

Travel Survey for Northern Ireland In-depth Report 2007-2009



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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.

Multiple response questions - Respondents can give more than one response to these types of questions if they wish and therefore if individual percentages are summed they may add to more than 100%. These types of questions have been highlighted with the footnote "Percentages sum to more than 100% due to multiple responses".

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 those differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within 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 (Section 1) on page 3 and a Definitions section (Appendix A) on page 44.

Key Points

In 2007–2009:-

General travel statistics

- On average, Northern Ireland residents travelled 6,002 miles per year over the three-year reporting period. This is similar to the average distance travelled per person per year in 1999-2001 (5,985 miles) (Table 1.2).
- Each person made an average of 914 journeys each year. This has decreased from the 1999-2001 average of 978 journeys per person per year (Table 1.2).

Trends in personal travel

- Looking at the 17 and over age group, a higher proportion of men (81%) held full car driving licences than women (66%) in 2007-2009. However, there is some evidence that the gap is closing slightly. 66% of women now hold a car driving licence, an increase from 60% in 1999-2001, whereas there has been no real change in the proportion of men holding a licence during this time period (Table 2.3).
- Those living in the Belfast area travelled an average of 3,769 miles per year, around 40% less than the 6,317 miles and 6,457 miles for those living in the East and West of Northern Ireland respectively (Table 3.5).
- Men and women made a similar number of journeys per year (923 for men, 948 for women). However, men travelled 25% further than women, averaging 7,189 miles a year, compared to 5,761 miles for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (81%) of the total distance travelled, the same as in 1999-2001 (Table 3.1).
- We walked on average 144 miles each year, 2% of our total distance travelled. This proportion matches the 1999-2001 result (Table 3.1).
- The longest average journey lengths were on Northern Ireland Railways (20.6 miles), although we only made an average of 4 of these per year. Car journeys accounted for 70% of all journeys made and were, on average, just over 7 miles long. These results are similar to previous years (Table 3.2).
- One sixth (17%) of all journeys were less than one mile long, and just over two thirds of these short journeys were on foot (68%). The car was the dominant mode of transport for all journeys over one mile (Table 3.3).
- We spent 308 hours per year travelling within Northern Ireland - approximately 13 days each year or 51 minutes per day. Around 33 minutes per day were spent travelling by car and 8 minutes per day were spent walking. The results in 1999-2001 were comparable (Table 3.4).
- There has been an increase of 30% in the average distance walked by Belfast residents from 186 miles per person per year in 1999-2001 up to 242 in 2007-

2009. However, there has been no real change over this time period in the average distance walked by people living in the East and West of Northern Ireland (Table 3.5).

- Children under 16 made 64% of their journeys as car passengers, with most of the rest on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (17%) (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), 20% to and from the shops, 16% for commuting and 13% for personal business. These results are comparable to 1999-2001 (Table 4.1).
- In terms of miles travelled, 31% of the distance travelled was for leisure purposes, 20% for commuting, 14% for shopping and 11% for personal business. Again, these results are similar to 1999-2001 (Table 4.1).
- Men made the largest proportion of their journeys for commuting and business (29%). For women, 18% of journeys were for commuting and business (Table 4.2).
- The largest proportion of journeys made by women was for going to and from the shops. One quarter (25%) of the total journeys women made were for this purpose compared to nearly one fifth (19%) for men (Table 4.2).
- The largest proportion of journeys made by children under 16 was for education (31%) (Table 4.2).
- In 2007-2009, the majority of workers in Northern Ireland used a car or van to travel to work (81%), the same as in 2003-2005. However, looking at sub regions, there have been some changes in travelling to work by car or van. In Belfast there has been a decrease in usage from 67% in 2003-2005 to 59% in 2007-2009. This contrasts with a small increase in usage by workers from the East of Northern Ireland (from 81% in 2003-2005 to 84% in 2007-2009) and no real change for the West of Northern Ireland (Table 4.3b).
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 31% of respondents), followed by cost of petrol (13%). However, the majority of respondents (63%) who travelled to work by these modes stated they had no difficulty (Figure 4.4).

Other factors affecting travel

- Overall, 19% of respondents had some difficulty with travel due to a physical disability or long-standing health problem. As expected, this increases with age: only 6% of 16-29 year olds had difficulty with travel compared to 40% of those aged 60 and over (Table 5.1).
- Fifteen percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 7% in 1999-2001. Nearly one quarter (24%) said they did not know how often they could get a bus from their nearest stop (Table 5.5).

Section 1: User Information

Background to the 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.

However, in this report, for certain stable groups of the sample, limited information for shorter (one year) periods of time is shown.

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.

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, the headline report, containing key figures was published at the end of June. A technical report was published in July containing information on 2007-2009 survey response rates and confidence ranges. This report, the in-depth report, contains more detailed results including age, gender and area breakdowns. This contains a wider variety of information than the 2006-2008 TSNI report. The next headline report based on 2008-2010 results is planned for June 2011. The next in-depth report is planned for December 2011. Further additions and refinements, such as urban-rural comparisons, will be made to the 2008-2010 in-depth report following more extensive user consultation.

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.

Details of the planned developments and timetable for the TSNi reports and database are in the CSRB Action Plan available at:

http://www.drdsn.gov.uk/index/statistics/transport_statistics_users_group.htm

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 using a methodology which is designed to provide representative geographic coverage across NI. 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.

Sampling errors

- 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 are available in the TSNI Technical Report 2007-2009 (page 11):

http://www.drdni.gov.uk/tsni_technical_report_2007-2009.pdf

- 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.

Data validation

As the database has continued to be validated as part of the data analysis process, a small number of discrepancies have been discovered and corrected figures appear in this current report. These have been flagged with a footnote to explain that figures have been revised from previous reports. The corrections are minor and therefore have not warranted a recirculation of previous reports. However, revised figures are available on request from CSRB should they be required (see front of the report for contact details).

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.

Average distance travelled

For average distance travelled by mode tables in this report, mode of travel is used. This means the actual mode of travel used during each stage of the journey is captured by the data analysis. For example, if a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to "walk" mode of travel and 10 miles to "NI Railways" mode of travel.

Number of journeys/Average journey length/Journey time

For the Number of journeys/Average journey length/Journey time by mode tables in this report, main mode of travel is used. This is because whole journeys are being tabulated not stages or parts of a journey. For the example above this means the main mode of travel, "NI Railways", would be assigned to the journey. The walking element is not captured in the data analysis.

Please note that the majority of journeys are only one stage which means that both the mode and main mode of travel would be the same.

Citybus/Metro journeys

A large and statistically significant increase has been observed in both the average distance travelled on Metro services and the average number of journeys per person per year using the Metro service in 2007-2009. Practitioners should take due regard of the following: Survey methodology/procedures have been thoroughly checked and no departures from previous years have been identified. Further investigations into sampling bias, Translink service changes and ticket sales have not revealed any clear explanation for this increase nor to what extent it is typical of the overall population.

It is worth noting that the survey estimate for all Metro and Ulsterbus journeys combined has always approximated Translink's own estimate. In this most recent survey, it has been similarly observed that the individual Metro and Ulsterbus estimates are also now more in line with the administrative estimates. This could suggest an element of respondent misclassification between bus types in the past which is now less apparent. However, other explanations are also possible and it is very important to re-emphasise that any survey is subject to sampling error (see note on Sampling Errors above) and whilst the majority of estimates will fall within a range of reported confidence intervals, it may be that this latest survey, in 2009, has yielded an estimate that is outside this confidence interval. Next year's report will help inform this view. It is noteworthy that the report reveals no other significant variations. Please contact CSRB if you require further information on these results (contact details are given at the front of the publication).

Summary of basic statistics

Table 1.1 provides information taken from the 1999-2001, 2003-2005, 2006-2008 and 2007-2009 databases.

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

	Numbers						
	2007	2008	2009	1999-2001	2003-2005	2006-2008	2007-2009
Households	998	987	1,036	2,847	2,902	2,841	3,021
Individuals	2,242	2,116	2,185	7,421	6,723	6,237	6,543
Children (<16)	456	402	412	1,833	1,415	1,210	1,270
Adults (16+)	1,786	1,714	1,773	5,578	5,294	5,026	5,273
Motor vehicles ¹	1,190	1,246	1,272	3,171	3,243	3,453	3,708
Cars ²	1,111	1,196	1,201	3,058	3,137	3,278	3,508
4-wheeled cars	1,042	1,126	1,137	2,911	2,983	3,093	3,305
Journeys ³	36,388	33,198	34,042	123,295	109,452	100,116	103,628
Stages ⁴	37,182	34,049	34,797	126,251	111,848	102,460	106,028

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

	2007	2008	2009	1999-2001 ²	2003-2005 ²	2006-2008 ²	2007-2009 ²
No. of journeys per person per year	938	904	898	978	947	926	914
No. of journeys (1 mile+)	779	758	749	786	770	771	762
Miles travelled	5,911	6,062	6,036	5,985	5,951	6,033	6,002
Miles travelled by car	4,739	5,004	4,783	4,891	4,870	4,916	4,840
Hours travelled	312	304	308	304	304	306	308
Vehicles per household	1.19	1.26	1.23	1.11	1.12	1.22	1.23
Cars¹ per household	1.11	1.21	1.16	1.07	1.08	1.15	1.16
Cars¹ per adult (17+)	0.64	0.71	0.69	0.56	0.60	0.66	0.68
% men full car driving licence	81%	81%	81%	80%	81%	81%	81%
% women full car driving licence	63%	67%	67%	60%	61%	65%	66%
Participating individuals per household	2.2	2.1	2.1	2.6	2.3	2.2	2.2
% of households with bus service at least every 15 mins	14% (24% don't know)	14% 23% don't know)	17% (24% don't know)	7% (27% don't know)	9% (27% don't know)	12% (24% don't know)	15% (24% don't know)
Northern Ireland Population for survey period (mid year estimate)	1,759,148	1,775,003	1,788,896	1,683,756	1,712,453	1,758,590	1,774,349

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 selected time periods (1999-2001, 2003-2005, 2006-2008 and 2007-2009).

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

- Looking at the individual years over the three year reporting period 2007 to 2009, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 6,002 miles per year over the three-year reporting period. This is similar to the average distance travelled per person per year in 1999-2001 (5,985 miles).
- Each person made an average of 914 journeys each year (less than 3 journeys per day). This has decreased from the 1999-2001 average of 978 journeys per person per year.
- The average journey length has increased slightly from 6.1 miles in 1999-2001 to 6.6 miles in 2007-2009.
- The average time each person spent travelling over the three years was 308 hours per year, or approximately 51 minutes per day. The results in 1999-2001 were comparable.
- Comparing 2003-2005 to 2007-2009, there has been no significant modal shift (change from one mode of travel to another).

Table 2.1: Distance, journeys & hours travelled per person per year: 2007 to 2009; 1999-2001, 2003-2005, 2006-2008 and 2007-2009

	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
2007	5,911	5,836	938	779	6.3	312
2008	6,062	5,998	904	758	6.7	304
2009	6,036	5,970	898	749	6.7	308
1999-2001	5,985	5,904	978	786	6.1	304
2003-2005	5,951	5,879	947	770	6.3	304
2006-2008	6,033	5,961	926	771	6.5	306
2007-2009	6,002	5,933	914	762	6.6	308

Figure 2.1: Average distance per person per year by mode: 2003-2005 to 2007-2009

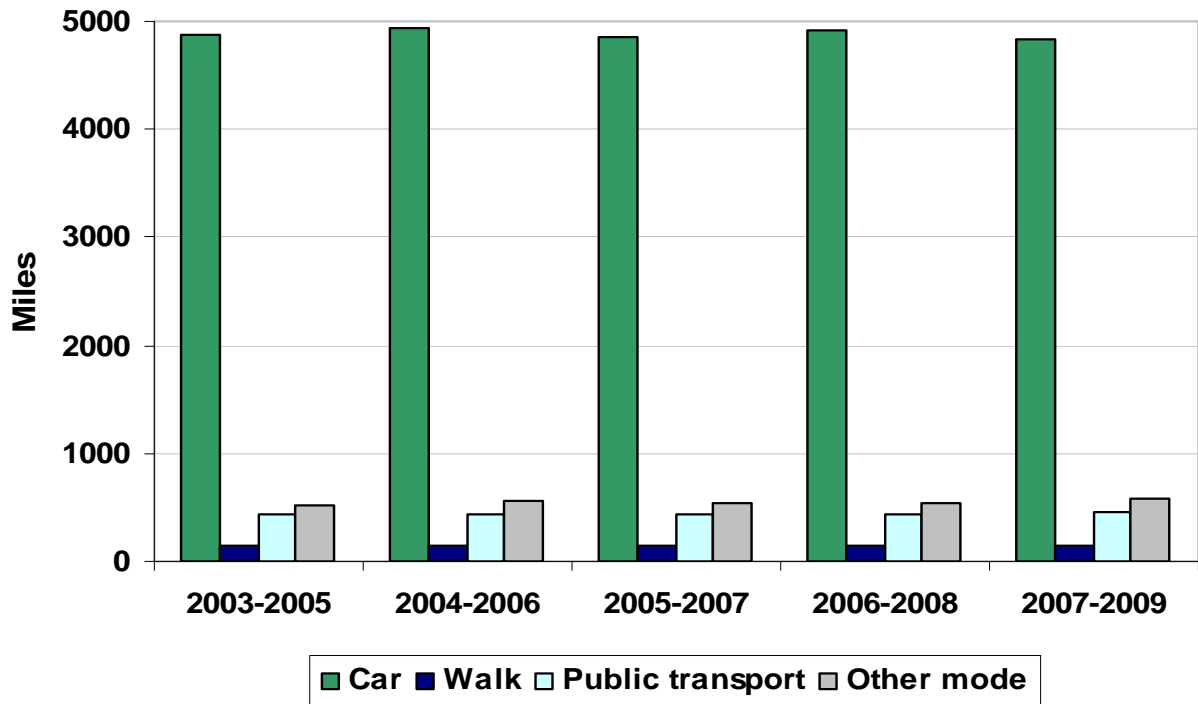


Figure 2.2: Journeys per person per year by main mode: 2003-2005 to 2007-2009

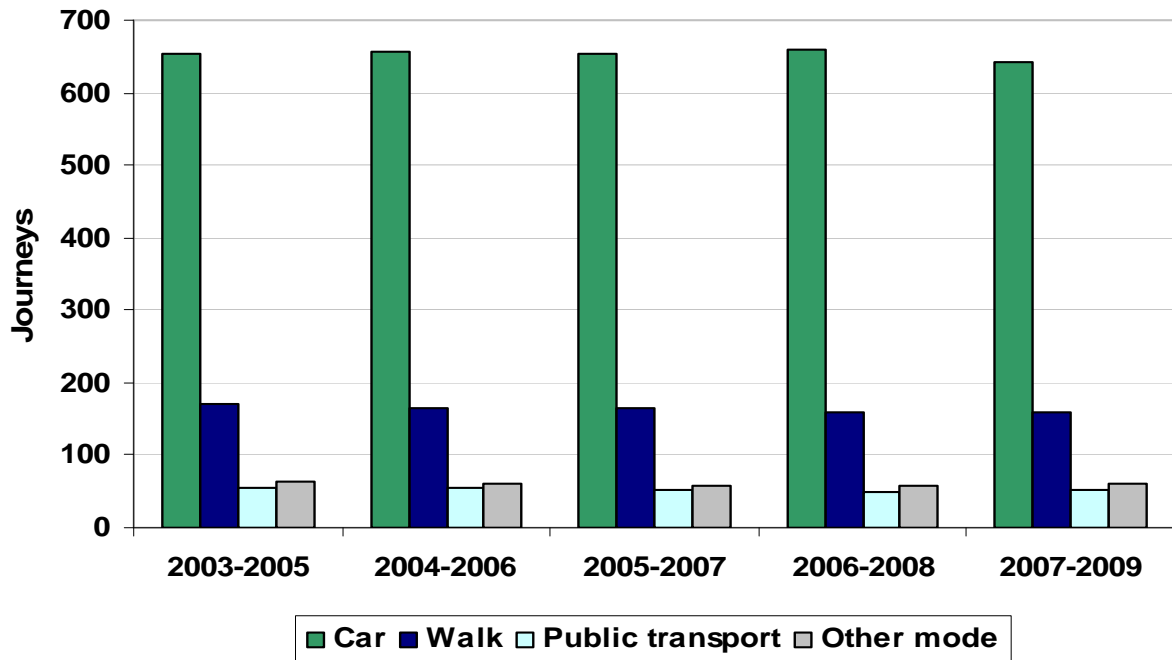
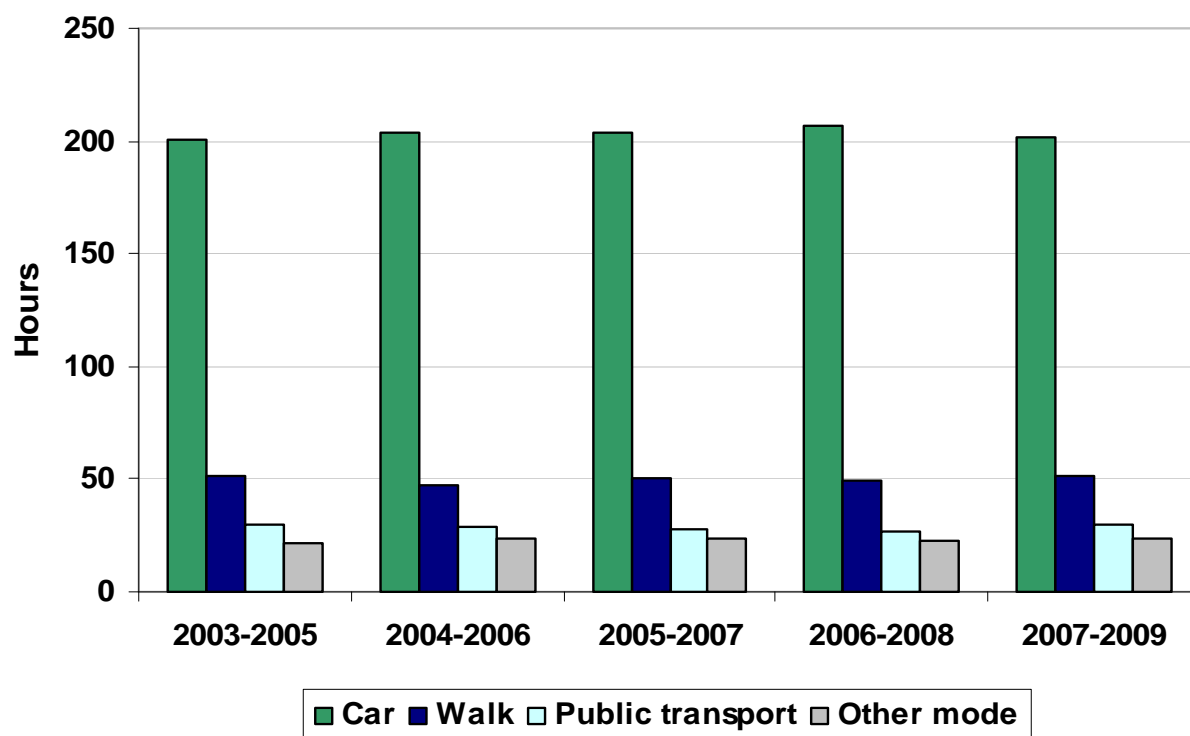


Figure 2.3: Time spent travelling per person per year by main mode: 2003-2005 to 2007-2009



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 (2007-2009). There has been little change in this proportion over the years.
- Three fifths (60%) of households in Belfast had access to one or more cars in 2007-2009 compared to 79% and 77% in the East and West of Northern Ireland respectively (for definitions of areas see page 47).
- Around one third (33%) of households in Northern Ireland had access to two or more cars. However, only 19% of Belfast households had access to two or more cars, compared to 37% of households in the East and 34% in the West of Northern Ireland.

Table 2.2: Household car ownership by area of residence: 2007 to 2009; 1999-2001, 2003-2005, 2006-2008 and 2007-2009

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
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)^r	..	..	..	..	..	..	..
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%	1.21	0.71
Belfast	(2009)	..	..	..	..	..	..	..
East		18%	45%	30%	6%	100%	1.26	0.74
West		24%	45%	24%	7%	100%	1.17	0.68
All areas		24%	44%	26%	6%	100%	1.16	0.69
Belfast	(1999-2001)	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		26%	45%	24%	5%	100%	1.07	0.56
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	(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
Belfast	(2007-2009)	40%	41%	16%	3%	100%	0.82	0.50
East		21%	42%	30%	7%	100%	1.23	0.73
West		23%	44%	27%	7%	100%	1.21	0.68
All areas		25%	42%	26%	6%	100%	1.16	0.68

r revised to bring in line with Table 1.2

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

- Comparing 1999-2001 to 2007-2009, there has been an increase in the proportion of adults (aged 17 and over) holding a full car driving licence from 69% to 73%.
- Looking at the 17 and over age group, a higher proportion of men (81%) held full car driving licences than women (66%) in 2007-2009. However, there is some evidence that the gap is closing slightly. 66% of women now hold a car driving licence, an increase from 60% in 1999-2001, whereas there has been no real change in the proportion of men holding a licence during this time period.
- The age group where the gender gap in licence holding is most noticeable is the 70+ age group where there is a difference of 41 percentage points between men (79%) and women (38%).
- The lowest proportion of driving licence holders (39%) is in the 17-20 age group. This increases to 66% in the 21-29 age group and rises again to 83% in the 30-39 age group. Licence holding remains around the same level until decreasing to 74% in the 60-69 age group and falling again to 55% in the 70 and over age group.

Figure 2.4: Driving licence holders by age and sex: 2007-2009

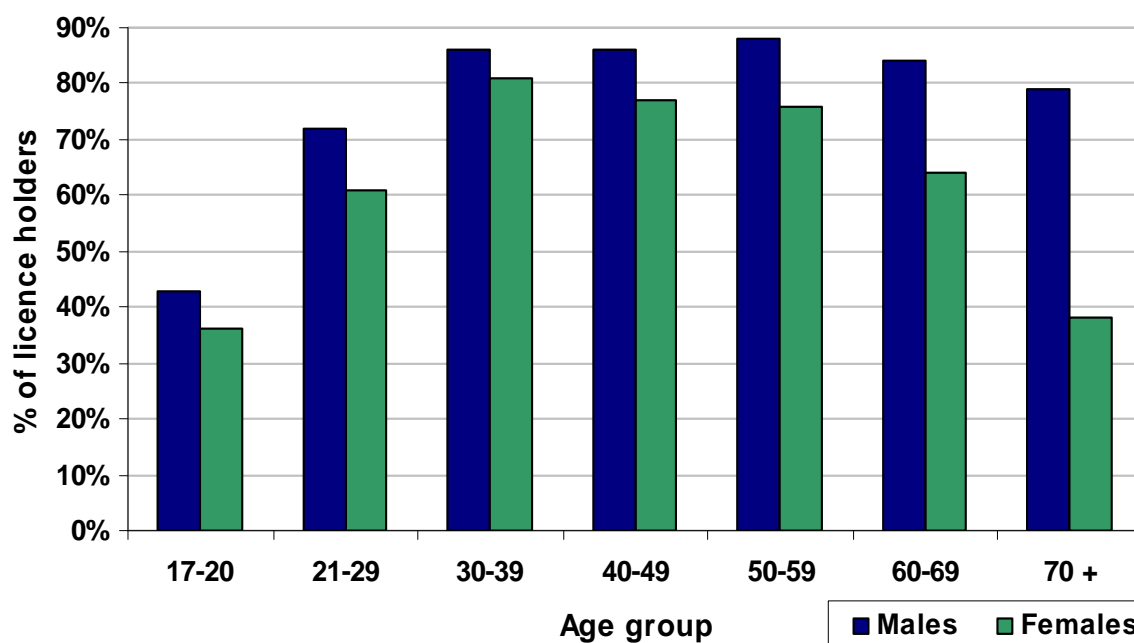


Table 2.3: Driving licence holders by age and sex: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Percentage

	1999-2001			2003-2005 ^r			2006-2008 ^r			2007-2009		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	*	*	*	31%	27%	29%	43%	30%	36%	43%	36%	39%
21-29	*	*	*	74%	63%	68%	70%	62%	66%	72%	61%	66%
30-39	87%	77%	81%	89%	79%	84%	86%	81%	83%	86%	81%	83%
40-49	85%	77%	81%	89%	75%	82%	88%	78%	82%	86%	77%	82%
50-59	89%	68%	78%	88%	69%	78%	89%	74%	82%	88%	76%	82%
60-69	83%	49%	65%	90%	56%	72%	88%	63%	75%	84%	64%	74%
70 +	70%	23%	42%	69%	26%	45%	75%	37%	53%	79%	38%	55%
All adults aged 17+	80%	60%	69%	81%	61%	70%	81%	65%	72%	81%	66%	73%

* Figures are not currently available for 17-20 and 21-29 age groups separately. However, the figures for the 17-29 age group are available: 66% of males aged 17-29, 53% of females aged 17-29 and 59% of all persons aged 17-29 held a full car driving licence. Equivalent 2007-2009 figures are 63% of males aged 17-29, 53% of females aged 17-29 and 58% of all persons aged 17-29 held a full car driving licence

^r Figures have been revised to include only respondents who gave a valid answer to the question "Do you hold any driving licences valid in the UK?"

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 1999-2001, 2003-2005, 2006-2008 & 2007-2009.

Distance travelled (Table 3.1)

- During 2007–2009, over four fifths (81%) of the total distance travelled in Northern Ireland was by car. This is consistent with earlier years.
- On average each person walked 144 miles per year in 2007-2009, which accounted for 2% of the total distance travelled. This proportion matches the 1999-2001 result.
- Only 7% of the total distance travelled was on public transport (Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), the majority on Ulsterbus. This is again consistent with earlier years.

Table 3.1: Average distance travelled by travel mode*: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Miles

Travel mode *	Miles per person per year			
	1999-2001	2003-2005	2006-2008	2007-2009
Walk	146	139	143	144
Bicycle	19	20	16	20
Car Driver	2,985	3,162	3,230	3,143
Car Passenger	1,873	1,698	1,686	1,697
Car Undefined	33	10	-	-
Motorcycle	20	31	11	14
Other private	345	389	451	470
Citybus/Metro**	41	32	28	71
Ulsterbus	266	261	270	246
Other bus	108	76	53	58
NI Railways	53	56	76	69
Black taxi	7	6	3	3
Taxi	66	68	64	65
Other public	-	-	1	1
Undefined mode	25	1	1	1
All modes	5,985	5,951	6,033	6,002

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges).

* See page 46/47 for definition of travel modes

**Citybus changed to Metro in February 2005. See guidance on Citybus/Metro data on page 6.

Number and length of journeys (Table 3.2)

- During 2007-2009, the longest average journey lengths were on Northern Ireland Railways (20.6 miles), although only an average of 4 of these journeys were made per year. Car journeys accounted for 70% of all journeys made and were, on average, just over 7 miles long. These results are similar to previous years.
- Walks accounted for 18% of all journeys in 2007-2009 and averaged 0.8 miles in length (the shortest journeys compared to other modes of travel).
- Fewer journeys are being made per person per year (978 in 1999-2001 compared to 914 in 2007-2009) but the journeys are, on average, of greater length (6.1 miles in 1999-2001 compared to 6.6 miles in 2007-2009).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	1999-2001	2003-2005	2006-2008	2007-2009	1999-2001	2003-2005	2006-2008	2007-2009
Walk	189	172	160	160	0.7	0.7	0.8	0.8
Bicycle	7	5	5	6	2.6	3.8	3.0	3.5
Car Driver	407	417	431	421	7.3	7.6	7.5	7.5
Car Passenger	262	237	228	222	7.1	7.1	7.4	7.6
Car Undefined	5	1	-	-	7.3	8.9	..	..
Motorcycle	2	3	1	2	8.9	8.9	8.6	9.4
Other private	26	36	36	35	13.1	11.0	12.7	13.7
Citybus/Metro**	11	8	6	13	3.8	4.0	4.7	5.8
Ulsterbus	32	34	33	29	8.9	8.1	8.4	9.0
Other bus	11	8	4	5	9.8	9.8	13.4	11.2
NI Railways	3	3	4	4	21.3	23.7	20.6	20.6
Black taxi	2	2	1	1	3.2	3.1	3.4	3.6
Taxi	17	19	16	17	3.8	3.5	4.0	3.8
Other public	-	-	-	-	..	..	..	..
Undefined mode	3	-	-	-	7.0	..	..	..
All modes	978	947	926	914	6.1	6.3	6.5	6.6

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 46/47 for definition of travel modes

**Citybus changed to Metro in February 2005. See guidance on Citybus/Metro data on page 6.

Average journey distance (Table 3.3)

- One sixth (17%) of all journeys were less than one mile long, and just over two thirds of these short journeys were on foot (68%).
- The car was the dominant mode of transport (78%) for all journeys over one mile.
- 80% of journeys were 10 miles or less in 2007-2009.

Table 3.3: Journeys per person per year by distance and main mode*: 2007-2009

Journeys

Mode of travel*	Journey Distance							All journeys
	< 1 mile	1 to 2 miles	2 to 5 miles	5 to 10 miles	10 to 25 miles	25 to 50 miles	Over 50 miles	
Walk	103	42	15	1	-	0	0	160
Bicycle	1	2	2	1	-	-	-	6
Car driver	28	70	136	89	73	19	5	421
Car passenger	17	39	70	47	34	11	4	222
Car undefined	-	-	-	0	-	0	0	-
Motorcycle	-	-	-	1	-	-	-	2
Other private	1	3	8	7	9	4	2	35
Metro**	-	1	7	4	1	-	-	13
Ulsterbus	-	3	9	7	7	1	-	29
Other bus	-	-	2	1	1	1	-	5
NI Railways	0	0	-	1	2	1	-	4
Black taxi	0	-	1	-	-	0	0	1
Taxi	1	4	8	2	1	-	0	17
Other public	0	-	0	-	-	-	0	-
Undefined mode	-	-	-	-	-	0	0	-
All modes	151	164	258	161	130	37	12	914

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 46/47 for definition of travel modes

**Citybus changed to Metro in February 2005. See guidance on Citybus/Metro data on page 6.

Time spent travelling (Table 3.4)

- The average person spent 308 hours per year travelling within Northern Ireland during the three year reporting period - approximately 51 minutes per day, or 13 days per year. This is comparable with 1999-2001 results.
- The average time taken per journey in 2007-2009 was 20 minutes, similar to 1999-2001.
- Approximately 33 minutes per day were spent travelling by car (averaging just over eight days per year). An average of 8 minutes per day was spent walking (approximately 2 days each year).
- Average journey times on public transport (for definition see page 47) ranged from 33 minutes for buses to 57 minutes for NI Railways trains.

Table 3.4: Journey time by main mode*: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	1999-2001	2003-2005	2006-2008	2007-2009	1999-2001	2003-2005	2006-2008	2007-2009
Walk	50	51	49	51	16	18	18	19
Bicycle	3	2	2	2	22	24	21	24
Car Driver	121	130	136	132	18	19	19	19
Car Passenger	78	71	70	70	18	18	18	19
Car Undefined	2	-	-	-	28	..	..	..
Motorcycle	1	1	-	1	22	19	..	22
Other private	12	14	17	17	27	24	28	29
Citybus/Metro**	5	4	3	7	27	28	30	33
Ulsterbus	18	18	18	16	33	32	32	33
Other bus	6	4	2	3	32	31	36	33
NI Railways	3	3	4	4	57	57	52	57
Black taxi	1	1	-	-	22	26	..	..
Taxi	4	5	4	4	15	15	16	16
Other public	-	-	-	-	..	..	..	..
Undefined mode	1	-	-	-	22	..	..	..
All modes	304	304	306	308	19	19	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 46/47 for definition of travel modes

**Citybus changed to Metro in February 2005. See guidance on Citybus/Metro data on page 6.

Distance travelled by area*: 2007-2009 (Table 3.5)

- The distance travelled by those in the Belfast area was 37% lower than the Northern Ireland average.
- Eleven percent of the distance travelled by Belfast respondents was on public transport (for definition see page 35) compared to 8% for Eastern and 6% for Western respondents.
- Belfast residents travelled further on foot (6%) compared to Eastern and Western residents (both 2%).
- There has been an increase of 30% in the average distance walked by Belfast residents from 186 miles per person per year in 1999-2001 up to 242 in 2007-2009. However, there has been no change over this time period in the average distance walked by people living in the East and West of Northern Ireland.

* See definitions of Belfast, East and West of Northern Ireland areas on page 47

Table 3.5: Average distance travelled per person per year by mode & area*: 2007-2009

Miles

Mode of travel	Belfast	East	West	All Areas
Walk	242	132	122	144
Bicycle	28	27	11	20
Car driver	1,804	3,546	3,175	3,143
Car passenger	1,054	1,649	1,983	1,697
Car undefined	-	-	-	-
Motorcycle	2	27	5	14
Other private	107	404	677	470
Metro**	115	98	25	71
Ulsterbus	181	231	287	246
Other bus	26	52	75	58
NI Railways	84	102	27	69
Black taxi	14	3	0	3
Taxi	112	45	69	65
Other public	0	1	1	1
Undefined mode	-	-	1	1
All modes	3,769	6,317	6,457	6,002

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See definitions of travel modes and Belfast, East and West of Northern Ireland on page 46/47

**Citybus changed to Metro in February 2005. See guidance on Citybus/Metro data on page 6.

Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year (923 for men, 948 for women). However, men travelled 25% further than women, averaging 7,189 miles a year, compared to 5,761 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 28% 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%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (17%)
- The car was the most commonly used main mode of transport for both men (69%) and women (74%).
- 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. A similar pattern was noted for men.
- Overall adults made fewer of their journeys by public transport (4%) compared to children who made 11% of their journeys by public transport (for definition of public transport see page 47).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2007-2009

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%	23%	13%	18%	16%	24%	15%	19%	17%	17%	18%
Bicycle	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Car driver	0%	40%	64%	66%	60%	36%	63%	37%	52%	56%	46%
Car passenger	64%	19%	7%	8%	9%	26%	15%	35%	22%	16%	24%
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	1%	6%	10%	3%	8%	1%	2%	1%	1%	4%	4%
Metro**	2%	2%	1%	1%	1%	3%	1%	1%	1%	1%	1%
Ulsterbus	7%	5%	1%	2%	2%	5%	1%	3%	3%	2%	3%
Other bus	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%
NI Railways	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	3%	2%	1%	2%	4%	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	817	856	973	874	923	953	1,083	707	948	937	914
Distance travelled (miles)	4,262	6,872	8,306	5,213	7,189	6,125	6,571	4,081	5,761	6,421	6,002

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 46/47 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)

- 22% of all journeys in 2007–2009 were for leisure purposes (for example to visit friends, to take part in entertainment or sport activities, to go on holiday/day trips), 20% for shopping and 16% for going to and from work. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 13% of all journeys. These proportions are similar to the results for 1999-2001.
- In terms of miles travelled, just over three tenths (31%) of the total distance travelled was for leisure purposes, one fifth (20%) for commuting, 14% for shopping and 11% for personal business. Nearly one tenth (9%) of the total distance travelled was for business travel. There has been no real change in these proportions compared to the 1999-2001 results.
- In both 1999-2001 and 2007-2009, the longest journeys were those made to go on holiday within Northern Ireland and the shortest were for “other” purposes which included walking for pleasure.
- Business journeys were over twice as long (14.9 miles) as the average journey (6.6 miles).
- Escort journeys (where the traveller has no other purpose than to escort or accompany another person e.g. a mother taking a child to school) made up 14% of all journeys.

Table 4.1: Travel per person per year by journey purpose*: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	1999-2001	2003-2005	2006-2008	2007-2009	1999-2001	2003-2005	2006-2008	2007-2009	1999-2001	2003-2005	2006-2008	2007-2009
Commuting	141	138	147	145	1,108	1,143	1,249	1,203	7.9	8.3	8.5	8.3
Business	38	42	35	35	524	581	525	527	13.7	13.9	14.9	14.9
Education	85	74	66	64	356	319	286	272	4.2	4.3	4.3	4.3
Escort Education	48	51	48	53	112	131	110	131	2.3	2.6	2.3	2.5
Shopping	185	194	191	183	823	908	885	844	4.5	4.7	4.6	4.6
Other escort	78	67	73	79	402	332	414	477	5.2	5.0	5.7	6.1
Personal Business	142	124	128	121	683	605	654	636	4.8	4.9	5.1	5.3
Visit friends at private home	107	107	104	101	774	755	810	811	7.2	7.0	7.8	8.0
Visit friends elsewhere	26	33	38	39	145	216	299	294	5.7	6.5	7.8	7.6
Entertainment/public social activities	38	33	23	22	285	242	176	179	7.5	7.4	7.6	8.2
Sport participate	19	22	20	20	127	145	135	139	6.6	6.6	6.7	6.9
Holiday base	6	5	6	6	180	181	222	207	28.4	33.0	37.4	34.9
Day trip	18	18	17	17	266	270	225	237	14.6	14.6	13.2	13.8
Other including just walk	30	30	29	30	43	41	41	44	1.5	1.4	1.4	1.5
Undefined purpose	17	8	-	-	157	82	1	-	9.2	10.2	2.7	..
All purposes	978	947	926	914	5,985	5,951	6,033	6,002	6.1	6.3	6.5	6.6
Journeys per worker per year:												
Commuting	329	303	320	315	2,654	2,555	2,773	2,661	8.1	8.4	8.7	8.4
Business	93	95	80	81	1,281	1,331	1,202	1,209	13.8	14.0	14.9	15.0

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 45/46 for types of journey purpose

Figure 4.1: Average journey length by purpose* 2007-2009

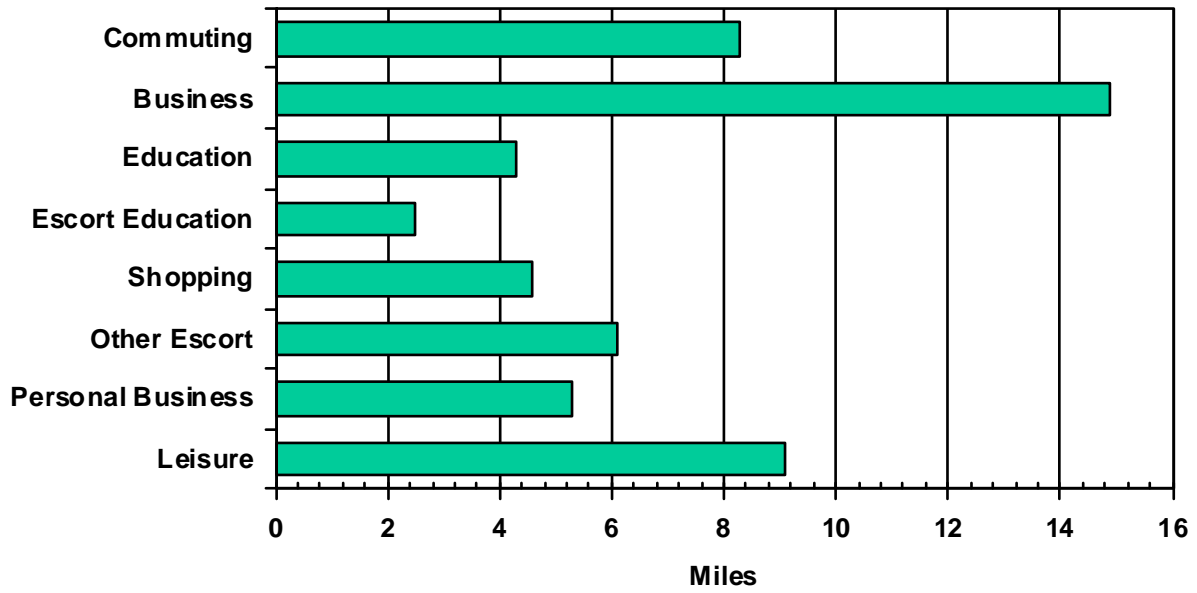
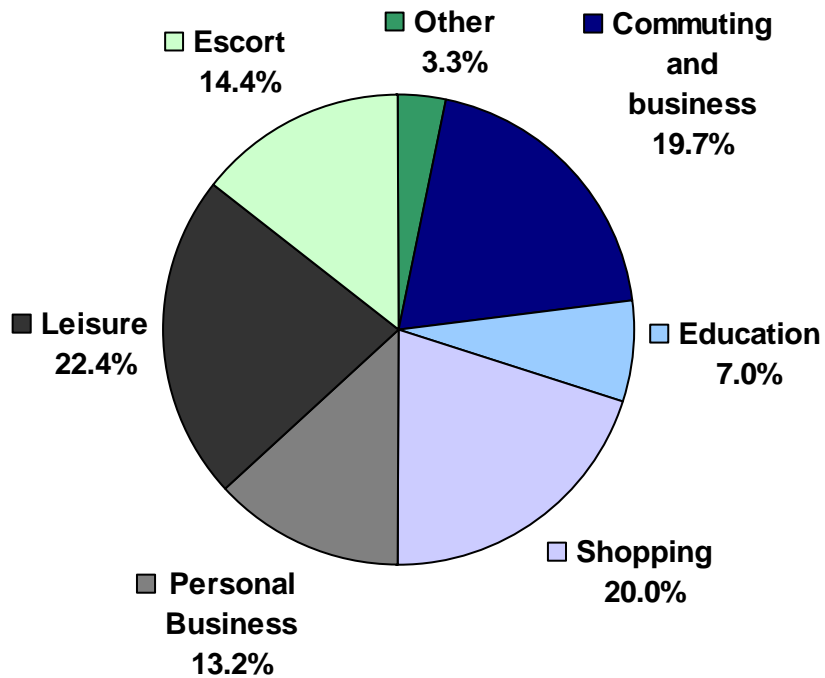
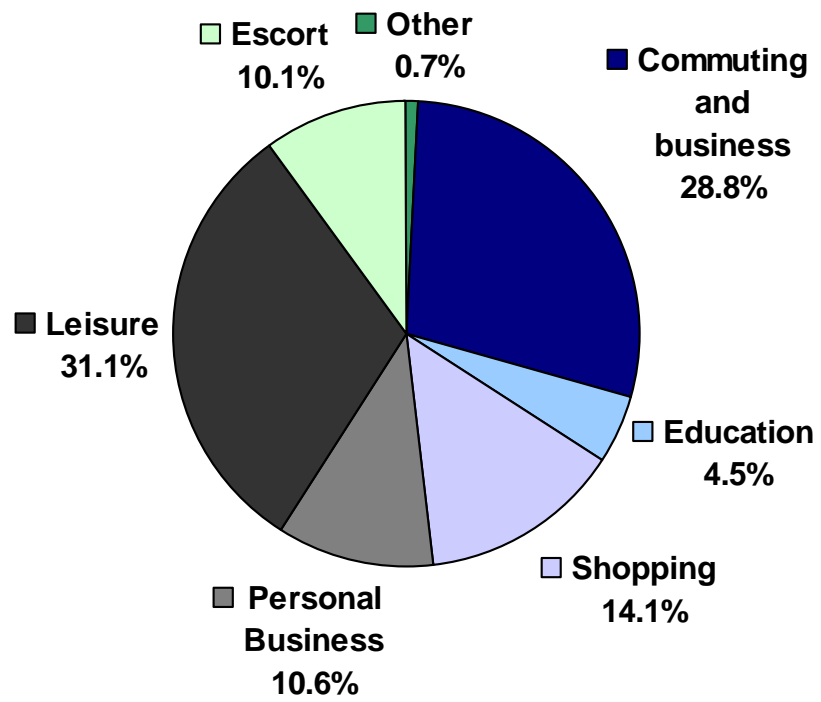


Figure 4.2: Number of journeys per person per year 2007-2009: proportion in each journey purpose group*



* See page 45/46 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2007-2009: proportion in each journey purpose group*



* See page 45/46 for types of journey purpose

Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (923 for men, 948 for women), they made them for different reasons.
- Men made the largest proportion of their journeys for commuting and business (29%). For women, 18% of journeys were for commuting and business.
- The largest proportion of journeys made by women was for going to and from the shops. One quarter (25%) of the total journeys women made were for this purpose compared to nearly one fifth (19%) for men.
- The largest proportion of journeys made by children under 16 was for education (31%).
- 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 example, for women aged 60 and over, 60% of journeys were for shopping or personal business compared to 30% for women aged 16-29.
- Women, especially those aged under 60, 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 made more journeys (16%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (10%).

Table 4.2 Journeys per person per year by age, sex and purpose*: 2007-2009

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%	7%	22%	23%	19%	4%	16%	19%	16%
Business	0%	7%	10%	3%	7%	2%	3%	0%	2%	5%	4%
Education	31%	9%	0%	0%	2%	8%	1%	0%	2%	2%	7%
Escort education	5%	1%	5%	2%	3%	7%	11%	2%	8%	6%	6%
Shopping	9%	13%	16%	31%	19%	20%	22%	36%	25%	22%	20%
Other escort	15%	3%	8%	6%	7%	4%	10%	4%	8%	7%	9%
Personal business	13%	7%	11%	20%	13%	10%	12%	24%	14%	13%	13%
Visit friends at private home	11%	12%	9%	12%	10%	12%	10%	14%	11%	11%	11%
Visit friends elsewhere	2%	7%	5%	5%	5%	6%	3%	5%	4%	5%	4%
Entertainment/public social activities	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Sport participate	3%	5%	2%	3%	3%	1%	1%	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%	3%	2%	2%	2%
Other including just walk	2%	2%	3%	7%	4%	3%	3%	5%	4%	4%	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	817	856	973	874	923	953	1,083	707	948	937	914
Distance travelled (miles)	4,262	6,872	8,306	5,213	7,189	6,125	6,571	4,081	5,761	6,421	6,002

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2007-2009 for Confidence Ranges)

* See page 45/46 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 (81%) usually travelled to work by car or van, while 1 in 10 (10%) usually walked to work.
- In 2007-2009, the majority of workers in Northern Ireland used a car or van to travel to work (81%), the same as in 2003-2005. However, looking at sub regions, there have been some changes in travelling to work by car or van. In Belfast there has been a decrease in usage from 67% in 2003-2005 to 59% in 2007-2009. This contrasts with a small increase in usage by workers from the East of Northern Ireland (from 81% in 2003-2005 to 84% in 2007-2009) and no real change for the West of Northern Ireland

Table 4.3a: Method of travel to work: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	1999-2001	2003-2005	2006-2008	2007-2009
Car/van (includes minibus works van)	80%	81%	81%	81%
Motorbike/moped/scooter	1%	1%	0%	1%
Bicycle	1%	1%	1%	1%
Bus	5%	5%	5%	5%
NIR train	1%	1%	1%	1%
Walk	11%	10%	10%	10%
Other	2%	2%	2%	2%
All methods of travel	100%	100%	100%	100%

Table 4.3b: Method of travel to work by Area: 2007-2009

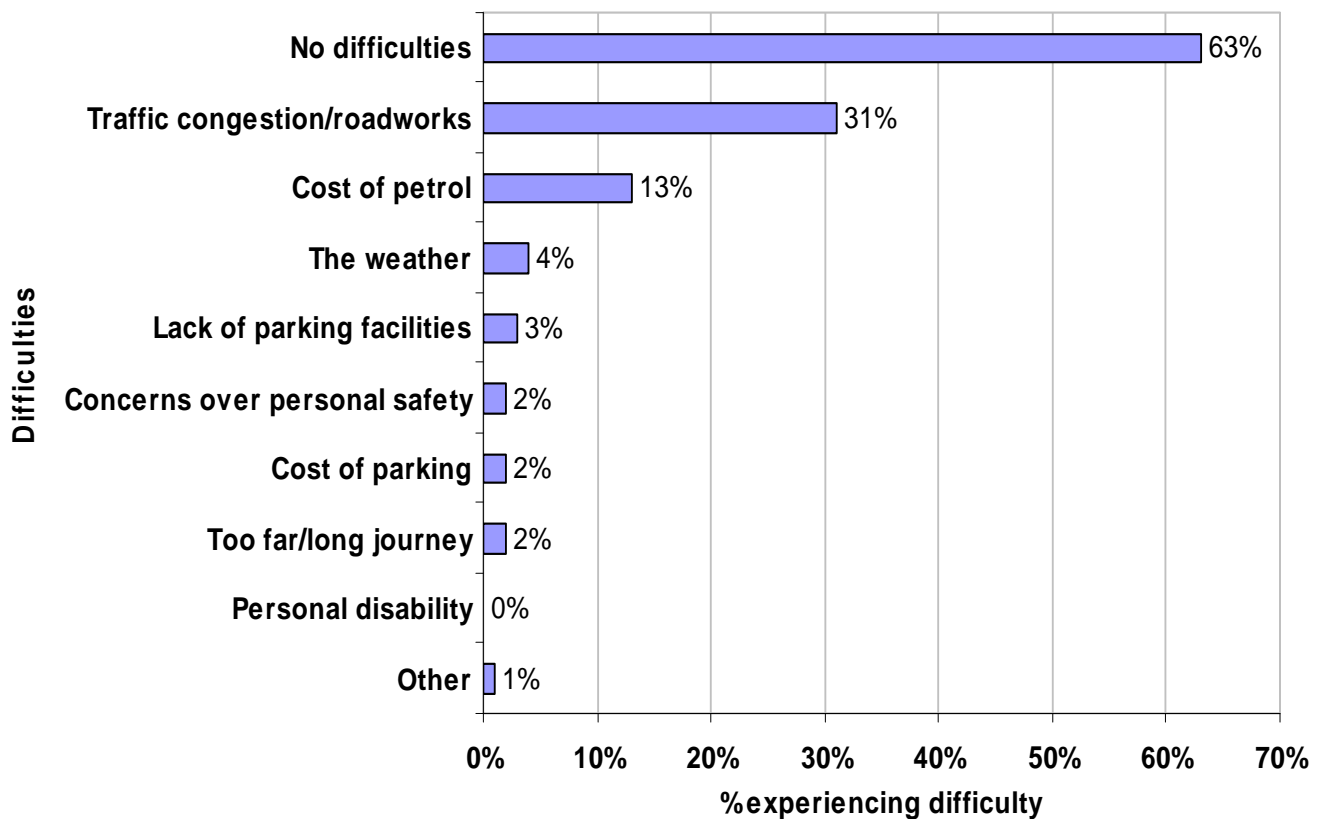
Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	59%	84%	86%
Motorbike/moped/scooter	0%	1%	0%
Bicycle	3%	1%	0%
Bus	12%	5%	2%
NIR train	-	1%	-
Walk	22%	7%	10%
Other	4%	1%	2%
All methods of travel	100%	100%	100%

Difficulties travelling to work - car, van or motorcycle users (Figure 4.4 & Figure 4.5)

Difficulties if using car, van or motorcycle to travel to work

- Respondents who usually used a car, van or motorcycle to travel to work were asked if they had any difficulties. The majority (63%) stated that they had no difficulties.
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 31% of respondents), followed by cost of petrol (13%).

Figure 4.4: Difficulties experienced travelling to or from work by car, van or motorcycle 2007-2009

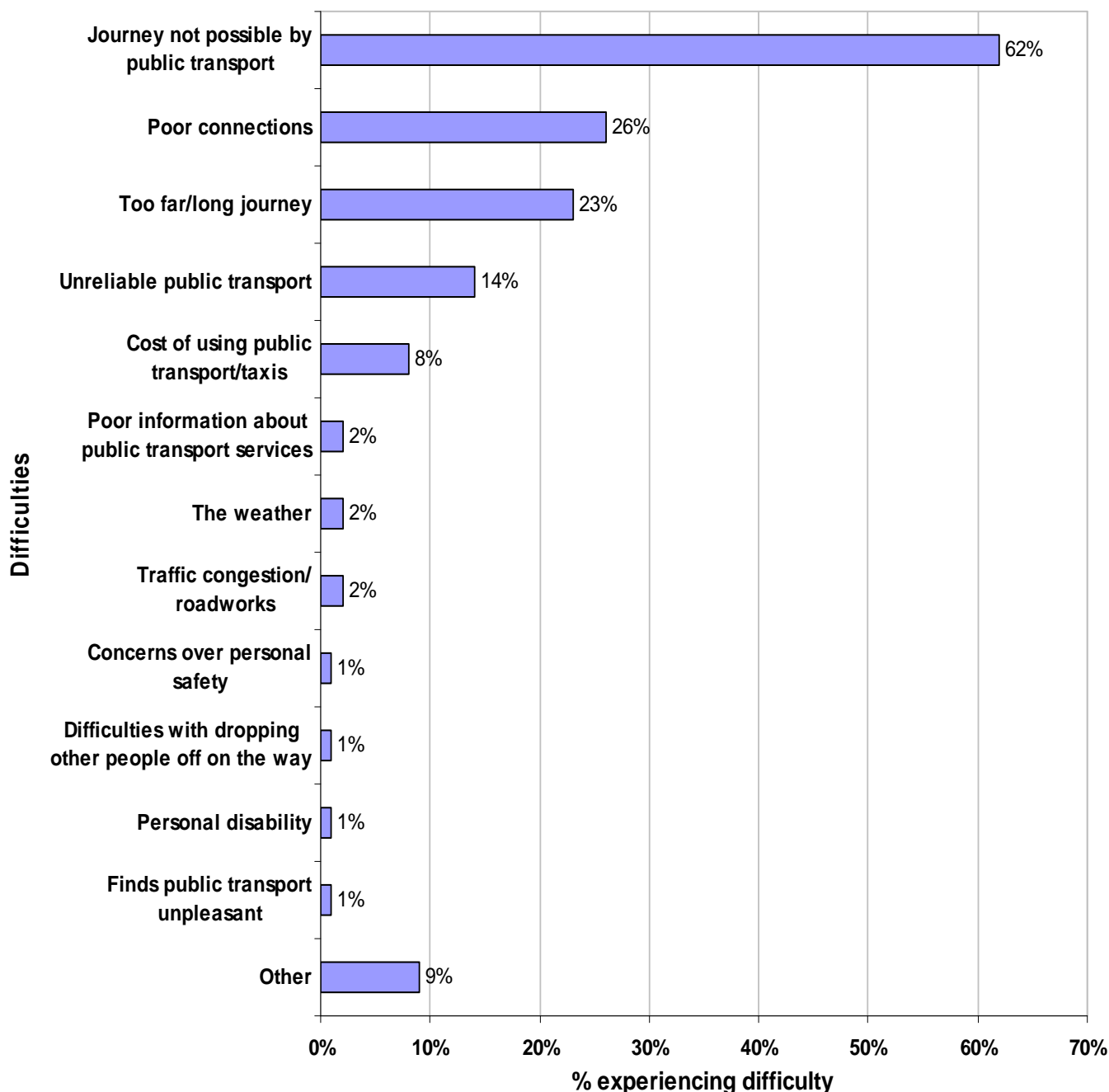


Percentages sum to more than 100% due to multiple responses.

Difficulties if not using car, van or motorcycle to travel to work

- When asked how easy or difficult it would be to make the journey to work in some other way, 61% said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequent difficulty stated was that the journey was not possible by public transport (62%), followed by poor connections (26%) and too far/long journey (23%).

Figure 4.5: Difficulties travelling to or from work if not using car, van or motorcycle 2007-2009

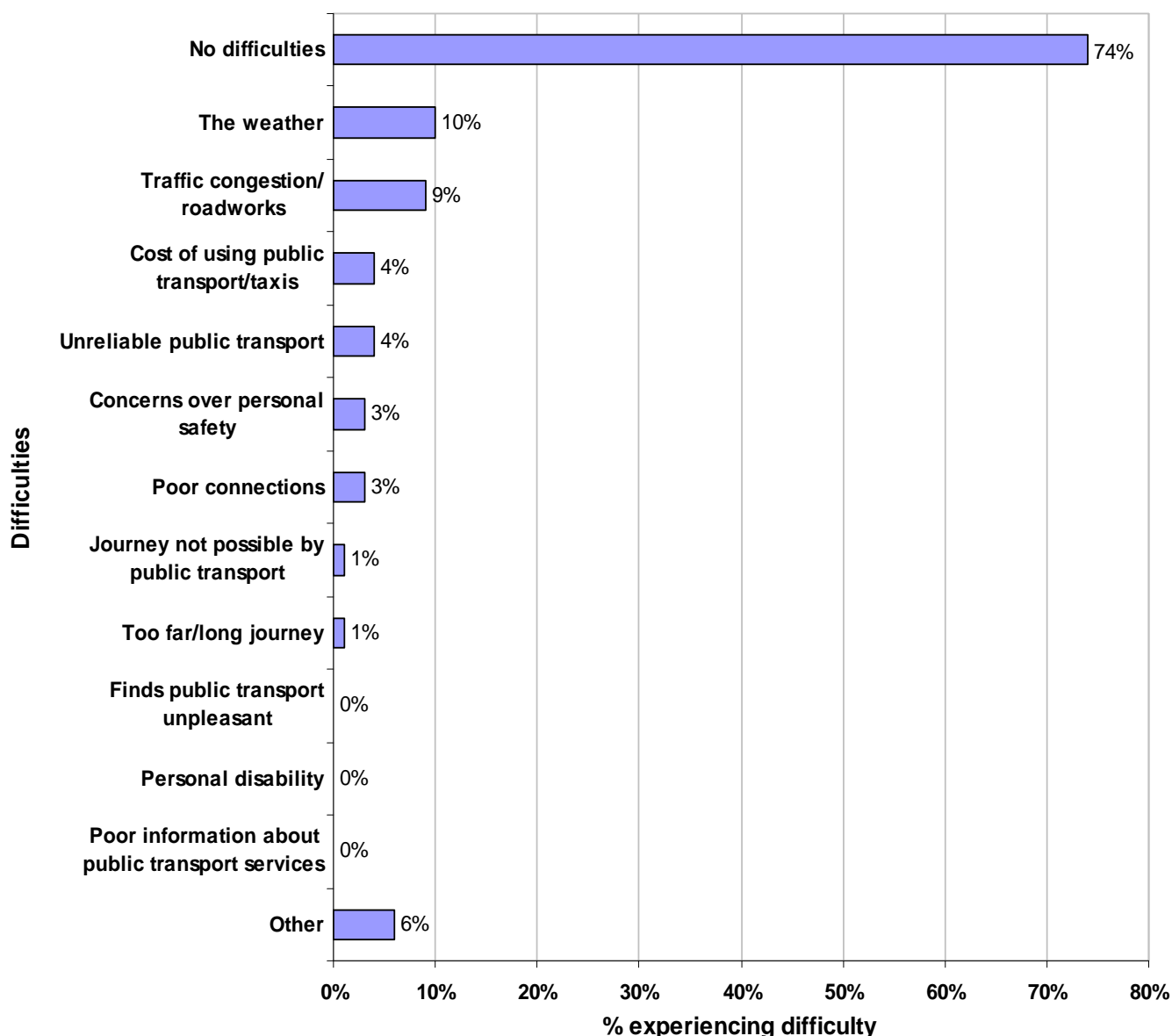


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to work – users of other forms of transport (Figure 4.6)

- Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle or another form of transport. The majority (74%) reported that they had no difficulties.
- A higher proportion of users of other forms of transport (74%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (63%). However, it should be noted that fewer respondents used other forms of transport to travel to work (18%) compared to those using cars, vans or motorcycles (82%).
- The most common difficulties when using other forms of transport to travel to work were the weather (10%) and traffic congestion/roadworks (9%).

Figure 4.6: Difficulties experienced travelling to or from work by other forms of transport 2007-2009



Percentages sum to more than 100% due to multiple responses.

Travelling to do main food shopping (Table 4.4)

- The person in the household who did the main food shopping was asked some questions about how they travelled and if they experienced any difficulties.
- 8 in 10 (80%) of those who did the main food shopping used a car or van. Around 1 in 10 (9%) walked.
- The majority of “other” methods of travel to do the main food shopping were having the shopping delivered to the house by the shop (including using the internet to order) or delivered by a friend, relative or carer.

Table 4.4: Method of travel to do main food shopping 2007-2009

Percentage of main food shoppers

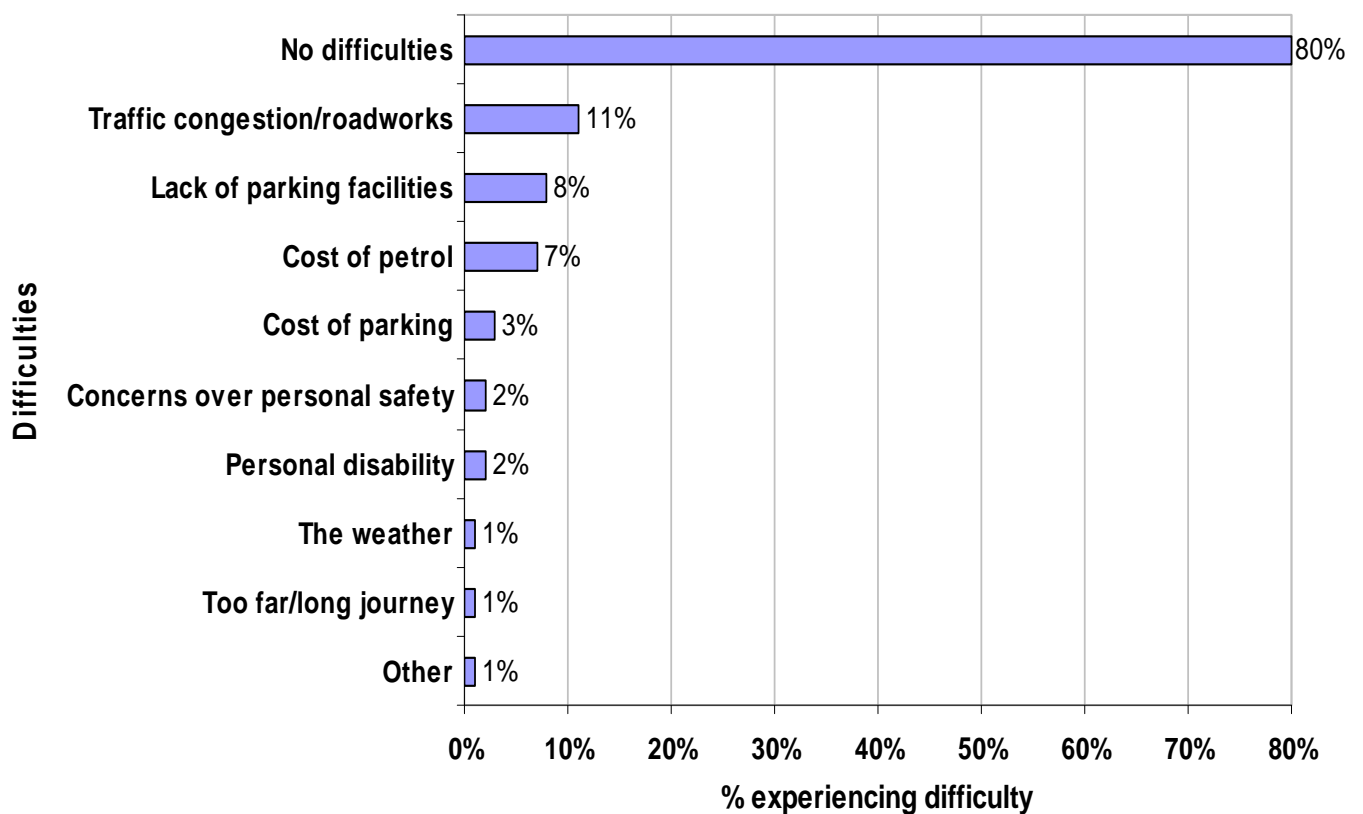
Method of travel to do main food shop	2007-2009
Car/van	80%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	9%
Taxi/minicab	5%
Other	3%
All methods of travel	100%

Difficulties travelling to do main food shopping - car, van or motorcycle users (Figure 4.7 & Figure 4.8)

Difficulties if using car, van or motorcycle to do main food shopping

- Respondents who usually used a car, van or motorcycle to do the main food shopping were asked if they had any difficulties. The majority (80%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.
- The most common difficulty when travelling to do the main food shopping was traffic congestion/roadworks (mentioned by 11% of respondents), followed by lack of parking facilities (8%) and cost of petrol (7%).

Figure 4.7: Difficulties experienced travelling by car, van or motorcycle to do main food shopping 2007-2009

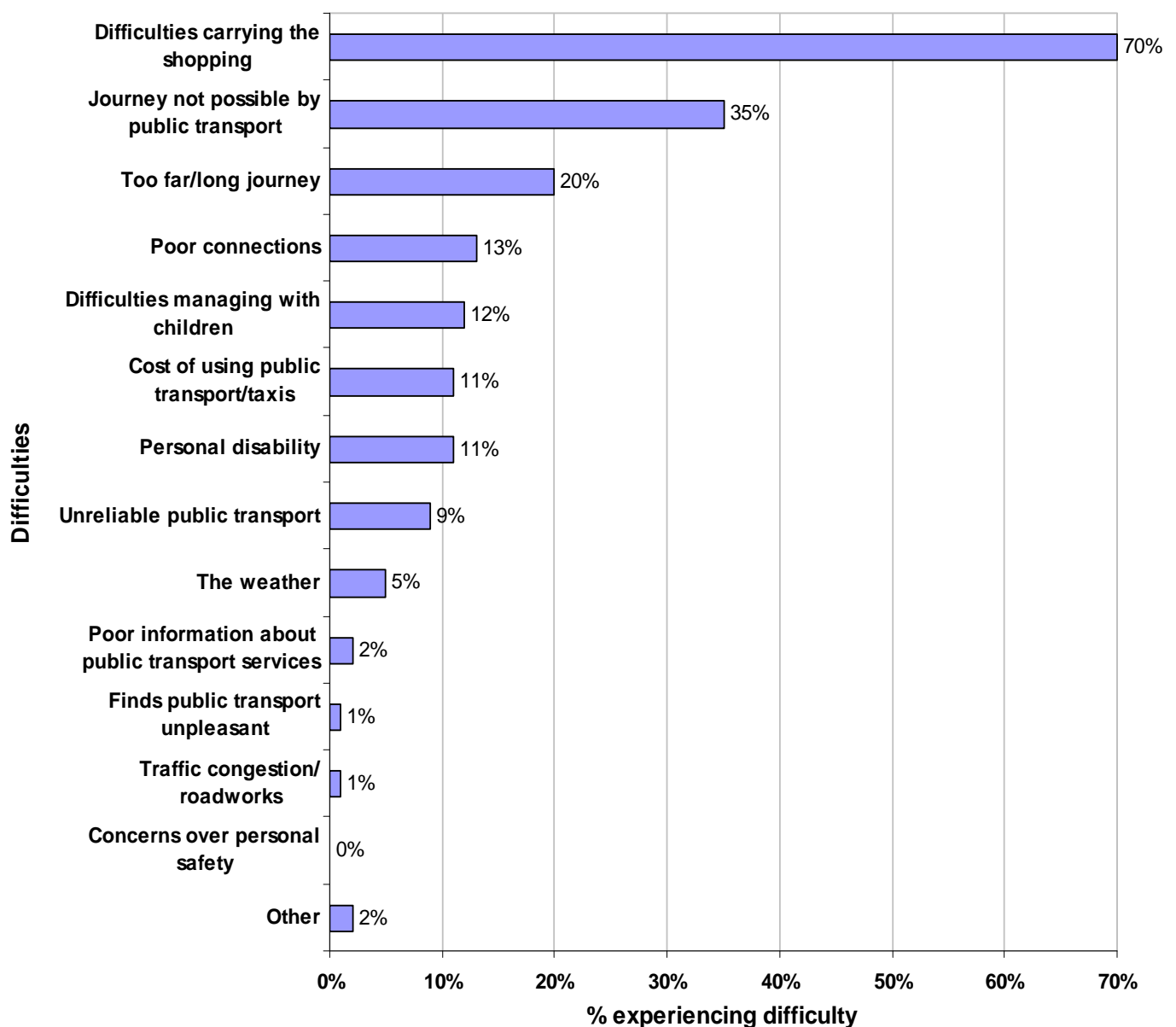


Percentages sum to more than 100% due to multiple responses.

Difficulties if not using car, van or motorcycle to do main food shopping

- When asked how easy or difficult it would be to make the journey to do the main food shopping in some other way, 60% said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequently stated problem was difficulties carrying the shopping (70%), followed by journey not possible by public transport (35%).

Figure 4.8: Difficulties if car, van or motorcycle not used to do main food shopping 2007-2009

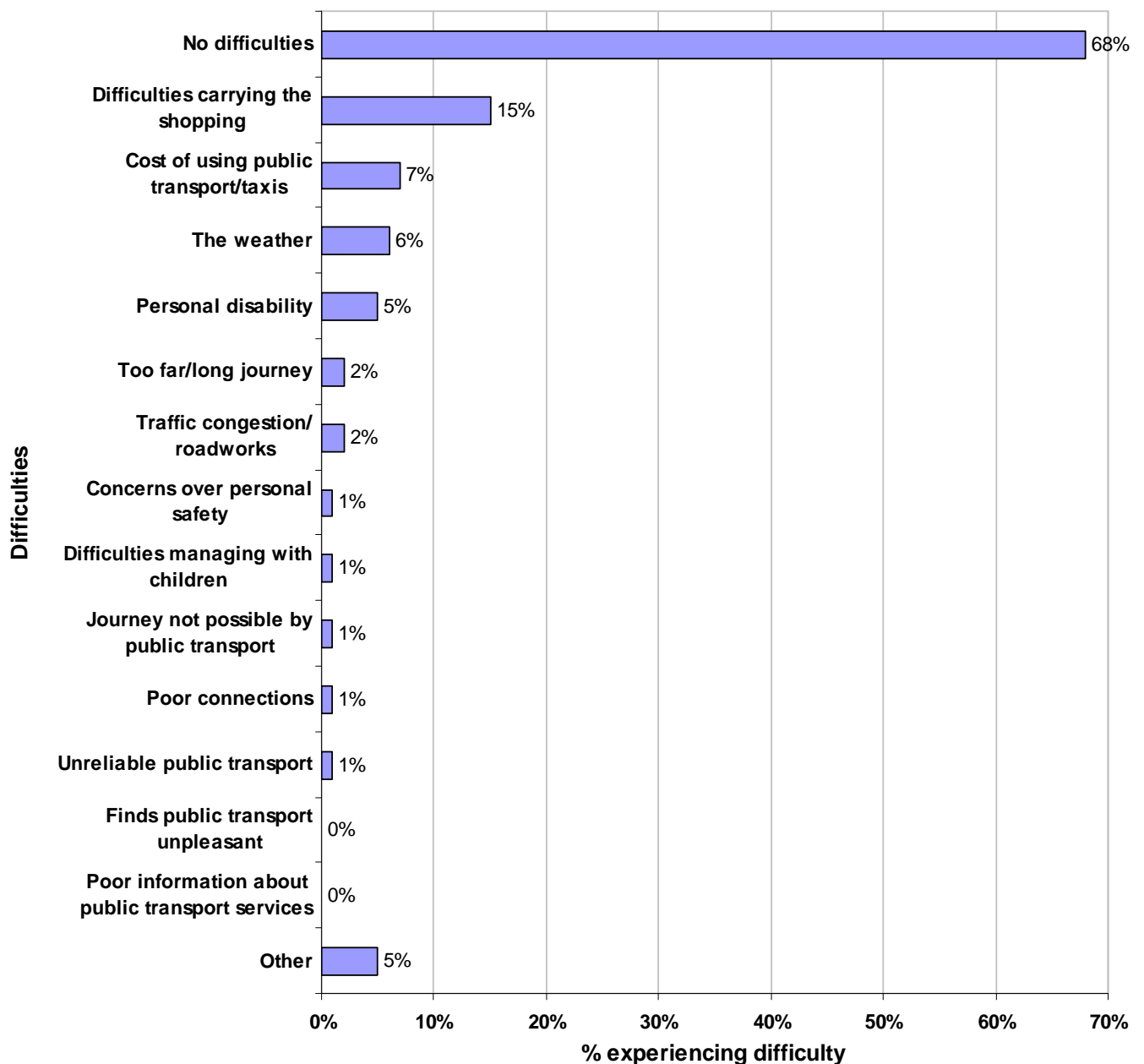


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to do main food shopping – users of other forms of transport (Figure 4.9)

- Respondents who usually used other forms of transport to travel to do the main food shopping were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, taxi, bicycle or another form of transport.
- The majority of users of other forms of transport (68%) said they experienced no difficulties when travelling to do the main food shopping. This is a smaller than the proportion of car, van or motorcycle users who had no difficulties (80%). Fewer respondents used other forms of transport to travel to do the main food shopping (20%) than those who used cars, vans or motorcycles (80%).
- The most common difficulty experienced when using other forms of transport to travel to do the main food shopping was difficulties carrying the shopping (15%).

Figure 4.9: Difficulties experienced travelling by other forms of transport to do main food shopping 2007-2009



Percentages sum to more than 100% due to multiple responses.

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.

Difficulty with travel due to physical disability (Table 5.1, Figure 5.1)

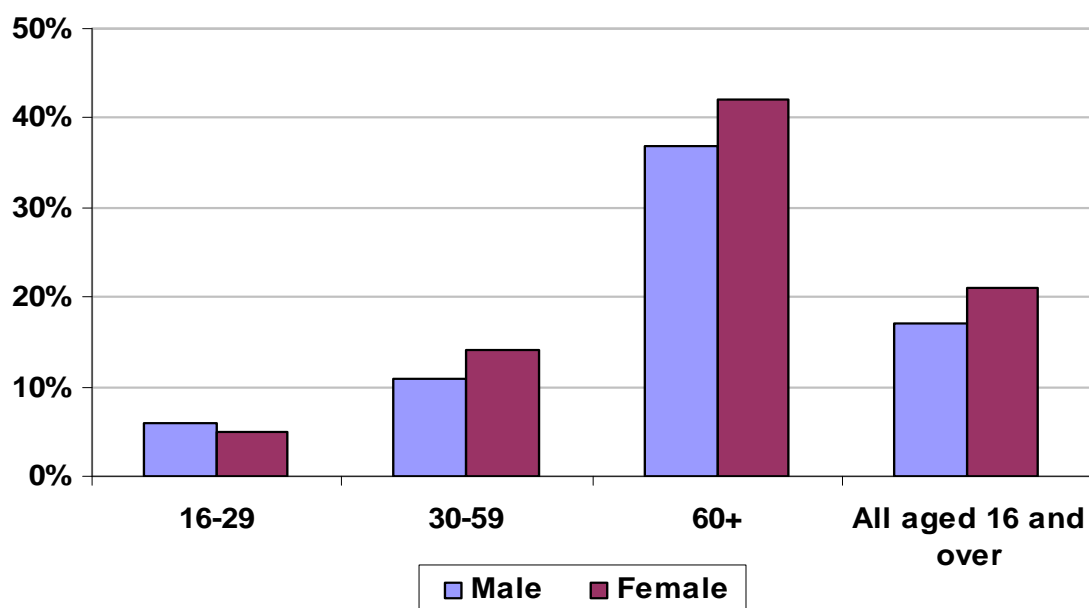
- Overall, 19% of respondents had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 47). As expected, this increases with age: only 6% of 16-29 year olds had difficulty with travel compared to 40% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex 2007-2009

Percentage of persons

Age group	Percent who have difficulty with travel due to physical disability		
	Male	Female	All adults
16-29	6%	5%	6%
30-59	11%	14%	13%
60+	37%	42%	40%
All aged 16 and over	17%	21%	19%

Figure 5.1: Difficulty with travel due to physical disability by age and sex 2007-2009



Annual vehicle mileage (Table 5.2) and reason for vehicle use

- Nearly three quarters (73%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 1999-2001. However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 43% in 1999-2001 to 37% in 2007-2009.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2007–2009, 36% 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, 67% were parked in a “private or firm’s car park” during work hours, with most of the rest (26%) parked “in a non-payment area”.
- One quarter of vehicles were used in the course of work by someone in the household.

Table 5.2: Annual vehicle mileage: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Percentage of vehicles

Miles per year	1999-2001	2003-2005	2006-2008	2007-2009
0-499	1%	1%	1%	1%
500-999	1%	1%	1%	1%
1,000-1,999	2%	2%	2%	2%
2,000-2,999	2%	3%	3%	3%
3,000-3,999	4%	3%	4%	4%
4,000-4,999	3%	4%	4%	3%
5,000-6,999	14%	15%	15%	16%
7,000-8,999	11%	12%	12%	13%
9,000-11,999	20%	21%	21%	21%
12,000-14,999	17%	15%	16%	16%
15,000-17,999	11%	10%	9%	9%
18,000-20,999	8%	7%	7%	7%
21,000-29,999	4%	3%	3%	3%
30,000 or over	4%	3%	3%	3%
All vehicles	100%	100%	100%	100%

Bicycle ownership (Figure 5.2, Table 5.3)

- Thirty-six percent of households in Northern Ireland own one or more bicycles. A total of 14% of households have one bicycle, 11% have two bicycles and a further 11% have 3 or more bicycles. These results are similar to 1999-2001.

Figure 5.2: Household bicycle ownership: 2007–2009

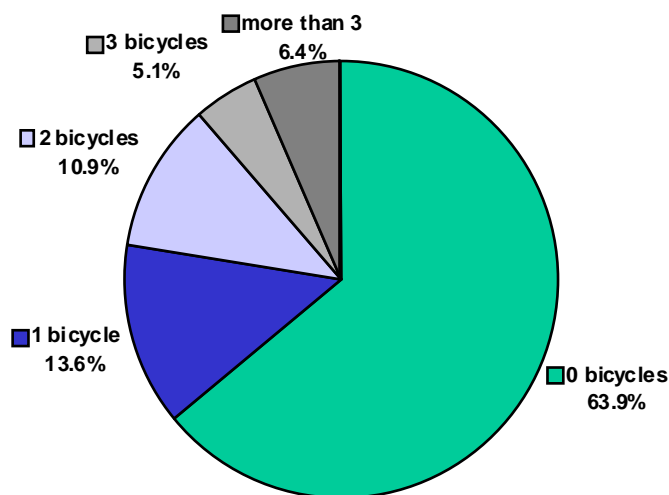


Table 5.3: Household bicycle ownership: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Number of bicycles	Percentage of households			
	1999-2001	2003-2005	2006-2008	2007-2009
0	62%	64%	65%	64%
1	14%	13%	14%	14%
2	12%	11%	10%	11%
3	6%	6%	5%	5%
4	4%	3%	4%	4%
5	2%	2%	1%	2%
6	0%	1%	0%	0%
7+	0%	0%	0%	0%
All households	100%	100%	100%	100%

Bicycle usage (Table 5.4, Figure 5.3)

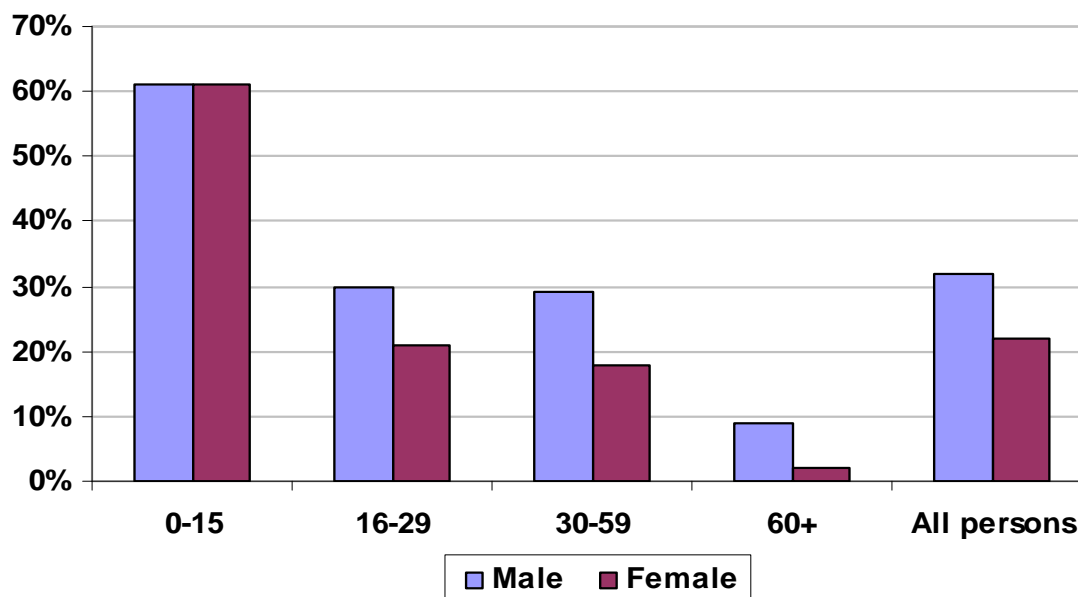
- Cycle usage decreases with age: 61% of children (aged under 16) had cycled in the last 12 months compared with only 5% in the 60 and over age group.
- Cycle usage is generally higher among males: 32% of males had cycled in the last 12 months compared with 22% of females. The exception to this is the 0-15 age group where usage is the same: 61% of both males and females aged 0-15 had cycled in the last 12 months.

Table 5.4: Cycled in the last 12 months by age and sex 2007-2009

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	61%	61%	61%
16-29	30%	21%	25%
30-59	29%	18%	23%
60+	9%	2%	5%
All persons	32%	22%	27%

Figure 5.3: Cycled in the last 12 months by age and sex 2007-2009



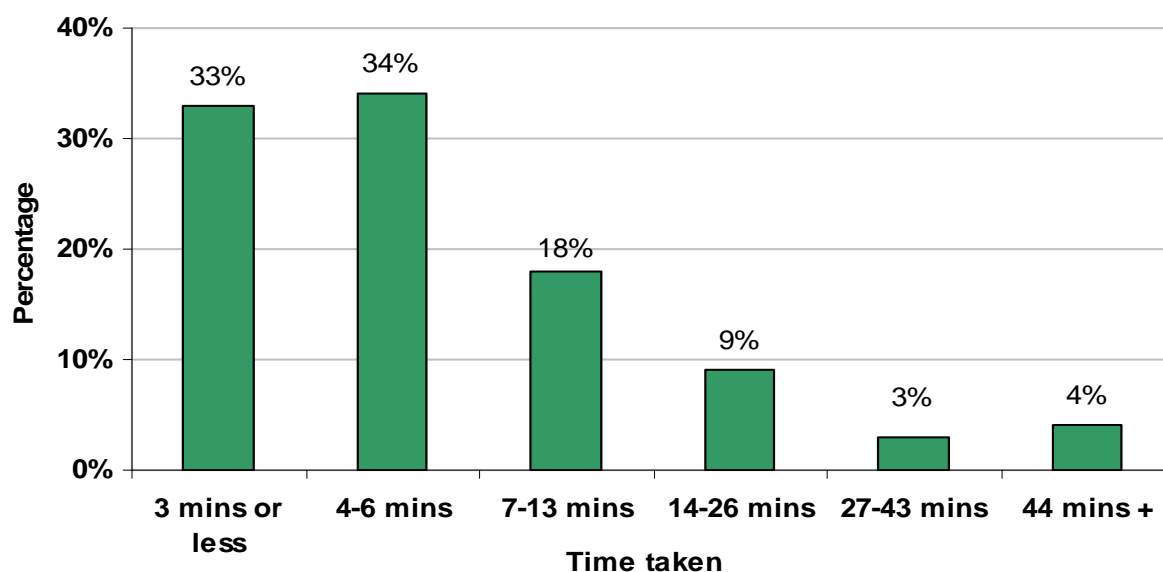
Access to public transport (Tables 5.5-5.6, Figures 5.4-5.5)

- In 2007-2009, 15% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 7% in 1999-2001. Nearly one quarter (24%) said they did not know how often they could get a bus from their nearest stop.
- One member of each household was asked how long it would take them to walk to their nearest bus stop/NI Railways station. Two thirds of households (67%) lived within six minutes walk of a bus stop or place where they could get a bus.
- Relatively few households were close to a train station. Sixty-three percent said it would take them 44 or more minutes or that it was not feasible to walk. Overall, one quarter of households lived within 26 minutes walk of an NI Railways station, 8% within 13 minutes walk.

Table 5.5: Bus service frequency: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Frequency of Service	Percentage of households			
	1999-2001	2003-2005	2006-2008	2007-2009
At least once every quarter-hour	7%	9%	12%	15%
At least once every half-hour	22%	21%	17%	17%
At least once an hour	22%	20%	24%	22%
About 3 times a day	16%	17%	18%	18%
At least once a day	5%	5%	5%	4%
Less than once a day	1%	1%	1%	1%
Don't know	27%	27%	24%	24%
All households	100%	100%	100%	100%

Figure 5.4: Time taken to walk to nearest bus stop*: 2007-2009

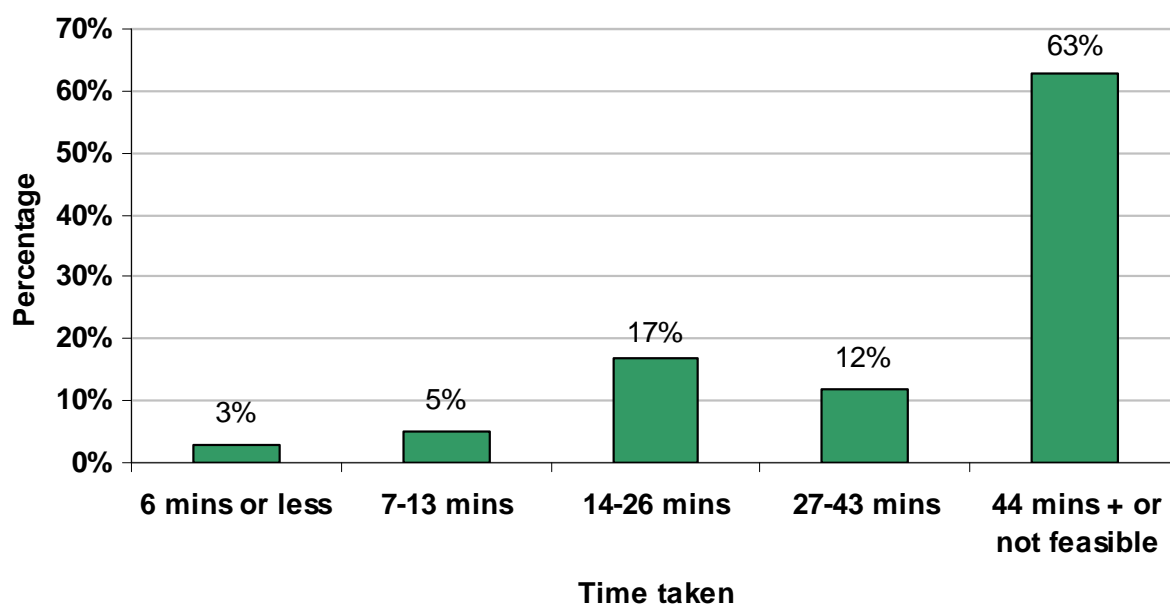


* Note that 'Time taken to walk to nearest bus stop' figures have been validated and corrected. They are not comparable with figures in previous TSNI reports. Figures for previous years are available on request (contact details at the front of the report).

Table 5.6: Rail service frequency: 1999-2001, 2003-2005, 2006-2008 and 2007-2009

Frequency of Service (For those households within 44 minutes walk from nearest station)	Percentage of households			
	1999-2001	2003-2005	2006-2008	2007-2009
Frequent service throughout day (at least once per hour)	76%	62%	67%	70%
Frequent service during rush hour (at least once per hour)	5%	6%	4%	4%
Less frequent service	4%	6%	6%	4%
Not applicable	3%	6%	5%	3%
Don't know	12%	20%	18%	19%
All households	100%	100%	100%	100%

Figure 5.5: Time taken to walk to nearest NI Railways station*: 2007-2009



* Note that 'Time taken to walk to nearest NI Railways station' figures have been validated and corrected. They are not comparable with figures in TSNI reports prior to 2006-2008. Figures for previous years are available on request (contact details at the front of the report).

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 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.

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 (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.

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.

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 an under 17 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 in and around Belfast. Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.

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 *NI Railways* 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*.

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

- *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.

Other definitions

Difficulty with travel due to a physical disability or long-standing health problem

The respondent is said to have difficulty with travel due to a physical disability if they have answered yes to one or more of the 4 following questions: "Do you have any physical disability or other long-standing health problem that makes it difficult for you to..." "...go out on foot?", "...use buses or coaches?", "...use trains?" or "...drive a car?".

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