

Travel Survey for Northern Ireland

2001-2003



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2001-2003

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Thanks are also due to the interviewers for conducting the fieldwork and achieving the required response rates.

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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 (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 2001 - 2003:-

- On average, Northern Ireland residents travelled 5,786 miles per year over the three-year reporting period (5,887 miles in 2000–2002 and 5,985 miles in 1999-2001).
- Each person made an average of 960 journeys each year (970 journeys in 2000-2002 and 978 in 1999-2001).
- Car travel made up just over four fifths (83%) of the total distance travelled.
- We walked on average 142 miles each year, just over 2% of our total distance travelled.
- Men and women made the same number (993) of journeys per year.
- Men travelled 28% further than women, averaging 7,233 miles a year, compared to 5,640 for women.
- 80% 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) (20.5 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 just over six in ten (61%) of their journeys as car passengers, with most of the rest on foot (24%). Women made one fifth of their journeys on foot, compared to 16% for men.
- Just over one quarter (26%) of journeys were made for leisure purposes, one fifth to and from the shops, 14% for commuting and 13% for personal business.
- In terms of distance, 31% was for leisure purposes, 19% for commuting, 15% for shopping and 10% for personal business.
- Men made just over one fifth (21%) of their journeys commuting to and from work, with an additional 9% travelling on business. For women, 16% of journeys were to and from work, and 3% on business.
- One quarter of women's journeys were to shop, compared to 19% 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 (28%) said they did not know how often they could get a bus).
- One fifth of all journeys were less than one mile, nearly two thirds of which were on foot (65%). Car was the dominant mode of transport for all journeys over 1 mile.
- We spent a total of 12½ days each year (or approximately 49 minutes per day) travelling within Northern Ireland. Just over 8 days (or 67%) of this time was spent travelling by car and just over 2 days walking.
- Those living in the Belfast area travelled an average of 3,584 miles per year, compared to 6,245 and 6,083 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 third Travel Survey for Northern Ireland (TSNI) report. The first reported on the years 1999–2001, the second 2000–2002, whilst this one covers the 2001–2003 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 80 per month during the time period 2001–2003.

Information for the survey is collected using 2 methods. Individuals complete a seven-day travel diary, which collects information on all journeys 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 2001 – December 2003. 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 and 2000 figures, and where possible compared with the 1999–2001 and 2000–2002 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. Tables of confidence ranges for the estimates in this report are provided in the Travel Survey for Northern Ireland, Technical Report 2001-2003.

Summary of basic statistics

Table 1.1 provides information taken from the 1999 to 2003 databases.

Table 1.1: Unweighted sample numbers on which analyses are based

	Numbers							
	1999	2000	2001	2002	2003	1999-2001	2000-2002	2001-2003
Households	911	1002	934	941	959	2847	2877	2834
Individuals	2461	2666	2294	2302	2264	7421	7262	6860
Children (<16)	632	675	526	528	489	1833	1729	1543
Adults (16+)	1825	1987	1766	1767	1767	5578	5520	5300
Motor vehicles	1035	1122	1014	1046	1065	3171	3182	3125
Cars*	987	1085	986	1008	1045	3058	3079	3039
4-wheeled cars	938	1040	933	953	1000	2911	2926	2886
Journeys	41195	44720	37380	37788	37406	123295	119888	112574
Stages	42140	45782	38329	38584	38044	126251	122695	114957

* 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	2003	1999-2001	2000-2002	2001-2003
Yearly averages for NI residents:								
No. of journeys	988	991	952	963	965	978	970	960
No. of journeys (1 mile+)	792	794	769	763	771	786	776	767
Miles travelled	6,003	5,997	5,953	5,694	5,712	5,985	5,887	5,786
Miles travelled by car	4,913	4,912	4,842	4,691	4,798	4,891	4,819	4,777
Hours travelled	306	305	301	293	302	304	300	299
Vehicles per household	1.14	1.12	1.09	1.11	1.11	1.11	1.11	1.10
*Cars per household	1.08	1.08	1.06	1.07	1.09	1.07	1.07	1.07
*Cars per adult (16+)	0.54	0.55	0.56	0.57	0.59	0.55	0.56	0.57
% of men with full car driving licence	80	81	79	78	82	80	79	80
% of women with full car driving licence	58	61	60	62	61	60	61	61
Individuals per household	2.7	2.7	2.5	2.4	2.4	2.6	2.5	2.4
% of households with bus service at least every 15 mins	7 (25% don't know)	8 (26% don't know)	7 (29% don't know)	9 (28% don't know)	8 (27% don't know)	7 (27% don't know)	8 (27% don't know)	8 (28% don't know)
Northern Ireland Population for survey period:	1691800	1697800	1685267	1696641	1702628	5074867	5079708	5084536

* 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 5 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 (2001–2003).
- We each travelled 5,953 miles in 2001, 5,694 in 2002 and 5,712 in 2003; this averaged out at 5,786 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average 6.0 miles long.
- The average number of journeys per person each year was 960 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 299 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 1999–2003.

Figure 2.1: Average distance per person per year by mode: 1999-2003

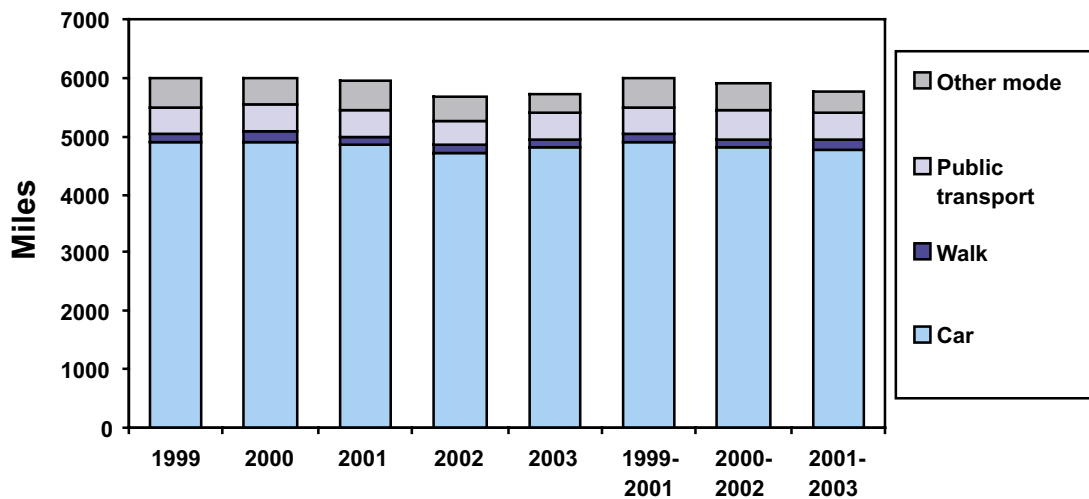


Table 2.1: Distance, journeys & hours travelled per person per year: 1999-2003

	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
2003	5,712	5,634	965	771	302	5.9
1999-2001	5,985	5,904	978	786	304	6.1
2000-2002	5,887	5,807	970	776	300	6.1
2001-2003	5,786	5,708	960	767	299	6.0

Figure 2.2: Journeys per person per year by main mode: 1999-2003

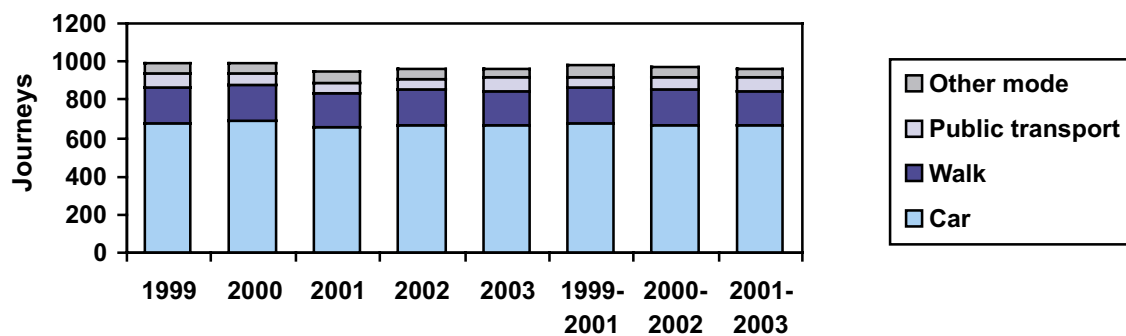
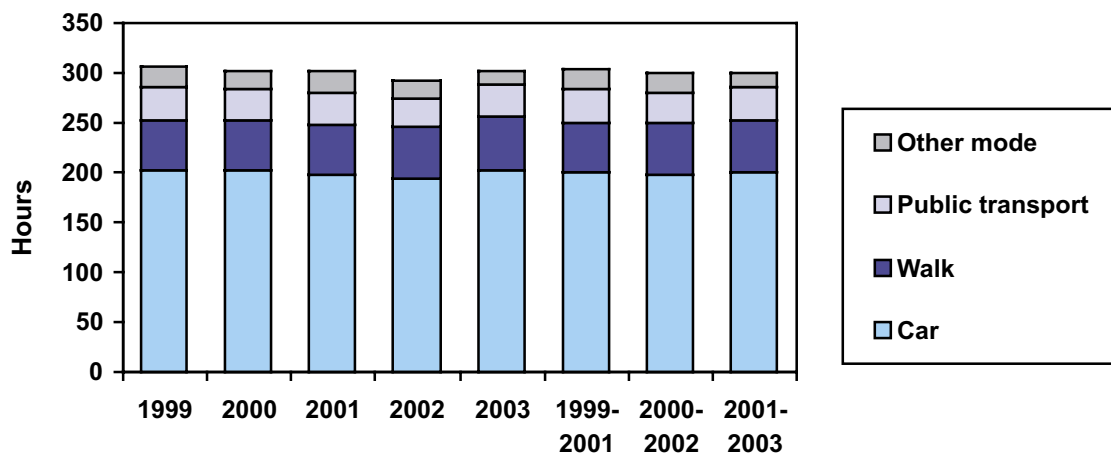


Figure 2.3: Time spent travelling per person per year by main mode: 1999-2003



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 (2001-2003), which is the same as the figure obtained in 2000-2002.
- Only 54% of households in Belfast have access to one or more cars compared to 78% and 75% in the East and West of Northern Ireland respectively. These figures were similar to previous years.
- 29% of households in Northern Ireland have access to two or more cars. However, just 15% of Belfast households have access to two or more cars, compared to one third (33%) of households in the East and 30% in the West.
- The average number of cars per household in Northern Ireland was 1.07 in 2001-2003, with Belfast having only 0.73 cars per household compared to 1.17 and 1.11 for the East and West respectively.
- The average number of cars per household remained fairly constant over the 1999-2003 year period.

Table 2.2: Household car ownership by area of residence: 1999–2003

	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	..	..	..	..	..	..	..
East	20	49	27	4	100	1.17	0.65
West	24	46	25	6	100	1.14	0.60
All areas 2003	26	47	23	5	100	1.09	0.61
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
Belfast	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 2001 - 2003	27	44	24	5	100	1.07	0.59

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

- In 2001–2003, 80% 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% men and 60% women) and 2000 – 2002 (79% men and 61% women).
- There is a clear difference in licence holding between sexes at all age groups.
- There is also an increase between licence holding between the 17-29 and 30-39 age group.
- In 2001–2003, 61% of young males (17–29) and 54% of young females held full driving licences. However, in the 70 or over age group, nearly two thirds (65%) of the male population had a full licence compared to a quarter of females in the same age group.

Figure 2.4: Driving licence holders by age and sex: 2001-2003

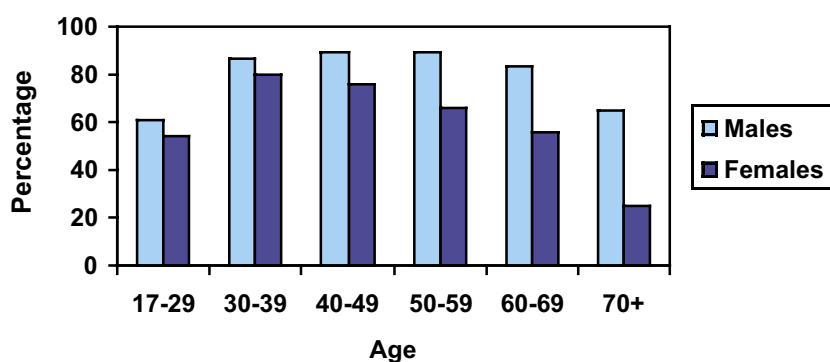


Table 2.3: Driving licence holders by age and sex: 1999-2001, 2000-2002 & 2001-2003

	1999-2001			2000-2002			Percentage 2001-2003		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17 - 29	66	53	59	62	54	58	61	54	58
30 - 39	87	77	81	87	78	82	87	80	83
40 - 49	85	77	81	88	78	83	89	76	82
50 - 59	89	68	78	88	69	79	89	66	77
60 - 69	83	49	65	81	55	67	83	56	69
70 +	70	23	42	67	24	41	65	25	42
All adults	80	60	69	79	61	69	80	61	70

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 1999-2001, 2000-2002 and 2001-2003.

Distance travelled (Table 3.1)

- In 2001–2003, over four fifths (83%) of the total distance travelled in Northern Ireland was by car. This is consistent with 1999-2001 and 2000-2002 data.
- On average each person walked 142 miles per year in 2001-2003, which accounted for only 2% of the average distance travelled.
- Only 7% of the total distance travelled was made on public transport (mostly on Ulsterbus).
- There is a high degree of comparison between the figures of the three reporting periods across all modes.

Table 3.1: Average distance travelled by mode of travel: 1999-2001, 2000-2002 & 2001-2003

Miles			
	Miles per person per year		
	1999–2001	2000-2002	2001 - 2003
Walk	146	145	142
Bicycle	19	17	14
Car driver	2985	2985	3028
Car passenger	1873	1799	1720
Car undefined	33	35	29
Motorcycle	20	26	25
Other private	345	320	319
Citybus	41	35	37
Ulsterbus	266	266	239
Other bus	108	97	87
NIR	53	66	56
Black taxi	7	6	7
Taxi	66	70	71
Other public	-	-	-
Undefined mode	25	19	12
All modes	5985	5887	5786

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Range)

Number and length of journeys (Table 3.2)

- In 1999–2001, 2000–2002 and 2001–2003 the longest average journey lengths were train journeys averaging at 21.3, 21.0 and 20.5 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 & 2001-2003

	Journeys/Miles					
	Journeys per person per year			Average journey length		
	1999-2001	2000-2002	2001-2003	1999-2001	2000-2002	2001-2003
Walk	189	187	182	0.7	0.7	0.7
Bicycle	7	7	6	2.6	2.5	2.3
Car driver	407	409	413	7.3	7.3	7.3
Car passenger	262	258	248	7.1	6.9	6.9
Car undefined	5	5	4	7.3	6.7	6.6
Motorcycle	2	3	3	8.9	10.0	9.4
Other private	26	25	30	13.1	12.9	10.8
Citybus	11	9	10	3.8	4.0	4.0
Ulsterbus	32	31	29	8.9	9.1	8.9
Other bus	11	10	10	9.8	10.0	9.0
NIR	3	3	3	21.3	21.0	20.5
Black taxi	2	2	2	3.2	3.0	3.2
Taxi	17	19	19	3.8	3.7	3.6
Other public	-	-	-	..	..	..
Undefined mode	3	3	2	7.0	7.1	7.4
All modes	978	970	960	6.1	6.1	6.0

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Ranges)

Journey length (Table 3.3)

- One fifth of all journeys made were less than 1 mile.
- Nearly two thirds (65%) 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: 2001-2003

Journeys	Journeys							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	125	41	15	1	-	-	0	182
Bicycle	2	2	2	-	-	-	-	6
Car driver	34	70	125	89	72	18	5	413
Car passenger	26	46	77	48	36	11	4	248
Car undefined	1	1	2	1	-	-	-	4
Motorcycle	-	-	1	1	-	-	-	3
Other private	2	3	7	8	6	3	1	30
Citybus	-	1	6	2	-	-	-	10
Ulsterbus	1	2	9	7	8	1	1	29
Other bus	-	1	4	2	2	-	-	10
NIR	0	0	-	1	1	1	-	3
Black taxi	-	-	1	-	-	0	-	2
Taxi	1	5	9	3	1	-	-	19
Other public	0	0	-	0	-	0	0	-
Undefined mode	-	-	-	-	-	-	-	2
All modes	192	173	258	163	127	34	11	960

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Range)

Time spent travelling (Table 3.4)

- The average person spent 12½ days per year travelling (about 49 minutes per day) travelling per day within Northern Ireland during the three reporting periods.
- 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 52 minutes for NIR trains to 21 minutes for black taxis.

Table 3.4: Journey time by main mode: 1999–2001, 2000-2002 & 2001-2003

	Hours/Minutes					
	Journey time per person per year (hours)			Average journey time (minutes)		
	1999–2001	2000-2002	2001-2003	1999–2001	2000-2002	2001-2003
Walk	50	51	52	16	16	17
Bicycle	3	2	2	22	20	18
Car driver	121	122	125	18	18	18
Car passenger	78	75	73	18	17	18
Car undefined	2	2	2	28	23	21
Motorcycle	1	1	1	22	22	20
Other private	12	11	11	27	27	23
Citybus	5	4	5	27	27	28
Ulsterbus	18	18	16	33	34	34
Other bus	6	5	5	32	31	29
NIR	3	3	2	57	56	52
Black taxi	1	1	1	22	20	21
Taxi	4	4	5	15	14	14
Other public	-	-	-	..	..	..
Undefined mode	1	1	1	22	20	21
All modes	304	300	299	19	19	19

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Ranges)

Distance travelled by area (Table 3.5)

- The distance travelled by those in the Belfast area was 38% lower than the Northern Ireland average.
- Those in the Belfast area made 77% of their journeys by car, 12% by public transport and 6% on foot.
- Those in the Eastern area made 85% of their journeys by car, 6% by public transport and 2% on foot.
- Residents in the Western area made 81% of their journeys by car, 7% by public transport and 2% on foot.

Table 3.5: Average distance travelled per person per year by mode and area: 2001-2003

	Miles			
	Belfast	East	West	All Areas
Walk	204	140	121	142
Bicycle	12	14	14	14
Car driver	1718	3417	3058	3028
Car passenger	996	1835	1867	1720
Car undefined	41	27	26	29
Motorcycle	4	41	13	25
Other private	80	309	425	319
Citybus	149	31	1	37
Ulsterbus	171	212	298	239
Other bus	42	62	134	87
NIR	50	91	17	56
Black taxi	26	5	3	7
Taxi	88	58	80	71
Other public	-	1	0	-
Undefined mode	2	3	27	12
All modes	3584	6245	6083	5786

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Range)

Variations in travel by age and sex (Table 3.6)

- Men and women made the same number (993) of journeys each year. However, men travelled 28% further than women, averaging 7,233 miles a year, compared to 5,640 miles for women. The difference was greatest among those aged 60+ where men travelled 37% more than women on average.
- Children under 16 made 15% fewer journeys than adults. Just over six in ten of these journeys (61%) were as car passengers whilst most of the rest were on foot (24%).
- 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 journeys as drivers, whilst older women were more likely to be passengers.
- Overall, women made one fifth of their journeys on foot, compared to 16% men. Twenty one per cent of journeys by women aged 16-29 were on foot, declining to 17% for those aged 30-59. This increased again for the older age group when one quarter 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 10% of their journeys by public transport.

Table 3.6: Journeys per person per year by main mode age and sex: 2001-2003

	Percentage/Journeys/Miles										
	Children <16	Males				Females				All adults	All persons
16-29		30-59	60+	All adult males	16-29	30-59	60+	All adult women			
Walk	24	21	12	21	16	21	17	26	20	18	19
Bicycle	1	1	1	1	1	-	-	-	-	1	1
Car driver	0	39	67	62	61	39	58	28	48	54	43
Car passenger	61	20	7	8	10	26	18	37	23	17	26
Car undefined	0	-	1	1	1	-	1	1	1	1	-
Motorcycle	-	1	1	-	1	-	-	0	-	-	-
Other private	1	5	8	3	7	1	1	1	1	4	3
Citybus	1	2	1	1	1	2	1	2	1	1	1
Ulsterbus	6	6	1	2	2	5	1	3	2	2	3
Other bus	3	1	-	-	-	1	-	1	1	-	1
NIR	-	1	-	-	-	1	-	-	-	-	-
Black taxi	-	-	-	-	-	1	-	-	-	-	-
Taxi	2	4	1	1	2	4	2	2	2	2	2
Other public	-	0	-	-	-	0	0	-	-	-	-
Undefined mode	-	-	-	-	-	-	-	-	-	-	-
All modes	100	100	100	100	100	100	100	100	100	100	100
All Journeys	849	906	1063	915	993	991	1136	722	993	993	960
Distance travelled	3772	6601	8612	4851	7233	6333	6453	3545	5640	6380	5786

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Range)

Section 4: Why people travel

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

- Just over one quarter (26%) of all journeys in 2001–2003 were for leisure (e.g. to visit friends, to take part in entertainment or sport activities, to go on holiday/day journeys).
- One fifth of journeys 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 journeys) made up about 13% of all journeys.
- 31% of the total distance travelled was for leisure purposes.
- Nearly one fifth (19%) of the distance travelled was going to and from work.
- One tenth of the total distance travelled was for business travel.
- 15% of the 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 29.8 miles.
- Business journeys were over twice as long (12.8 miles) as the average journey length (6.0 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 2.3 miles.
- All of the above statistics follow a similar pattern to the 1999–2001 and 2000–2002 figures.

Table 4.1: Travel per person per year by journey purpose: 1999–2001, 2000–2002 & 2001–2003

	Journeys/Miles								
	Journeys per person per year			Miles per person per year			Average journey length		
	1999-2001	2000-2002	2001-2003	1999-2001	2000-2002	2001-2003	1999-2001	2000-2002	2001-2003
Commuting	141	139	138	1108	1118	1097	7.9	8.1	7.9
Business	38	39	44	524	526	558	13.7	13.4	12.8
Education	85	83	80	356	335	317	4.2	4.0	3.9
Escort education	48	51	52	112	111	120	2.3	2.2	2.3
Shopping	185	185	191	823	790	841	4.5	4.3	4.4
Other escort	78	76	70	402	384	352	5.2	5.1	5.0
Personal business	142	136	127	683	636	580	4.8	4.7	4.6
Visit friends at private home	107	107	109	774	762	767	7.2	7.1	7.0
Visit friends elsewhere	26	28	32	145	164	192	5.7	5.9	5.9
Entertainment/public social activities	38	37	35	285	275	258	7.5	7.4	7.4
Sport participate	19	19	19	127	124	133	6.6	6.5	6.9
Holiday base	6	6	5	180	169	161	28.4	30.2	29.8
Day trip	18	19	18	266	294	266	14.6	15.5	14.6
Other including just walk	30	30	29	43	48	43	1.5	1.6	1.5
Undefined purpose	17	16	10	157	151	103	9.2	9.7	10.6
Total	978	970	960	5985	5887	5786	6.1	6.1	6.0
Journeys per worker per year:									
Commuting	329	324	314	2654	2657	2523	8.1	8.2	8.0
Business	93	95	102	1281	1286	1319	13.8	13.6	12.9

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Ranges)

Figure 4.1: Journey length by purpose: 2001-2003

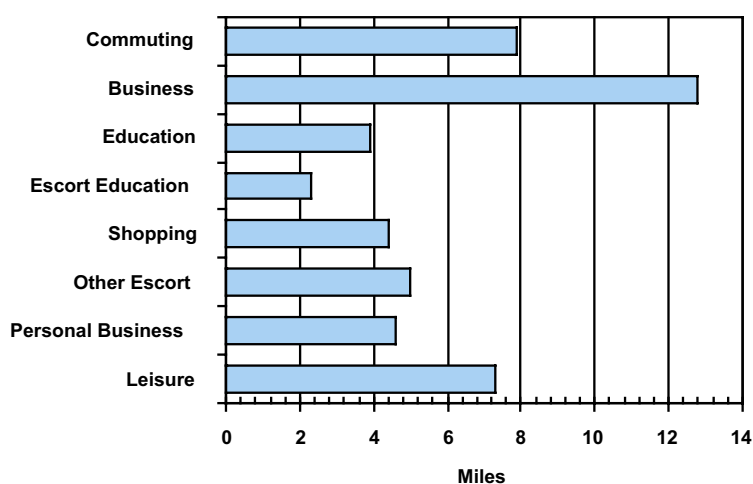


Figure 4.2: Number of journeys per person per year by purpose: 2001-2003

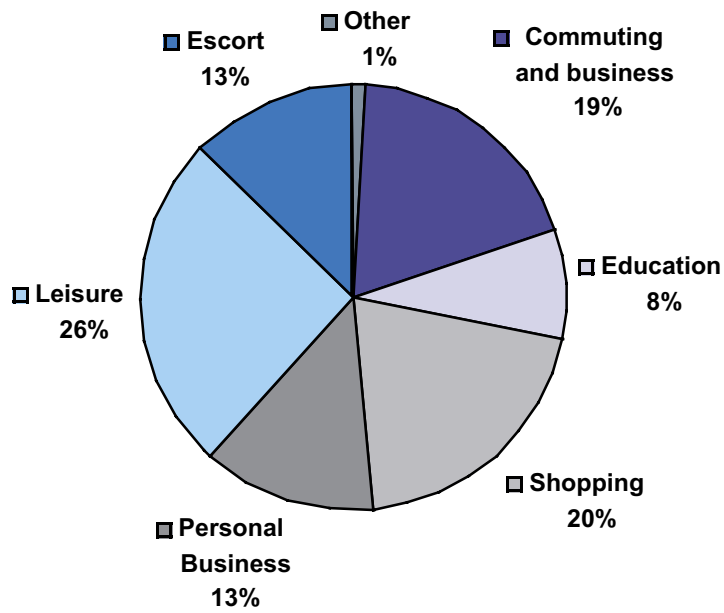
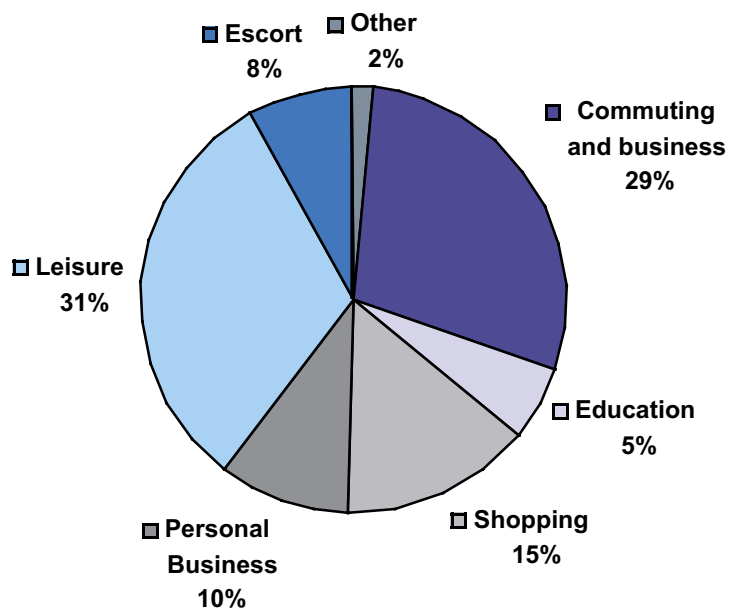


Figure 4.3: Distance travelled per person per year by journey purpose: 2001-2003



Purpose of travel by age and sex (Table 4.2)

- Although men and women made the same numbers of journeys (993 each), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (21%) with an additional 9% on business. For women, 16% of journeys were to and from work, and 3% on business.
- One quarter of the total journeys women made were for shopping compared to 19% 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 journeys became more frequent with age. 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 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: 2001-2003

	Percentage/Number/Miles										
		Males				Females					
	Children < 16	16-29	30-59	60 +	All adult males	16-29	30-59	60 +	All adult females	All adults	All persons
Commuting	-	27	25	6	21	25	16	4	16	18	14
Business	-	6	13	3	9	1	4	-	3	6	5
Education	32	12	-	-	2	9	1	-	2	2	8
Escort education	5	1	4	2	3	4	12	1	8	6	5
Shopping	12	12	16	30	19	19	23	35	25	22	20
Other escort	7	4	8	7	7	7	9	3	8	7	7
Personal business	13	7	11	20	13	8	12	25	14	13	13
Visit friends at private home	15	13	8	10	9	13	10	13	11	10	11
Visit friends elsewhere	2	6	3	4	4	5	2	4	3	4	3
Entertainment/public social activities	6	4	3	5	3	3	3	4	3	3	4
Sport participate	3	4	2	2	3	1	1	1	1	2	2
Holiday base	1	-	1	1	1	-	-	1	-	1	1
Day trip	2	1	2	3	2	1	2	3	2	2	2
Other including just walk	2	1	3	5	4	2	3	5	3	3	3
Undefined purpose	1	2	1	2	1	1	1	1	1	1	1
Total	100	100	100	100	100	100	100	100	100	100	100
All Journeys	849	906	1063	915	993	991	1136	722	993	993	960
Distance travelled	3772	6601	8612	4851	7233	6333	6453	3545	5640	6380	5786

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2001-2003 for Confidence Range)

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. Over four fifths of workers (81%) travelled to work by car or van and nearly one tenth (9%) usually walked to work.

Table 4.3a: Method of travel to work: 2001-2003

	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	9
Other	2
Total	100

Table 4.3b: Method of travel to work (by Area): 2001-2003

	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	67	83	85
Motorbike/moped/scooter	1	1	1
Bicycle	1	1	1
Bus	16	5	2
NIR train	1	1	0
Walk	13	8	10
Other	2	2	2
Total	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 2001–2003, two in five vehicles (40%) 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, just over two thirds of these (67%) were parked in a “private or firm’s car park” during work hours, with most of the rest (27%) parked “in a non-payment area”.
- Just over one quarter (26%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2001-2003

Miles per year	Frequency	Percentage
0-499	18	1
500-999	18	1
1,000-1,999	73	2
2,000-2,999	85	3
3,000-3,999	98	3
4,000-4,999	103	3
5,000-6,999	439	14
7,000-8,999	323	10
9,000-11,999	666	22
12,000-14,999	505	16
15,000-17,999	329	11
18,000-20,999	220	7
21,000-29,999	111	4
30,000 or over	98	3
Total	3086	100

Bicycle ownership (Figure 5.1, Table 5.2)

- Over one third (36%) of households in Northern Ireland own one or more bicycles. A total of 13% of households have one bicycle, 10% have two bicycles and a further 12% have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2001–2003

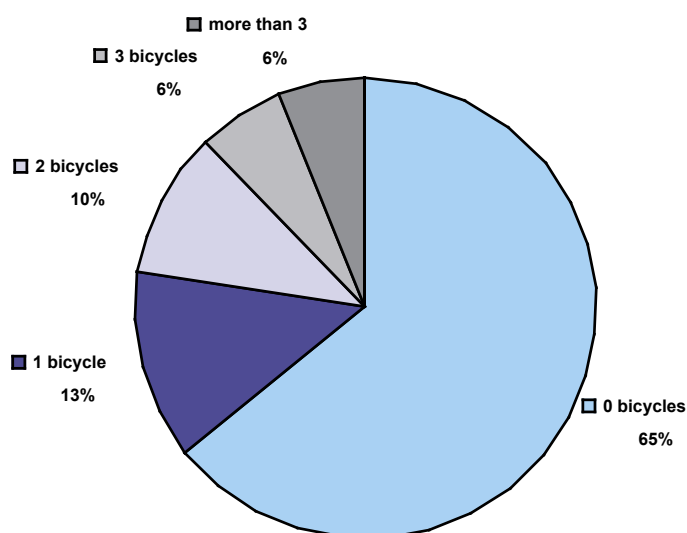


Table 5.2: Household bicycle ownership: 2001–2003

Number of bicycles	Number of households
0	1819
1	373
2	297
3	170
4	106
5	48
6	14
7	6

Access to public transport (Tables 5.3 – 5.4, Figures 5.2 – 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 they could get a bus from their nearest stop every day, 28% did not know how often. Only 8% of households could get a bus every 15 minutes during the day, while 22% could get a bus every half-hour and a further 20% 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 (61%) said it would take them 44 or more minutes or that it was not feasible to walk. Overall, just over a quarter (27%) of households lived within 26 minutes walk and only 11% lived within 13 minutes walk of an NIR station.

Table 5.3: Bus service frequency: 2001–2003

Frequency of Service	Percentage of households
At least once every quarter-hour	8
At least once every half-hour	22
At least once an hour	20
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: 2001–2003

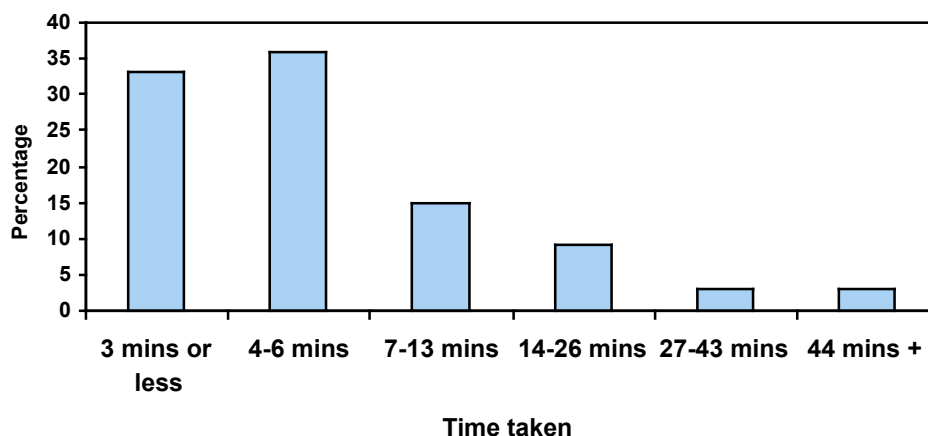
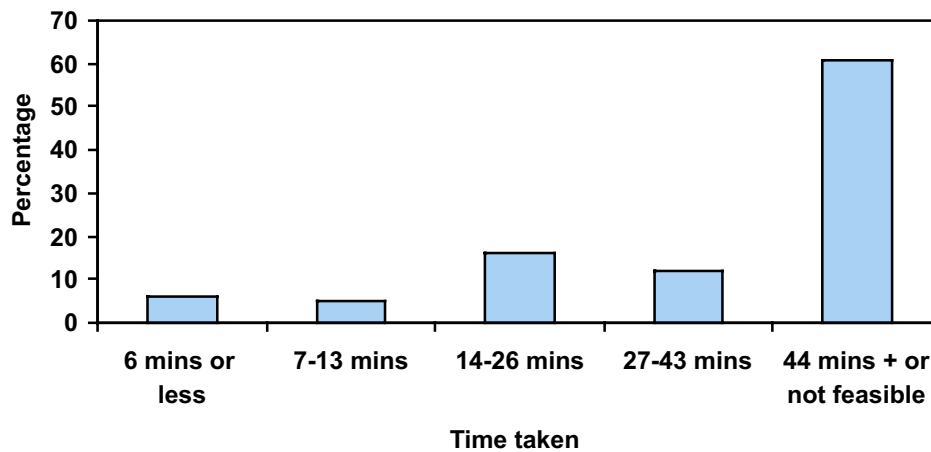


Table 5.4: Rail service frequency: 2001–2003

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)	64
Frequent service during rush hour (at least once per hour)	7
Less frequent service	5
Not applicable	6
Don't know	19

Figure 5.3: Time taken to walk to nearest NIR station: 2001–2003



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 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 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 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, Other Bus, Northern Ireland Railways and 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 minibus e.g. 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*.

Area	District Council
Belfast	Belfast
East of Province	Antrim, Ards, Ballymena, Banbridge, Carrickfergus, 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