

Travel Survey for Northern Ireland 2006-2008



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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.

Men = Males aged 16 and over, except where otherwise stated.

Women = Females aged 16 and over, except where otherwise stated.

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 2006–2008:-

Basic travel statistics

- On average, Northern Ireland residents travelled 6,033 miles per year over the three-year reporting period (compared to 5,951 miles in 2003-2005, 6,094 miles in 2004-2006 and 5,999 miles in 2005-2007) (Table 1.2).
- Each person made an average of 926 journeys each year (947 in 2003-2005, 937 in 2004-2006 and 929 in 2005-2007) (Table 1.2).

Trends in personal travel

- 81% of men (aged 17 and over) held full car driving licences, compared to 64% of women (aged 17 and over) (Table 2.3).
- Those living in the Belfast area travelled an average of 3,505 miles per year, compared to 6,405 and 6,344 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 (942 for men, 957 for women) (Table 3.6).
- Men travelled 28% further than women, averaging 7,381 miles a year, compared to 5,754 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 143 miles each year, 2% of our total distance travelled (Table 3.1).
- The longest average journey lengths were by Northern Ireland Railways (NIR) (20.6 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 (17%) of all journeys were less than one mile long, and just over two thirds of these were on foot (68%). Car was the dominant mode of transport for all journeys over one mile (Table 3.3).
- We spent approximately 13 days each year or 50 minutes per day travelling within Northern Ireland. Of the 50 minutes per day, around thirty four minutes (68%) were spent travelling by car and eight minutes (16%) were spent walking (Table 3.4).
- There has been an increase in average distance walked by Belfast residents from 172 miles per person per year in 2004-2006 up to 248 in 2006-2008 (Table 3.5).

- Children under 16 made over six in ten (64%) of their journeys as car passengers, with most of the rest on foot (21%). Women made 18% of their journeys on foot, compared to 15% for men (Table 3.6).

Why people travel

- Twenty-two 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, 16% for commuting and 14% for personal business (Table 4.1).
- In terms of miles travelled, 31% of the distance travelled was for was leisure purposes, 21% for commuting, 15% for shopping and 11% for personal business (Table 4.1).
- Men made 23% of their journeys commuting to and from work, with an additional 7% travelling on business. For women, 16% 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).
- In Belfast there appears to be a move away from using cars/vans and an increase in walking when it comes to travelling to work. In 2004-2006, 67% of workers used their car or van to get to work which has decreased to 54% in 2006-2008. Over the same time period, the proportion of workers living in Belfast who walked to work has increased from 16% to 25% (Table 4.3b).

Other factors affecting travel

- Twelve percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes. Nearly one quarter (24%) said they did not know how often they could get a bus from their nearest stop (Table 5.3).

Section 1: Introduction

Background to the Travel Survey for Northern Ireland

This is the eighth Travel Survey for Northern Ireland (TSNI) report. Those previous covered each 3-year period from 1999–2001 to 2005–2007, whilst this one covers the 2006–2008 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 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 79 per month during the time period 2006–2008.

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 2006–December 2008. 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 2003, 2004 and 2005 figures, and where possible compared with the 2003-2005, 2004-2006 and 2005-2007 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 2006-2008, which is also available at:

http://www.drdni.gov.uk/index/statistics/stats-catagories/stats-catagories-travel_survey.htm

Summary of basic statistics

Table 1.1 provides information taken from the 2003 to 2008 databases.

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

	Numbers									
	2003	2004	2005	2006	2007	2008	2003-2005	2004-2006	2005-2007	2006-2008
Households	959	965	978	856	998	987	2,902	2,799	2,832	2,841
Individuals	2,264	2,259	2,200	1,879	2,242	2,116	6,723	6,338	6,321	6,237
Children (<16)	489	479	447	352	456	402	1,415	1,278	1,255	1,210
Adults (16+)	1,767	1,778	1,749	1,526	1,786	1,714	5,294	5,053	5,061	5,026
Motor vehicles ¹	1,065	1,089	1,089	1,017	1,190	1,246	3,243	3,195	3,296	3,453
Cars ²	1,045	1,046	1,046	971	1,111	1,196	3,137	3,063	3,128	3,278
4-wheeled cars	1,000	991	992	925	1,042	1,126	2,983	2,908	2,959	3,093
Journeys ³	37,406	37,328	34,718	30,530	36,388	33,198	109,452	102,576	101,636	100,116
Stages ⁴	38,044	38,233	35,571	31,229	37,182	34,049	111,848	105,033	103,982	102,460

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									
	2003	2004	2005	2006	2007	2008	2003-2005 ²	2004-2006 ²	2005-2007 ²	2006-2008 ²
No. of journeys per person per year	965	960	914	936	938	904	947	937	929	926
No. of journeys (1 mile+)	771	781	759	776	779	758	770	772	771	771
Miles travelled	5,712	6,180	5,962	6,146	5,911	6,062	5,951	6,094	5,999	6,033
Miles travelled by car	4,798	4,964	4,850	5,029	4,739	5,004	4,870	4,943	4,864	4,916
Hours travelled	302	307	303	301	312	304	304	304	306	306
Vehicles per household	1.11	1.13	1.11	1.19	1.19	1.26	1.12	1.14	1.16	1.22
Cars ¹ per household	1.09	1.08	1.07	1.13	1.11	1.21	1.08	1.09	1.10	1.15
Cars ¹ per adult (17+)	0.60	0.60	0.61	0.65	0.64	0.71	0.60	0.62	0.63	0.66
% men full car driving licence	82%	81%	79%	82%	81%	81%	81%	80%	80%	81%
% women full car driving licence	61%	60%	61%	64%	63%	67%	61%	61%	62%	64%
Participating individuals per household	2.4	2.3	2.2	2.2	2.2	2.1	2.3	2.3	2.2	2.2
% of households with bus service at least every 15 mins	8% – (27% don't know)	8% – (27% don't know)	9% – (26% don't know)	8% – (26% don't know)	14% (24% don't know)	14% (23% don't know)	9% – (27% don't know)	9% – (26% don't know)	11% (25% don't know)	12% (24% don't know)
Northern Ireland Population for survey period (mid year estimate)	1,702,628	1,710,322	1,724,408	1,741,619	1,759,148	1,775,003	1,712,453	1,725,450	1,741,725	1,758,590

¹ Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + 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 (2006–2008).
- We each travelled 6,146 miles in 2006, 5,911 miles in 2007 and 6,062 miles in 2008; an average of 6,033 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 926 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 306 hours per year, or approximately 50 minutes per day.

Table 2.1: Distance, journeys & hours travelled per person per year: 2003-2008

	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
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
2007	5,911	5,836	938	779	6.3	312
2008	6,062	5,998	904	758	6.7	304
2003-2005	5,951	5,879	947	770	6.3	304
2004-2006	6,094	6,023	937	772	6.5	304
2005-2007	5,999	5,927	929	771	6.5	306
2006-2008	6,033	5,961	926	771	6.5	306

Figure 2.1: Average distance per person per year by mode: 2003-2008

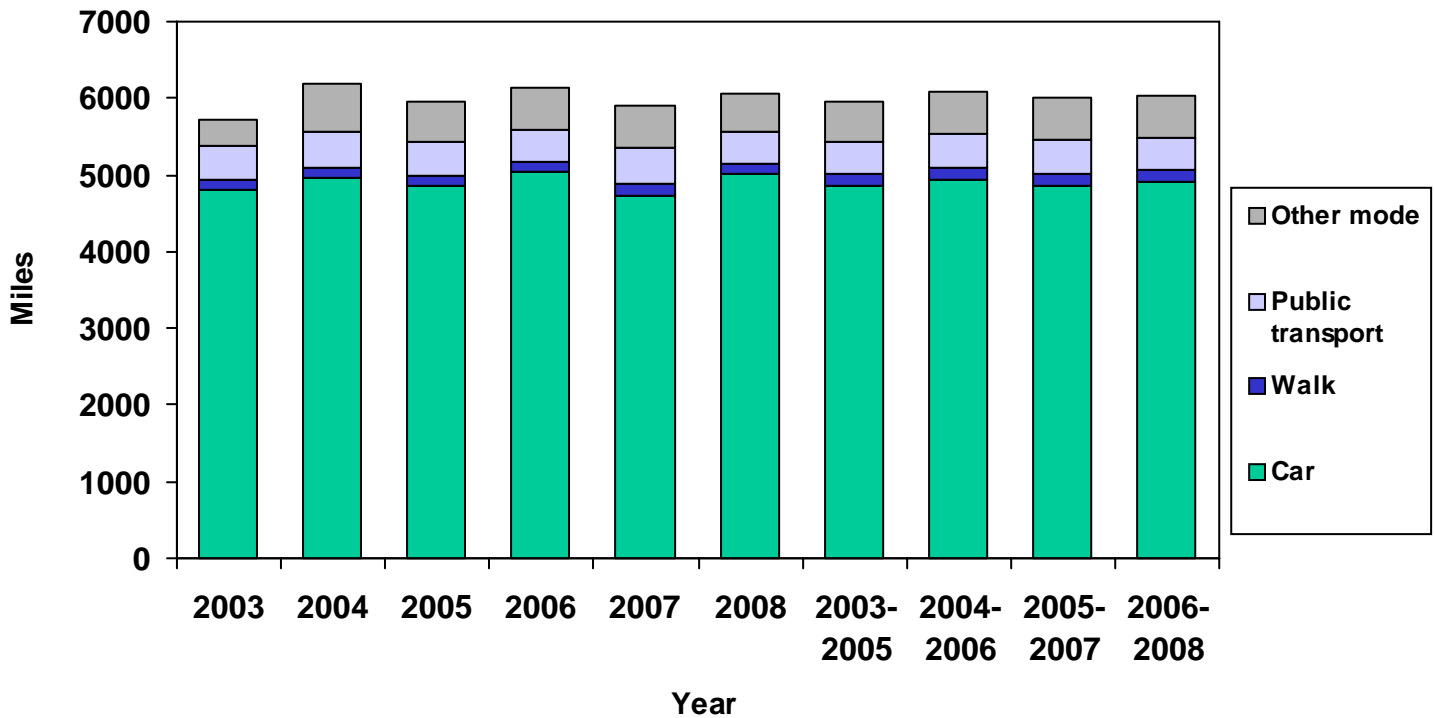


Figure 2.2: Journeys per person per year by main mode: 2003-2008

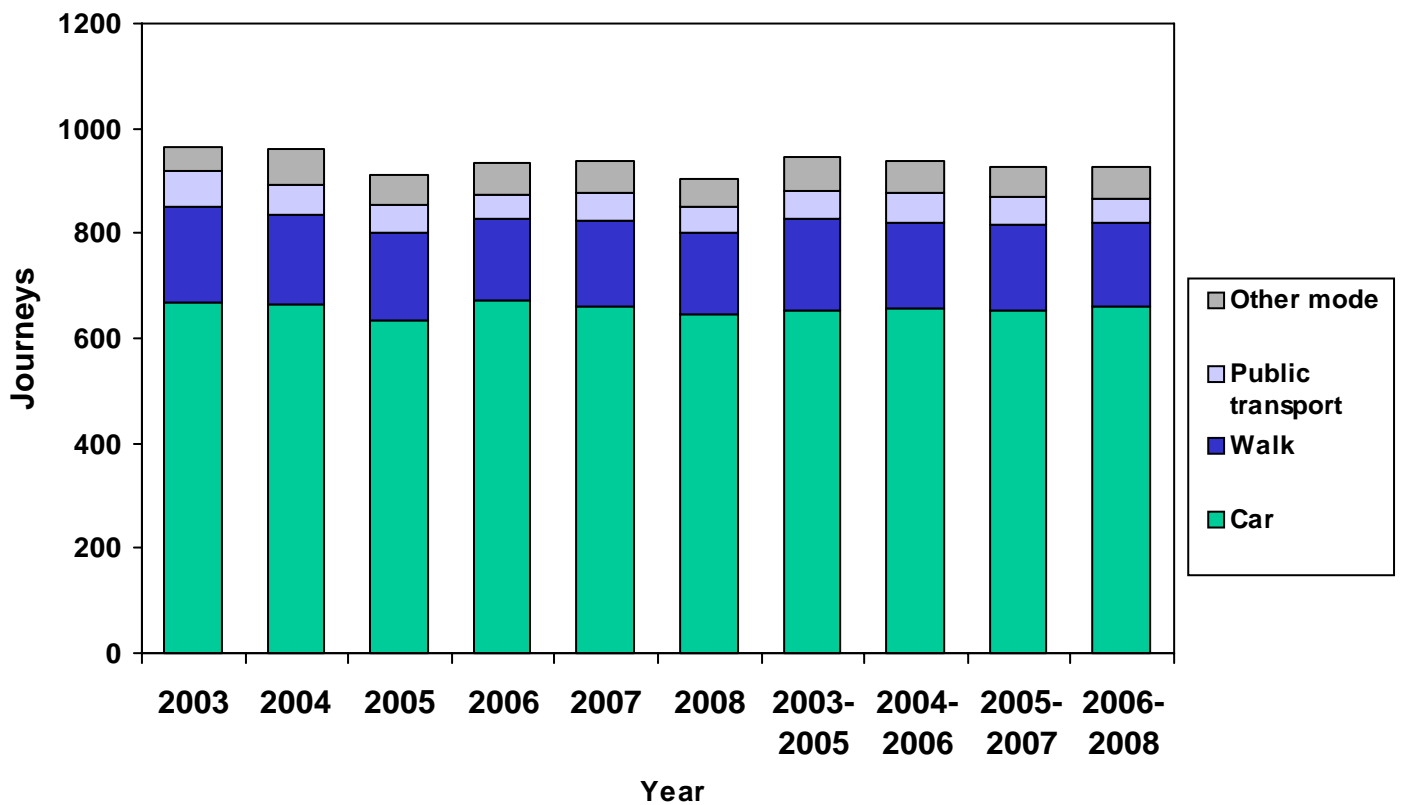
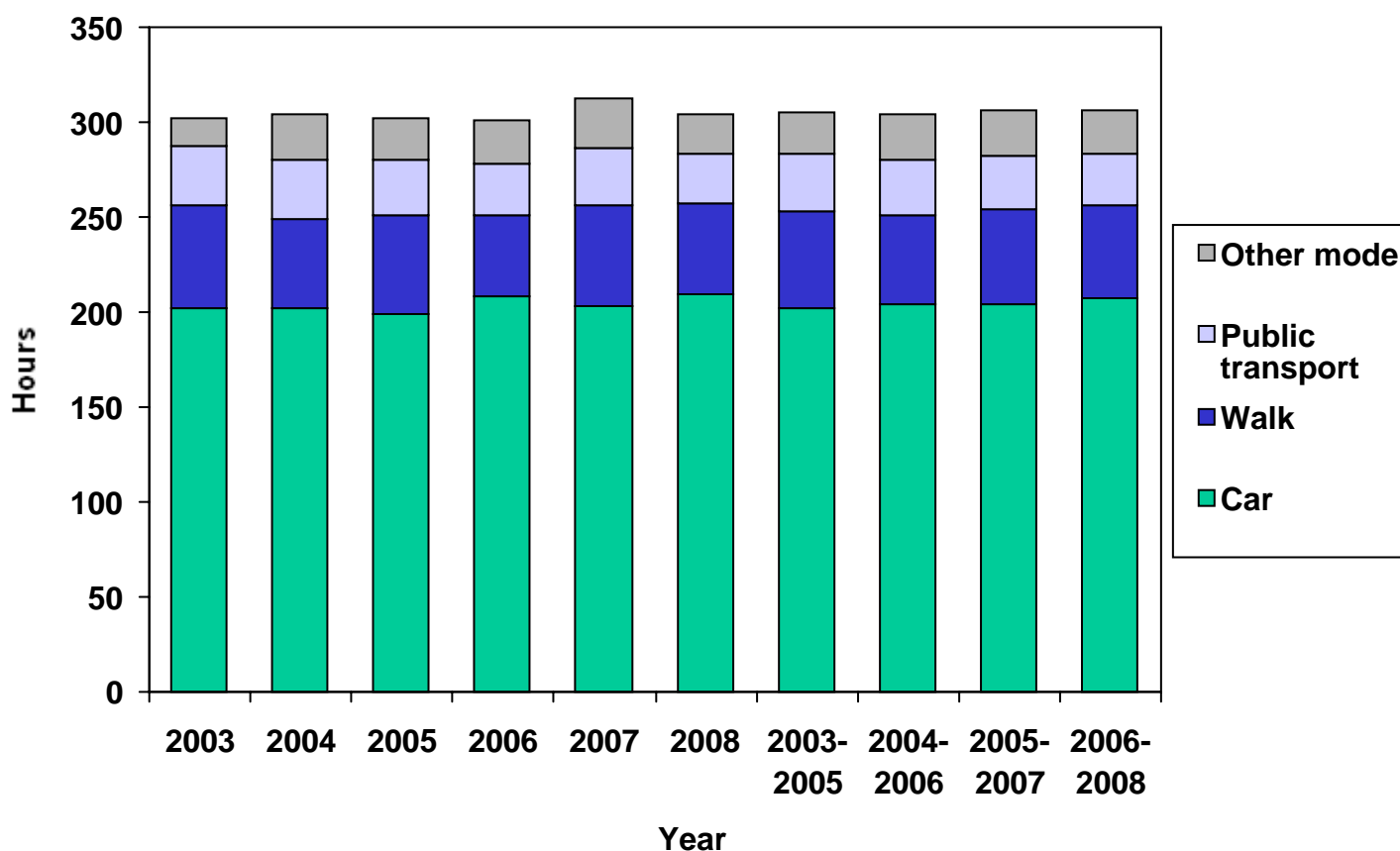


Figure 2.3: Time spent travelling per person per year by main mode: 2003-2008



Trends in car ownership (Table 2.2)

- One quarter of households in Northern Ireland did not have access to a car over the three-year reporting period (2006-2008). There has been little change in this proportion over the years.
- Nearly three fifths (57%) 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).
- Thirty three percent of households in Northern Ireland had access to two or more cars. However, only 15% of Belfast households had access to two or more cars, compared to 36% of households in the East and 34% in the West.

Table 2.2: Household car ownership by area of residence: 2003-2008

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
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	(2007)	..	..	..	..	..	..	..
East		24%	41%	29%	7%	100%	1.20	0.69
West		25%	43%	26%	6%	100%	1.16	0.63
All areas		27%	42%	25%	6%	100%	1.11	0.64
Belfast	(2008)	..	..	..	..	..	..	..
East		22%	39%	31%	7%	100%	1.25	0.75
West		18%	43%	31%	8%	100%	1.31	0.73
All areas		23%	41%	29%	6%	100%	1.20	0.70
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
Belfast	(2005-2007)	48%	37%	12%	2%	100%	0.68	0.44
East		21%	45%	29%	5%	100%	1.20	0.68
West		24%	45%	25%	6%	100%	1.13	0.62
All areas		26%	44%	25%	5%	100%	1.10	0.63
Belfast	(2006-2008)	43%	41%	13%	2%	100%	0.74	0.46
East		21%	42%	30%	6%	100%	1.23	0.72
West		23%	44%	27%	7%	100%	1.20	0.66
All areas		25%	42%	27%	6%	100%	1.15	0.66

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

- In 2006-2008, 81% of men (aged 17 and over) and 64% of women (aged 17 and over) held full car driving licences. These figures are similar to those obtained in 2003-2005 (81% men, 61 % women), 2004-2006 (80% men, 61% women) and 2005-2007 (80% men, 62% women).
- There is a marked difference in licence holding when comparing the 17-20 and 21-29 age groups in 2006-2008. Thirty-six percent of those aged 17-20 held a full driving licence compared to 65% of those aged 21-29.
- In 2006-2008, 43% of young males (aged 17-20) and 30% of young females (aged 17-20) held a full driving licence. In the 70 or over age group, 75% of males had a full licence compared to 37% of females.
- There has been an increase in the proportion of people holding full licences in the 70 or over age group; from 45% in 2003-2005 to 53% in 2006-2008.

Figure 2.4: Driving licence holders by age and sex: 2006-2008

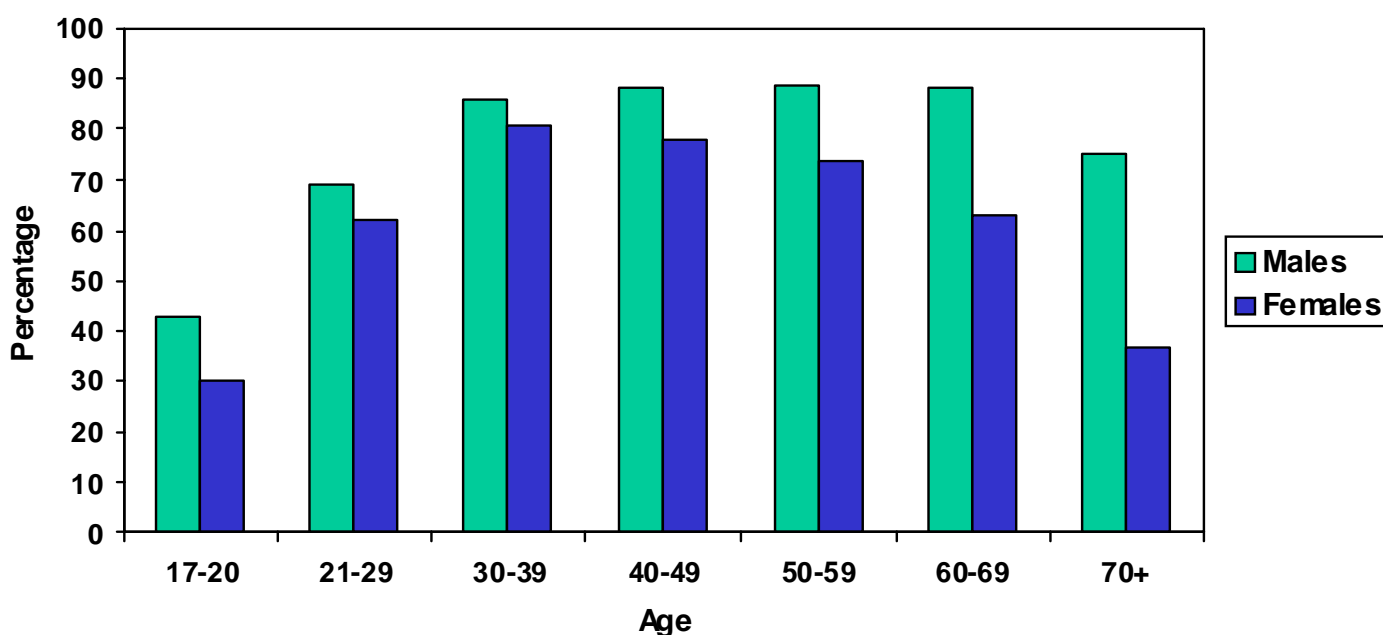


Table 2.3: Driving licence holders by age and sex: 2003-2005, 2004-2006, 2005-2007 & 2006-2008

Percentage

	2003-2005			2004-2006			2005-2007			2006-2008		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	31	27	29	31	24	27	34	29	31	43	30	36
21-29	74	63	68	70	63	66	71	61	66	69	62	65
30-39	88	79	84	89	78	83	87	81	84	86	81	83
40-49	89	75	82	89	76	82	87	77	81	88	78	82
50-59	88	69	77	88	71	79	89	70	79	89	74	81
60-69	90	56	72	91	59	74	90	59	74	88	63	75
70 +	69	26	45	70	28	46	72	31	49	75	37	53
All adults aged 17+	81	61	70	80	61	70	80	62	71	81	64	72

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 2003-2005, 2004-2006, 2005-2007 and 2006-2008.

Distance travelled (Table 3.1)

- During 2006–2008, over four fifths (81%) of the average distance travelled in Northern Ireland was by car. This is consistent with earlier years.
- On average each person walked 143 miles per year in 2006-2008, which accounted for 2% of the average distance travelled.
- Only 7% of the average 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*: 2003-2005, 2004-2006, 2005-2007 & 2006-2008

Travel mode *	Miles per person per year			
	2003-2005	2004-2006	2005-2007	2006-2008
Walk	139	138	144	143
Bicycle	20	18	19	16
Car Driver	3,162	3,272	3,247	3,230
Car Passenger	1,698	1,669	1,617	1,686
Car Undefined	10	2	-	-
Motorcycle	31	30	20	11
Other private	389	448	437	451
Citybus/Metro**	32	28	25	28
Ulsterbus	261	276	282	270
Other bus	76	66	59	53
NIR	56	72	73	76
Black taxi	6	4	3	3
Taxi	68	69	70	64
Other public	-	-	1	1
Undefined mode	1	2	2	1
All modes	5,951	6,094	5,999	6,033

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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 2006-2008, similar to previous years, the longest average journey lengths were for train journeys, averaging 20.6 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 (2006-2008).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2003-2005, 2004-2006, 2005-2007 & 2006-2008

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2003-2005	2004-2006	2005-2007	2006-2008	2003-2005	2004-2006	2005-2007	2006-2008
Walk	172	165	164	160	0.7	0.8	0.8	0.8
Bicycle	5	5	5	5	3.8	3.9	3.7	3.0
Car Driver	417	426	426	431	7.6	7.7	7.6	7.5
Car Passenger	237	231	228	228	7.1	7.2	7.0	7.4
Car Undefined	1	-	-	-	8.9	..	..	..
Motorcycle	3	3	2	1	8.9	8.8	9.9	8.6
Other private	36	36	34	36	11.0	12.5	12.7	12.7
Citybus/Metro**	8	7	6	6	4.0	4.3	4.6	4.7
Ulsterbus	34	35	35	33	8.1	8.2	8.3	8.4
Other bus	8	6	5	4	9.8	11.8	11.7	13.4
NIR	3	4	4	4	23.7	22.5	22.3	20.6
Black taxi	2	2	1	1	3.1	2.6	3.3	3.4
Taxi	19	18	18	16	3.5	3.7	3.9	4.0
Other public	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	..	..	..	..
All modes	947	937	929	926	6.3	6.5	6.5	6.5

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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 (17%) of all journeys made were less than one mile.
- Just over two thirds (68%) of these 'short' journeys were on foot.
- The car was the most commonly used mode of transport for 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*: 2006-2008

Journeys

Mode of travel*	Journey Distance							
	< 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	All journeys
Walk	105	40	14	1	-	-	0	160
Bicycle	1	2	2	-	-	-	0	5
Car driver	27	74	136	94	73	20	6	431
Car passenger	19	42	72	46	35	11	4	228
Car undefined	-	-	-	0	-	0	0	-
Motorcycle	-	-	-	-	-	-	-	1
Other private	2	3	10	8	9	3	2	36
Citybus/Metro**	-	1	3	2	-	-	-	6
Ulsterbus	-	4	11	9	8	1	-	33
Other bus	-	-	1	1	1	-	-	4
NIR	0	0	-	1	2	1	-	4
Black taxi	-	-	1	-	-	0	0	1
Taxi	1	4	7	2	2	-	0	16
Other public	-	-	0	-	-	0	0	-
Undefined mode	-	-	-	-	-	0	0	-
All modes	155	170	258	164	130	37	12	926

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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 306 hours per year travelling within Northern Ireland during the three year reporting period (approximately 50 minutes per day, or 13 days per year).
- Approximately 34 minutes per day were spent travelling by car (averaging just under nine 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 52 minutes for NIR trains to 30 minutes for Citybus/Metro.

Table 3.4: Journey time by main mode*: 2003-2005, 2004-2006, 2005-2007 & 2006-2008

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2003-2005	2004-2006	2005-2007	2006-2008	2003-2005	2004-2006	2005-2007	2006-2008
Walk	51	47	50	49	18	17	18	18
Bicycle	2	2	2	2	24	24	24	21
Car Driver	130	134	135	136	19	19	19	19
Car Passenger	71	69	68	70	18	18	18	18
Car Undefined	-	-	-	..	..	..	..	..
Motorcycle	1	1	1	-	19	19	21	..
Other private	14	16	16	17	24	27	29	28
Citybus/Metro**	4	3	3	3	28	29	30	30
Ulsterbus	18	19	19	18	32	32	33	32
Other bus	4	3	3	2	31	33	33	36
NIR	3	3	3	4	57	53	54	52
Black taxi	1	1	-	-	26	25	..	..
Taxi	5	5	5	4	15	15	16	16
Other public	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	..	..	..	..
All modes	304	304	306	306	19	19	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 for Confidence Ranges)

* See page 34/35 for definition of travel modes

**Citybus changed to Metro in February 2005

Distance travelled by area*: 2006-2008 (Table 3.5)

- The distance travelled by those in the Belfast area was 42% lower than the Northern Ireland average.
- Thirteen 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 (7%) compared to Eastern and Western residents (both 2%).
- There has been an increase in the average distance walked by Belfast residents from 172 miles per person per year in 2004-2006 up to 248 in 2006-2008.

Table 3.5: Average distance travelled per person per year by mode & area*: 2006-2008

Miles

Mode of travel	Belfast	East	West	All Areas
Walk	248	130	126	143
Bicycle	19	20	11	16
Car driver	1,679	3,675	3,156	3,230
Car passenger	938	1,683	1,918	1,686
Car undefined	-	-	-	-
Motorcycle	2	18	5	11
Other private	56	396	640	451
Citybus/Metro**	77	30	10	28
Ulsterbus	242	259	288	270
Other bus	52	39	72	53
NIR	63	105	46	76
Black taxi	19	2	-	3
Taxi	111	47	71	64
Other public	0	-	1	1
Undefined mode	-	1	1	1
All modes	3,505	6,405	6,344	6,033

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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 (942 for men, 957 for women). However, men travelled 28% further than women, averaging 7,381 miles a year, compared to 5,754 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 32% more than women on average.
- Children under 16 made 13% fewer journeys than adults. Sixty-four percent of these journeys were as car passengers while most of the rest were on foot (21%).
- The car was the most commonly used main mode of transport for both men and women. Men and women made more of their journeys as car drivers than as passengers.
- Overall, women made 18% of their journeys on foot, compared to 15% for men. Twenty-four percent of journeys by women aged 16-29 were on foot, declining to 15% for those aged 30-59. This increased again for the older age group: 19% 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 (for definition of public transport see page 35).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2006-2008

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	21%	20%	12%	17%	15%	24%	15%	19%	18%	16%	17%
Bicycle	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	1%
Car driver	0%	41%	66%	68%	62%	36%	63%	37%	52%	56%	47%
Car passenger	64%	19%	7%	8%	10%	27%	16%	36%	22%	16%	25%
Car undefined	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other private	2%	7%	10%	3%	8%	1%	2%	1%	1%	4%	4%
Citybus/ Metro**	1%	1%	1%	1%	1%	1%	0%	1%	1%	1%	1%
Ulsterbus	8%	6%	1%	2%	2%	6%	2%	3%	3%	3%	4%
Other bus	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%
NIR	0%	1%	0%	0%	0%	1%	0%	1%	1%	1%	0%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	3%	1%	1%	1%	3%	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	826	871	994	895	942	953	1,106	705	957	950	926
Distance travelled (miles)	4,064	6,971	8,649	5,243	7,381	5,970	6,712	3,970	5,754	6,507	6,033

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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)

- Over one fifth (22%) of all journeys in 2006–2008 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.
- Sixteen 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 14% of all journeys.
- Just over three tenths (31%) of the total distance travelled was for leisure purposes.
- Just over one fifth (21%) of the total distance travelled was to and from work.
- Nearly one tenth (9%) 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 37.4 miles.
- Business journeys were over twice as long (14.9 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%) of all journeys made in NI were for this purpose, and the average length of these journeys was 2.3 miles.

Table 4.1: Travel per person per year by journey purpose*: 2003-2005, 2004-2006, 2005-2007 & 2006-2008

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2003-2005	2004-2006	2005-2007	2006-2008	2003-2005	2004-2006	2005-2007	2006-2008	2003-2005	2004-2006	2005-2007	2006-2008
Commuting	138	140	144	147	1,143	1,227	1,250	1,249	8.3	8.8	8.7	8.5
Business	42	39	37	35	581	591	570	525	13.9	15.3	15.4	14.9
Education	74	70	68	66	319	321	295	286	4.3	4.6	4.3	4.3
Escort Education	51	46	48	48	131	119	111	110	2.6	2.6	2.3	2.3
Shopping	194	194	191	191	908	913	902	885	4.7	4.7	4.7	4.6
Other escort	67	69	68	73	332	363	364	414	5.0	5.3	5.4	5.7
Personal Business	124	126	128	128	605	624	656	654	4.9	4.9	5.1	5.1
Visit friends at private home	107	107	107	104	755	750	773	810	7.0	7.0	7.2	7.8
Visit friends elsewhere	33	34	37	38	216	238	277	299	6.5	7.0	7.4	7.8
Entertainment/public social activities	33	30	26	23	242	218	192	176	7.4	7.2	7.4	7.6
Sport participate	22	22	20	20	145	146	125	135	6.6	6.6	6.2	6.7
Holiday base	5	5	5	6	181	194	182	222	33.0	37.0	33.2	37.4
Day trip	18	18	17	17	270	276	240	225	14.6	15.3	14.3	13.2
Other including just walk	30	30	29	29	41	42	40	41	1.4	1.4	1.4	1.4
Undefined purpose	8	7	2	-	82	72	22	1	10.2	10.2	9.6	2.7
All purposes	947	937	929	926	5,951	6,094	5,999	6,033	6.3	6.5	6.5	6.5
Journeys per worker per year:												
Commuting	303	310	321	320	2,555	2,763	2,814	2,773	8.4	8.9	8.8	8.7
Business	95	89	87	80	1,331	1,368	1,335	1,202	14.0	15.4	15.4	14.9

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 for Confidence Ranges)

* See page 33/34 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2006-2008

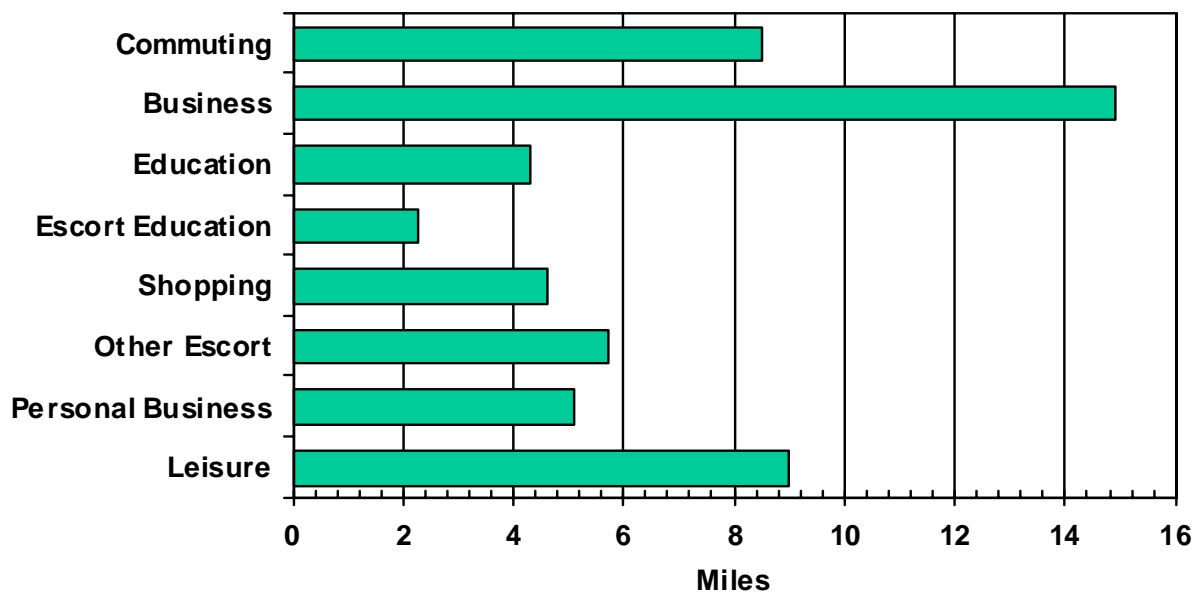
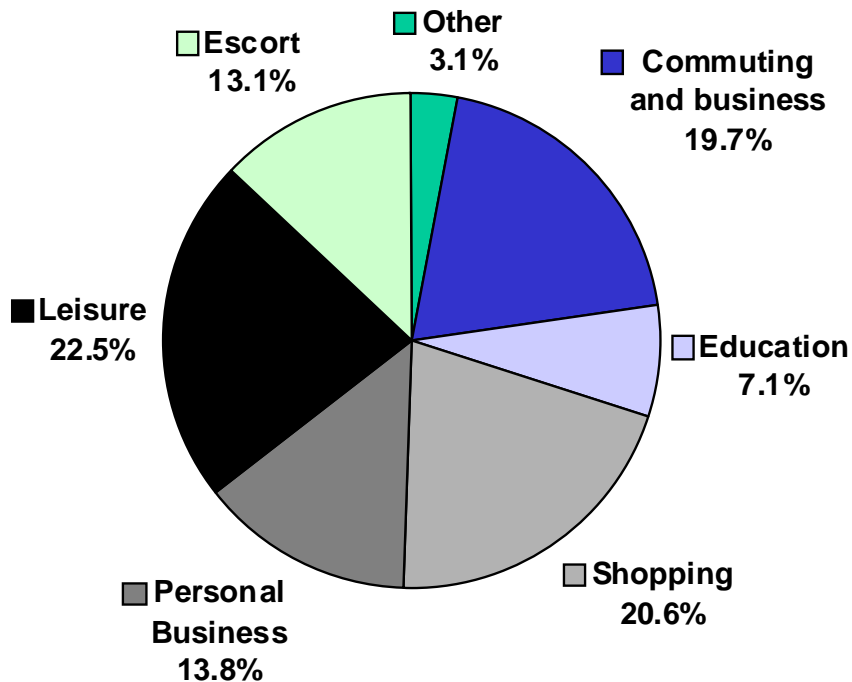
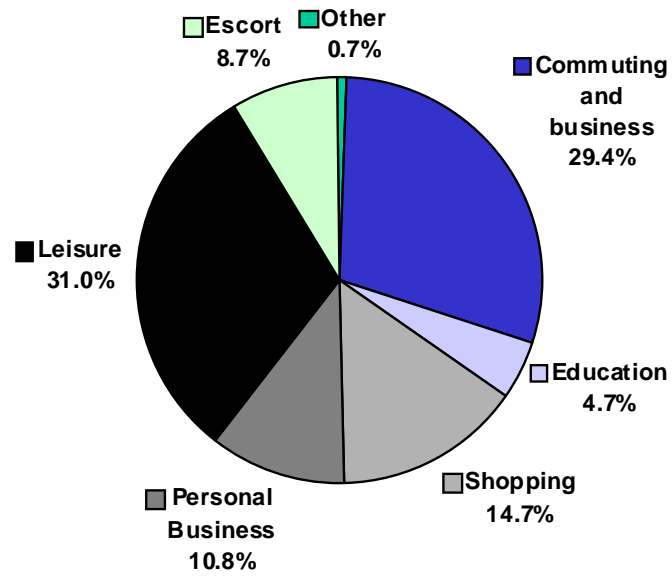


Figure 4.2: Number of journeys per person per year 2006-2008: proportion in each journey purpose group*



* See page 33/34 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2006-2008: proportion in each journey purpose group*



* See page 33/34 for types of journey purpose

Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (942 for men, 957 for women), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (23%) with an additional 7% on business. For women, 16% 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 of the total journeys women made were for this purpose compared to one fifth for men.
- The largest proportion of journeys made by children under 16 (31%) 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, 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 21% 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*: 2006-2008

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%	31%	27%	6%	23%	23%	18%	4%	16%	19%	16%
Business	0%	7%	10%	2%	7%	1%	3%	0%	2%	5%	4%
Education	31%	9%	0%	0%	2%	8%	1%	0%	2%	2%	7%
Escort education	5%	1%	4%	1%	3%	7%	10%	2%	7%	5%	5%
Shopping	12%	13%	16%	32%	20%	20%	23%	36%	25%	23%	21%
Other escort	9%	4%	8%	7%	7%	5%	11%	4%	8%	8%	8%
Personal business	14%	9%	12%	20%	13%	10%	12%	24%	14%	14%	14%
Visit friends at private home	14%	11%	8%	12%	10%	12%	10%	15%	11%	11%	11%
Visit friends elsewhere	3%	6%	5%	5%	5%	6%	3%	5%	4%	4%	4%
Entertainment/public social activities	5%	3%	2%	3%	2%	2%	2%	3%	2%	2%	2%
Sport participate	3%	4%	2%	3%	3%	1%	2%	1%	1%	2%	2%
Holiday base	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Day trip	2%	1%	2%	3%	2%	1%	2%	2%	2%	2%	2%
Other including just walk	2%	1%	2%	6%	3%	3%	3%	5%	4%	3%	3%
Undefined purpose	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No. of journeys	826	871	994	895	942	953	1,106	705	957	950	926
Distance travelled (miles)	4,064	6,971	8,649	5,243	7,381	5,970	6,712	3,970	5,754	6,507	6,033

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2006-2008 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. Around 8 in 10 workers usually travelled to work by car or van, while 1 in 10 usually walked to work.
- In Belfast there appears to be a move away from using cars/vans and an increase in walking. In 2004-2006, 67% of workers used their car or van to get to work which has decreased to 54% in 2006-2008. Over the same time period, the proportion of workers living in Belfast who walked to work has increased from 16% to 25%.

Table 4.3a: Method of travel to work: 2006-2008

Method of travel to work	Percentage of workers (excluding those who worked at home)
Car/van (includes minibus works van)	81%
Motorbike/moped/scooter	0%
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: 2006-2008

Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	54%	85%	85%
Motorbike/moped/scooter	-	1%	0%
Bicycle	3%	1%	0%
Bus	14%	4%	2%
NIR train	-	1%	0%
Walk	25%	7%	10%
Other	5%	1%	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 2006–2008, 35% of vehicles in these households were used to take someone in the household to school.
- Fifty-four 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, 65% 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 quarter (26%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2006-2008

Miles per year	Number of vehicles	Percentage
0-499	21	1%
500-999	17	1%
1,000-1,999	60	2%
2,000-2,999	95	3%
3,000-3,999	121	4%
4,000-4,999	117	4%
5,000-6,999	492	15%
7,000-8,999	407	12%
9,000-11,999	698	21%
12,000-14,999	539	16%
15,000-17,999	303	9%
18,000-20,999	238	7%
21,000-29,999	89	3%
30,000 or over	112	3%
All vehicles	3309	100%

Bicycle ownership (Figure 5.1, Table 5.2)

- Thirty-five percent of households in Northern Ireland own one or more bicycles. A total of 14% of households have one bicycle, 10% have two bicycles and a further 11% have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2006–2008

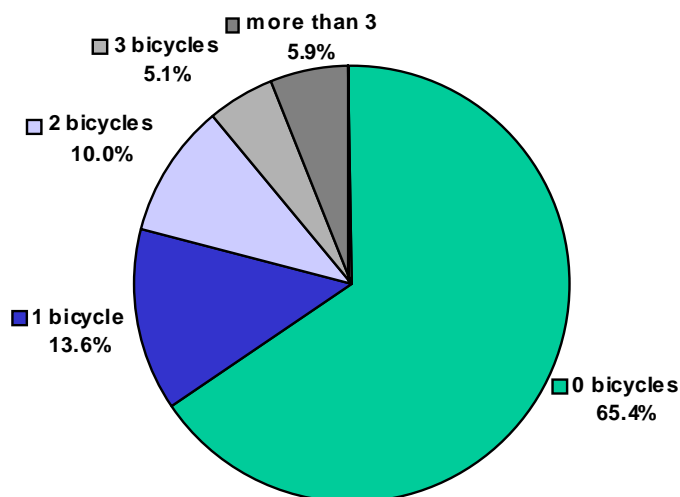


Table 5.2: Household bicycle ownership: 2006–2008

Number of bicycles	Number of households	Percentage of households
0	1,857	65%
1	385	14%
2	285	10%
3	146	5%
4	109	4%
5	42	1%
6	12	0%
7+	4	0%
All households	2,840	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, 24% did not know how often. Twelve percent of households could get a bus at least every 15 minutes during the day, while another 17% could get a bus every half-hour and a further 24% every hour.
- Almost two thirds of households (65%) lived within six minutes walk of a bus stop or place where they could get on a bus.
- 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-five percent said it would take them 44 or more minutes or that it was not feasible to walk. Overall, 24% of households lived within 26 minutes walk of an NIR station, 8% within 13 minutes walk.

Table 5.3: Bus service frequency: 2006-2008

Frequency of Service	Percentage of households
At least once every quarter-hour	12%
At least once every half-hour	17%
At least once an hour	24%
About 3 times a day	18%
At least once a day	5%
Less than once a day	1%
Don't know	24%
All households	100%

Figure 5.2: Time taken to walk to nearest bus stop: 2006-2008

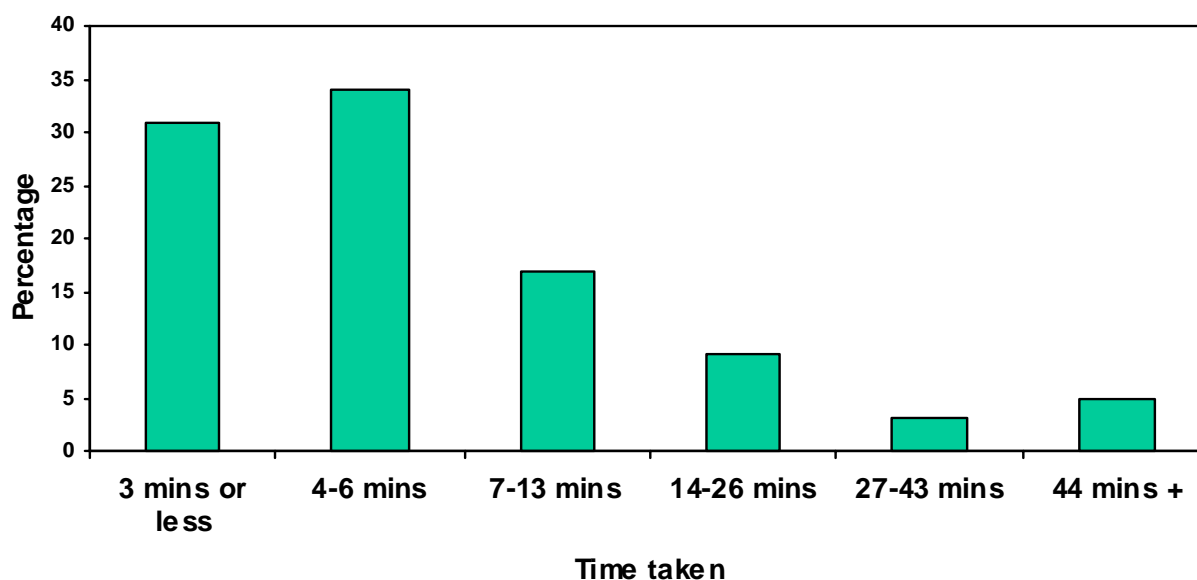
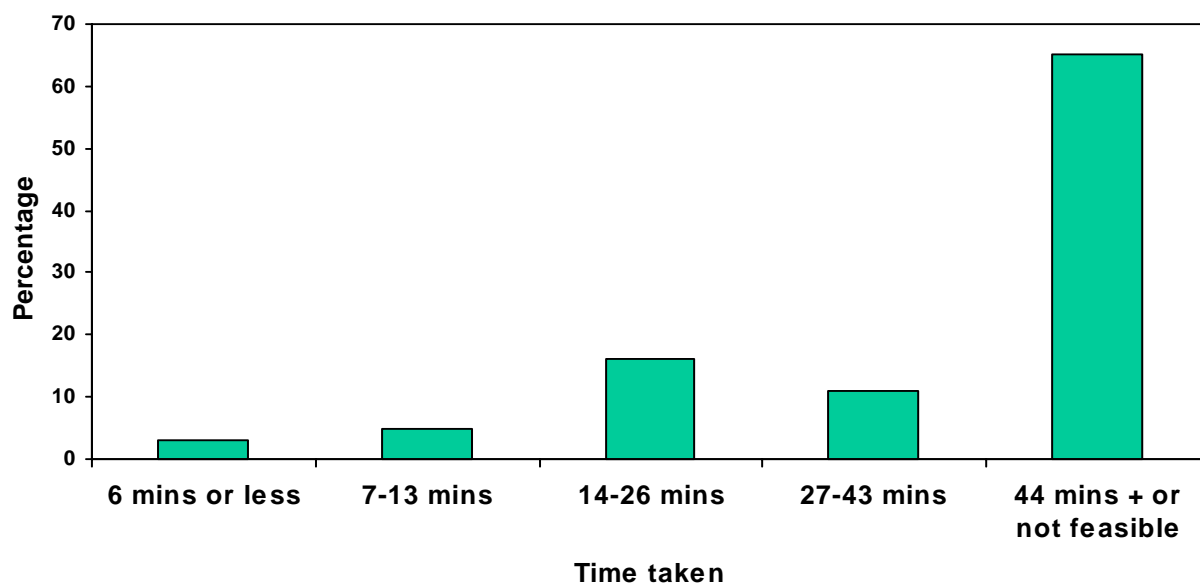


Table 5.4: Rail service frequency: 2006-2008

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)	67%
Frequent service during rush hour (at least once per hour)	4%
Less frequent service	6%
Not applicable	5%
Don't know	18%
All households	100%

Figure 5.3: Time taken to walk to nearest NIR station* : 2006-2008



* Note that 'Time taken to walk to nearest NIR station' figures have been validated and corrected. Therefore they are not comparable with previous reports. Updated figures for previous years are available on request.

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

Personal Travel

The Travel Survey for Northern Ireland 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

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