

Travel Survey for Northern Ireland Headline Report 2007-2009



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Acknowledgements

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Symbols and Conventions

Rounding of figures

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

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

The following symbols have been used throughout:

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

The following conversion factors may be of use:

- 1 Mile = 1.609 Kilometres
- 1 Kilometre = 0.6214 Miles

Only differences which are statistically significant ($p < 0.05$) are included in this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error.

As the sample size is relatively small (it has varied between 856 and 1,036 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

Only travel within Northern Ireland (and inshore islands) is included.

For further information, there is a User Information section on page 7 and a Definitions section on page 10.

Overall results for 2007-2009

- Over the time period 2007-2009, each person in Northern Ireland travelled on average 6,002 miles per year (approximately 16 miles travelled per day), similar to 2006-2008 (6,033 miles).
- On average, there were 914 journeys made per person per year over the period 2007-2009 (approximately 3 journeys per day). There was no real difference when compared to 2006-2008 (926 journeys per person per year).
- The average journey length for the period 2007-2009 was 6.6 miles, similar to the journey length for 2006-2008 (6.5 miles).

Mode of Travel for Journeys (Tables 1 and 2)

Distance travelled (Table 1)

- During 2007-2009, 4,840 miles per person per year were travelled by car (as a driver or passenger), 81% of the total distance travelled. This is consistent with recent years (back to 2004-2006).
- 7% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). Walking accounted for 2% of the total distance travelled. This is in line with results from recent years included in the table.
- The average distance travelled using Metro bus services has increased from 28 miles per person per year in 2006-2008 to 71 miles per person per year in 2007-2009 (see User Information section page 9).

Table 1: Average distance travelled by travel mode*: 2004-2006 to 2007-2009

Miles

Travel mode *	Miles per person per year				
	2004-2006	2005-2007	2006-2008	2007-2009	
				Average distance	%
Walk	138	144	143	144	2%
Bicycle	18	19	16	20	0%
Car Driver	3,272	3,247	3,230	3,143	52%
Car Passenger	1,669	1,617	1,686	1,697	28%
Car Undefined	2	-	-	-	-
Motorcycle	30	20	11	14	0%
Other private**	448	437	451	470	8%
Citybus/Metro***	28	25	28	71	1%
Ulsterbus	276	282	270	246	4%
Other bus	66	59	53	58	1%
NIR	72	73	76	69	1%
Black taxi	4	3	3	3	0%
Taxi	69	70	64	65	1%
Other public	-	1	1	1	0%
Undefined mode	2	2	1	1	0%
All modes	6,094	5,999	6,033	6,002	100%

* See Travel Survey for Northern Ireland 2006-2008 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI 2006-2008 report)

*** Citybus changed to Metro in February 2005.

Number and Length of Journeys (Table 2)

- Overall, since the survey started, there has been a downward trend in the average number of journeys taken per person per year.
- On average, 643 car journeys were taken per person per year in 2007-2009, 70% of all journeys made. There were 160 walking journeys per person per year, 18% of all journeys made. These results are similar to recent years (back to 2004-2006).
- During 2007-2009, the longest journey length was for train journeys, averaging 20.6 miles. In contrast, the shortest journeys were walks which were 0.8 miles on average.
- The average number of journeys taken by Metro has increased from 6 in 2006-2008 to 13 in 2007-2009 (see User Information section page 9).

Table 2: Average number of journeys per person per year and average journey length by main mode*: 2004-2006 to 2007-2009

Journeys / Miles

Travel mode*	Journeys per person per year					Average journey length			
	2004-2006	2005-2007	2006-2008	2007-2009		2004-2006	2005-2007	2006-2008	2007-2009
				Average Number	%				
Walk	165	164	160	160	18%	0.8	0.8	0.8	0.8
Bicycle	5	5	5	6	1%	3.9	3.7	3.0	3.5
Car Driver	426	426	431	421	46%	7.7	7.6	7.5	7.5
Car Passenger	231	228	228	222	24%	7.2	7.0	7.4	7.6
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	3	2	1	2	0%	8.8	9.9	8.6	9.4
Other private**	36	34	36	35	4%	12.5	12.7	12.7	13.7
Citybus/Metro***	7	6	6	13	1%	4.3	4.6	4.7	5.8
Ulsterbus	35	35	33	29	3%	8.2	8.3	8.4	9.0
Other bus	6	5	4	5	1%	11.8	11.7	13.4	11.2
NIR	4	4	4	4	0%	22.5	22.3	20.6	20.6
Black taxi	2	1	1	1	0%	2.6	3.3	3.4	3.6
Taxi	18	18	16	17	2%	3.7	3.9	4.0	3.8
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	937	929	926	914	100%	6.5	6.5	6.5	6.6

* See Travel Survey for Northern Ireland 2006-2008 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI 2006-2008 report)

*** Citybus changed to Metro in February 2005

Purpose of Journeys (Table 3)

- In 2007-2009, 22% of journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 20% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with results from recent years included in the table.
- In terms of miles travelled, 31% of the distance travelled was for leisure purposes (see definition above), 20% for commuting, 14% for shopping and 11% for personal business. As before, these results are similar to recent years (back to 2004-2006).
- 7% of journeys taken were by school children/students going to or from school/college. A further 6% of all journeys were 'escort education' journeys. These are journeys made to accompany a school child/student to their school/college. This is consistent with results from recent years included in the table.
- The shortest journeys were "other" types of journey which included walking for pleasure, 1.5 miles on average. The longest journeys were those made to go on holiday (within Northern Ireland), averaging out at 34.9 miles.

Table 3: Travel per person per year by journey purpose*: 2004-2006 to 2007-2009

Journey Purpose*	Journeys per person per year					Miles per person per year					Average journey length			
	2004-2006	2005-2007	2006-2008	2007-2009		2004-2006	2005-2007	2006-2008	2007-2009		2004-2006	2005-2007	2006-2008	2007-2009
				Average number	%				Average distance	%				
	Number of Journeys/Miles													
Commuting	140	144	147	145	16%	1,227	1,250	1,249	1,203	20%	8.8	8.7	8.5	8.3
Business	39	37	35	35	4%	591	570	525	527	9%	15.3	15.4	14.9	14.9
Education	70	68	66	64	7%	321	295	286	272	5%	4.6	4.3	4.3	4.3
Escort Education	46	48	48	53	6%	119	111	110	131	2%	2.6	2.3	2.3	2.5
Shopping	194	191	191	183	20%	913	902	885	844	14%	4.7	4.7	4.6	4.6
Other escort	69	68	73	79	9%	363	364	414	477	8%	5.3	5.4	5.7	6.1
Personal Business	126	128	128	121	13%	624	656	654	636	11%	4.9	5.1	5.1	5.3
Visit friends at private home	107	107	104	101	11%	750	773	810	811	14%	7.0	7.2	7.8	8.0
Visit friends elsewhere	34	37	38	39	4%	238	277	299	294	5%	7.0	7.4	7.8	7.6
Entertainment/ public social activities	30	26	23	22	2%	218	192	176	179	3%	7.2	7.4	7.6	8.2
Sport participate	22	20	20	20	2%	146	125	135	139	2%	6.6	6.2	6.7	6.9
Holiday base	5	5	6	6	1%	194	182	222	207	3%	37.0	33.2	37.4	34.9
Day trip	18	17	17	17	2%	276	240	225	237	4%	15.3	14.3	13.2	13.8
Other including just walk	30	29	29	30	3%	42	40	41	44	1%	1.4	1.4	1.4	1.5
Undefined purpose	7	2	-	-	-	72	22	1	-	-	10.2	9.6	2.7	..
All purposes	937	929	926	914	100%	6,094	5,999	6,033	6,002	100%	6.5	6.5	6.5	6.6
Journeys per worker per year:														
Commuting	310	321	320	315		2,763	2,814	2,773	2,661		8.9	8.8	8.7	8.4
Business	89	87	80	81		1,368	1,335	1,202	1,209		15.4	15.4	14.9	15.0

* See Travel Survey for Northern Ireland 2006-2008 for definitions of journey purpose

Walking journeys 2007-2009

- 103 short walking journeys (less than 1 mile) were taken per person per year in Northern Ireland during 2007-2009. This is a similar number to 2006-2008 (105 short walking journeys taken).
- Residents of the Belfast Metropolitan Area (BMA) took on average 121 short walking journeys (less than 1 mile) per person per year. People living outside the BMA took on average 93 short walking journeys per person per year.
- Looking at all walking journeys of less than 2 miles, BMA residents took 175 per person per year and people living outside of the BMA took 128. For all of Northern Ireland there were 145 walking journeys of less than 2 miles per person per year.
- Looking at all walking journeys, the average distance walked by BMA residents was 188 miles per person per year. People living outside the BMA walked 120 miles per person per year. The average distance walked per person per year in Northern Ireland as a whole was 144 miles.

User information

Background to Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain. It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2007-2009 time period.

Why are data for three years combined?

As the sample size is relatively small (it has varied between 856 and 1,036 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

Current developments

In previous years one report has been published annually in September relating to the 3 previous full calendar years. A technical report, supplementary to main report, has been published at the same time.

This year two reports will be published for the 2007-2009 TSNI data. The first is this headline report containing key figures published at the end of June. A technical report, supplementary to this report, will be published in July. This will contain information on 2007-2009 survey response rates and confidence ranges. A further in-depth report containing more detailed results will be published later in the year (planned for December this year and September/October in later years). This will contain a wider variety of information than the 2006-2008 TSNI report.

One of the key projects to develop the TSNI is the review of the current database structure. In its current format the TSNI has an extremely complex structure which makes it difficult to analyse. Detailed knowledge of what to include and exclude and how to interpret the output is required. Each time a new piece of analysis is run there is a time consuming checking process to ensure the data are correct. A number of alternative structures have been evaluated and the preferred option, which more closely mirrors the hierarchical structure of the data, will, when implemented, greatly enhance the efficiency of running ad-hoc queries.

Once these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for 2011). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

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 the 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 the 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 are then grossed for the full travel week so that results in this report include short walks for the full seven day period.

Sample design

A sample of 1,740 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 and Research Agency for research purposes. People living in institutions (though not the private households in such institutions) are excluded.

All persons in the household (including children) are eligible for the survey.

Uses of the TSNI

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

Data quality assessment

Very good – data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance and Personnel. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Official Statistics Code of Practice (<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>).

Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results. This error will be reasonably small for the majority of Northern Ireland level results but care should be taken when looking at results based on smaller breakdowns.

Guidance on using the data

- Data at Northern Ireland level are robust. When figures are broken down into sub-regional level the sample size is reduced. Consequently, data analysis at sub-regional level is limited.
- Data are from a sample survey i.e. not asked of the whole population of Northern Ireland. Therefore when looking at the figures, the confidence intervals/ranges associated with the figures should be noted.

What are Confidence intervals/ranges?

(these will be available in the technical report published in July)

- As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population.
- This variance from the true population value is measured using a confidence interval. The confidence intervals published for TSNI data are 95% confidence intervals. This means there is a 95% probability that the true population value is contained within the range of values given.

Citybus/Metro journeys

There has been a statistically significant increase in both the average distance travelled on Metro and the average number of journeys per person per year using the Metro bus service (previously Citybus) in 2007-2009. There are a number of possible explanations:

- There may have been a genuine increase in the number of journeys taken/average distance travelled by Metro. This may be partly as a result of a number of new and extended Metro routes which were brought into service in August 2008. In addition, some other routes were enhanced with more frequent services. This may have led to an increase in the use of the Metro service.
- There is some evidence that there has either been a misclassification of some Metro journeys as Ulsterbus in previous years and/or there has been a switch from Ulsterbus to Metro. When you compare combined Ulsterbus and Metro journeys:
 - Average distance travelled: 2006-2008 298 miles, 2007-2009 317 miles.
 - Average journeys: 2006-2008 39 journeys, 2007-2009 42 journeys.

Ulsterbus and Metro are both public bus services run by Translink.

If there has been a misclassification of some Metro journeys as Ulsterbus in previous years, the following are some possible reasons:

- Metro took over a number of old Ulsterbus routes in the Greater Belfast area in February 2005 but passengers may not have immediately recognized the change of carrier.
- It is also possible that, in previous surveys, if the respondent was not aware of the public bus service they were using, it was recorded as Ulsterbus.

Definitions

For a full set of definitions (including types of modes of travel, types of journey purpose) see Travel Survey for Northern Ireland 2006-2008 report

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.

Distance travelled

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

Mode of travel/Main mode of travel

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.

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'.

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). Children's play is excluded.

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

on private land. Travel in public parks and on greenways is included.

Belfast Metropolitan Area (BMA)/Outside the BMA

The Belfast Metropolitan Area consists of the following 6 Local Government Districts: Belfast, Newtownabbey, Carrickfergus, Lisburn, North Down, Castlereagh. The area 'outside the BMA' is the other 20 Local Government Districts.