 to 10 miles	10 to 25 miles	25 to 50 miles	Over 50 miles	
Walk	111	38	16	-	-	-	0	165
Bicycle	1	1	1	-	-	-	-	5
Car driver	29	70	133	92	77	20	6	426
Car passenger	20	45	71	46	36	9	4	231
Car undefined	-	0	-	0	-	0	-	-
Motorcycle	-	1	1	1	1	-	-	3
Other private	2	4	10	8	8	3	2	36
Citybus/Metro**	-	1	4	2	0	-	0	7
Ulsterbus	-	3	12	10	8	1	-	35
Other bus	-	1	2	1	1	-	-	6
NIR	0	0	-	1	2	-	-	4
Black taxi	-	0	1	-	-	0	-	2
Taxi	1	5	8	3	1	-	0	18
Other public	-	0	0	-	-	0	0	-
Undefined mode	-	0	-	-	0	-	-	-
All modes	165	167	258	165	134	35	13	937

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005

Time spent travelling (Table 3.4)

- The average person spent 304 hours per year travelling within Northern Ireland during the three year reporting period (approximately 50 minutes per day, or 13 days per year).
- Approximately 33 minutes per day were spent traveling by car (averaging eight days per year).
- An average of eight minutes per day were spent walking (approximately 2 days each year).
- Average journey times on public transport (for definition see page 35) ranged from 53 minutes for NIR trains to 25 minutes for black taxis.

Table 3.4: Journey time by main mode *: 2001-2003, 2002-2004, 2003-2005 & 2004-2006

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2001-2003	2002-2004	2003-2005	2004-2006	2001-2003	2002-2004	2003-2005	2004-2006
Walk	52	51	51	47	17	17	18	17
Bicycle	2	2	2	2	18	21	24	24
Car Driver	125	126	130	134	18	18	19	19
Car Passenger	73	73	71	69	18	18	18	18
Car Undefined	2	1	-	-	21	24	..	..
Motorcycle	1	1	1	1	20	19	19	19
Other private	11	13	14	16	23	23	24	27
Citybus/Metro**	5	4	4	3	28	27	28	29
Ulsterbus	16	17	18	19	34	33	32	32
Other bus	5	4	4	3	29	30	31	33
NIR	2	3	3	3	52	53	57	53
Black taxi	1	1	1	1	21	22	26	25
Taxi	5	5	5	5	14	14	15	15
Other public	-	-	-	-	..	..	..	..
Undefined mode	1	-	-	-	21	..	..	..
All modes	299	301	304	304	19	19	19	19

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005

Distance travelled by area*: 2004-2006 (Table 3.5)

- The distance travelled by those in the Belfast area was 48% lower than the Northern Ireland average.
- Twelve percent of the distance travelled by Belfast respondents was on public transport (for definition see page 35) compared to 7% for both Eastern and Western respondents.
- Belfast residents travelled further on foot (5%) compared to Eastern and Western residents (both 2%).

Table 3.5: Average distance travelled per person per year by mode & area* (2004-2006)

Miles

Mode of travel	Belfast	East	West	All Areas
Walk	172	145	119	138
Bicycle	13	27	7	18
Car driver	1,584	3,769	3,138	3,272
Car passenger	850	1,774	1,787	1,669
Car undefined	-	-	5	2
Motorcycle	21	40	19	30
Other private	75	414	608	448
Citybus/Metro**	92	32	4	28
Ulsterbus	160	285	296	276
Other bus	72	47	89	66
NIR	35	93	57	72
Black taxi	25	3	0	4
Taxi	90	49	88	69
Other public	0	-	-	-
Undefined mode	1	3	-	2
All modes	3,191	6,680	6,217	6,094

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See definitions of travel modes and Belfast, East and West of Northern Ireland on page 34/35

**Citybus changed to Metro in February 2005

Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year (967 male, 968 female). However, men travelled 36% further than women, averaging 7,762 miles a year, compared to 5,707 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 57% more than women on average.
- Children under 16 made 16% fewer journeys than adults. Sixty-one percent of these journeys were as car passengers while most of the rest were on foot (22%).
- Car was the main mode of transport for both men and women. Men made more of their journeys as car drivers than as passengers in all adult age groups. Women aged up to 59 also made more journeys as drivers.
- Overall, women made 19% of their journeys on foot, compared to 14% for men. Twenty-five percent of journeys by women aged 16-29 were on foot, declining to 16% for those aged 30-59. This increased again for the older age group: 22% of journeys made by women aged 60+ were on foot.
- Overall adults made only 4% of their journeys by public transport compared to children who made 13% of their journeys by public transport (for definition of public transport see page 35).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2004-2006

Percentage / Journeys / Miles

Travel modes*	Children <16	Males				Females				All adults	All persons
		16-29	30-59	60+	All adult males	16-29	30-59	60+	All adult females		
Walk	22%	19%	11%	18%	14%	25%	16%	22%	19%	17%	18%
Bicycle	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%
Car driver	0%	37%	67%	65%	61%	32%	61%	33%	50%	55%	45%
Car passenger	61%	21%	7%	9%	10%	26%	17%	37%	23%	17%	25%
Car undefined	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	0%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%
Other private	2%	8%	10%	3%	8%	1%	1%	1%	1%	4%	4%
Citybus/ Metro**	1%	1%	0%	1%	1%	2%	1%	1%	1%	1%	1%
Ulsterbus	10%	6%	1%	1%	2%	7%	1%	3%	3%	2%	4%
Other bus	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
NIR	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	2%	3%	1%	1%	1%	5%	2%	2%	2%	2%	2%
Other public	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Undefined mode	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Journeys	815	833	1,029	953	967	954	1,128	695	968	968	937
Distance travelled (miles)	3,875	7,211	9,195	5,432	7,762	5,940	6,895	3,457	5,707	6,659	6,094

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005

Section 4: Why people travel

Travel by purpose (Table 4.1, Figures 4.1 - 4.3)

- Just under one quarter (23%) of all journeys in 2004–2006 were for leisure purposes (for example to visit friends, to take part in entertainment or sport activities, to go on holiday/day trips).
- Just over one fifth (21%) of journeys were to and from the shops.
- Fifteen percent of journeys were to and from work.
- Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 13% of all journeys.
- Three tenths (30%) of the total distance travelled was for leisure purposes.
- One fifth (20%) of the total distance travelled was to and from work.
- One tenth (10%) of the total distance travelled was for business travel.
- Fifteen percent of the total distance travelled was made on shopping journeys.
- On average the longest journeys were those made to go on holiday (within Northern Ireland) at an average of 37.0 miles.
- Business journeys were over twice as long (15.3 miles) as the average journey (6.5 miles).
- Escort education journeys are those journeys made to accompany a school child or student to their school/college, and are mainly made by adults taking children to school. One in twenty (5%) journeys in NI were made for this purpose, and the average length of these journeys was 2.6 miles.
- All of the above statistics follow a similar pattern to the 2001-2003, 2002-2004 and 2003-2005 figures.

Table 4.1: Travel per person per year by journey purpose*: 2001-2003, 2002-2004, 2003-2005 & 2004-2006

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2001-2003	2002-2004	2003-2005	2004-2006	2001-2003	2002-2004	2003-2005	2004-2006	2001-2003	2002-2004	2003-2005	2004-2006
Commuting	138	138	138	140	1097	1096	1143	1,227	7.9	7.9	8.3	8.8
Business	44	44	42	39	558	581	581	591	12.8	13.1	13.9	15.3
Education	80	77	74	70	317	318	319	321	3.9	4.2	4.3	4.6
Escort Education	52	53	51	46	120	133	131	119	2.3	2.5	2.6	2.6
Shopping	191	195	194	194	841	872	908	913	4.4	4.5	4.7	4.7
Other escort	70	70	67	69	352	346	332	363	5.0	5.0	5.0	5.3
Personal Business	127	123	124	126	580	565	605	624	4.6	4.6	4.9	4.9
Visit friends at private home	109	110	107	107	767	769	755	750	7.0	7.0	7.0	7.0
Visit friends elsewhere	32	33	33	34	192	203	216	238	5.9	6.1	6.5	7.0
Entertainment/public social activities	35	35	33	30	258	243	242	218	7.4	7.0	7.4	7.2
Sport participate	19	21	22	22	133	144	145	146	6.9	6.7	6.6	6.6
Holiday base	5	5	5	5	161	169	181	194	29.8	34.2	33.0	37.0
Day trip	18	19	18	18	266	289	270	276	14.6	14.8	14.6	15.3
Other including just walk	29	31	30	30	43	45	41	42	1.5	1.5	1.4	1.4
Undefined purpose	10	8	8	7	103	88	82	72	10.6	10.9	10.2	10.2
All purposes	960	963	947	937	5,786	5,861	5,951	6,094	6.0	6.1	6.3	6.5
Journeys per worker per year:												
Commuting	314	305	303	310	2,523	2,459	2,555	2,763	8.0	8.1	8.4	8.9
Business	102	100	95	89	1,319	1,327	1,331	1,368	12.9	13.2	14.0	15.4

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 33/34 for types of journey purpose

Figure 4.1: Average journey length by purpose *: 2004-2006

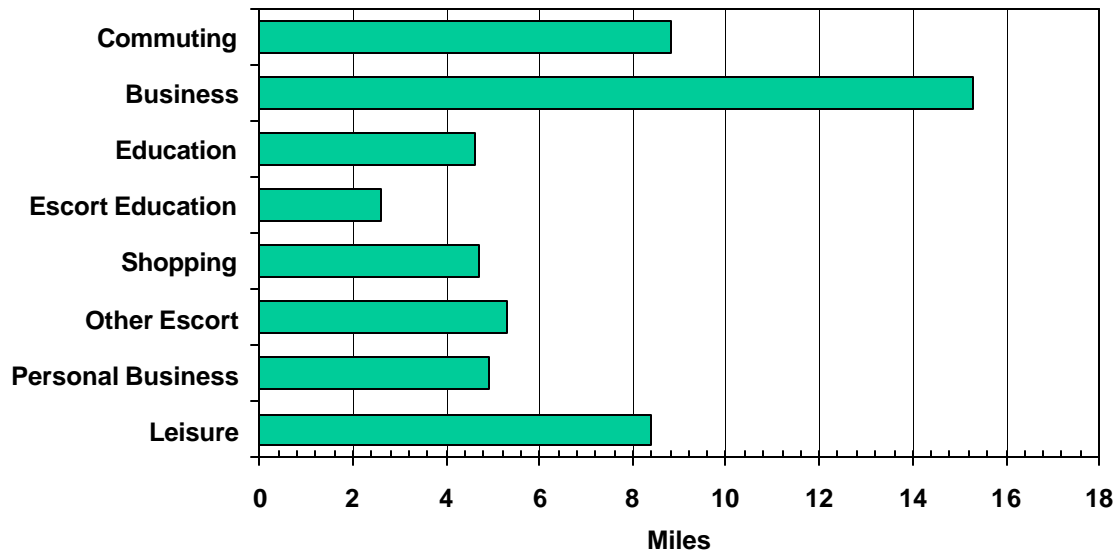
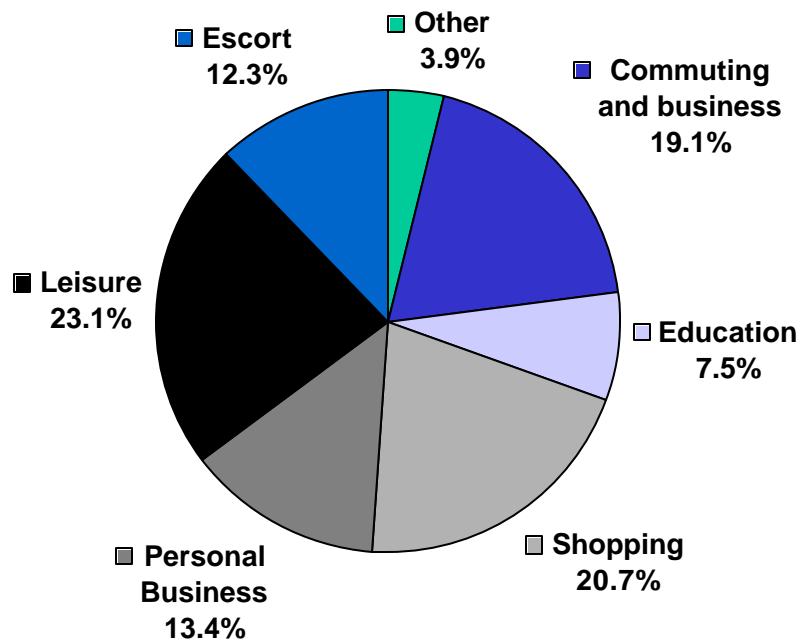
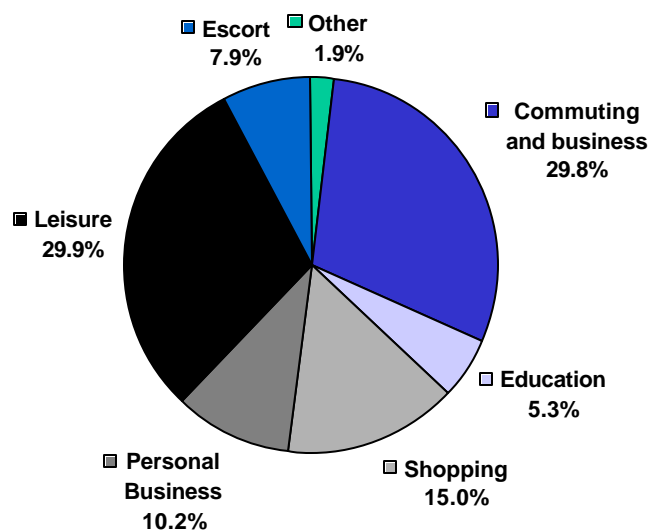


Figure 4.2: Number of journeys per person per year 2004-2006: proportion in each journey purpose group *



* See page 33/34 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2004-2006: proportion in each journey purpose group



Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (967 males, 968 females), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (21%) with an additional 8% on business. For women, 15% of journeys were to and from work, and 2% on business.
- The largest proportion of journeys made by women was for going to and from the shops. One quarter (25%) of the total journeys women made were for this purpose compared to one fifth (20%) for men.
- The largest proportion of journeys made by children under 16 (33%) was for education.
- Men and women made a similar proportion of personal business journeys (this includes journeys to the bank, post office, library, church, playgroup, doctor or optician).
- Shopping and personal business journeys became more frequent with age for both men and women. For women aged 60 and over, three-fifths (60%) of journeys were for shopping or personal business.
- Women, especially those in the 30-59 age group, were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men.
- Women aged 30-59 made 20% of their journeys for the purpose of accompanying someone (i.e. escort education and other escort) compared to 12% for men of the same age.

Table 4.2 Journeys per person per year by age, sex and purpose: 2004-2006**

Percentage/Number/Miles

Journey purpose**	Children < 16	Males				Females				All adults	All persons
		16-29	30-59	60 +	All adult males	16-29	30-59	60 +	All adult females		
Commuting	0%	28%	26%	7%	21%	22%	17%	4%	15%	18%	15%
Business	0%	6%	11%	4%	8%	1%	3%	0%	2%	5%	4%
Education	33%	9%	0%	0%	2%	9%	1%	0%	2%	2%	7%
Escort education	4%	1%	4%	1%	2%	5%	10%	2%	8%	5%	5%
Shopping	12%	13%	17%	31%	20%	19%	23%	37%	25%	23%	21%
Other escort	8%	4%	9%	6%	7%	4%	10%	3%	7%	7%	7%
Personal business	13%	8%	11%	20%	13%	10%	12%	23%	14%	14%	13%
Visit friends at private home	15%	12%	8%	10%	9%	14%	10%	14%	12%	11%	11%
Visit friends elsewhere	2%	6%	4%	4%	4%	5%	3%	5%	4%	4%	4%
Entertainment/public social activities	5%	5%	2%	3%	3%	3%	2%	4%	3%	3%	3%
Sport participate	3%	5%	3%	2%	3%	2%	2%	1%	2%	2%	2%
Holiday base	1%	0%	1%	0%	1%	1%	1%	0%	1%	1%	1%
Day trip	2%	1%	2%	3%	2%	1%	1%	3%	2%	2%	2%
Other including just walk	2%	2%	3%	6%	4%	3%	3%	5%	4%	4%	3%
Undefined purpose	1%	1%	1%	0%	1%	1%	1%	0%	1%	1%	1%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No. of journeys	815	833	1,029	953	967	954	1,128	695	968	968	937
Distance travelled (miles)	3,875	7,211	9,195	5,432	7,762	5,940	6,895	3,457	5,707	6,659	6,094

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

** See page 33/34 for types of journey purpose

Travel to work (Table 4.3a & Table 4.3b)

- In addition to filling in a diary of their actual travel, respondents are asked their 'usual' mode of travel to work. Just over four fifths of workers (81%) usually travelled to work by car or van and one tenth (10%) usually walked to work.
- In 2001-2003 16% of those in the Belfast area used a bus as their main mode of travel to work. This figure has fallen to 10% in 2004-2006.

Table 4.3a: Method of travel to work: 2004-2006

Method of travel to work	Percentage of workers (excluding those who worked at home)
Car/van (includes minibus works van)	81%
Motorbike/moped/scooter	1%
Bicycle	1%
Bus	5%
NIR train	1%
Walk	10%
Other	2%
All methods of travel	100%

Table 4.3b: Method of travel to work by Area: 2004-2006

Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	67%	82%	83%
Motorbike/moped/scooter	2%	1%	1%
Bicycle	2%	0%	1%
Bus	10%	5%	2%
NIR train	0%	1%	0%
Walk	16%	9%	11%
Other	2%	2%	3%
All methods of travel	100%	100%	100%

Section 5: Other factors affecting travel

This section gives details of vehicle mileage, the availability of various modes of public transport and access to bus and train services.

Annual vehicle mileage (Table 5.1) and reason for vehicle use

- Nearly three quarters (74%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2004–2006, 37% of vehicles in these households were used to take someone in the household to school.
- Fifty-seven percent of all vehicles in the survey were used to take someone in the household to work. Of the vehicles that were used for work journeys, 66% were parked in a “private or firm’s car park” during work hours, with most of the rest (29%) parked “in a non-payment area”.
- Just over one fifth (22%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2004-2006

Miles per year	Number of vehicles	Percentage
0-499	16	1%
500-999	13	0%
1,000-1,999	54	2%
2,000-2,999	90	3%
3,000-3,999	107	3%
4,000-4,999	112	4%
5,000-6,999	466	15%
7,000-8,999	368	12%
9,000-11,999	657	21%
12,000-14,999	485	15%
15,000-17,999	333	11%
18,000-20,999	235	8%
21,000-29,999	95	3%
30,000 or over	102	3%
All vehicles	3,133	100%

Bicycle ownership (Figure 5.1, Table 5.2)

- Thirty-six percent of households in Northern Ireland own one or more bicycles. A total of 14% of households have one bicycle, 11% have two bicycles and a further 11% have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2004–2006

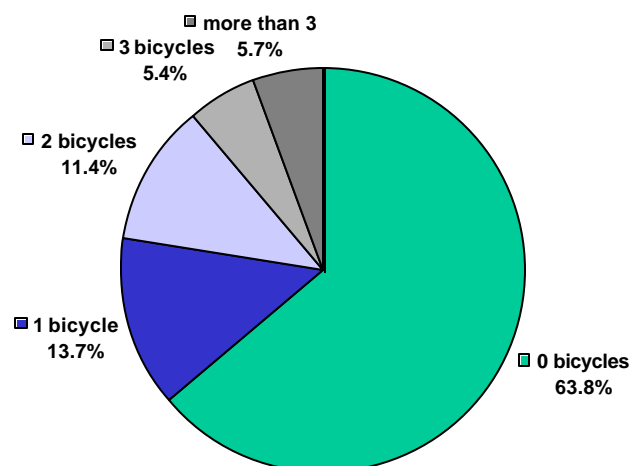


Table 5.2: Household bicycle ownership: 2004–2006

Number of bicycles	Number of households	Percentage of households
0	1,786	64%
1	383	14%
2	319	11%
3	152	5%
4	99	4%
5	43	2%
6	11	0%
7+	6	0%
All households	2,799	100%

Access to public transport (Tables 5.3-5.4, Figures 5.2-5.3)

- When a member of each household was asked how often they could get a bus from their nearest stop every day, 26% did not know how often. Nine percent of households could get a bus at least every 15 minutes during the day, while another 20% could get a bus every half-hour and a further 23% every hour.
- Relatively few households were close to a train station. One member of each household was asked how long it would take them to walk to their nearest NIR station. Sixty-one percent said it would take them 44 or more minutes or that it was not feasible to walk. Overall, 28% of households lived within 26 minutes walk of an NIR station, 12% within 13 minutes walk.
- Nearly seven in 10 households (69%) lived within six minutes walk of a bus stop or place where they could get on a bus.

Table 5.3: Bus service frequency: 2004-2006

Frequency of Service	Percentage of households
At least once every quarter-hour	9%
At least once every half-hour	20%
At least once an hour	23%
About 3 times a day	18%
At least once a day	5%
Less than once a day	1%
Don't know	26%
All households	100%

Figure 5.2: Time taken to walk to nearest bus stop: 2004-2006

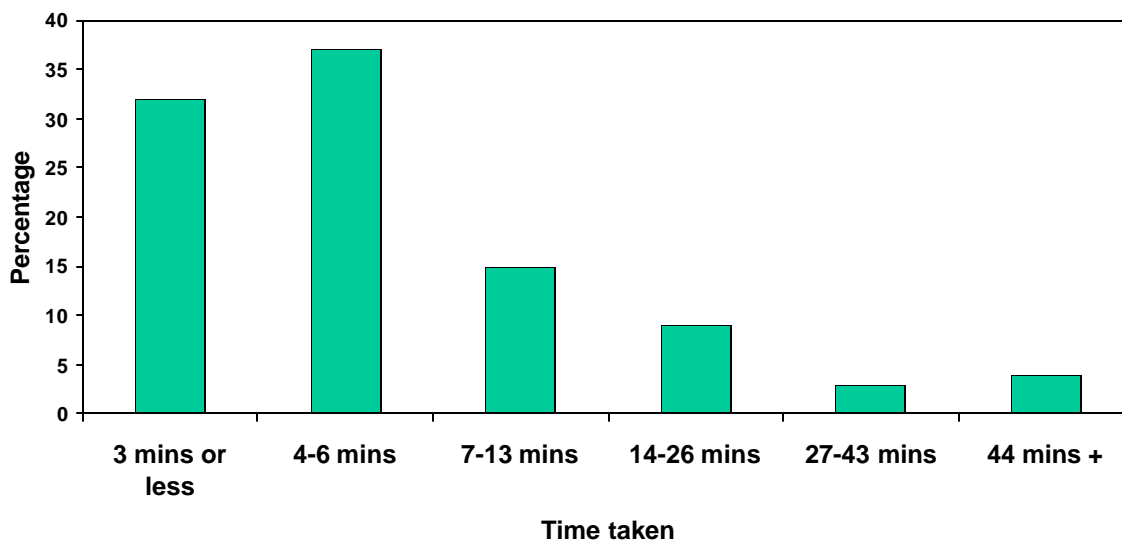
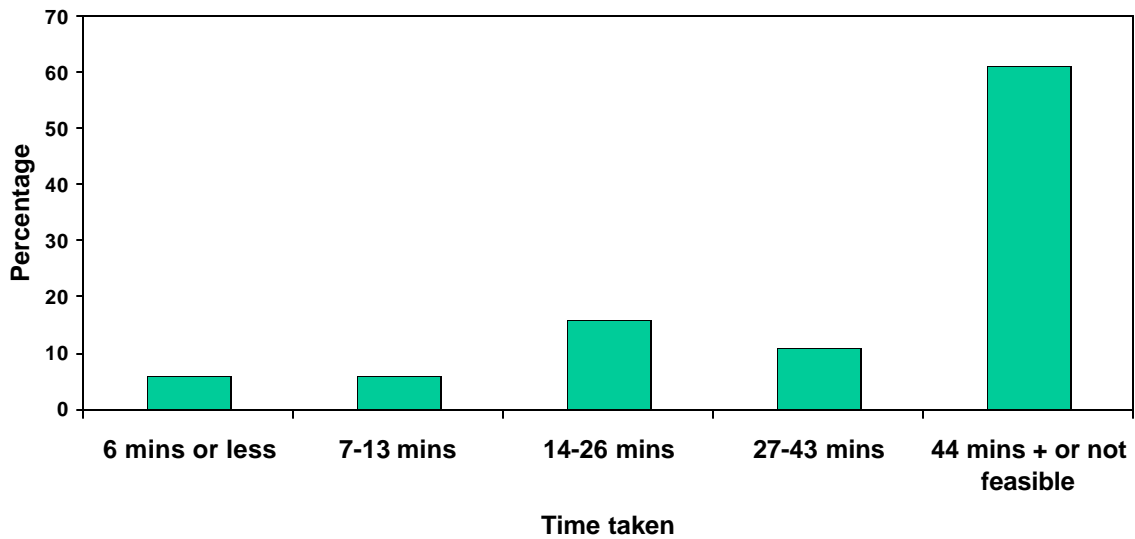


Table 5.4: Rail service frequency: 2004-2006

Frequency of Service (For those households within 44 minutes walk from nearest station)	Percentage of households
Frequent service throughout day (at least once per hour)	60%
Frequent service during rush hour (at least once per hour)	5%
Less frequent service	8%
Not applicable	7%
Don't know	20%
All households	100%

Figure 5.3: Time taken to walk to nearest NIR station: 2004-2006



Appendix A: Travel Survey for Northern Ireland Definitions and Survey Notes

Personal Travel

The Northern Ireland Travel Survey is concerned with all personal travel within Northern Ireland provided the main reason for the journey is for the person themselves to reach the destination.

Geographical Coverage

Only travel within Northern Ireland (and inshore islands) is included. This means for a journey to Dublin for example, only the portion of the journey to the border is included.

Journeys

A journey is defined as a one-way course of travel having a single main purpose. Outward and return portions of a return journey are treated as two separate journeys. A journey cannot have two separate purposes. A brief call is a relatively incidental stop for a subsidiary purpose e.g. stopping for petrol. If only a brief call is made the journey is not broken up into smaller journeys.

Stages

A journey consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Households

A household consists of one or more people who have the sampled address as their only or main residence and who either share at least one main meal a day or share the living accommodation.

Mode and Main Mode

Mode is the form of transport used for a stage of a journey. The main mode is the form of transport used for the greatest length of the journey.

Distance travelled

The length of any journey stage is the distance actually covered by the traveller and not the distance "as the crow flies".

Series of calls journeys

Travel involving a number of stops for the same main purpose and using the same form of transport are treated as one continuous series of calls. Series of calls can only be used for shopping and journeys in the course of work. A doctor's round for example would therefore consist of one journey to visit the first patient, one series of calls journey to all the other patients, and one journey from the last call back to the surgery or home.

Journeys excluded

The survey is only concerned with travel involving a person moving from one place to another in order to reach that destination. Travel involving the movement of freight and for people paid to walk (e.g. policemen, postmen, etc.) is excluded.

Travel in the course of work for certain occupational groups is therefore excluded (e.g. bus drivers, conductors, taxi drivers, crew of public transport vehicles, crew of public vehicles such as fire engines, or ambulances; travel in industrial or agricultural equipment (cranes, bulldozers, tractors, etc.); travel in specially equipped vehicles used in the course of a person's work (police patrol cars, AA/RAC repair vehicles, Post Office vans, etc.).

Leisure travel which is not competitive to public transport is also excluded (e.g. a boat trip for pleasure).

Generally travel off the public highway is excluded. An exception to this is cross-country walking, running, hiking or mountain climbing which is included even if on private land.

Children's play is excluded.

Journey purpose

The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means for example the purpose of a journey from the shops to home is 'shopping'.

Types of journey purpose

Commuting journeys include journeys to a usual place of work from home, or from work to home.

Business journeys are journeys in the course of work i.e. journeys made as part of a person's paid job to or from a place other than the usual place of work. Business journeys include a journey in the course of work back to the work base. This category includes all work journeys by people with no usual place of work (e.g. site workers) and those who work at or from home.

Education journeys include journeys to or from school or college, etc. by full time students, students on day-release and part time students following vocational courses.

An *escort* code is used when the traveller has no purpose of his or her own, other than to escort or accompany another person e.g. a mother taking a child to school. Escort commuting for example is escorting or accompanying someone from home to work or from work to home. Escort education journeys are presented separately for the purposes of this report

Shopping includes all journeys to shops or from shops to home, even if there was no intention to buy.

Personal business journeys include visits to services, e.g. hairdressers, laundrettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment. This category also includes journeys for eating and drinking when the respondent is alone or at work.

The *visit friends elsewhere* code includes journeys where the main purpose was to eat or drink other than when the respondent is alone or at work. It also includes journeys to meet friends other than in a private home but where the main purpose is still to socialise with particular persons rather than visit a particular place.

The *entertainment/public social activities* category includes journeys for all types of entertainment, public social activities and unpaid voluntary work. Examples include cinemas, political meetings, non-vocational evening classes.

The *sport participate* category includes journeys to take part in all outdoor activities. It also includes, for example, squash, badminton, swimming, boxing, wrestling, weight training, judo and karate.

Holiday base journeys include journeys within NI to or from any holiday base (includes stays of 4 or more nights with friends or relatives).

Day trip journeys include journeys for pleasure (not otherwise classified as social or entertainment) within a single day.

Just walk journeys are walking journeys made just for pleasure.

Undefined mode is the total of the “missings” (where the method of travel was omitted), the “unspecified private” and the “unspecified public”.

- *Unspecified private* -This code should be used where you know the method of transport was ‘private’ but where you cannot be specific and the respondent is not available to ask.

- *Unspecified public* -This code should be used where you know the method of transport was ‘public’, e.g. because a fare has been paid, but where a specific method cannot be ascertained.

Modes of travel

Walks of 50 metres or more are collected on day 1 and walks of 1 mile or more on days 2-7.

The *bicycle* category includes travel on all forms of bicycle or tricycle not mechanically propelled. Purposive travel on children’s bicycles is included under ‘walk’.

For the purpose of this report ‘*car*’ travel includes travel in all 3 or 4-wheeled cars.

Car undefined is used when, for example someone has put in the travel diary that they travelled somewhere by car and hasn’t then proceeded to complete the column to say if they were a car driver or passenger for that particular journey. When the person is under 17, we then code this as car passenger as under 17’s shouldn’t be a car driver. However, when it is not possible for us to deduce if it is a driver or passenger, we code it as car undefined.

The *motorcycle* category covers all two wheeled motorised vehicles used for private transport.

For this report generally van and lorries are included in the *other private category*. (Vans with side windows behind the driver's seat are coded as cars.) Also included are land rovers and jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc.

Public transport includes travel by Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Citybus/Metro covers all those regular bus services, which provide short distance travel within urban or suburban areas e.g. the Belfast City Zone. Citybus changed to Metro in February 2005.

Unless specified, the *Ulsterbus* category includes regular *Ulsterbus* services and express services.

The *other bus* category includes private hire buses, 'coaches', excursion tour buses, and any other buses not classified above.

The *NIR* category includes all travel by train. Non-purposive train travel (e.g. at fun fairs) is irrelevant to the survey.

Black taxis include taxis, which operate like a minibus. Private hire taxis are included in the *taxi* category.

Public transport not specified elsewhere e.g. by aircraft is included under *other public transport*.

Area	Local Government District
Belfast	Belfast
East of Northern Ireland	Antrim, Ards, Ballymena, Banbridge, Carrickfergus, Castlereagh, Craigavon, Down, Larne, Lisburn, Newtownabbey, North Down
West of Northern Ireland	Armagh, Ballymoney, Coleraine, Cookstown, Dungannon, Fermanagh, Limavady, Derry, Magherafelt, Moyle, Newry & Mourne, Omagh, Strabane