

# Travel Survey for Northern Ireland

## 2000-2002

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**2000-2002**

**November 2003**

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Finally, the help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

## 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 (less than half the final digit shown)
- 0 = nil

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

## Key Points

In 2000 - 2002: -

- On average, Northern Ireland residents travelled 5,887 miles per year over the three-year reporting period (5,985 miles in 1999–2001).
- Each person made an average of 970 journeys each year (978 journeys in 1999-2001).
- Car travel made up just over four fifths (82%) of the total distance travelled.
- We walked on average 145 miles each year, just over 2% of our total distance travelled.
- Men and women made similar number of trips per year (1,010 and 997 respectively).
- Men travelled 34% further than women, averaging 7,549 miles a year, compared to 5,613 for women.
- 79% of men (aged 17 or over) held full car driving licences, compared to 61% of women.
- The longest average journey lengths were by Northern Ireland Railways (NIR) (21.0 miles), although we only made 3 of these on average per year. Car journeys averaged just over 7 miles long.
- Children aged 16 and under made six in ten (60%) of their trips as car passengers, with most of the rest on foot (25%). Women made nearly one fifth (19%) of their trips on foot, compared to 16% for men.
- One quarter of trips were made for leisure purposes, nearly one fifth (19%) to and from the shops, 14% for commuting and 14% for personal business.
- In terms of distance, 31% was for leisure purposes, 19% for commuting, 13% for shopping and 11% for personal business.
- Men made just over one fifth (22%) 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.
- Nearly one quarter (24%) of women's journeys were to shop, compared to 18% of men's.
- Only 8% of households in Northern Ireland would be able to get a bus from their nearest bus stop every 15 minutes (over a quarter (27%) said they did not know how often they could get a bus).
- One fifth of all journeys were less than one mile, two thirds of which were on foot (67%). Car was the dominant mode of transport for all journeys over 1 mile.
- We spent a total of just under 13 days each year (or approximately 49 minutes per day) travelling within Northern Ireland. Just over 8 days (or 66%) of this time was spent travelling by car and just over 2 days walking.
- Those living in the Belfast area travelled an average of 3,725 miles per year, compared to 6,331 and 6,215 for those in the East and West of Northern Ireland respectively.

# Section 1 : Introduction

## Background to the Travel Survey for Northern Ireland

This is the second Travel Survey for Northern Ireland (TSNI) report. The first reported on the years 1999–2001, whilst this one covers the 2000–2002 time period.

The Travel Survey for Northern Ireland is based on the National Travel Survey (NTS), as used in Great Britain (GB). 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 (NI) 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 since then on a monthly basis. The TSNI surveys around 145 addresses each month. The number of useable households (includes either fully co-operating or partially co-operating households) averaged 83 per month during the time period 2000-2002.

Information for the survey is collected using 2 methods. Individuals complete a seven-day travel diary, which collects information on all journeys of 50 metres or more. Details include information such as purpose of journey, length of journey and 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) 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 NI.

## Time period covered

The period covered in most tables in this bulletin is three years, January 2000 – December 2002. 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 1999 figures, and where possible compared with the 1999 – 2001 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 Valuation and Lands Agency list of addresses. People living in institutions (though not in private households in such institutions) are excluded. The complete list of private addresses is stratified into three regions - Belfast, East Northern Ireland and West Northern Ireland - and a random sample is drawn from each stratum.

## **Sampling errors**

Because 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. Confidence ranges for the estimates of the principal tables in this report are provided in the Travel Survey for Northern Ireland, Technical Report, 2000-2002.

## Summary of basic statistics

Table 1.1 provides information taken from the 1999 to 2002 databases.

Table 1.1: Unweighted sample numbers on which analyses are based

	Numbers				
	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>1999-2001</b>	<b>2000-2002</b>
<b>Households</b>	911	1002	934	2847	2877
<b>Individuals</b>	2461	2666	2294	7421	7262
<b>Children (&lt;16)</b>	632	675	526	1833	1729
<b>Adults (16+)</b>	1825	1987	1766	5578	5520
<b>Motor vehicles</b>	1035	1122	1014	3171	3182
<b>Cars*</b>	987	1085	986	3058	3079
<b>4-wheeled cars</b>	938	1040	933	2911	2926
<b>Journeys</b>	41195	44720	37380	123295	119888
<b>Stages</b>	42140	45782	38329	126251	122695

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

Table 1.2: Basic travel statistics

	Numbers/percentage					
	1999	2000	2001	2002	1999-2001	2000-2002
<b>Yearly averages for NI residents:</b>						
<b>No. of journeys</b>	988	991	952	963	978	970
<b>No. of journeys (1 mile+)</b>	792	794	769	763	786	776
<b>Miles travelled</b>	6,003	5,997	5,953	5,694	5,985	5,887
<b>Miles travelled by car</b>	4,913	4,912	4,842	4,691	4,891	4,819
<b>Hours travelled</b>	306	305	301	293	304	300
<b>Vehicles per household</b>	1.14	1.12	1.09	1.11	1.11	1.11
<b>*Cars per household</b>	1.08	1.08	1.06	1.07	1.07	1.07
<b>*Car per adult (16+)</b>	0.54	0.55	0.56	0.57	0.55	0.56
<b>% of men with full car driving licence</b>	80	81	79	78	80	79
<b>% of women with full car driving licence</b>	58	61	60	62	60	61
<b>Individuals per household</b>	2.7	2.7	2.5	2.4	2.6	2.5
<b>% of households with bus service at least every 15 minutes</b>	7 (25% don't know)	8 (26% don't know)	7 (29% don't know)	9 (28% don't know)	7 (27% don't know)	8 (27% don't know)
<b>Northern Ireland demographic data for survey periods:</b>						
<b>Population</b>	1691800	1697800	1685267	1696600	5074867	5079667

\* This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motorcaravans, dormobiles and light vans.

## Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the last 4 years.

### Trends in distance, journeys and time spent travelling (Table 2.1)

- The average distance travelled each year by residents of Northern Ireland has not changed considerably over the three-year reporting period (2000–2002).
- We each travelled 5,997 miles in 2000, 5,953 in 2001 and 5,694 in 2002; this averaged out at 5,887 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average 6.1 miles long.
- The average number of journeys per person each year was 970 over the three-year period, which worked out at just under 3 journeys per person per day.
- The average time each person spent travelling over the three years was 300 hours per year, or approximately 49 minutes a day.
- As can be seen in Table 2.1, all of the above mentioned statistics remained fairly consistent from 1999–2002.

Figure 2.1: Average distance per person per year by mode: 1999-2002

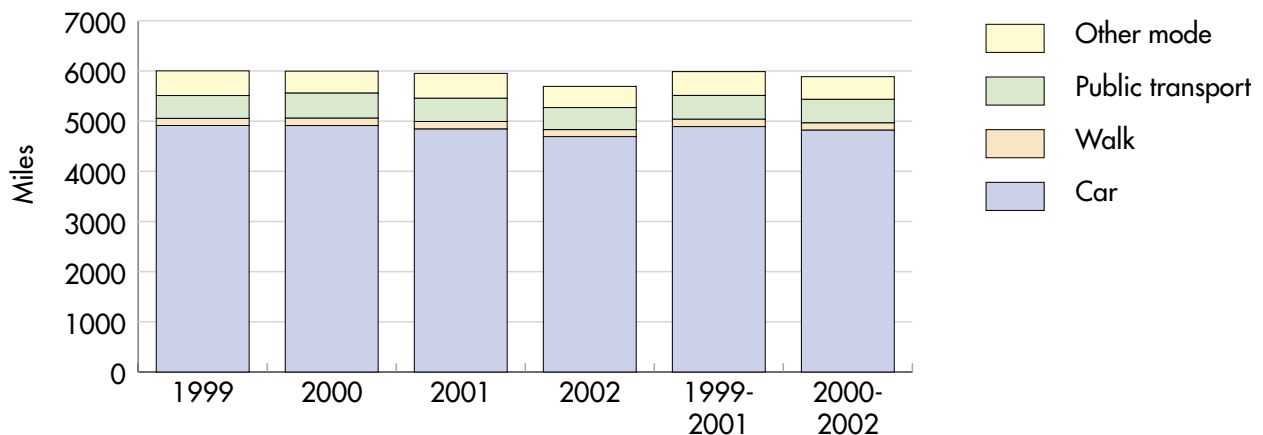


Table 2.1: Distance, journeys & hours travelled per person per year: 1999-2002

	Distance travelled (miles)		Number of journeys		Time taken	Average journey length
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
1999	6,003	5,924	988	792	306	6.1
2000	5,997	5,913	991	794	305	6.1
2001	5,953	5,871	952	769	301	6.3
2002	5,694	5,619	963	763	293	5.9
1999-2001	5,985	5,904	978	786	304	6.1
2000-2002	5,887	5,807	970	776	300	6.1

Figure 2.2: Journeys per person per year by main mode: 1999-2002

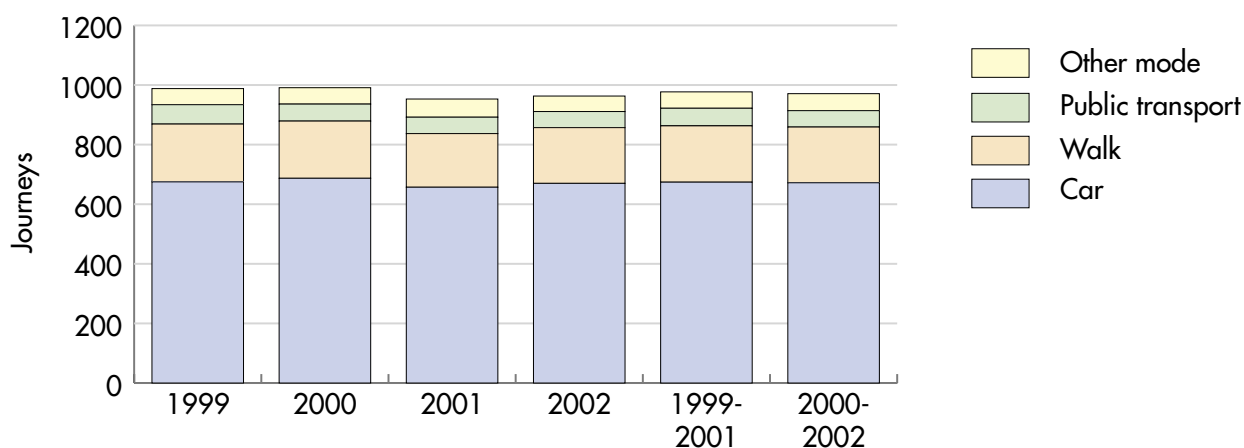
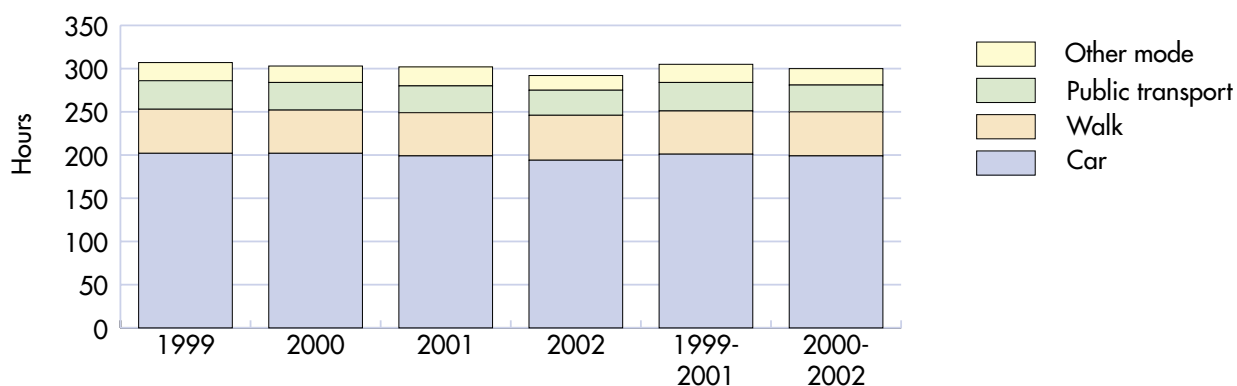


Figure 2.3: Time spent travelling per person per year by main mode: 1999-2002



## Trends in car ownership (Table 2.2)

- Just over one quarter (27%) of households in Northern Ireland did not have access to a car over the three-year reporting period (2000-2002), which is similar to the figure obtained in 1999-2001 (26%).
- Only 54% of households in Belfast have access to one or more cars compared to 78% and 77% in the East and West of Northern Ireland respectively. These figures were the same as the 1999-2001 figures.
- 28% of households in Northern Ireland have access to two or more cars. However, 16% of Belfast households have access to two or more cars, compared to one third (33%) of households in the East and 29% in the West.
- The average number of cars per household in Northern Ireland was 1.07 in 2000-2002, with Belfast having 0.72 cars per household compared to 1.17 and 1.12 for the East and West respectively.
- The average number of cars per household remained fairly constant over the 1999-2002 year period.

Table 2.2: Household car ownership by area of residence: 1999-2001 & 2000-2002

	Percentage						
	No Car	One car	Two cars	Three + cars	All households	Cars per household	Cars per adult (17+)
Belfast	..	..	..	..	..	..	..
East	22	44	27	6	100	1.17	0.60
West	22	50	22	5	100	1.14	0.55
All areas 1999	26	46	23	5	100	1.08	0.55
Belfast	..	..	..	..	..	..	..
East	20	49	26	4	100	1.16	0.61
West	20	50	26	5	100	1.16	0.56
All areas 2000	24	48	24	4	100	1.08	0.56
Belfast	..	..	..	..	..	..	..
East	25	42	26	7	100	1.17	0.62
West	26	46	23	4	100	1.06	0.56
All areas 2001	29	42	23	5	100	1.06	0.57
Belfast	..	..	..	..	..	..	..
East	22	43	30	5	100	1.19	0.63
West	24	46	26	4	100	1.12	0.60
All areas 2002	28	43	25	4	100	1.07	0.58
Belfast	46	39	15	1	100	0.72	0.42
East	22	45	27	6	100	1.17	0.61
West	23	49	24	5	100	1.12	0.56
All areas 1999-2001	26	45	24	5	100	1.07	0.56
Belfast	46	38	14	2	100	0.72	0.43
East	22	45	28	5	100	1.17	0.62
West	23	47	25	4	100	1.12	0.57
All areas 2000-2002	27	45	24	4	100	1.07	0.57

## Trends in driving licence holding (Table 2.3)

- In 2000–2002, 79% of men (aged 17 or over) and 61% of women held full car driving licences. These figures are similar to those obtained in 1999–2001 (80% and 60% respectively).
- There is a clear difference in licence holding between sexes at all age groups.
- There is also an increase between license holding between the 17-29 and 30-39 age group.
- In 2000–2002, 62% of young males (17–29) and 54% of young females held full driving licences. However, in the 70 or over age group, two thirds (67%) of the male population had a full licence compared to just under a quarter (24%) of females in the same age group.

Figure 2.4: Driving licence holders by age and sex: 2000-2002

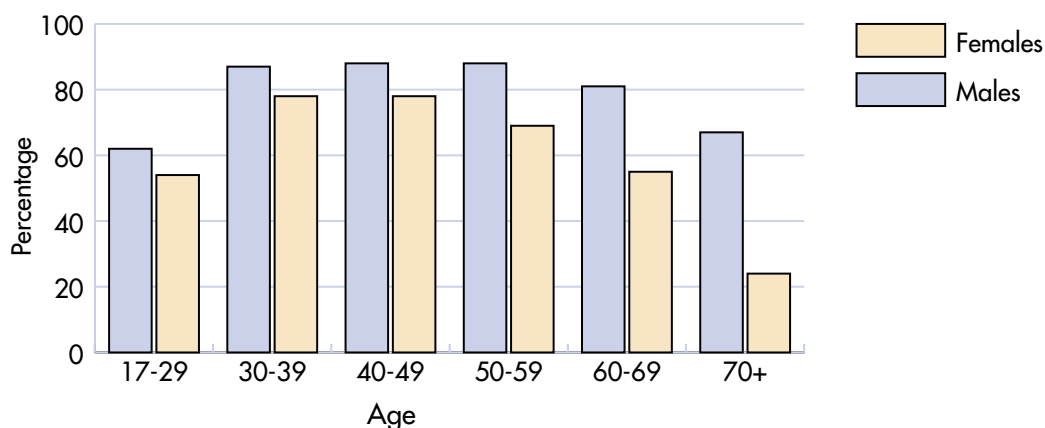


Table 2.3: Driving licence holders by age and sex: 1999-2001 & 2000-2002

	1999-2001			2000-2002		
	Male	Female	Adults	Male	Female	Adults
17 – 29	66	53	59	62	54	58
30 – 39	87	77	81	87	78	82
40 – 49	85	77	81	88	78	83
50 – 59	89	68	78	88	69	79
60 – 69	83	49	65	81	55	67
70 +	70	23	42	67	24	41
All adults	80	60	69	79	61	69

## Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 1999–2001 and 2000–2002.

### Distance travelled (Table 3.1)

- In 2000–2002, over four fifths (82%) of the total distance travelled in Northern Ireland was by car. This is consistent with the 1999–2001 figure.
- On average each person walked 145 miles per year in 2000–2002, which accounted for only 2% of the average distance travelled.
- Only 8% of the total distance travelled was made on public transport (mostly on Ulsterbus), in both reporting periods.
- There is a high degree of comparison between the 1999–2001 figures and the 2000–2002 figures across all the modes.

Table 3.1: Average distance travelled by mode of travel: 1999–2001 & 2000–2002

Miles

	Miles per person per year	
	1999–2001	2000–2002
<b>Walk</b>	146	145
<b>Bicycle</b>	19	17
<b>Car driver</b>	2985	2985
<b>Car passenger</b>	1873	1799
<b>Car undefined</b>	33	35
<b>Motorcycle</b>	20	26
<b>Other private</b>	345	320
<b>Citybus</b>	41	35
<b>Ulsterbus</b>	266	266
<b>Other bus</b>	108	97
<b>NIR</b>	53	66
<b>Black taxi</b>	7	6
<b>Taxi</b>	66	70
<b>Other public</b>	-	-
<b>Undefined mode</b>	25	19
<b>All modes</b>	5985	5887

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2000–2002 for Confidence Range)

## Number and length of journeys (Table 3.2)

- In both 1999–2001 and 2000–2002, the longest average journey lengths were train journeys averaging at 21.3 and 21.0 miles respectively, although we made only 3 of these on average each year.
- Car journeys (driver, passenger & undefined) averaged approximately 7 miles.
- Our walking journeys averaged just under three-quarters of a mile (0.7 miles).

Table 3.2: Journeys and average journey length by main mode: 1999-2001 & 2000-2002

Miles

	Journeys per person per year		Average journey length	
	1999–2001	2000–2002	1999–2001	2000–2002
<b>Walk</b>	189	187	0.7	0.7
<b>Bicycle</b>	7	7	2.6	2.5
<b>Car driver</b>	407	409	7.3	7.3
<b>Car passenger</b>	262	258	7.1	6.9
<b>Car undefined</b>	5	5	7.3	6.7
<b>Motorcycle</b>	2	3	8.9	10.0
<b>Other private</b>	26	25	13.1	12.9
<b>Citybus</b>	11	9	3.8	4.0
<b>Ulsterbus</b>	32	31	8.9	9.1
<b>Other bus</b>	11	10	9.8	10.0
<b>NIR</b>	3	3	21.3	21.0
<b>Black taxi</b>	2	2	3.2	3.0
<b>Taxi</b>	17	19	3.8	3.7
<b>Other public</b>	-	-	..	..
<b>Undefined mode</b>	3	3	7.0	7.1
<b>All modes</b>	978	970	6.1	6.1

(See Tables 6.4 and 6.6 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Ranges)

## Journey length (Table 3.3)

- One fifth of all journeys made were less than 1 mile.
- Two thirds (67%) of these 'short' journeys were on foot.
- Car was the main mode of transport for all journeys over 1 mile.
- Ulsterbus journeys were mainly between 2 and 25 miles.
- Citybus journeys were mostly between 2 and 5 miles.
- Few rail journeys were less than 10 miles.

Table 3.3: Journeys per person per year by distance and main mode: 2000-2002

Journeys	Journeys							All journeys
	< 1 mile	1- 5 miles	2-5 miles	5-10 miles	10-25 miles	25-50 miles	50+ miles	
<b>Walk</b>	130	42	14	1	-	-	-	187
<b>Bicycle</b>	1	2	3	-	-	0	0	7
<b>Car driver</b>	33	671	128	85	69	19	5	409
<b>Car passenger</b>	25	50	83	48	38	11	4	258
<b>Car undefined</b>	-	1	2	1	1	-	-	5
<b>Motorcycle</b>	-	-	1	1	-	-	-	3
<b>Other private</b>	2	3	5	6	6	3	1	25
<b>Citybus</b>	-	1	5	2	1	-	0	9
<b>Ulsterbus</b>	1	3	9	8	8	1	1	31
<b>Other bus</b>	-	1	3	2	2	1	-	10
<b>NIR</b>	-	-	-	1	2	1	-	3
<b>Black taxi</b>	-	-	1	-	-	0	0	2
<b>Taxi</b>	1	5	9	3	1	-	-	19
<b>Other public</b>	0	-	-	0	-	0	0	-
<b>Undefined mode</b>	-	-	-	1	-	-	-	3
<b>All modes</b>	193	179	264	159	128	36	11	970

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Range)

## Time spent travelling (Table 3.4)

- The average person spent nearly 13 days per year travelling (about 49 minutes per day) travelling per day within Northern Ireland during both 1999–2001 and 2000–2002.
- Just over 8 days of this time was spent travelling by car (averaging 33 minutes a day).
- An average of just over 2 days each year were spent walking.
- Public transport journey times ranged from an average of 56 minutes for NIR trains to 20 minutes for black taxis.

Table 3.4: Journey time by main mode: 1999–2001 & 2000–2002

	Hours/minutes			
	<b>Journey time per person per year (hours)</b>		<b>Average journey time (minutes)</b>	
	<b>1999–2001</b>	<b>2000–2002</b>	<b>1999–2001</b>	<b>2000–2002</b>
<b>Walk</b>	50	51	16	16
<b>Bicycle</b>	3	2	22	20
<b>Car driver</b>	121	122	18	18
<b>Car passenger</b>	78	75	18	17
<b>Car undefined</b>	2	2	28	23
<b>Motorcycle</b>	1	1	22	22
<b>Other private</b>	12	11	27	27
<b>Citybus</b>	5	4	27	27
<b>Ulsterbus</b>	18	18	33	34
<b>Other bus</b>	6	5	32	31
<b>NIR</b>	3	3	57	56
<b>Black taxi</b>	1	1	22	20
<b>Taxi</b>	4	4	15	14
<b>Other public</b>	-	-	..	..
<b>Undefined mode</b>	1	1	22	20
<b>All modes</b>	304	300	19	19

(See Tables 6.2 and 6.8 in the Travel Survey for Northern Ireland Technical Report 2000–2002 for Confidence Ranges)

## Distance travelled by area (Table 3.5)

- The distance travelled by those in the Belfast area was 37% lower than the Northern Ireland average.
- Those in the Belfast area made 77% of their trips by car, 13% by public transport and 5% on foot.
- Those in the Eastern area made 84% of their trips by car, 7% by public transport and 2% on foot.
- Residents in the Western area made 80% of their trips by car, 8% by public transport and 2% on foot.

Table 3.5: Average distance travelled per person per year by mode and area: 2000-2002

Miles

	<b>Belfast</b>	<b>East</b>	<b>West</b>	<b>All Areas</b>
<b>Walk</b>	198	143	127	145
<b>Bicycle</b>	16	20	15	17
<b>Car driver</b>	1742	3404	2982	2985
<b>Car passenger</b>	1083	1898	1964	1799
<b>Car undefined</b>	46	28	40	35
<b>Motorcycle</b>	17	36	18	26
<b>Other private</b>	53	295	454	320
<b>Citybus</b>	134	29	4	35
<b>Ulsterbus</b>	186	240	329	266
<b>Other bus</b>	62	70	143	97
<b>NIR</b>	69	99	25	66
<b>Black taxi</b>	22	4	1	6
<b>Taxi</b>	90	57	77	70
<b>Other public</b>	1	1	0	-
<b>Undefined mode</b>	5	9	36	19
<b>All modes</b>	3725	6331	6215	5887

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Range)

## Variations in travel by age and sex (Table 3.6)

- Men and women made similar number of trips each year. However, men travelled 34% further than women, averaging 7,549 miles a year, compared to 5,613 miles for women. The difference was greatest among those aged 60+ where men travelled 40% more than women on average.
- Children under 16 made 16% fewer trips than adults. Six in ten of these trips (60%) were as car passengers whilst most of the rest were on foot (25%).
- 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 age groups. Women aged up to 59 also made more trips as drivers, whilst older women were more likely to be as passengers.
- Overall, women made 19% of their trips on foot, compared to 16% men. Twenty two per cent of trips by women aged 16-29 were on foot, decreasing to 16% for those aged 30-59. This increased again for the older age group when 26% of trips made by women aged 60+ were on foot.
- Overall adults made 4% of their trips by public transport compared to children who made 11% of their trips by public transport.

Table 3.6: Journeys per person per year by main mode age and sex: 2000-2002

	Children <16	Males				Females				All adults	All persons
		16-29	30-59	60+	All adult males	16-29	30-59	60+	All adult women		
<b>Walk</b>	25	19	13	20	16	22	16	26	19	18	19
<b>Bicycle</b>	1	1	1	1	1	-	-	-	-	1	1
<b>Car driver</b>	0	40	67	62	61	35	58	27	47	54	42
<b>Car passenger</b>	60	20	7	8	10	27	19	37	24	18	27
<b>Car undefined</b>	0	-	1	1	1	1	1	1	1	1	1
<b>Motorcycle</b>	0	1	1	-	1	-	-	0	-	-	-
<b>Other private</b>	1	6	7	3	6	-	1	1	1	3	3
<b>Citybus</b>	1	2	1	1	1	2	1	2	1	1	1
<b>Ulsterbus</b>	7	6	1	2	2	5	1	3	2	2	3
<b>Other bus</b>	3	1	-	-	-	1	-	1	1	-	1
<b>NIR</b>	-	1	-	-	-	1	-	-	-	-	-
<b>Black taxi</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Taxi</b>	2	3	1	1	1	4	1	2	2	2	2
<b>Other public</b>	-	0	-	-	-	0	0	-	-	-	-
<b>Undefined mode</b>	-	-	-	-	-	-	-	-	-	-	-
<b>All modes</b>	100	100	100	100	100	100	100	100	100	100	100
<b>All Journeys</b>	864	902	1094	913	1010	988	1144	716	997	1003	970
<b>Distance travelled</b>	3912	7255	8824	4911	7549	6217	6429	3519	5613	6506	5887

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Range)

## Section 4: Why people travel

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

- One quarter (25%) of all journeys in 2000-2002 were for leisure (e.g. to visit friends, to take part in entertainment or sport activities, to go on holiday/day trips).
- Nearly one in five (19%) trips were to and from the shops.
- 14% of journeys were to and from work.
- Journeys to services, such as the bank, doctor or library (i.e. other personal business trips) made up about 14% of all trips.
- 31% of the total distance travelled was for leisure purposes.
- Nearly one fifth (19%) of the distance travelled was going to and from work.
- Nearly one tenth (9%) of the total distance travelled was for business travel.
- 13% of the distance travelled was made on shopping trips.
- On average the longest journeys were those made to go on holiday (within Northern Ireland) at an average of 30.2 miles.
- Business journeys were over twice as long (13.4 miles) as the average journey length (6.1 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 were made in NI for this purpose, and the average length of these journeys was 2.2 miles.
- All of the above statistics follow a similar pattern to the 1999–2001 figures.

Table 4.1 Travel per person per year by journey purpose: 1999–2001 & 2000-2002

	Number/Miles					
	Journeys per person per year		Miles per person per year		Average journey length	
	1999-2001	2000-2002	1999-2001	2000-2002	1999-2001	2000-2002
<b>Commuting</b>	141	139	1108	1118	7.9	8.1
<b>Business</b>	38	39	524	526	13.7	13.4
<b>Education</b>	85	83	356	335	4.2	4.0
<b>Escort education</b>	48	51	112	111	2.3	2.2
<b>Shopping</b>	185	185	823	790	4.5	4.3
<b>Other escort</b>	78	76	402	384	5.2	5.1
<b>Personal business</b>	142	136	683	636	4.8	4.7
<b>Visit friends at private home</b>	107	107	774	762	7.2	7.1
<b>Visit friends elsewhere</b>	26	28	145	164	5.7	5.9
<b>Entertainment/public social activities</b>	38	37	285	275	7.5	7.4
<b>Sport participate</b>	19	19	127	124	6.6	6.5
<b>Holiday base</b>	6	6	180	169	28.4	30.2
<b>Day trip</b>	18	19	266	294	14.6	15.5
<b>Other including just walk</b>	30	30	43	48	1.5	1.6
<b>Undefined purpose</b>	17	16	157	151	9.2	9.7
<b>Total</b>	978	970	5985	5887	6.1	6.1
<b>Journeys per worker per year</b>						
<b>Commuting</b>	329	324	2654	2657	8.1	8.2
<b>Business</b>	93	95	1281	1286	13.8	13.6

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Ranges)

Figure 4.1: Journey length by purpose: 2000-2002

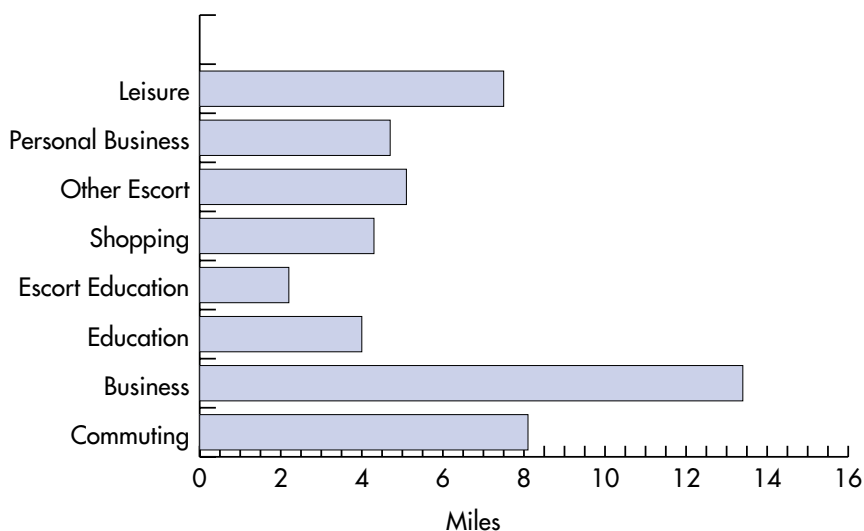


Figure 4.2: Number of journeys per person per year by purpose: 2000-2002

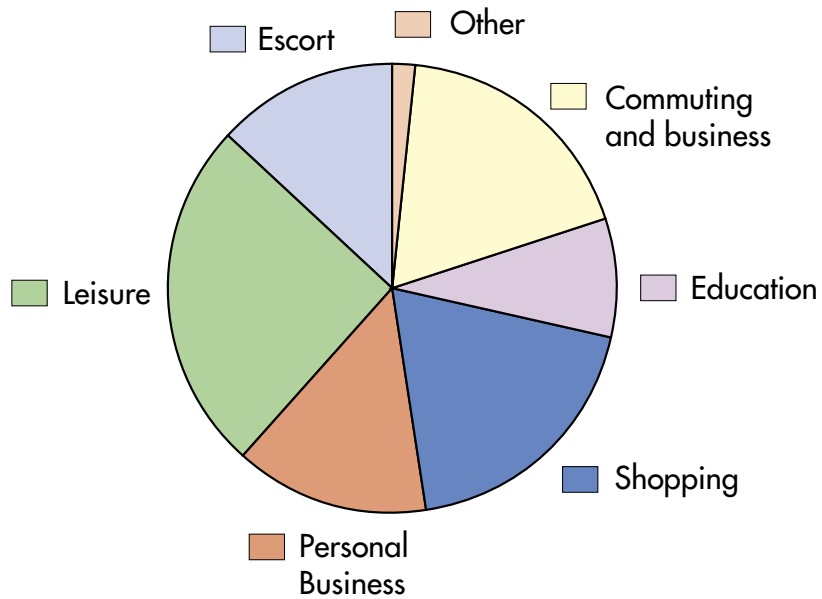
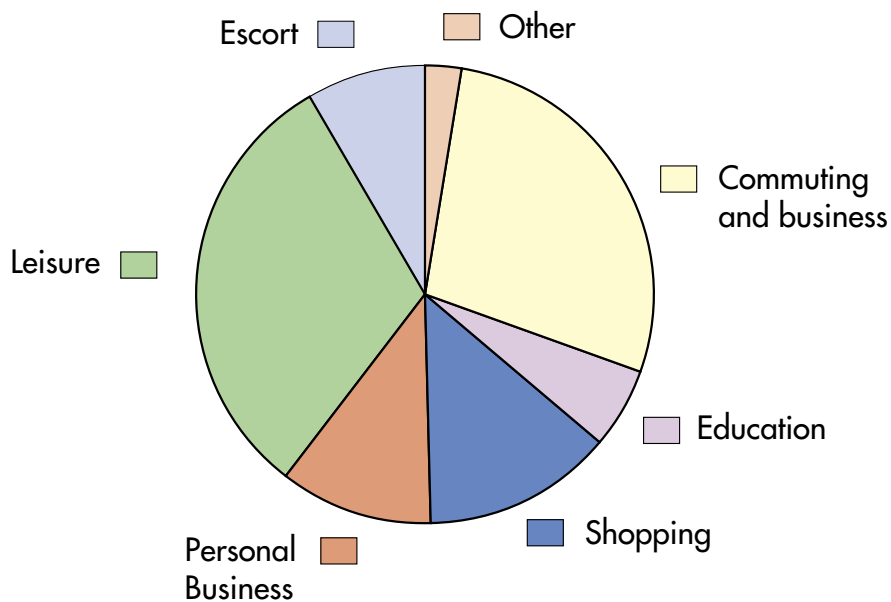


Figure 4.3: Distance travelled per person per year by journey purpose: 2000-2002



## Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (an average of 1,010 for men and 997 for women), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (22%) with an additional 8% on business. For women, 15% of journeys were to and from work, and 2% on business.
- Nearly one quarter (24%) of the total journeys women made were for shopping compared to 18% for men.
- These differences between purpose of journey for men and women were most evident in the 30-59 age group.
- Nearly one third (32%) of all journeys for those aged 16 and under were for education.
- Men and women made similar numbers of personal business journeys (includes journeys to the bank, post office, library, church, playgroup, doctor or optician).
- Shopping and personal business trips became more frequent with age. For women aged 60 and over, 62% 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 over one fifth (21%) of their journeys 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: 2000-2002

Percentage/Number/Miles

	Children < 16	Males				Females				All adults	All persons
		16-29	30-59	60 +	All adult males	16-29	30-59	60 +	All adult females		
<b>Commuting</b>	-	28	25	7	22	22	16	3	15	18	14
<b>Business</b>	-	7	11	3	8	1	3	-	2	5	4
<b>Education</b>	32	12	-	-	2	9	-	-	2	2	9
<b>Escort education</b>	5	-	4	2	3	4	11	2	8	5	5
<b>Shopping</b>	12	11	15	30	18	19	22	35	24	21	19
<b>other escort</b>	8	4	9	8	7	7	10	3	8	8	8
<b>Personal business</b>	13	8	13	21	14	9	13	27	15	14	14
<b>Visit friends at private home</b>	14	11	8	9	9	13	10	13	11	10	11
<b>Visit friends elsewhere</b>	2	5	3	4	4	4	2	4	3	3	3
<b>Entertainment/ public social activities</b>	6	4	3	5	3	4	3	4	3	3	4
<b>Sport participate</b>	3	4	2	1	2	1	1	1	1	2	2
<b>Holiday base</b>	1	1	1	1	1	-	1	1	1	1	1
<b>Day trip</b>	2	1	2	3	2	1	2	3	2	2	2
<b>Other including just walk</b>	2	1	4	5	4	4	3	4	3	3	3
<b>Undefined purpose</b>	1	3	2	2	2	2	1	1	1	2	2
<b>Total</b>	100	100	100	100	100	100	100	100	100	100	100
<b>All Journeys</b>	864	902	1094	913	1010	988	1144	716	997	1003	970
<b>Distance travelled</b>	3912	7255	8824	4911	7549	6217	6429	3519	5613	6506	5887

(See Table 6.5 in the Travel Survey for Northern Ireland Technical Report 2000-2002 for Confidence Range)

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

- In addition to filling in a diary of their actual travel, respondents were asked their 'usual' mode of travel to work. Around four fifths of workers travelled to work by car or van and one tenth usually walked to work.

Table 4.3a Method of travel to work: 2000-2002

	Percentage of workers (excluding those who worked at home)
<b>Car/van (includes minibus works van)</b>	80
<b>Motorbike/moped/scooter</b>	1
<b>Bicycle</b>	1
<b>Bus</b>	5
<b>NIR</b>	1
<b>Walk</b>	10
<b>Other</b>	2
<b>Total</b>	100

Table 4.3b Method of travel to work (by Area): 2000-2002

	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
<b>Car/van (includes minibus works van)</b>	67	81	84
<b>Motorbike/moped/scooter</b>	1	1	1
<b>Bicycle</b>	1	1	1
<b>Bus</b>	16	5	2
<b>NIR</b>	1	2	0
<b>Walk</b>	12	8	10
<b>Other</b>	2	2	2
<b>Total</b>	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

- Thirty eight per cent of annual vehicle mileage was between 9,000 and 14,999 miles, with nearly three quarters (73%) of the vehicles surveyed having an annual mileage 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 2000–2002, just over two in five vehicles (41%) in these households were used to take someone in the household to school.
- Three fifths (60%) 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, more than three fifths of these (62%) were parked in a “private or firm’s car park” during work hours, with most of the rest (33%) parked “in a non-payment area”.
- Just over one quarter (27%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2000-2002

Miles per year	Frequency	Percent
<b>0-499</b>	17	1
<b>500-999</b>	14	0
<b>1,000-1,999</b>	68	2
<b>2,000-2,999</b>	78	2
<b>3,000-3,999</b>	103	3
<b>4,000-4,999</b>	104	3
<b>5,000-6,999</b>	430	14
<b>7,000-8,999</b>	333	11
<b>9,000-11,999</b>	653	21
<b>12,000-14,999</b>	531	17
<b>15,000-17,999</b>	349	11
<b>18,000-20,999</b>	238	8
<b>21,000-29,999</b>	114	4
<b>30,000 or over</b>	109	3
<b>Total</b>	3141	100

## Bicycle ownership (Figure 5.1 and Table 5.2)

- Nearly two fifths (37%) of households in Northern Ireland own one or more bicycles. A total of 13% of households have one bicycle, 12% two bicycles and a further 12% have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2000–2002

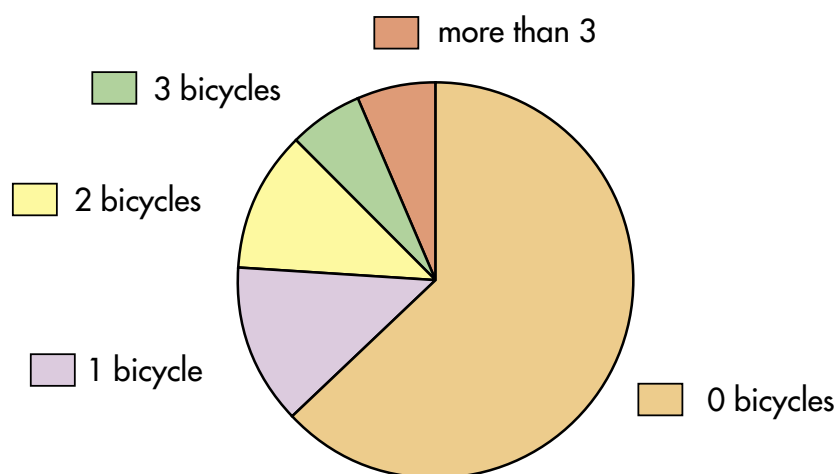


Table 5.2: Household bicycle ownership: 2000–2002

Number of bicycles	Number of households
0	1810
1	377
2	331
3	174
4	120
5	47
6	14
7	4

## Access to public transport (Table 5.3 and Figure 5.2, Table 5.4 & Figure 5.3)

- Nearly 7 in 10 households (69%) lived within 6 minutes walk of a bus stop or place where they could get on a bus.
- When a member of each household was asked how often could they get a bus from their nearest stop every day, 28% did not know. 8% of households could get a bus every 15 minutes during the day, while 21% could get a bus every half-hour and a further 22% every hour.
- Relatively few households had access to a train station. One member of each household was asked how long it would take them to walk to their nearest NIR station. Over three fifths (62%) said it would take them 44 or more minutes or it was not feasible to walk. Overall, just over a quarter (26%) of households lived within 26 minutes walk and 11% lived within 13 minutes walk of an NIR station.

Table 5.3: Bus service frequency: 2000–2002

Frequency of Service	Percentage of Households
At least once every quarter-hour	8
At least once every half-hour	21
At least once an hour	22
About 3 times a day	15
At least once a day	5
Less than once a day	1
Don't Know	28

Figure 5.2: Time taken to walk to nearest bus stop: 2000–2002

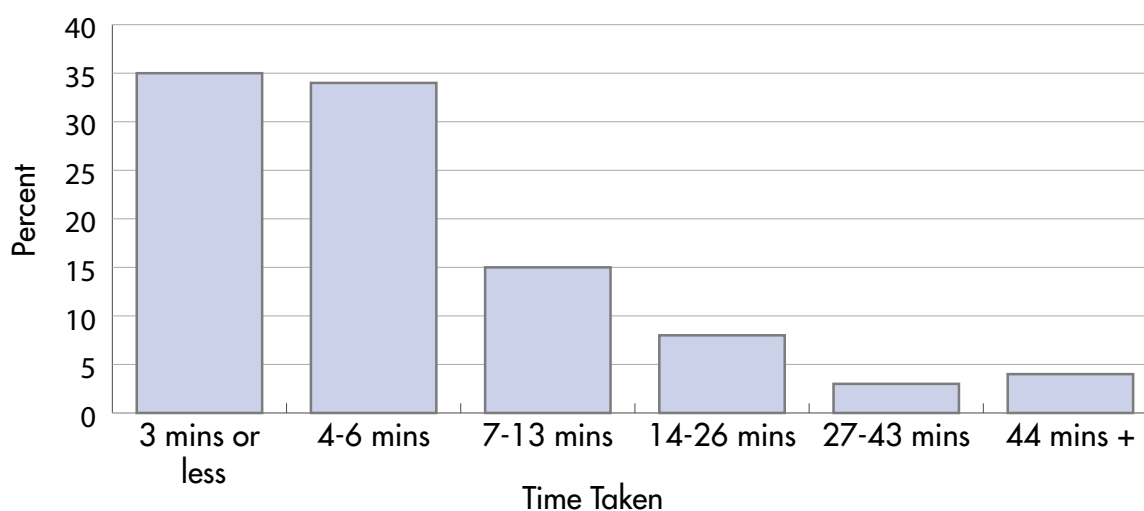
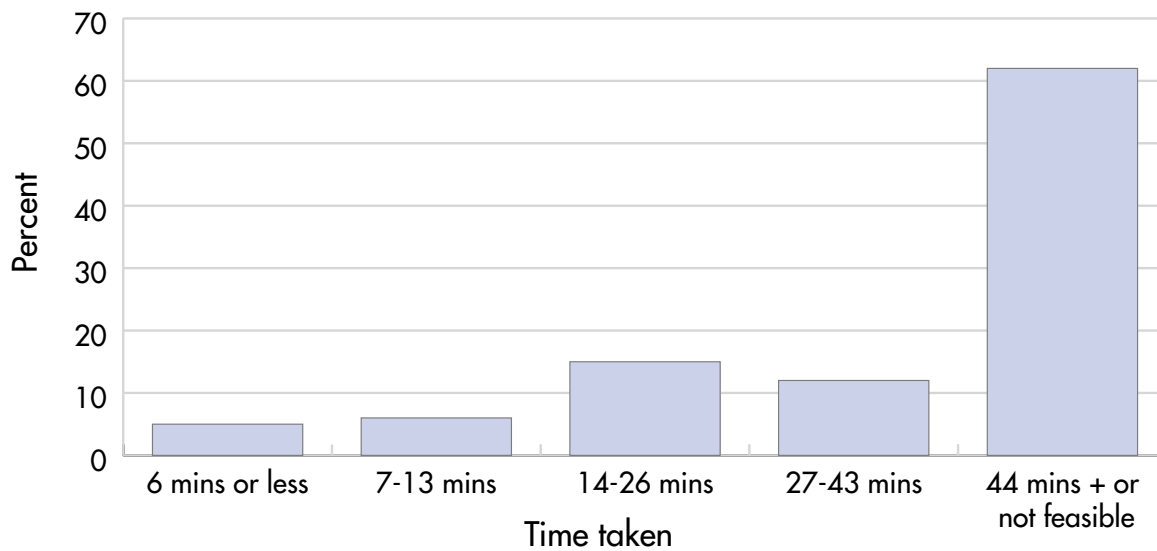


Table 5.4: Rail service frequency: 2000–2002

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)	68
Frequent service during rush hour (at least once per hour)	6
Less frequent service	4
Not applicable	5
Don't Know	17

Figure 5.3: Time taken to walk to nearest NIR station: 2000–2002



# 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 / Trips

A journey/trip is defined as a one-way course of travel having a single main purpose. Outward and return portions of a return journey/trip are treated as two separate journeys/trips. A journey/trip 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/trip is not broken up into smaller journeys/trips.

## 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 in course of work journeys. 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.

In course of work travel 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 by mechanical transport is excluded.

Walking or cycling is included even if off the public highway unless it takes place on private land. An exception to this is cross-country walking, running, hiking or mountain climbing 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'. Detailed information on journey purposes can be obtained by consulting the definition manual.

## 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 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 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 the 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 and non-vocational evening classes.

The *sport participate* category includes journeys to take part in all outdoor activities. It also includes 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 trips made just for pleasure.

## **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 has not 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, this should be coded as car passenger, as under 17's should not be a car driver.

However, when it is not possible to deduce if it is a driver or passenger, it should be coded as car undefined. The *motorcycle* category covers all two wheeled motorised vehicles used for private transport.

For this report van and lorries are generally included in the *other private category*. (Vans with rear windows to the side of the drivers seat are coded as cars.) Also included in this category are land rovers and jeeps, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc.

*Public transport* includes travel by Black Taxi.

*Citybus* covers all those regular bus services, which provide short distance travel within urban or suburban areas e.g. the Belfast City Zone.

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 e.g. services to Jordanstown. Private hire taxis are included in the *taxi* category.

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

*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 the method of transport was 'private' but where it is impossible to be specific and the respondent is not available to ask.
- Unspecified public -This code should be used where the method of transport was 'public', e.g. because a fare has been paid, but where a specific method cannot be ascertained.

## Area

## District Council

Belfast

Belfast

East of Province

Antrim, Ards, Ballymena, Banbridge, Carrick, Castlereagh, Craigavon, Down, Larne, Lisburn, Newtownabbey, North Down

West of Province

Armagh, Ballymoney, Coleraine, Cookstown, Dungannon, Fermanagh, Limavady, Derry, Magherafelt, Moyle, Newry & Mourne, Omagh, Strabane