



Department for
**Regional
Development**

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AN ROINN

Forbartha Réigiúnaí

MÄNNYSTRIE FÜR

Kintra Pairts Fordèrin

Regional Transportation Strategy 2011 –

A Sustainable Transport Future

Public Consultation Document

Supplement: Supporting Data

Introduction

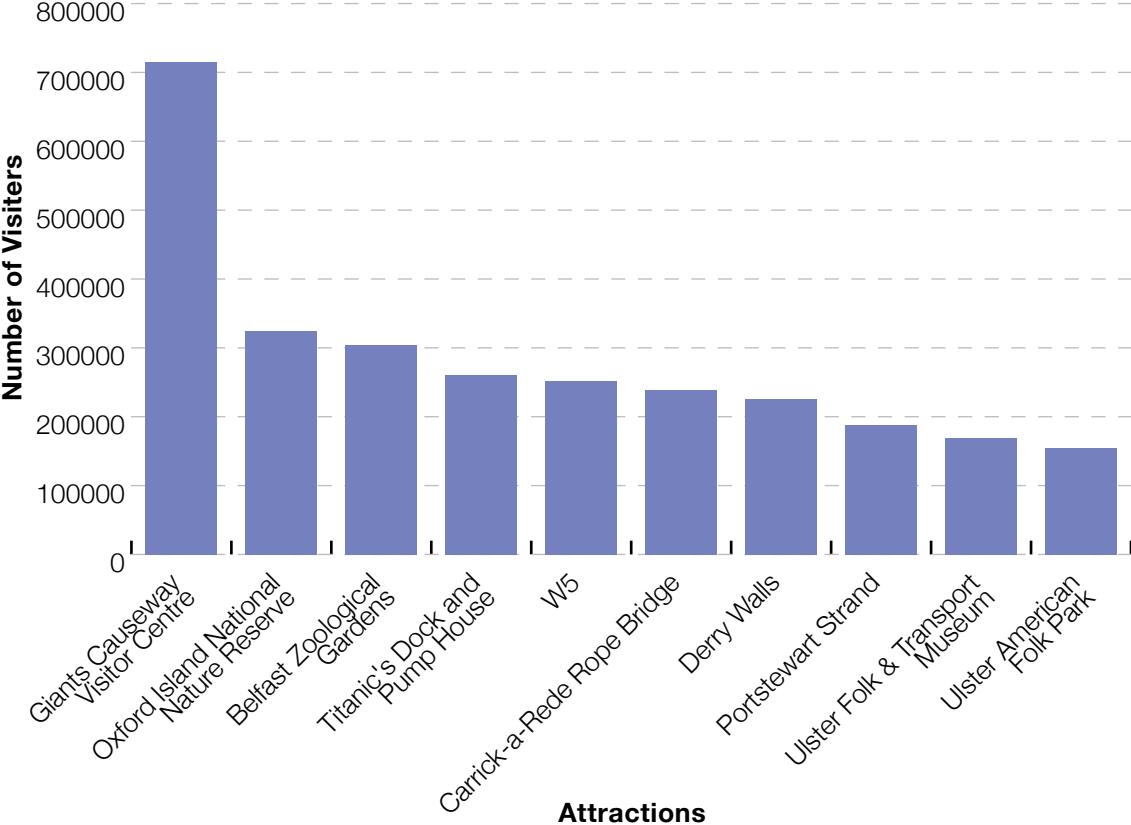
Extensive transport related data is available from a variety of sources. This information is extremely useful in identifying key trends and potential future developments which could impact on transport. It provides a sound evidence base to allow us to identify the challenges ahead and the way forward in meeting them.

The various data has been brought together under the following themes:

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Section One – Tourism

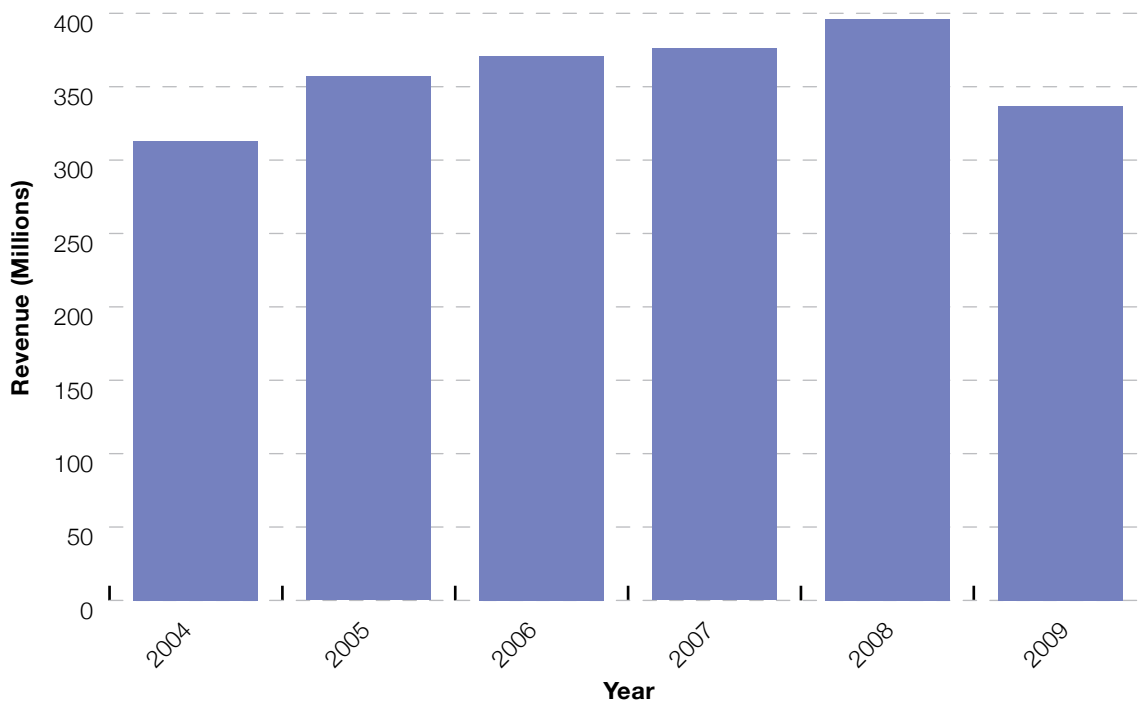
Figure 1: Top 10 participating tourist attractions visited during 2009 (exc country parks/gardens): 2009



Source: Northern Ireland Tourist Board - www.nitb.com/research (Attractions annual reports/Visitor attractions 2009)

Figure 2:

Revenue from staying Non Domestic Visitors: 2004-2009

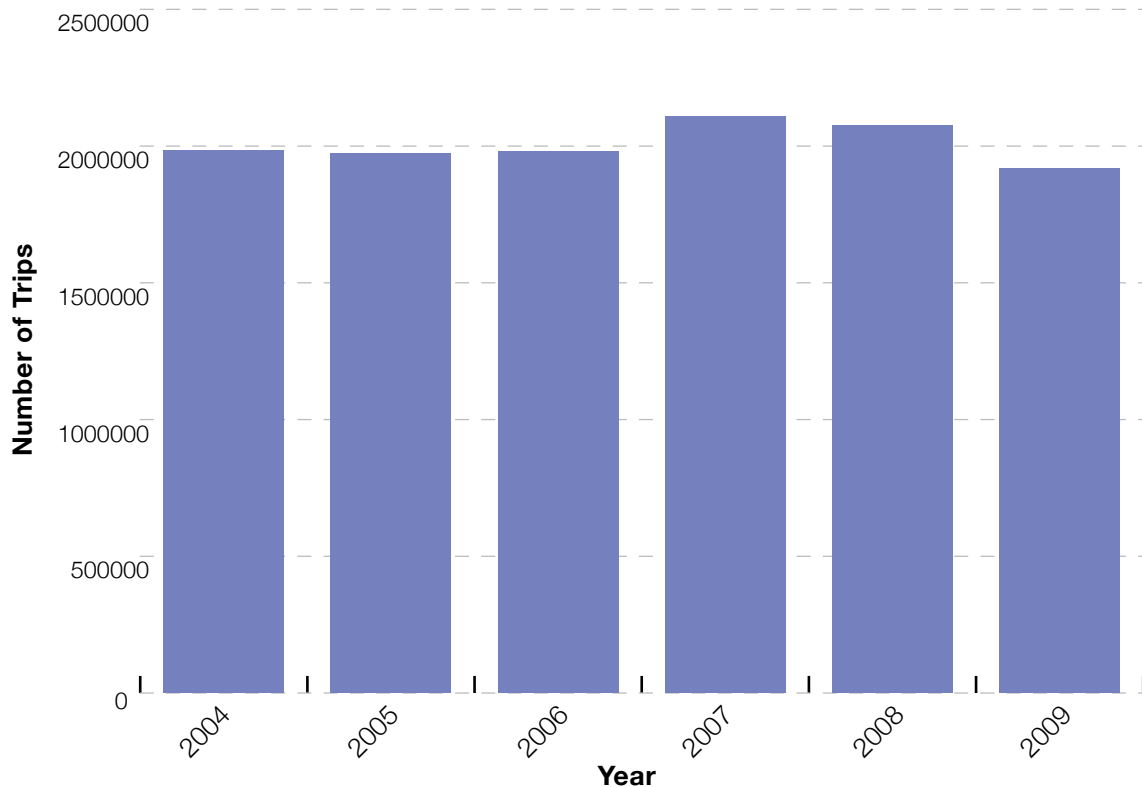


(Non domestic includes any visitors from outside of Northern Ireland)

Source: Northern Ireland Tourist Board - www.nitb.com/research (Tourism Facts/Annual Reports/Tourism Facts 2009)

Figure 3:

Overnight trips taken by Non-domestic Visitors in Northern Ireland: 2004 - 2009

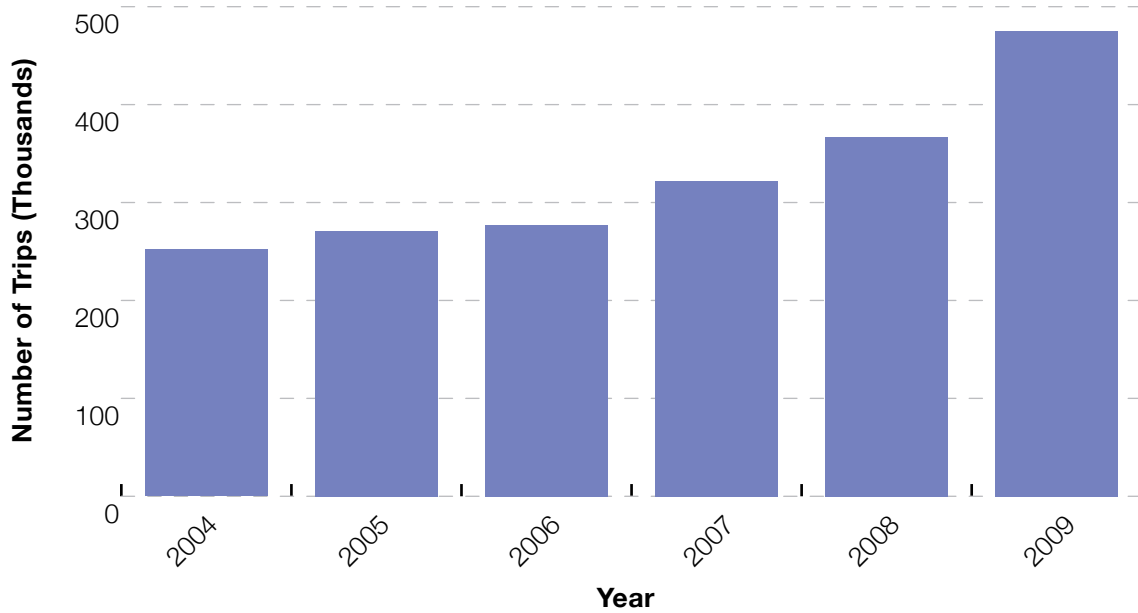


(Non domestic includes any visitors from outside of Northern Ireland)

Source: Northern Ireland Tourist Board - www.nitb.com/research (Tourism Facts/Annual Reports/Tourism Facts 2009)

Figure 4:

Overnight Trips taken by Republic of Ireland Residents in Northern Ireland: 2004 - 2009



Source: Northern Ireland Tourist Board-www.nitb.com/research (Tourism Facts/Annual Reports/Tourism Facts 2009)

Section Two – Freight

Figure 5:

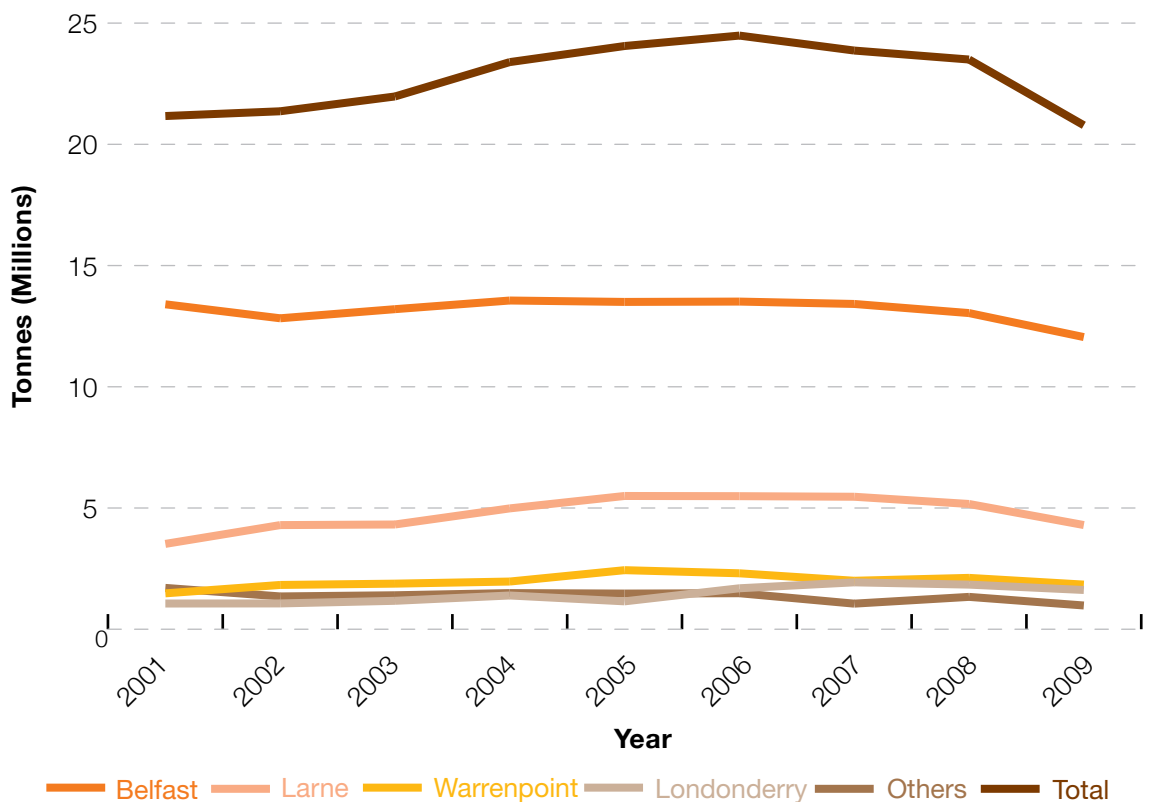
Freight Transport by Road - Goods lifted within Northern Ireland by goods vehicles over 3.5 tonnes: 2001 - 2009



Source: Northern Ireland Transport Statistics

Figure 6:

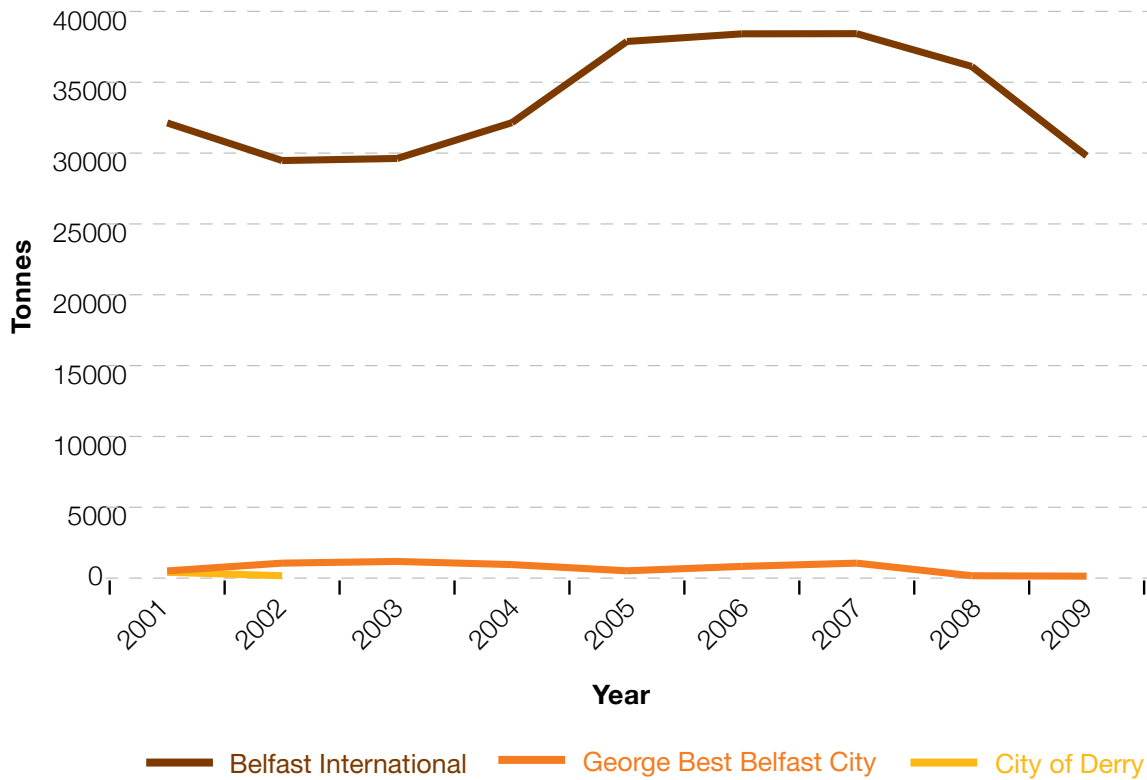
Tonnage of Goods Through the Principal Ports in Northern Ireland (Inward and Outward): 2001 - 2009



Source: www.detini.gov.uk Statistics & Economic Research > Surveys, Inquiries > Ports Traffic

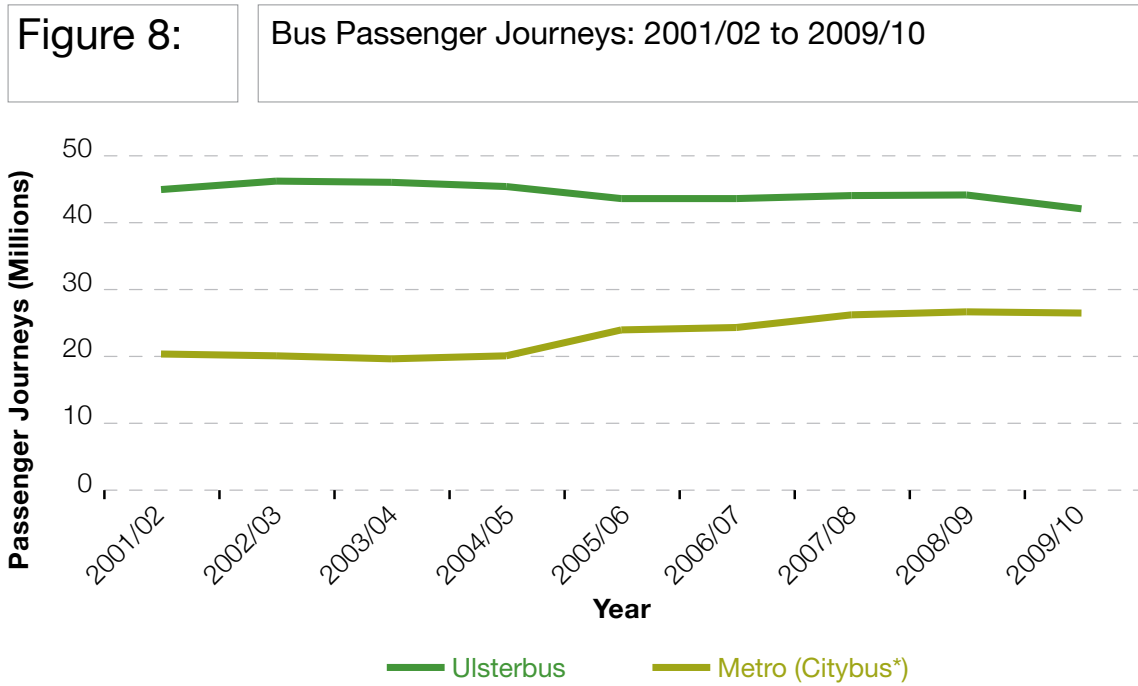
Figure 7:

Freight Handled at Northern Ireland Airports (excluding Mail): 2001 - 2009



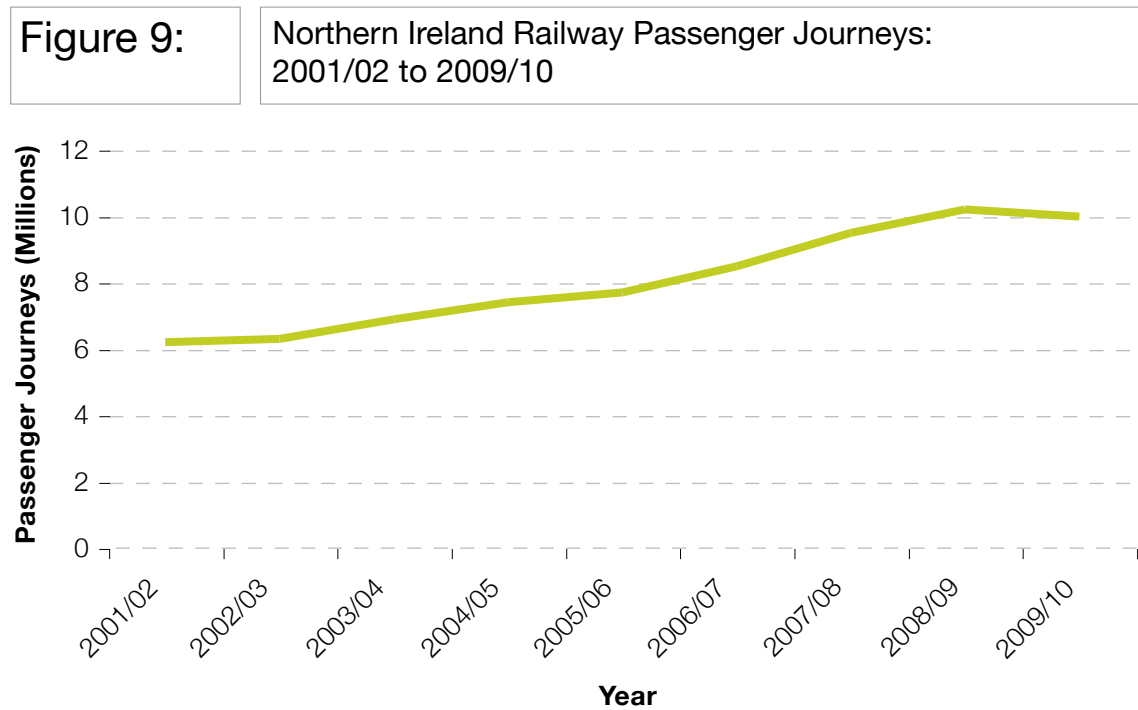
Source: Northern Ireland Transport Statistics

Section Three – Transport Passenger Numbers



Citybus changed to Metro in February 2005. Metro integrated citybus and greater Belfast Ulsterbus Services

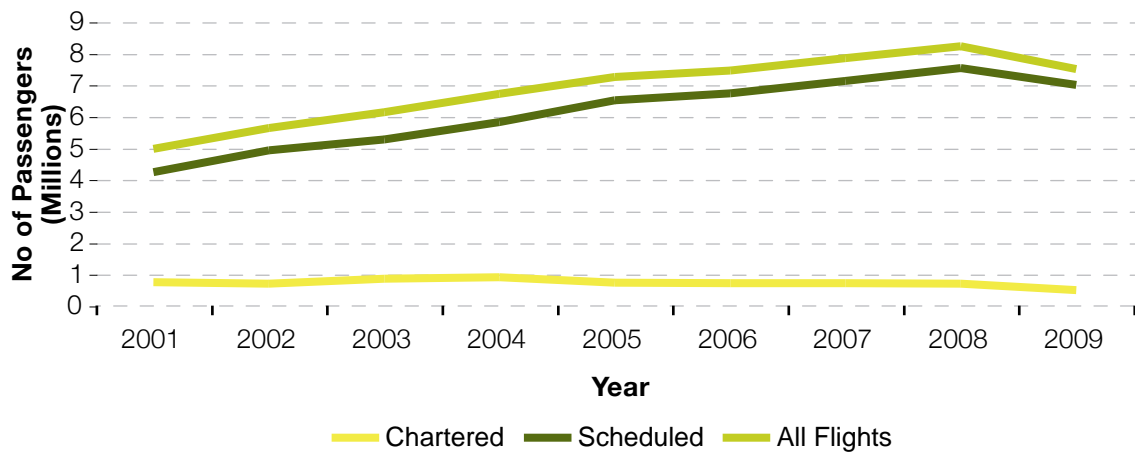
Source: Northern Ireland Transport Statistics



Source: Northern Ireland Transport Statistics

Figure 10:

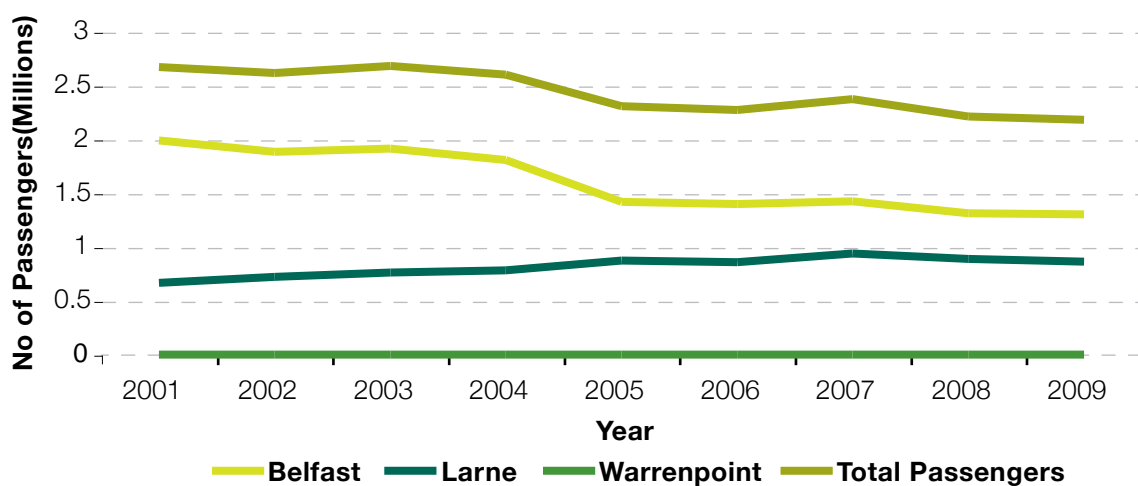
Terminal Passengers at Northern Ireland Airports: 2001 - 2009



Source: Northern Ireland Transport Statistics

Figure 11:

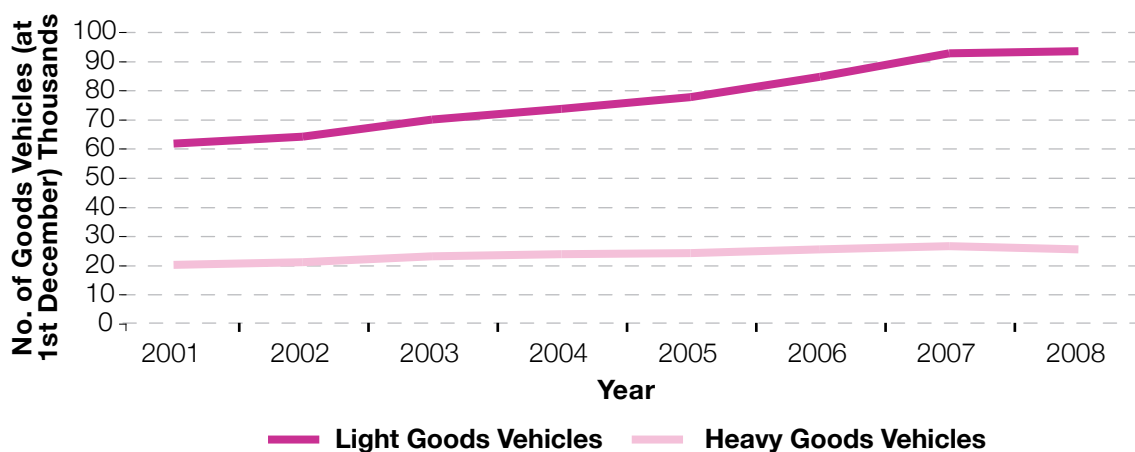
Domestic Sea Passengers at Northern Ireland Ports 2001-2009



Source: Northern Ireland Transport Statistics

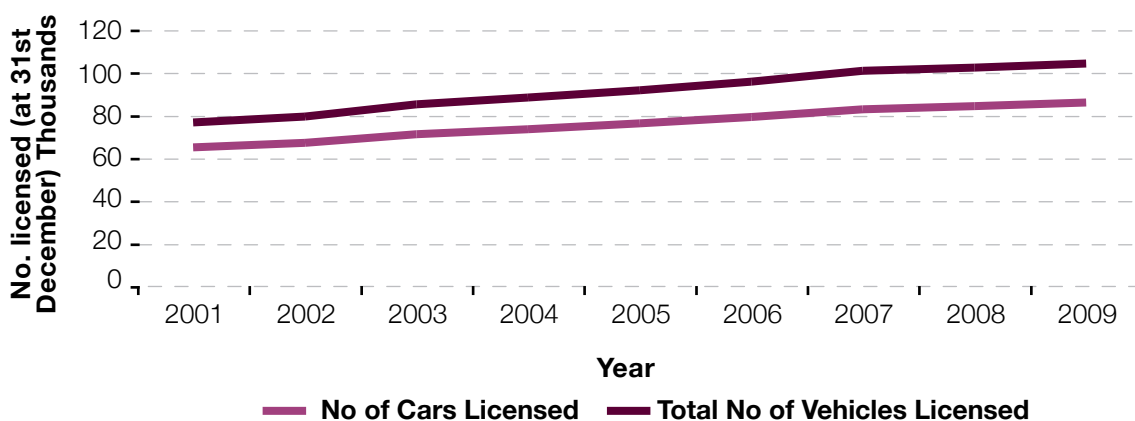
Section Four – Vehicle Ownership and Licensing Data

Figure 12: Goods Vehicles currently licensed: 2001 - 2009



Source: Northern Ireland Transport Statistics

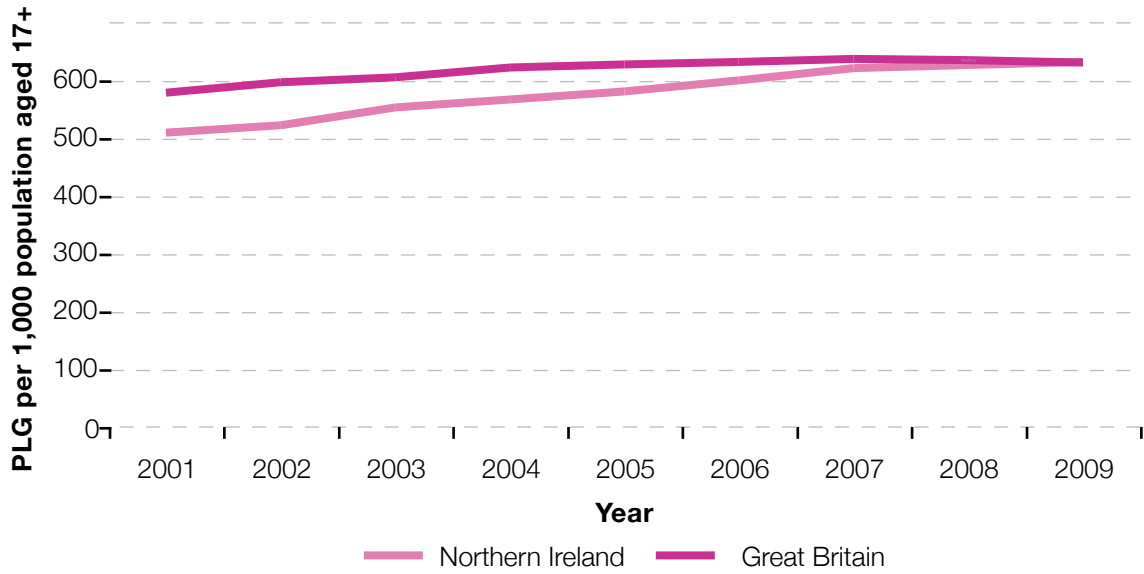
Figure 13: Cars and Total Vehicles currently licensed: 2001 - 2009



Source: Northern Ireland Transport Statistics

Figure 14:

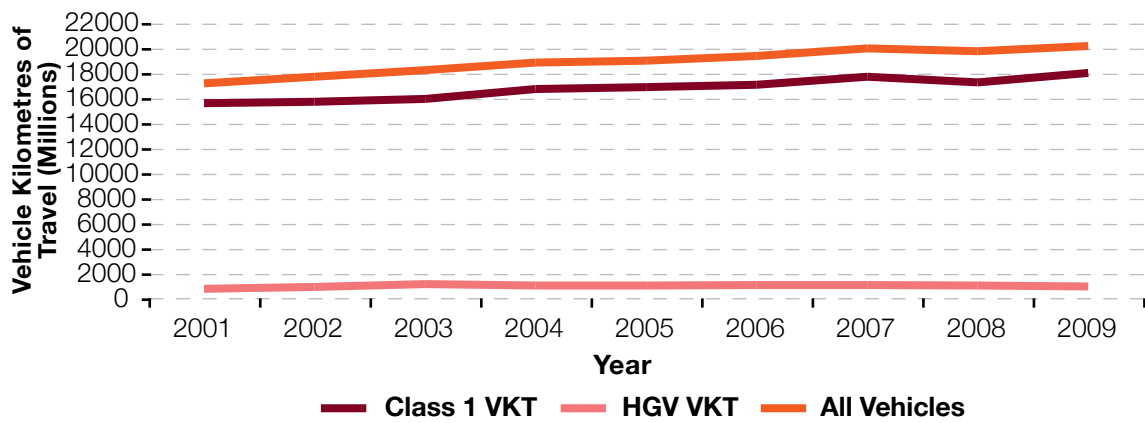
Private and Light Goods Vehicles per 1,000 population aged 17 years & over (Northern Ireland/Great Britain comparison: 2001-2009)



Source: Northern Ireland Transport Statistics

Section Five – Road Network

Figure 15: Vehicle Kilometres of Travel per Year: 2001 - 2009



Source : DRD Roads service

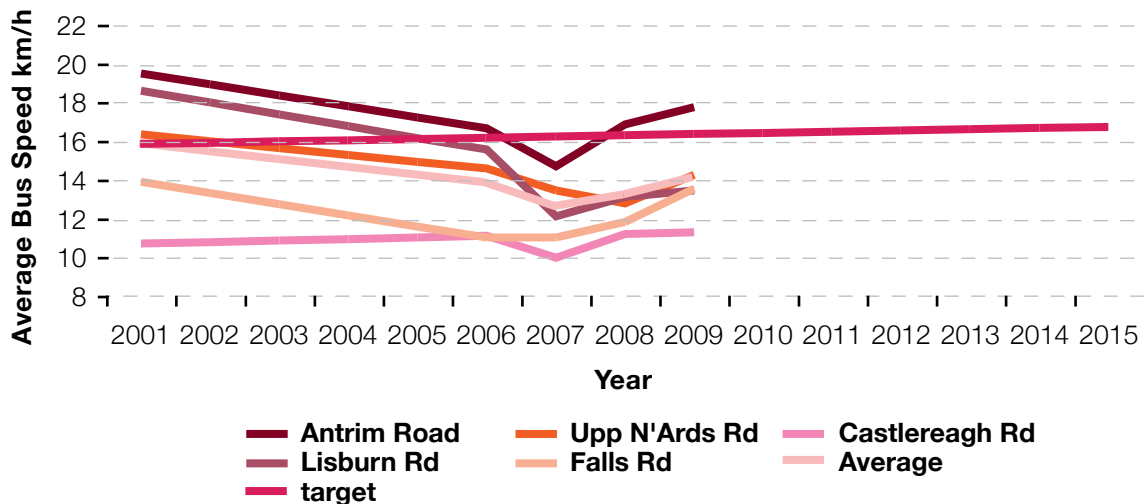
Good Practice v Actual Resurfacing Cycles

Road Network	Interval years		
	Good Practice	Actual 2008/2009	Actual 2009/2010
Trunk Roads	1 in 20	1 in 37	1 in 29
Classified Roads	1 in 20 - 25	1 in 66	1 in 34
Unclassified Roads	1 in 30	1 in 187	1 in 100

Source - Roads Service Network Maintenance Section

Figure 16:

BMTP Targets: Morning Peak Bus Speeds in Belfast Target - 15% increase on 2001 speed



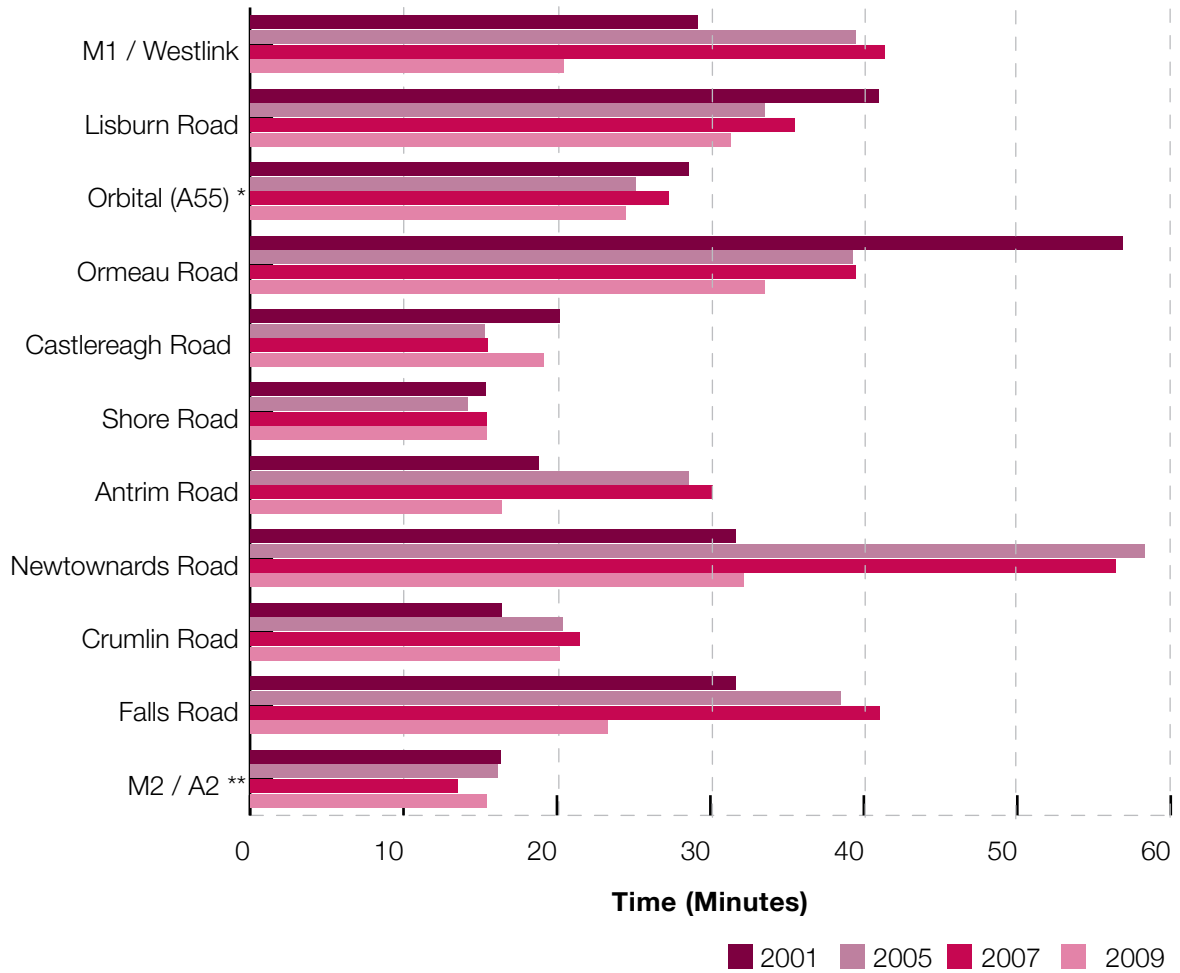
Source : DRD Roads service

1. Belfast Metropolitan Transport Plan target (2015): Morning peak bus speeds in the BMA's road network on main radial routes to increase by 15% compared to 2001.
2. The 15% increase is based on a 2001 average speed of 14.5 kph from Atkins Report - Plan Outcomes and Targets.
3. Average bus speed in 2001 based on average bus speeds on 5 Belfast radial routes recorded in May 2001.
4. 2006 average bus speeds based on Wayfarer figures (and subsequent years based on ACIS bus journey time data) supplied by Translink for the same 5 radial routes. (Lisburn, Antrim, Castlereagh, Newtownards and Falls Road)
5. 2007 bus speed for Falls Road not available, therefore 2007 average is derived from other 4 metro corridors.
6. No data is available between 2001 - 2006 so the difference between figures in 2001 and 2006 has been split equally over the 5 year period and estimates plotted accordingly

Source: DRD Roads Service

Figure 17:

Full BMA Journey Times Survey Route 2001 - 2009
 Total Average Journey Time during AM Peak -**INBOUND**-

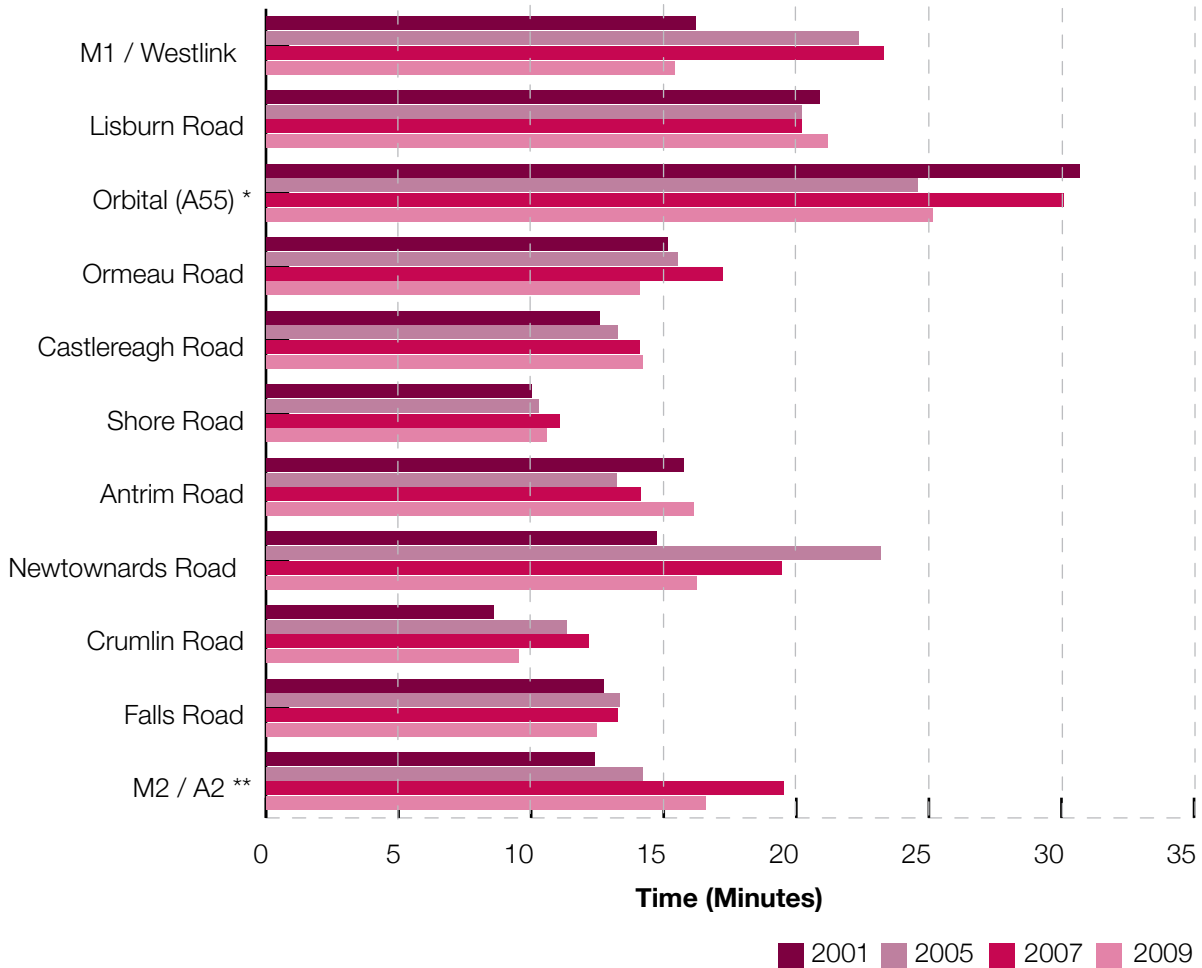


* Orbital (A55) is Eastbound ** M2/A2 is Westbound

Source: DRD Roads Service and Draft Belfast Metropolitan Area Journey Times Report 2009 (No survey undertaken in 2003)

Figure 18:

Full BMA Journey Times Survey Route 2001 - 2009
 Total Average Journey time during AM Peak -**OUTBOUND**-

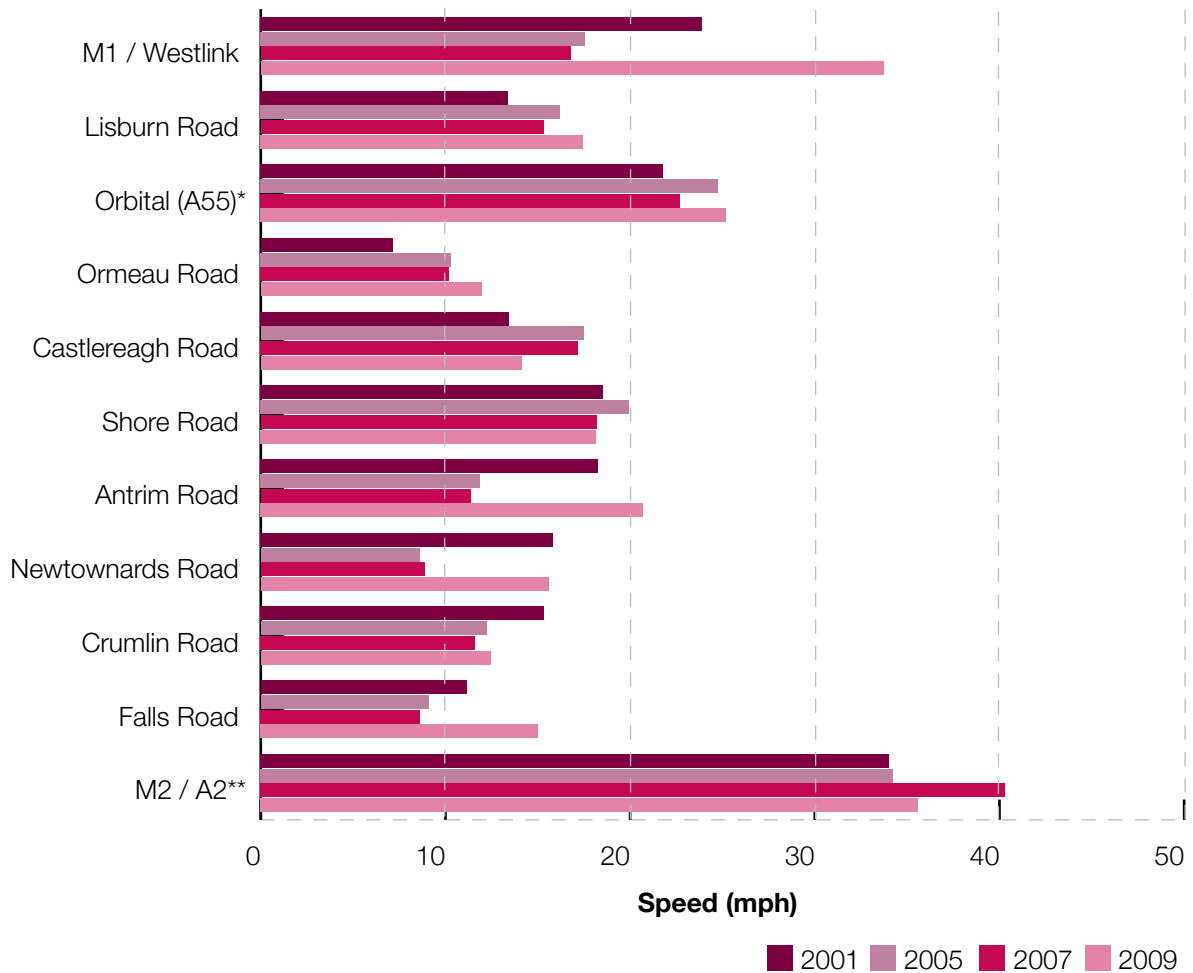


* Orbital (A55) is Westbound ** M2/A2 is Eastbound

Source: DRD Roads Service and Draft Belfast Metropolitan Area Journey Times Report 2009 (No survey undertaken in 2003)

Figure 19:

**Full BMA Journey Times Survey Route 2001-2009
Total Average Speed during AM Peak -INBOUND-**

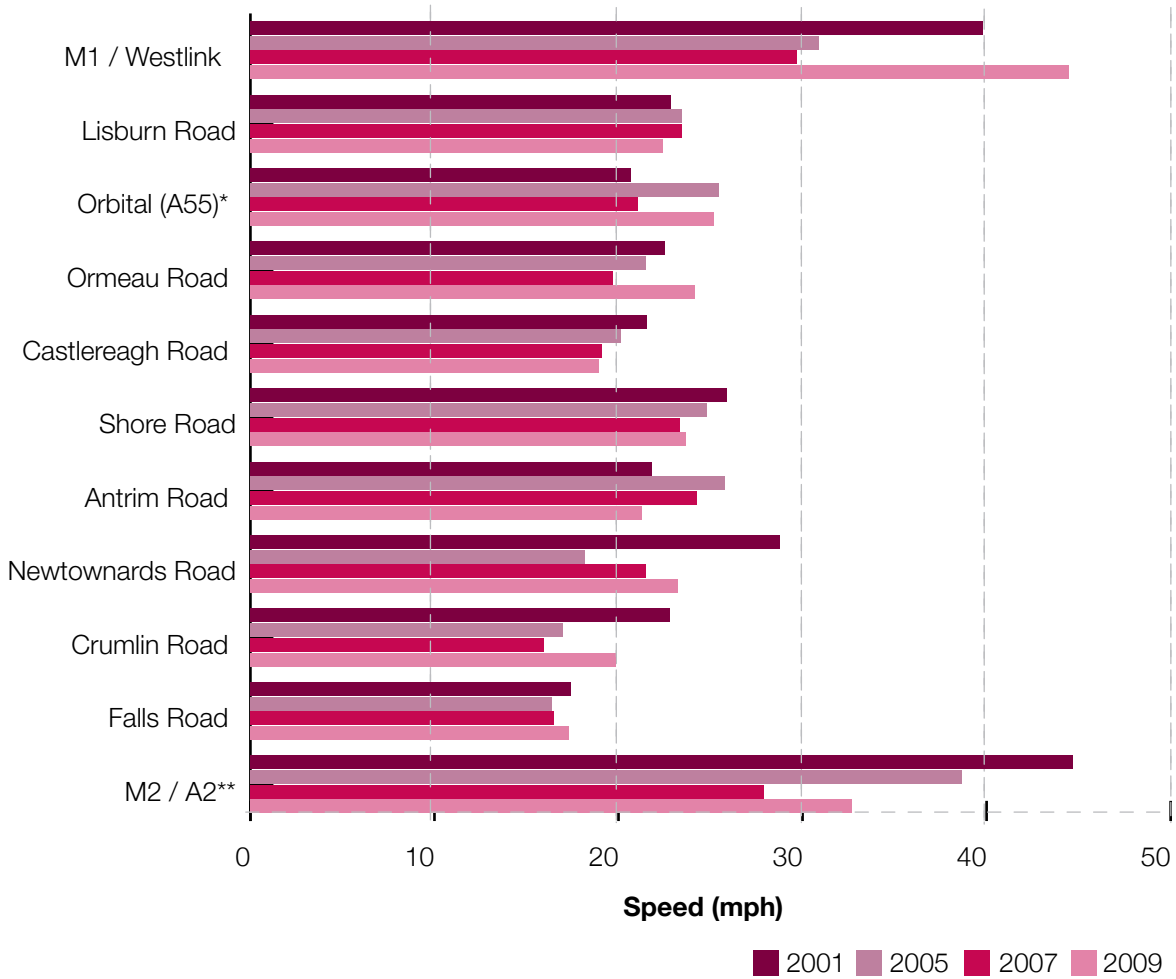


* Orbital (A55) is Eastbound ** M2/A2 is Westbound

Source: DRD Roads Service and Draft Belfast Metropolitan Area Journey Times Report 2009 (No survey undertaken in 2003)

Figure 20:

Full BMA Journey Times Survey Route 2001 - 2009
Total Average Speed during AM Peak -**OUTBOUND**-

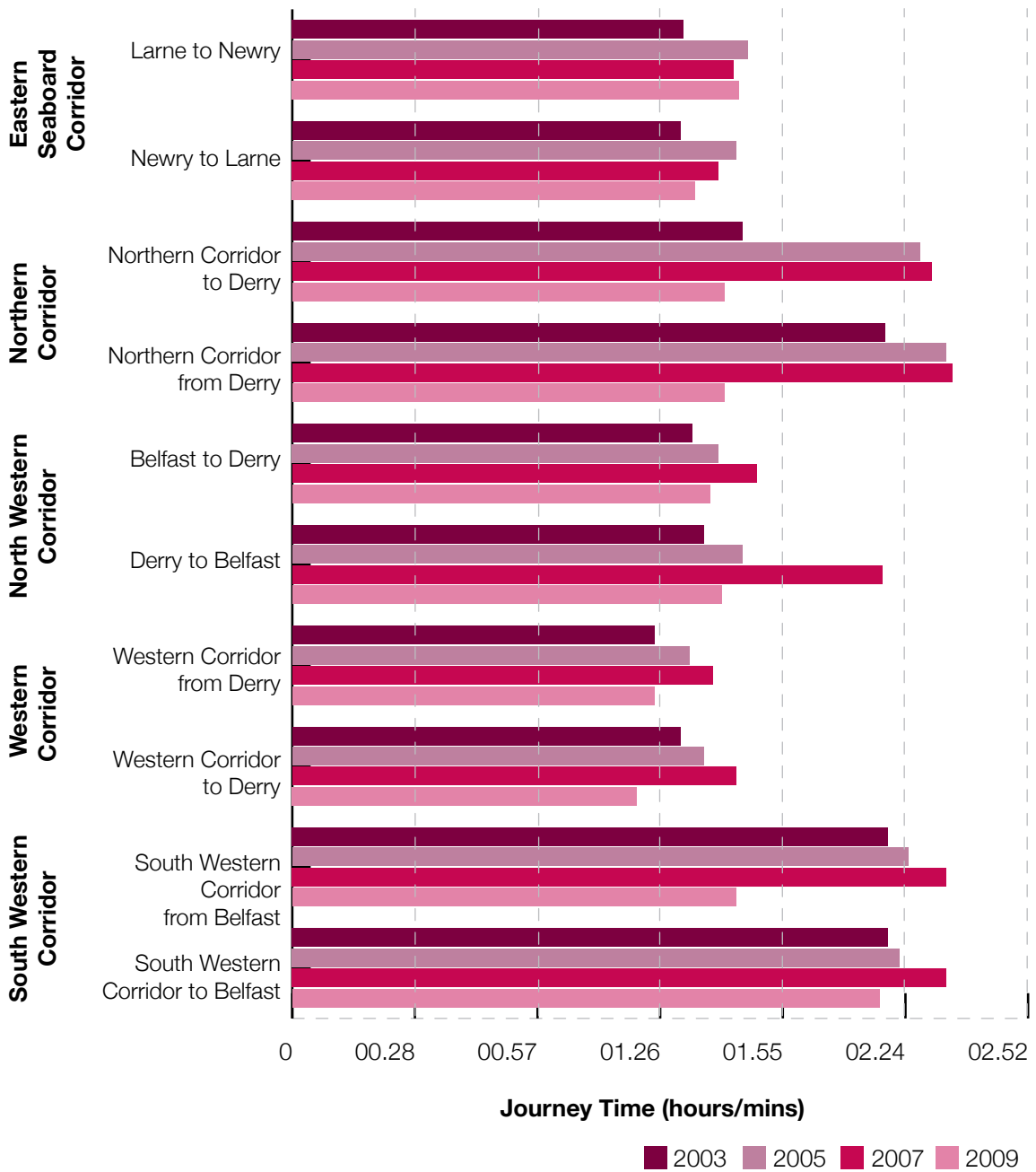


* Orbital (A55) is Westbound ** M2/A2 is Eastbound

Source: DRD Roads Service and Draft Belfast Metropolitan Area Journey Times Report 2009 (No survey undertaken in 2003)

Figure 21:

Key Transport Corridors 2003-2009 AM Peak Journey Time

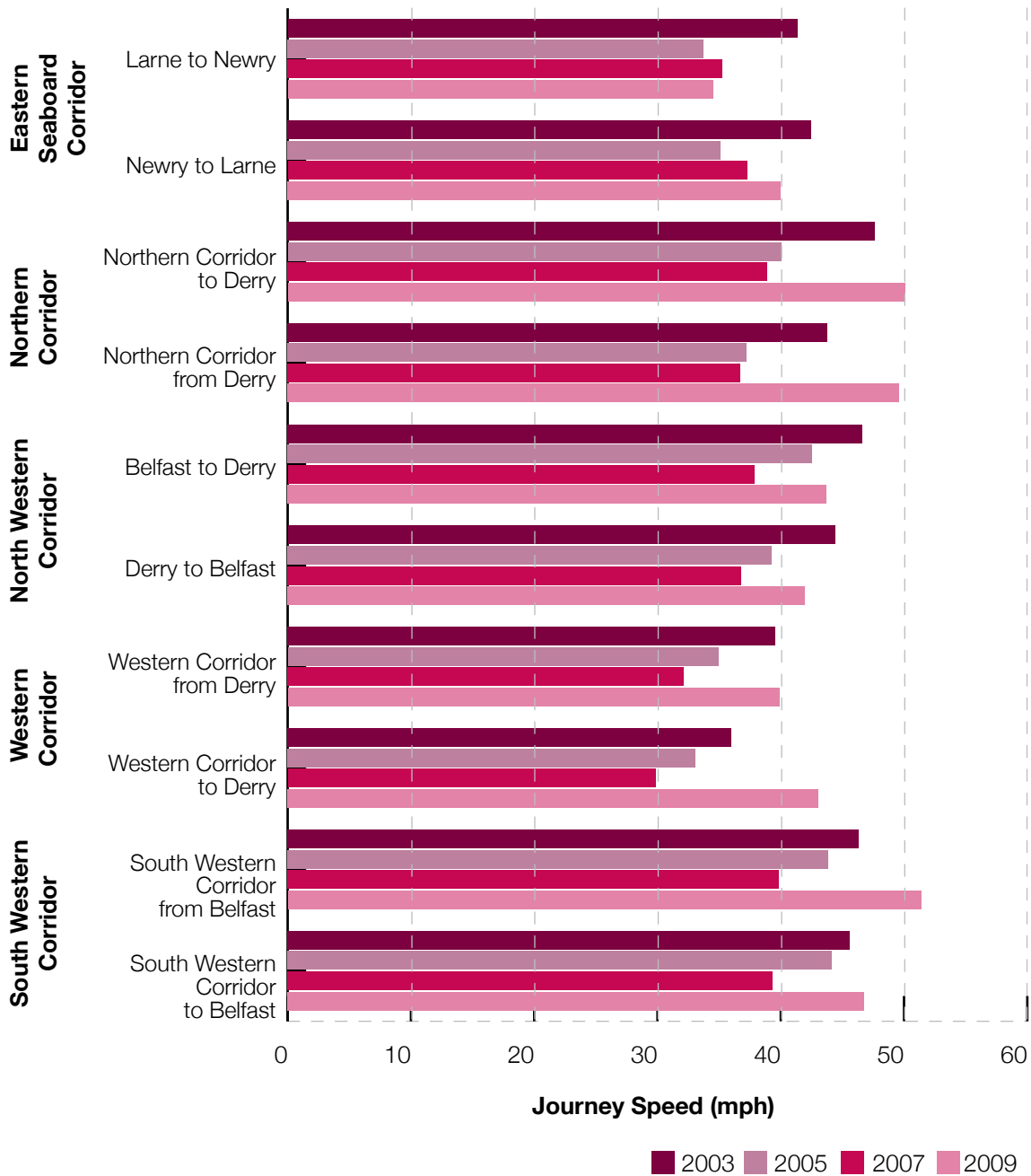


While data is available for 2001, it has not been used as different timing points were used in the surveys carried out from 2003 onwards.

Source: DRD Roads Service (Draft Regional Strategic Transport Network Report – 2009 Journey Times)

Figure 22:

Key Transport Corridors 2003-2009 AM Peak Journey Speed



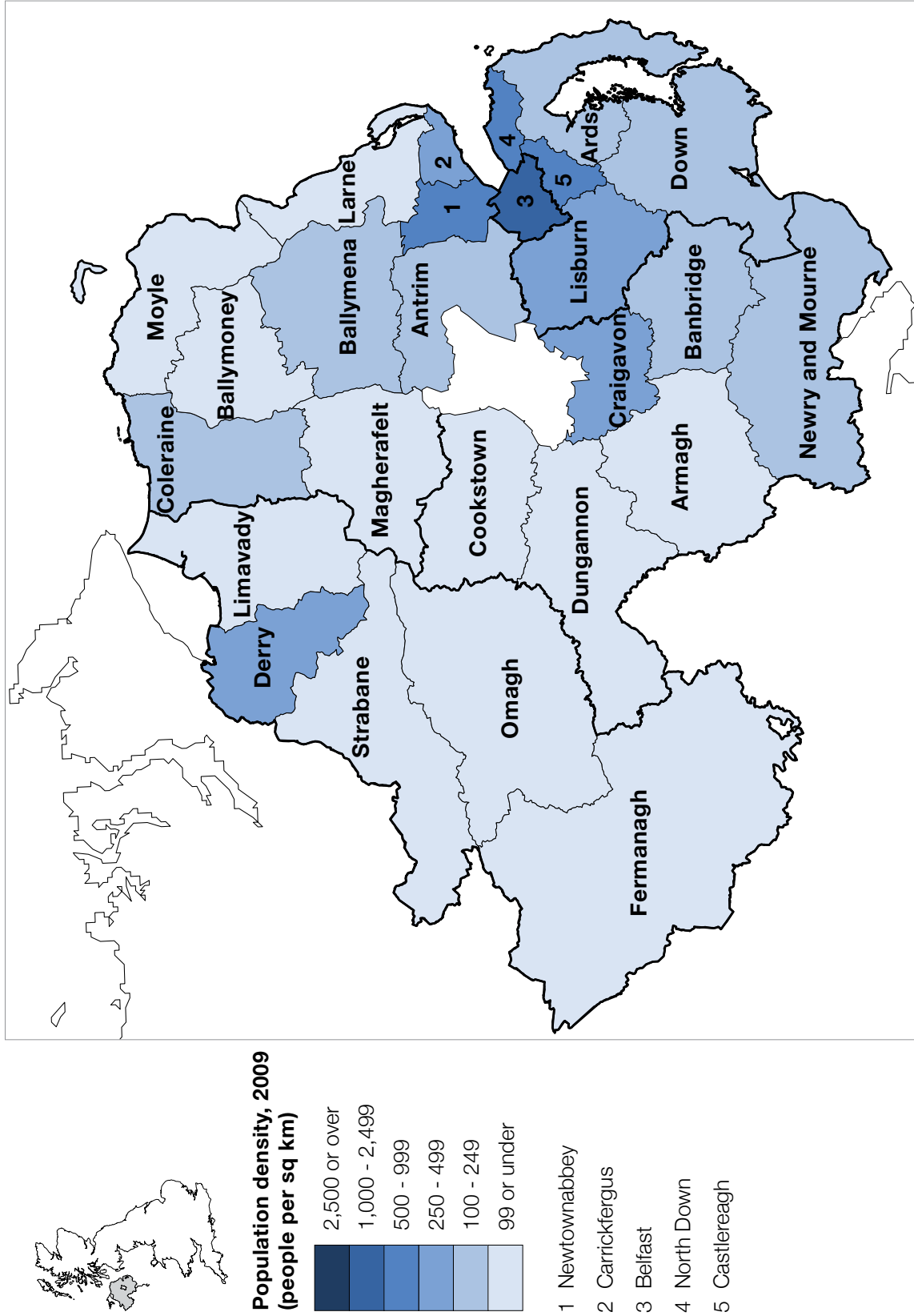
While data is available for 2001, it has not been used as different timing points were used in the surveys carried out from 2003 onwards.

Source: DRD Roads Service (Draft Regional Strategic Transport Network Report – 2009 Journey Times)

Section Six – Population and Employment

Diagram 1:

Northern Ireland population density: by district council area, 2009



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Diagram 2:

Distance to Nearest town in NI & Border Region

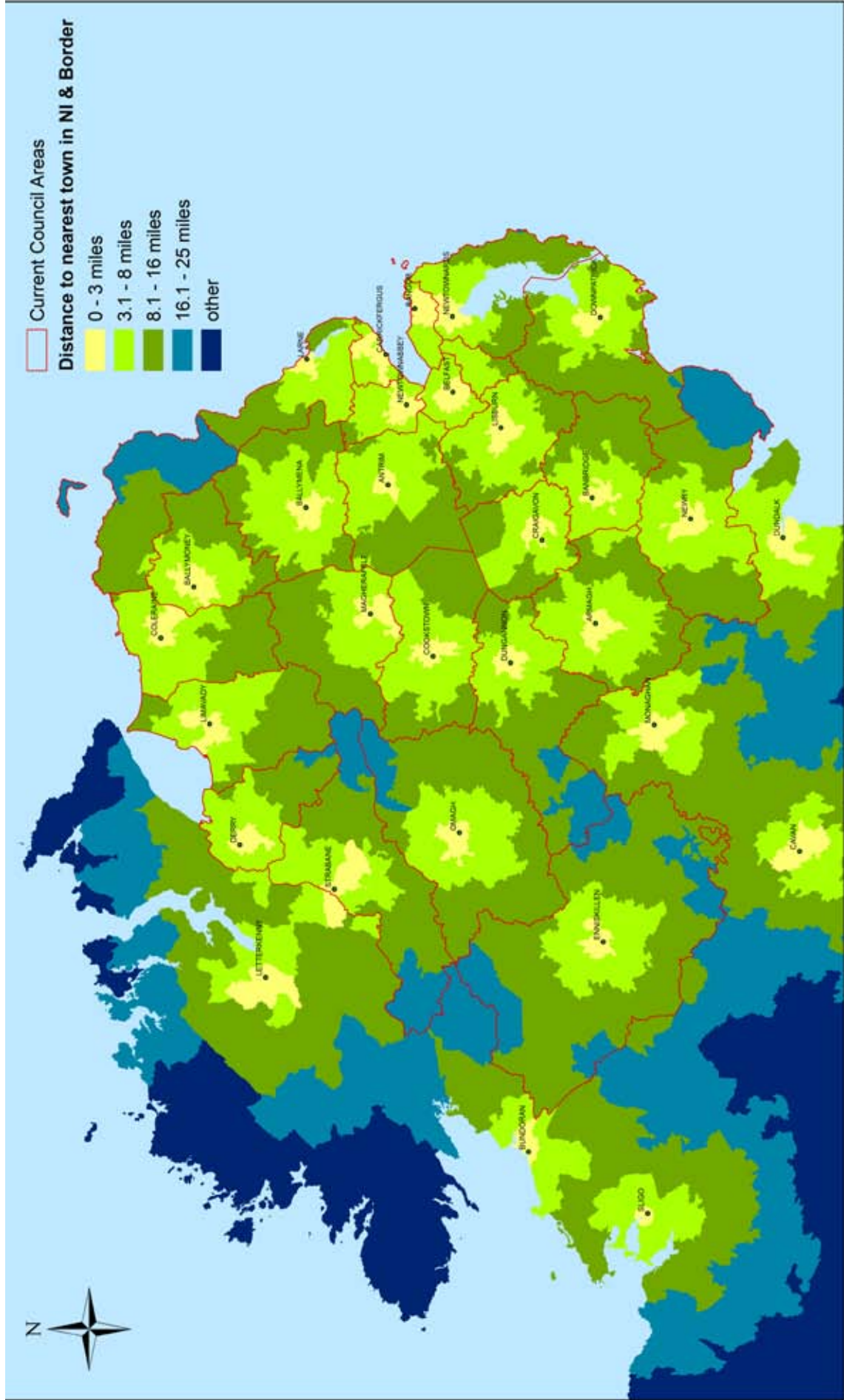
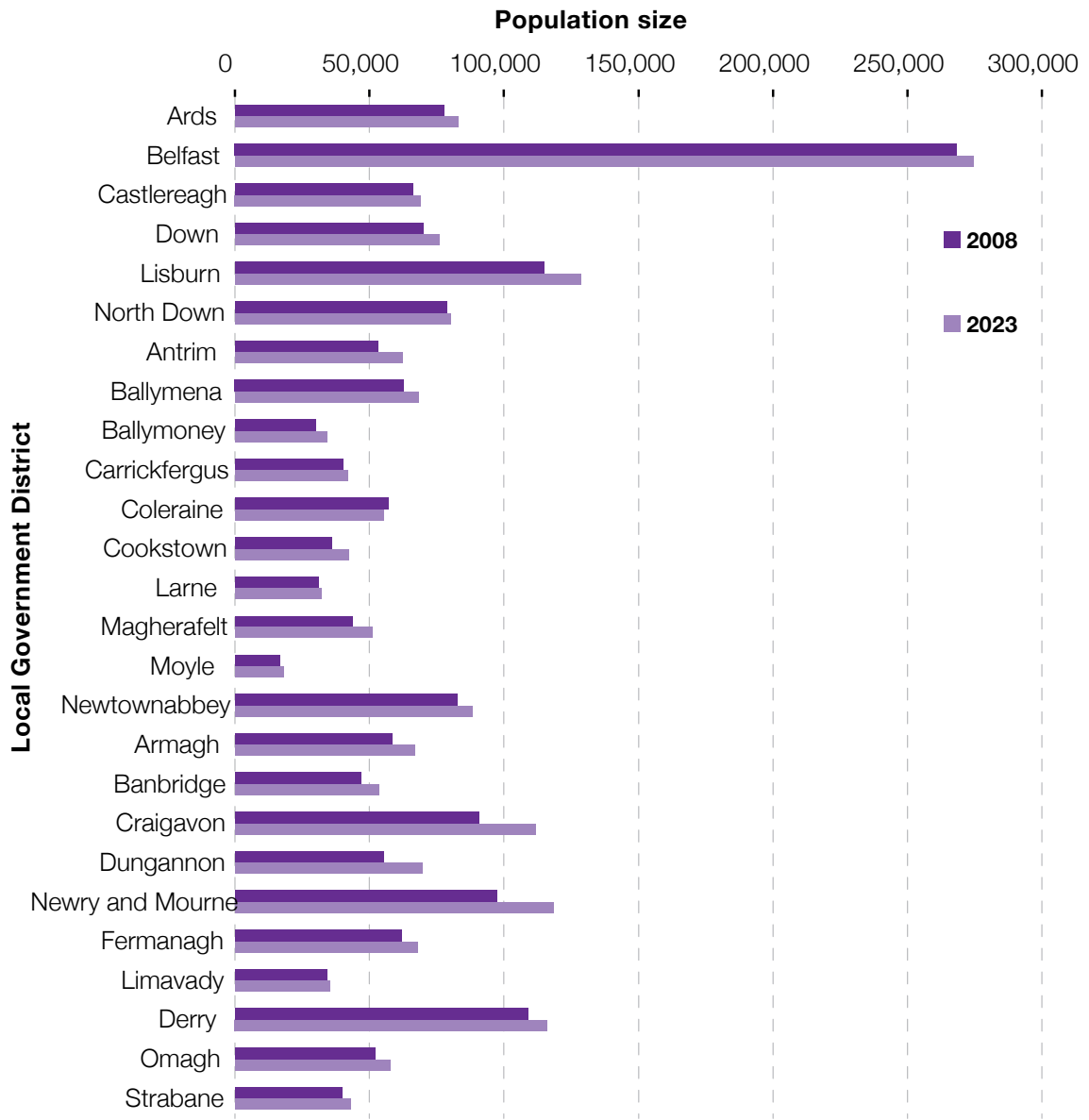


Figure 23:

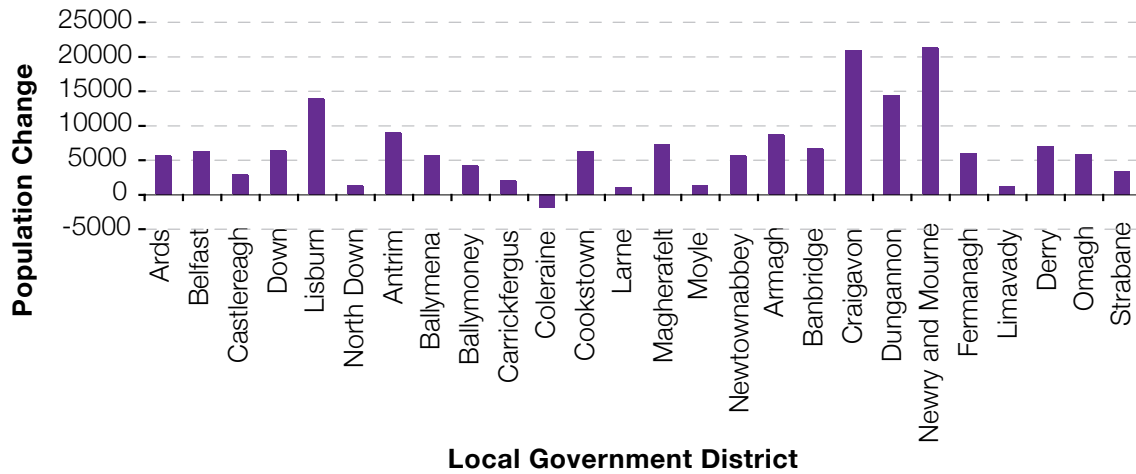
**Population Projections by Local Government District
2008 - 2023**



Source: <http://www.nisra.gov.uk/archive/demography/population/projections/lgd/LGD08totals.xls>

Figure 24:

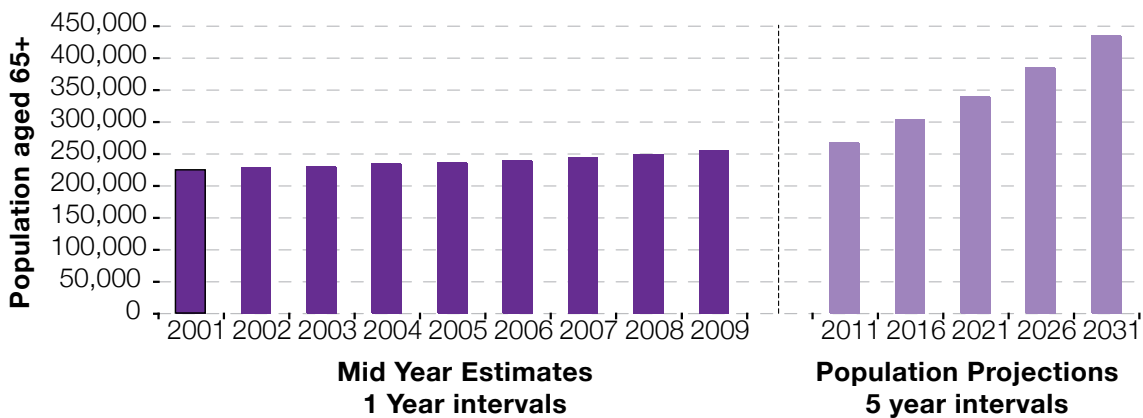
Population projections by Local Government District - Population change 2008 - 2023



Source: <http://www.nisra.gov.uk/archive/demography/population/projections/lgd/LGD08totals.xls>

Figure 25:

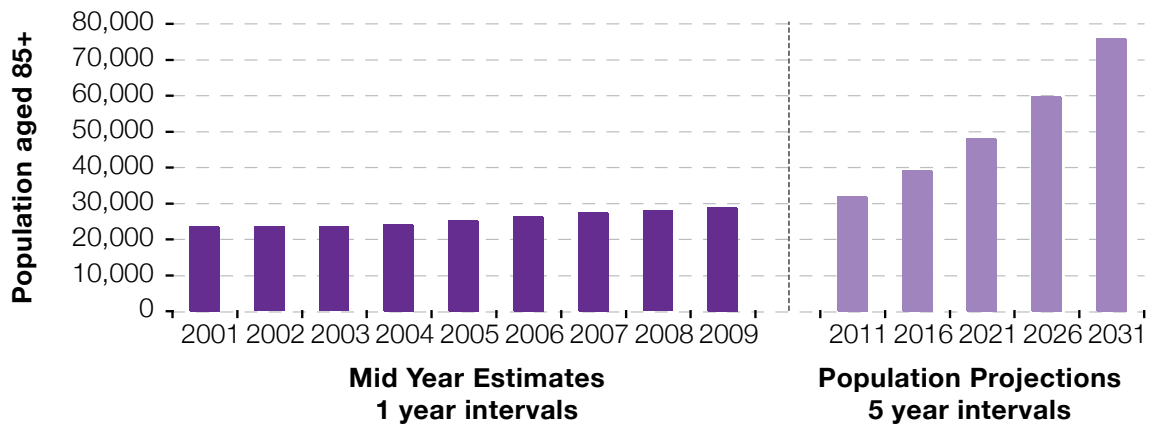
Northern Ireland - Mid Year estimated and projected population figure for those aged 65 and over: 2001 - 2031



Source: [http://www.nisra.gov.uk/archive/demography/population/midyear/NI_Home_Pop_5yrbds\(1961-2009\).xls](http://www.nisra.gov.uk/archive/demography/population/midyear/NI_Home_Pop_5yrbds(1961-2009).xls)

Figure 26:

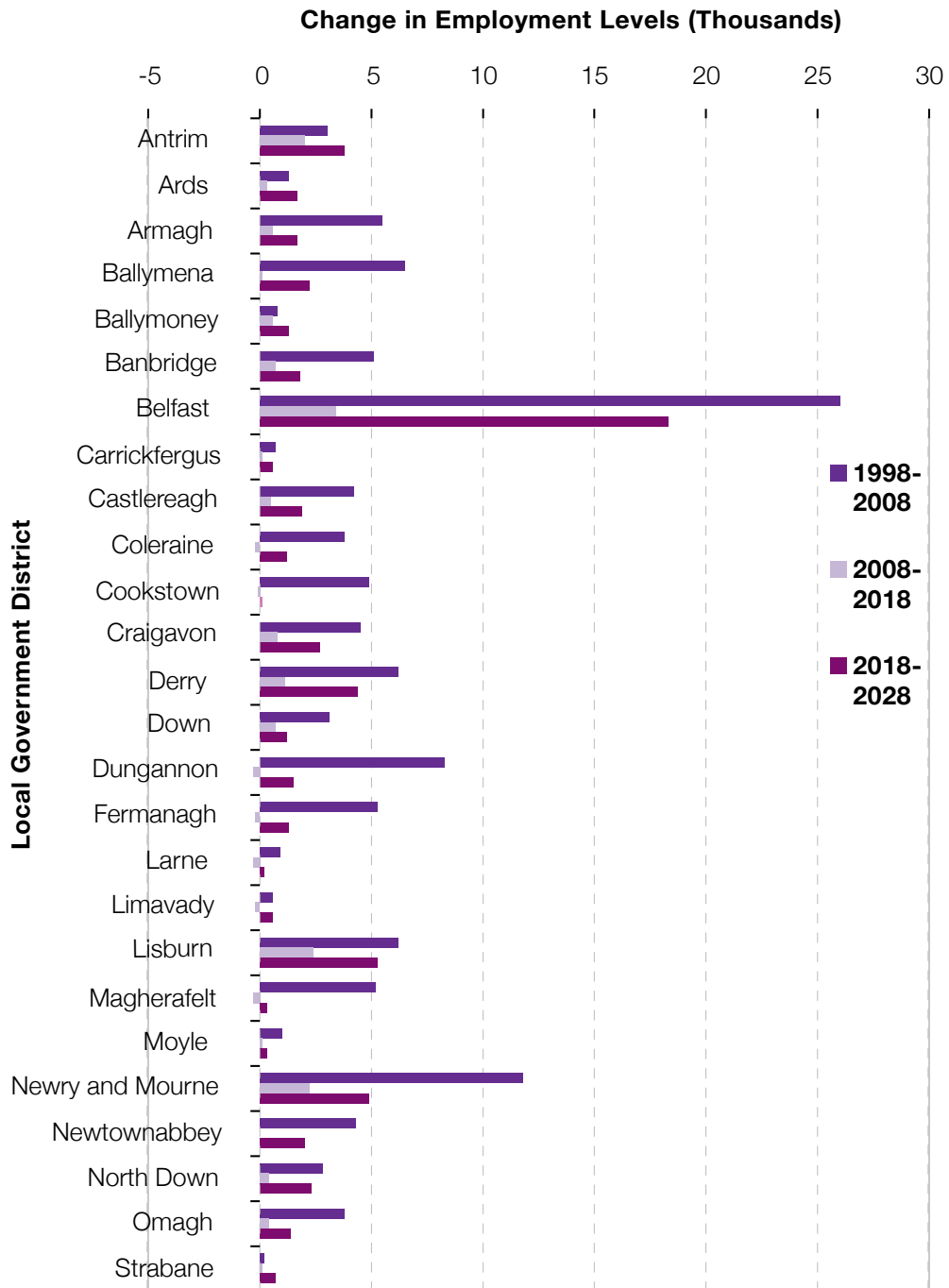
Northern Ireland - Mid Year Estimated and Projected population figures for those aged 85 and over: 2001 - 2031



Source: [http://www.nisra.gov.uk/archive/demography/population/midyear/NI_Home_Pop_5yrbds\(1961-2009\).xls](http://www.nisra.gov.uk/archive/demography/population/midyear/NI_Home_Pop_5yrbds(1961-2009).xls)

Figure 27:

Projected and Actual Change in Employment Levels* by Local Government District: 1998 - 2028

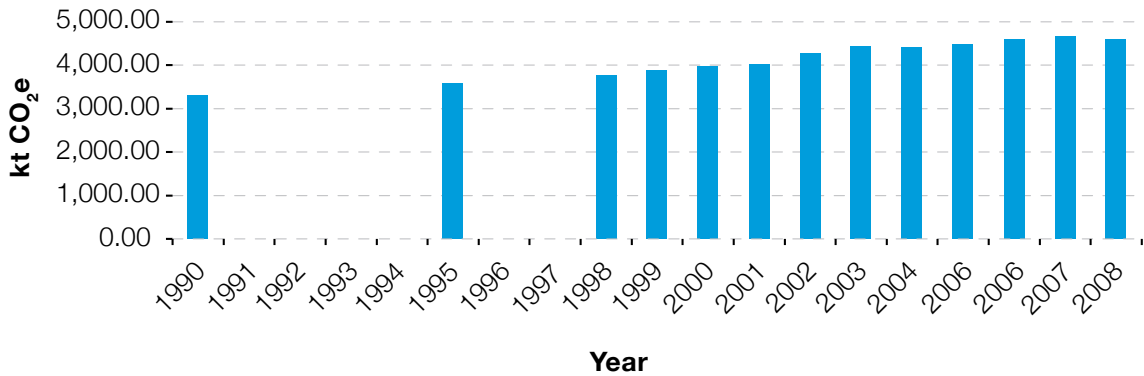


Note: Employment is full and part-time employee jobs plus self-employment

Source: DETI, LFS and Oxford Economics - Summer 09

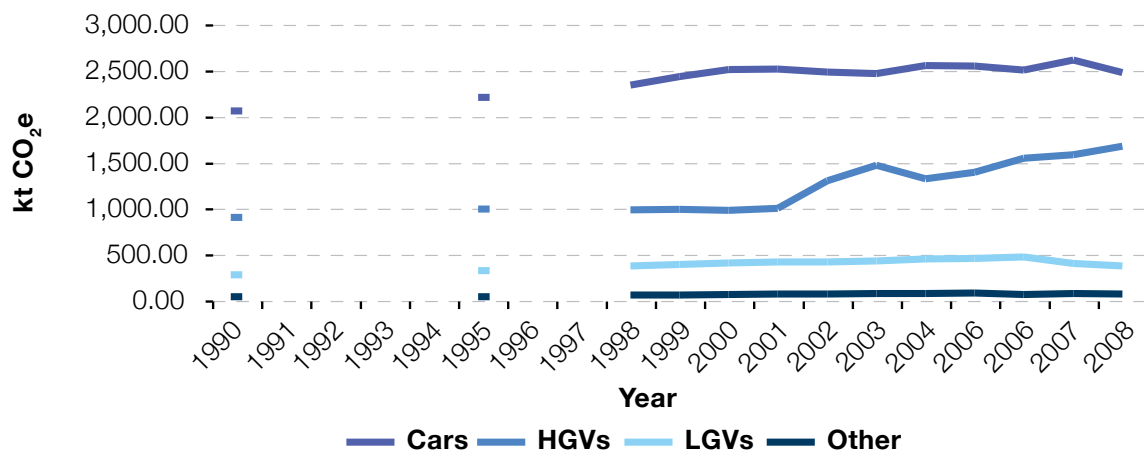
Section Seven – Greenhouse Gas Emissions

Figure 28: Northern Ireland Road Transport GHG emissions (kt CO₂e), 1990 - 2008



No data available for years 1991 - 1994 and 1996 - 1997 inclusive
 Source: www.doeni.gov.uk Northern Ireland Greenhouse Gas Inventory

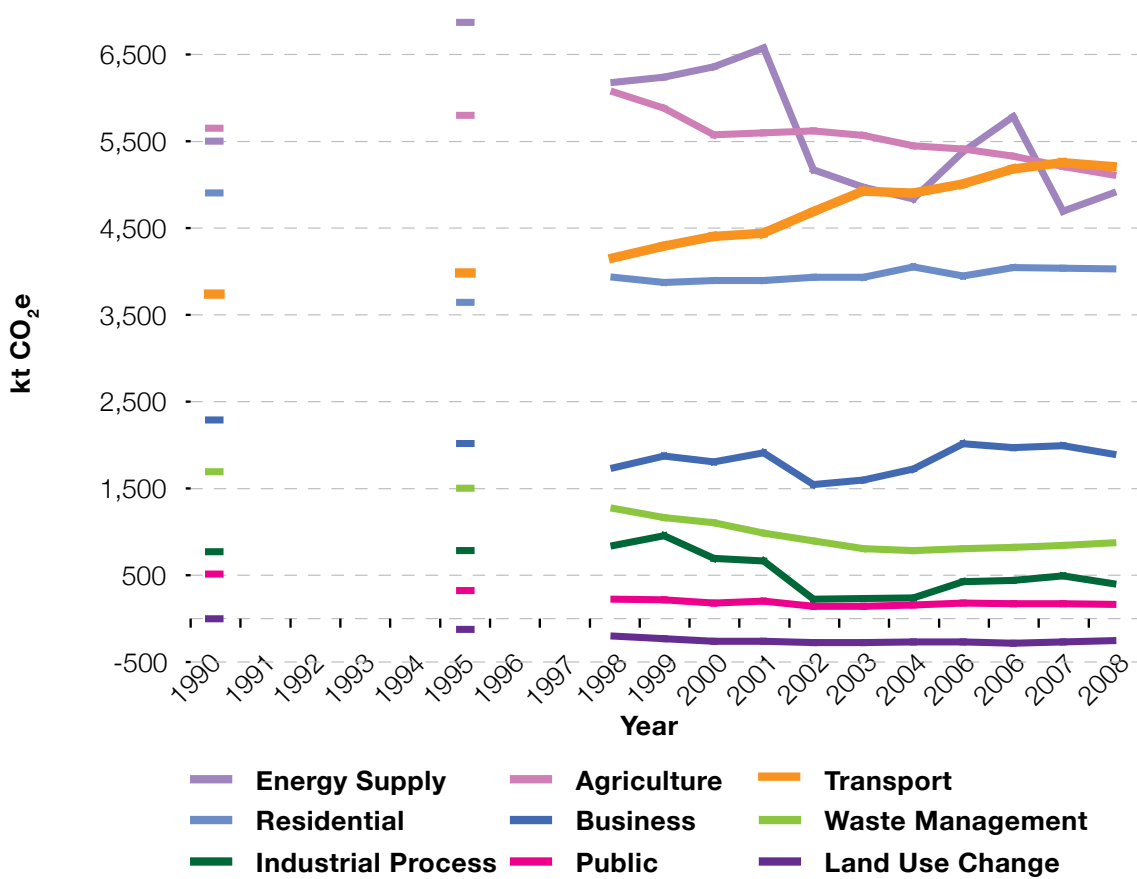
Figure 29: Northern Ireland road transport emissions (kt CO₂e) by vehicle type: 1990 - 2008



No data available for years 1991 - 1994 and 1996 - 1997 inclusive
 Source: www.doeni.gov.uk Northern Ireland Greenhouse Gas Inventory

Figure 30:

**Northern Ireland GHG emissions (kt CO₂e) by sector:
1990 - 2008**



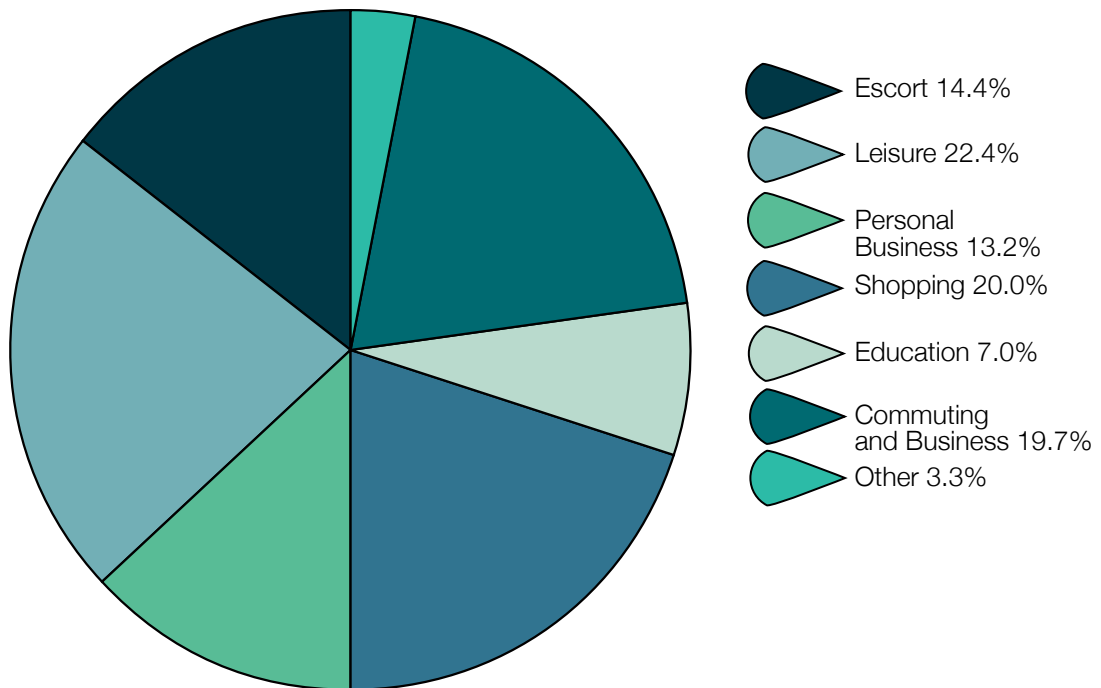
No data available for years 1991 - 1994 and 1996 - 1997 inclusive

Source: Northern Ireland Greenhouse Gas Inventory

Section Eight – How and Why We Travel

Figure 31:

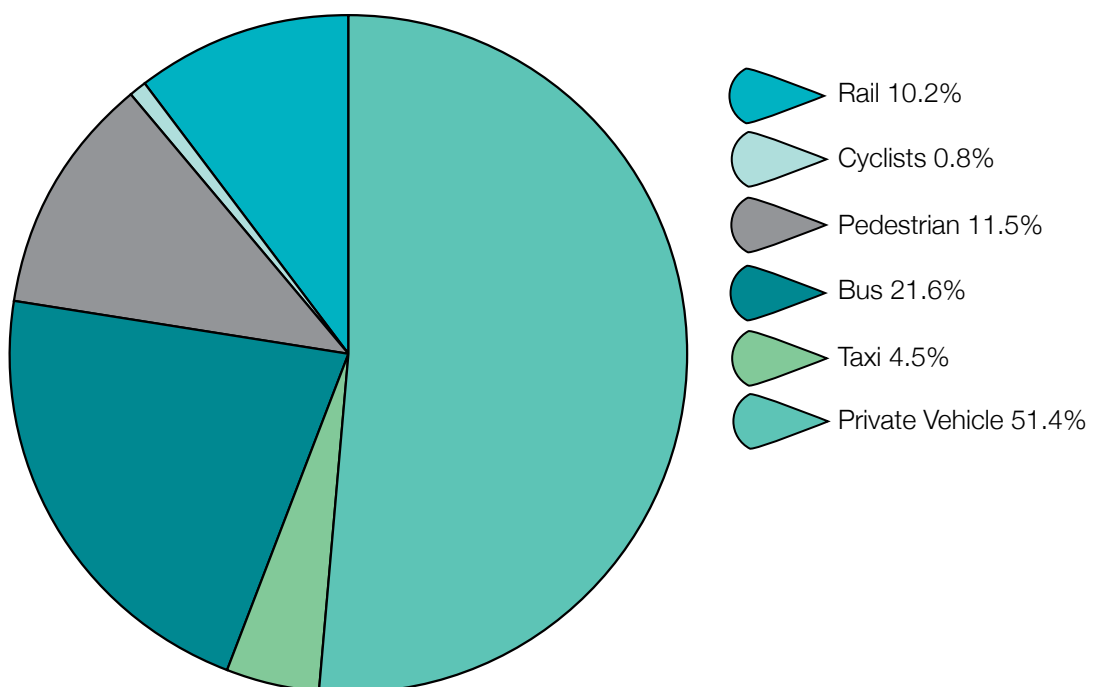
Why we travel: (proportion of) Journeys taken by Journey Purpose: 2007 - 2009



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

Figure 32:

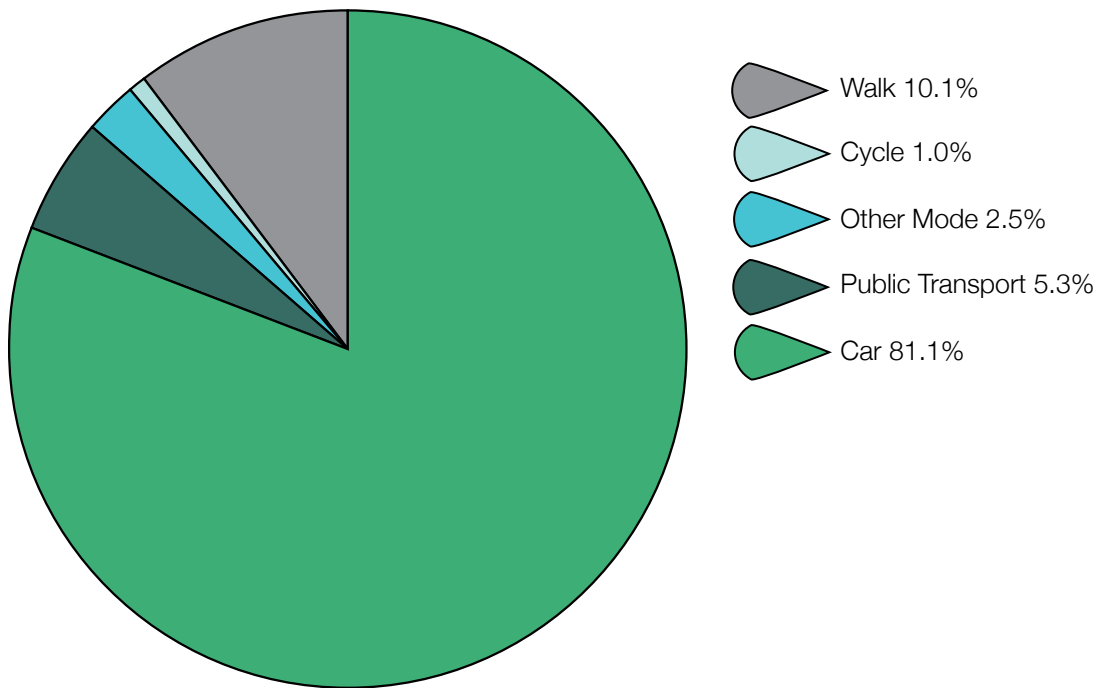
2009 Belfast City Centre Cordon Survey Results



Source: Draft 2009 Belfast Cordon Survey

Figure 33:

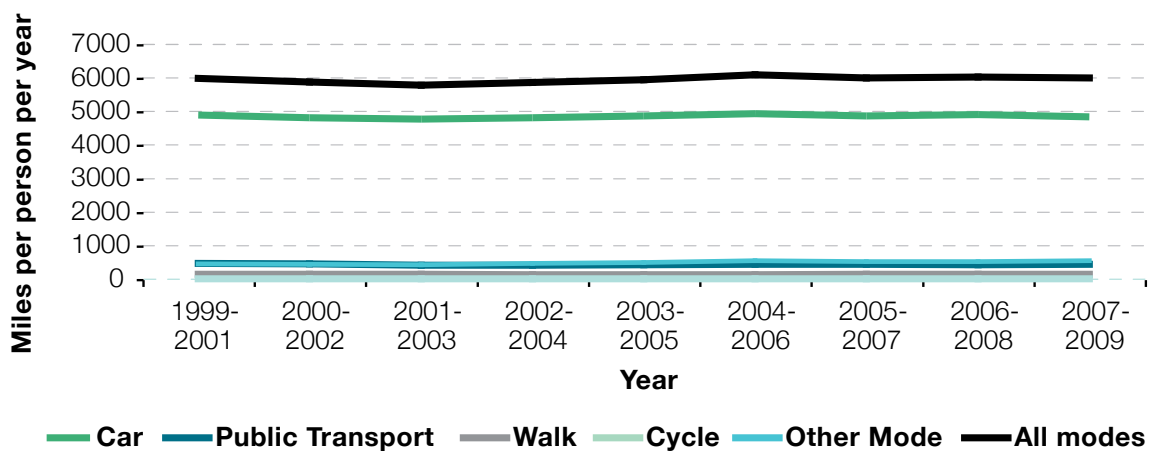
Method of Travel to work 2007-2009 Percentage of Workers (excluding home workers)



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

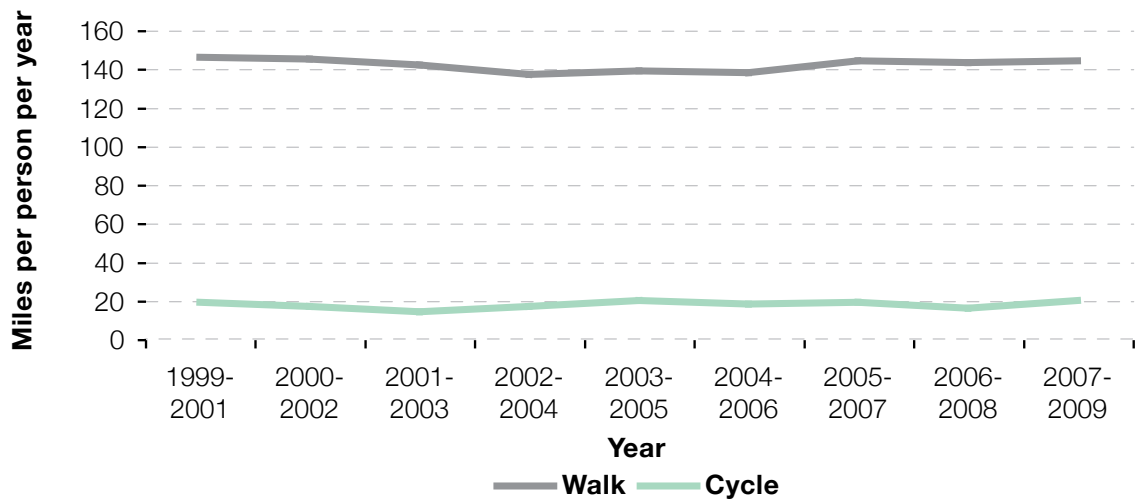
Figure 34:

Average Distance travelled per person per year by mode 1999 - 2001 to 2007 - 2009



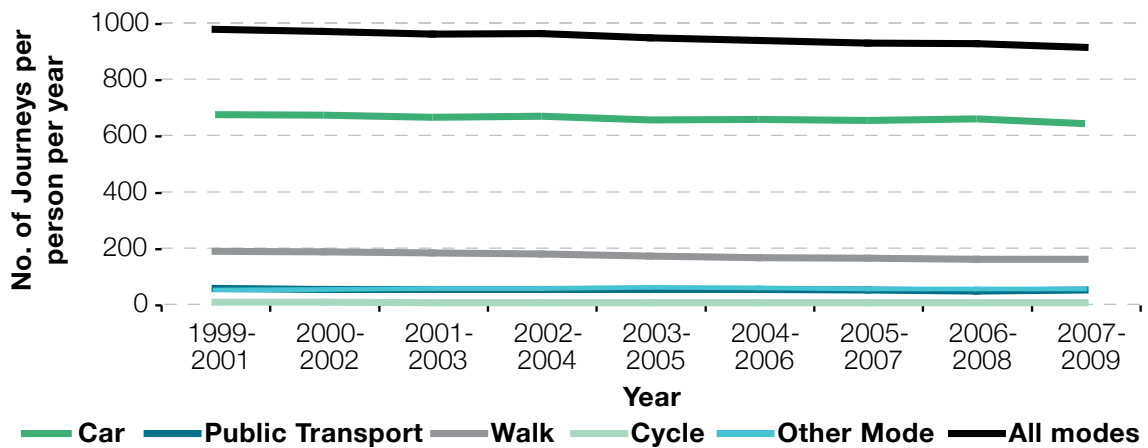
Source: Travel Survey for Northern Ireland In-depth Report 2007-2009

Figure 35: Average Distance Travelled per person per year Walking and Cycling: 1999-2001 to 2007-2009



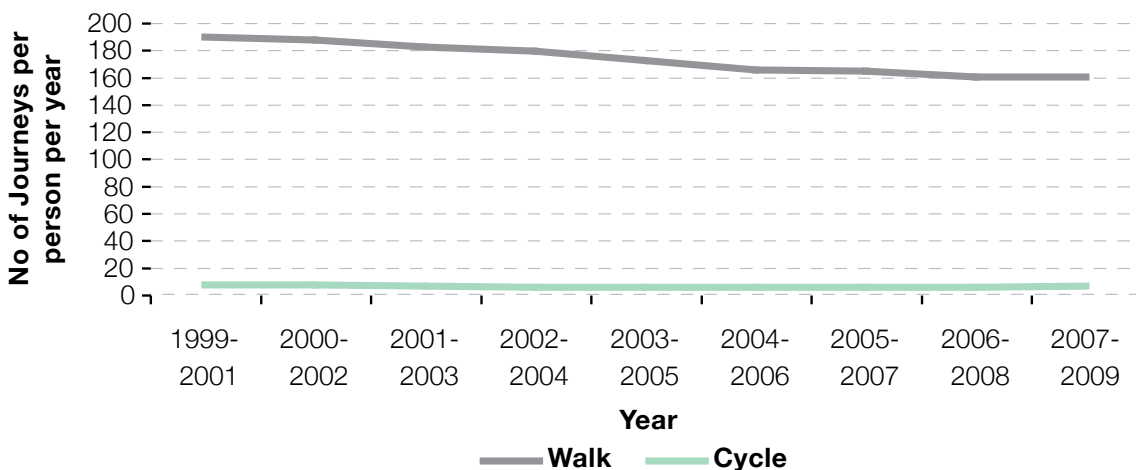
Source: Travel Survey for Northern Ireland In-depth Report 2007-2009

Figure 36: Average Journeys per person per year by main mode 1999 - 2001 to 2007 - 2009



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

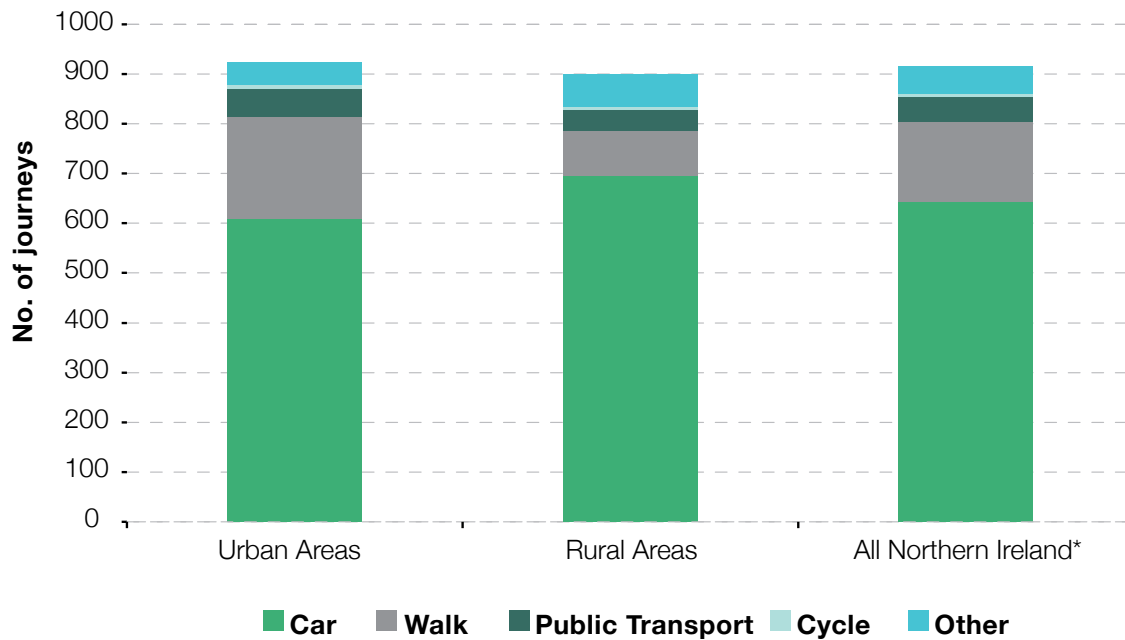
Figure 37: Average journeys per person per year Walking and Cycling: 1999-2001 to 2007-2009



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

Figure 38:

Average Journeys¹ per person per year by main mode²
(URBAN-RURAL breakdown³) 2007- 2009



Source: Travel Survey for Northern Ireland

1. Only travel within Northern Ireland (and inshore islands) is included.
2. Main mode is the form of transport used for the greatest length of the journey. For example, if the journey had 2 stages, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode.
3. Data has been assigned to urban or rural areas based where the respondent lives.

Urban-Rural classification is based on the settlement bands defined in the Report of the Inter-Departmental Urban-Rural Definition Group

Bands A to E = Urban (settlements with a population of 4,500 or more)

Bands F to H = Rural (settlements with a population of less than 4,500 or open countryside)

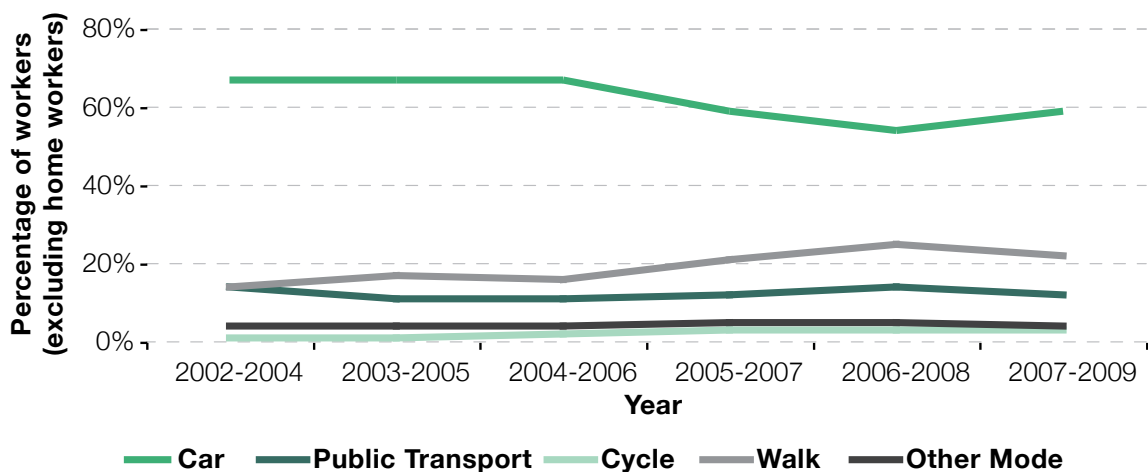
- * All Northern Ireland includes cases which could not be assigned to the 'urban areas' or 'rural areas' groups

Source: Travel Survey for Northern Ireland

Travel to Work by Area

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

Figure 39: Method of travel to work - Belfast 2002-2004 to 2007-2009

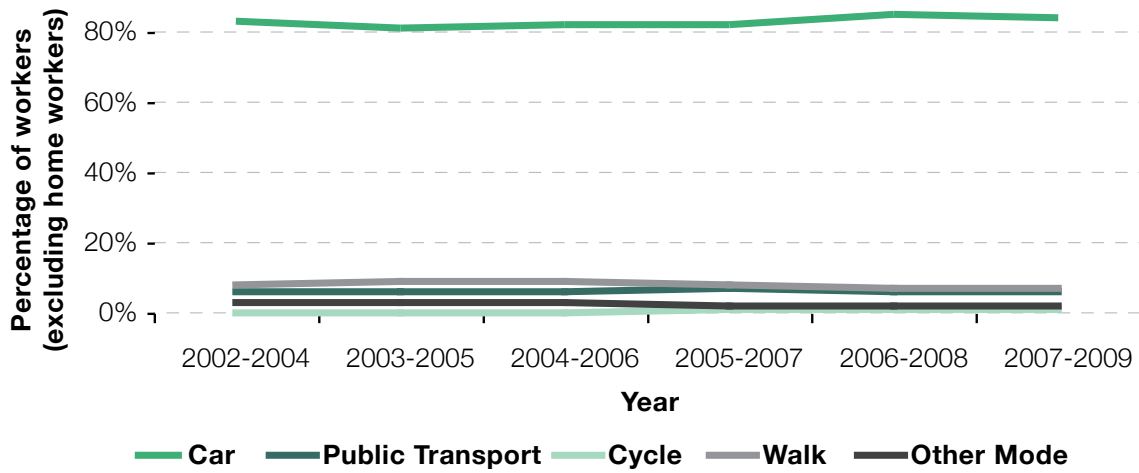


Public Transport is Bus (including coach and private bus) and NI Railways train
Other Mode is motorcycle, moped, scooter and other

Source: Northern Ireland Travel Surveys 2002 - 2009

Figure 40:

Method of travel to work - East 2002-2004 to 2007-2009

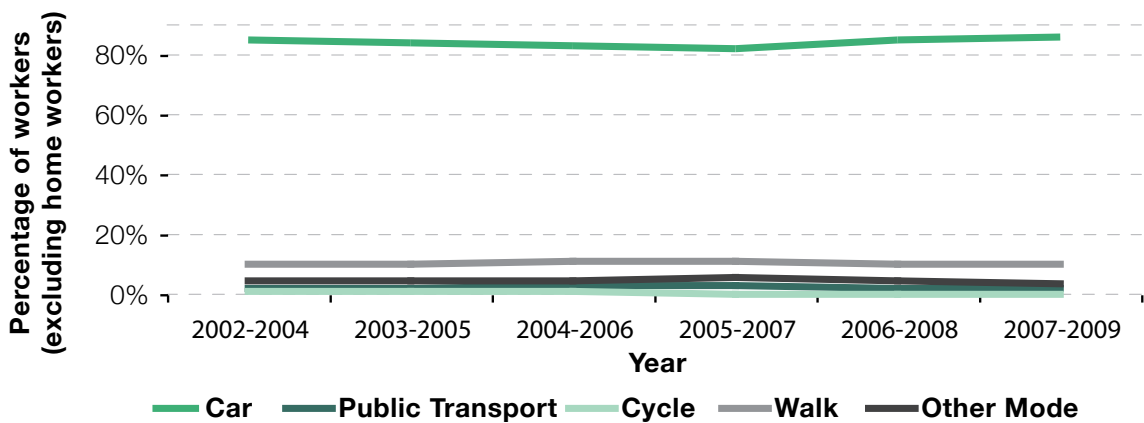


Public Transport is Bus (including coach and private bus) and NI Railways train
 Other Mode is motorcycle, moped, scooter and other

Source: Northern Ireland Travel Surveys 2002 - 2009

Figure 41:

Method of travel to work - West 2002-2004 to 2007-2009

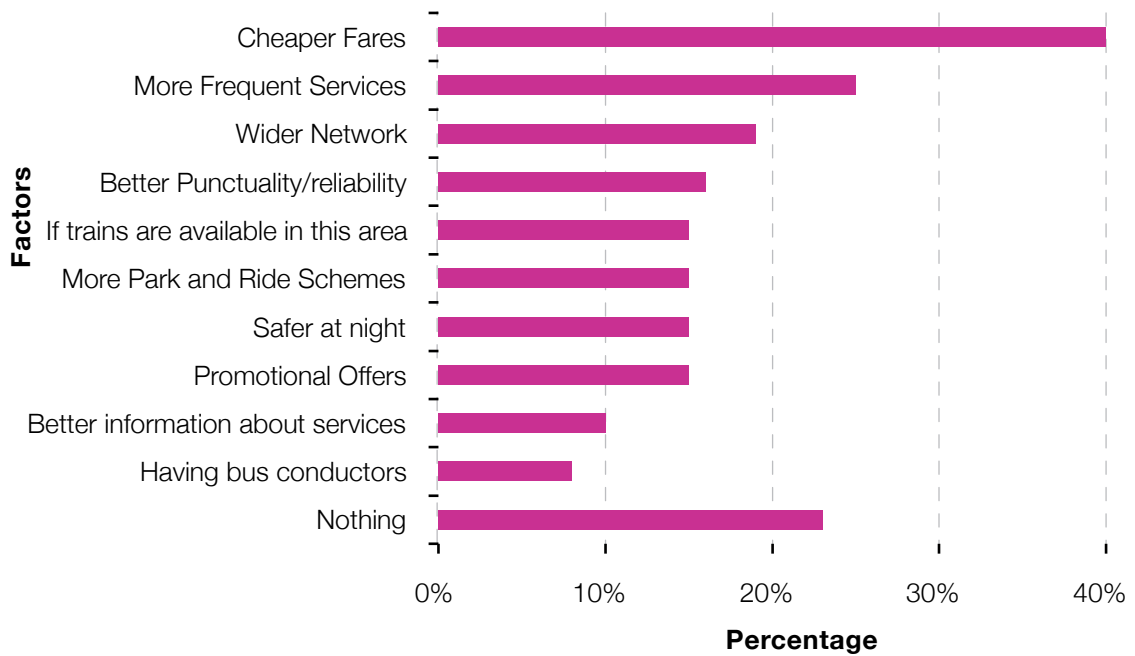


Public Transport is Bus (including coach and private bus) and NI Railways train
 Other Mode is motorcycle, moped, scooter and other

Source: Northern Ireland Travel Surveys 2002 - 2009

Section Nine – Travel Attitudes

Figure 42: Top ten factors that would encourage greater use of public transport

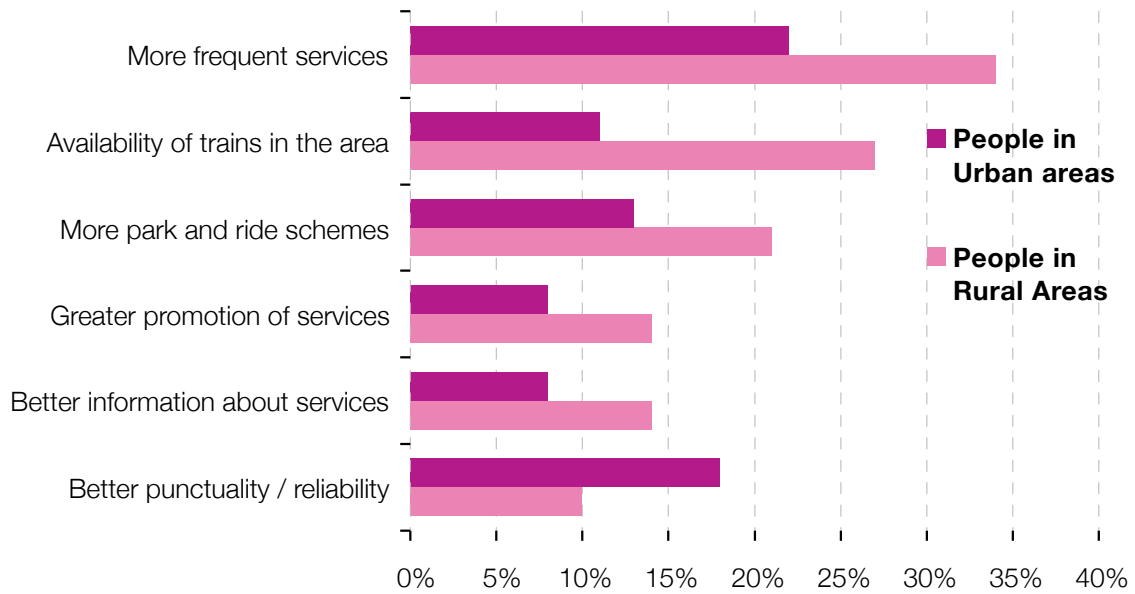


Percentages may add to more than 100% due to multiple responses

Source: www.consumercouncil.org.uk/filestore/documents/Final_PT_report_05.06.09.pdf

Figure 43:

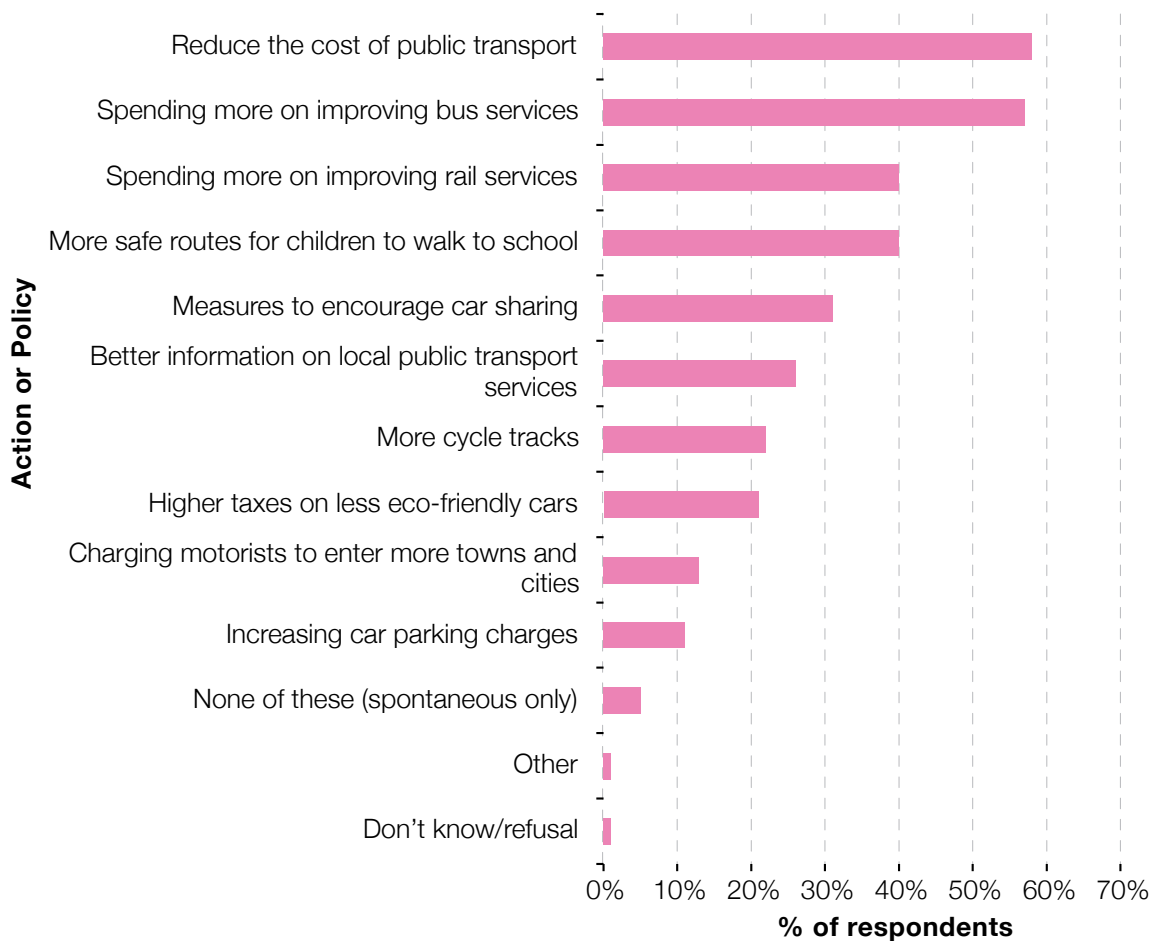
Factors that would encourage greater use of public transport - Urban/Rural differences



Percentages may add to more than 100% due to multiple responses

Source: www.consumercouncil.org.uk/filestore/documents/Final_PT_report_05.06.09

Figure 44: Government actions and policies which would encourage people to reduce their car emissions



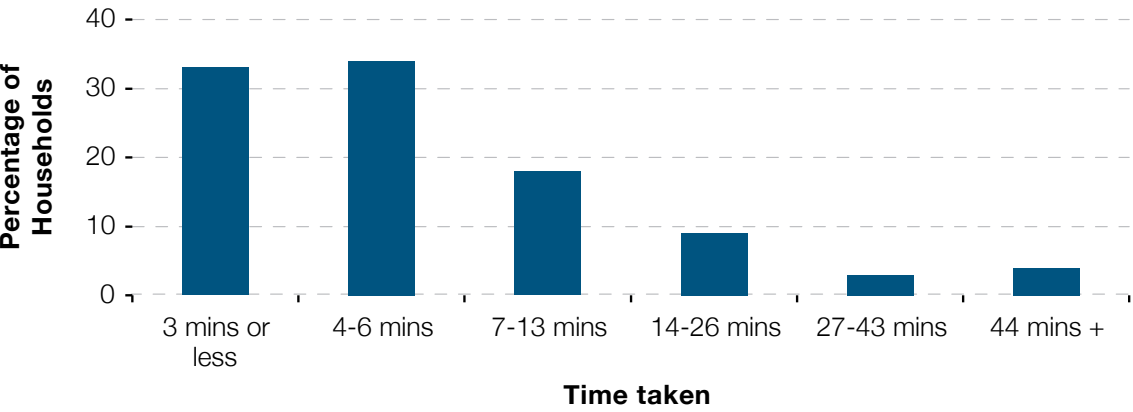
Percentages may add to more than 100% due to multiple responses

Source: http://www.drdni.gov.uk/public_perceptions_of_car_emissions.pdf

Public Perceptions on Car Emissions January 2009

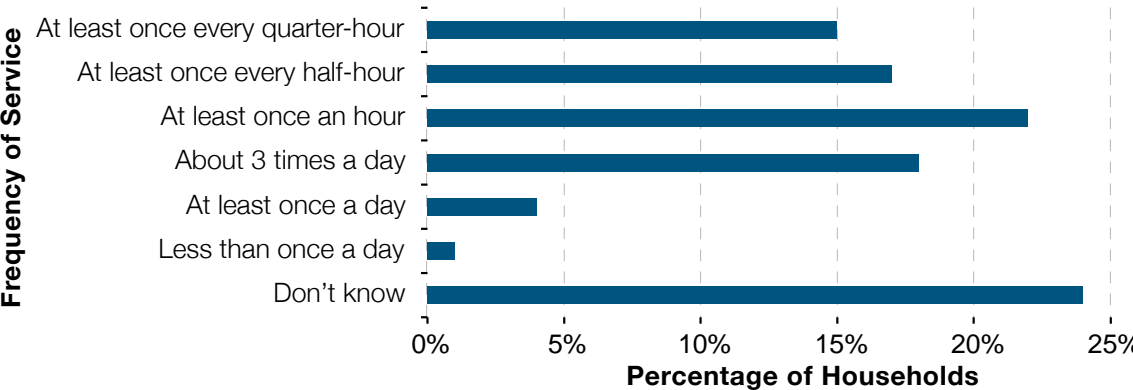
Section Ten – Accessibility

Figure 45: Time taken to walk to nearest bus stop: 2007-2009



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

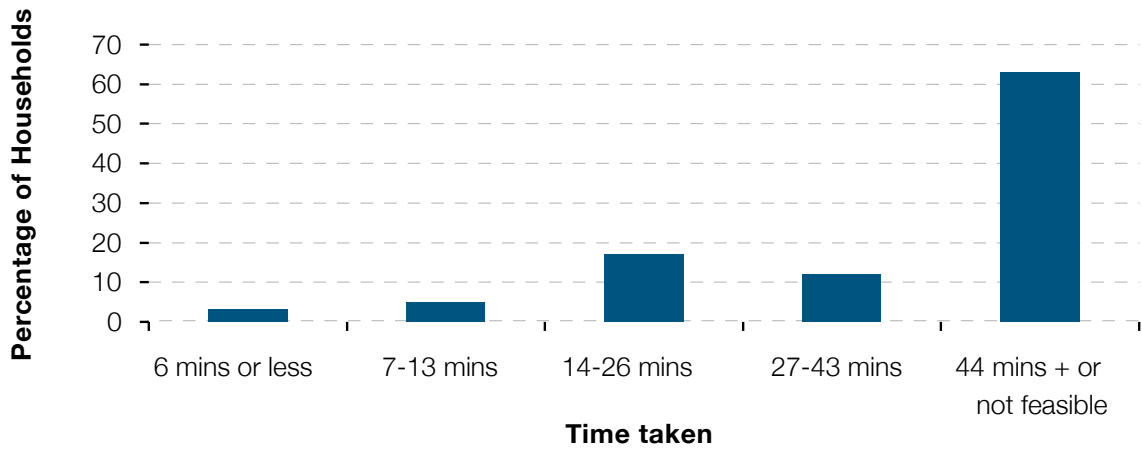
Figure 46: Bus service frequency: 2007 - 2009



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

Figure 47:

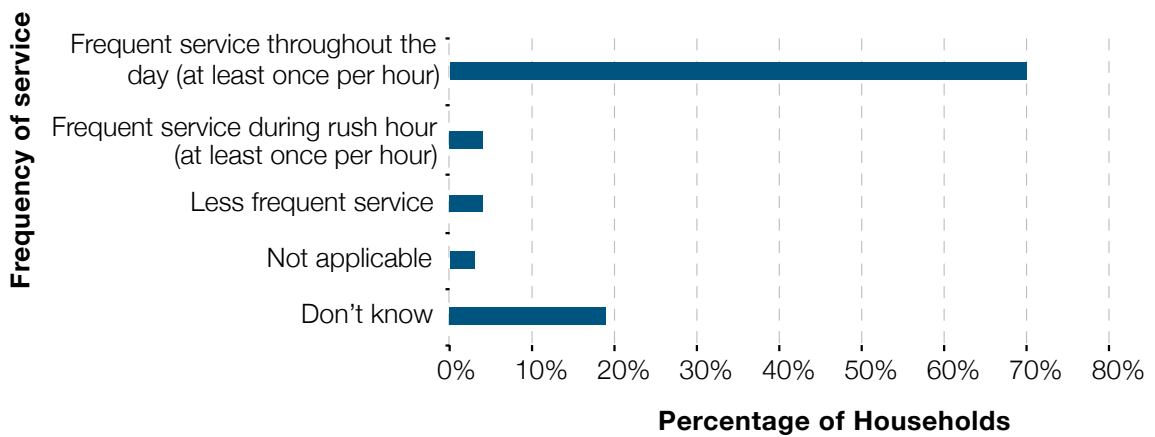
Time taken to walk to nearest NI Railways station: 2007-2009



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

Figure 48:

Rail service frequency: 2007-2009 (For those households within 44 minutes walk from nearest station)



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

Figure 49:

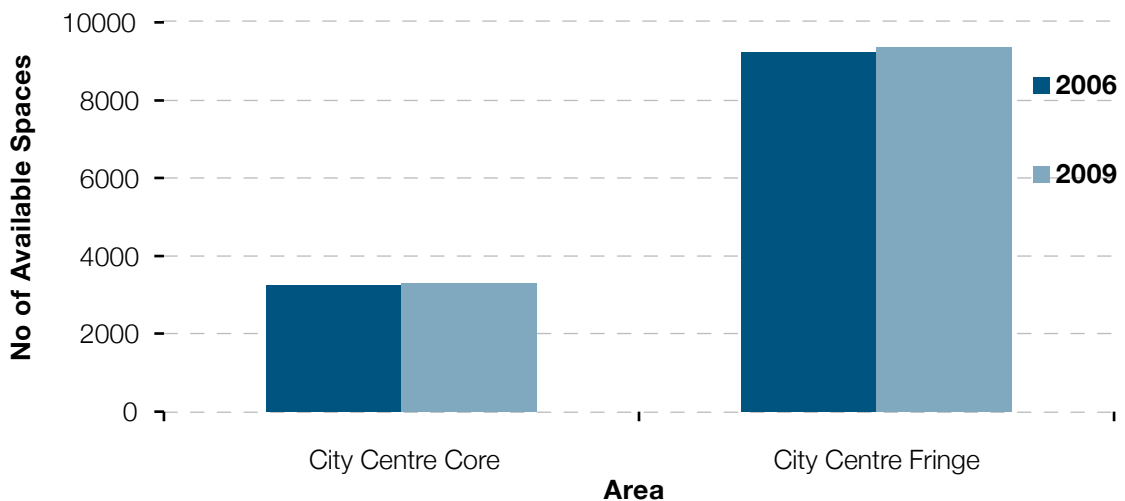
**Belfast City Centre - Off Street Public Parking -
Weekday spaces available [2006 v 2009]**



Source: Amey Consulting [on behalf of Network Development section, Roads Service Eastern Division]

Figure 50:

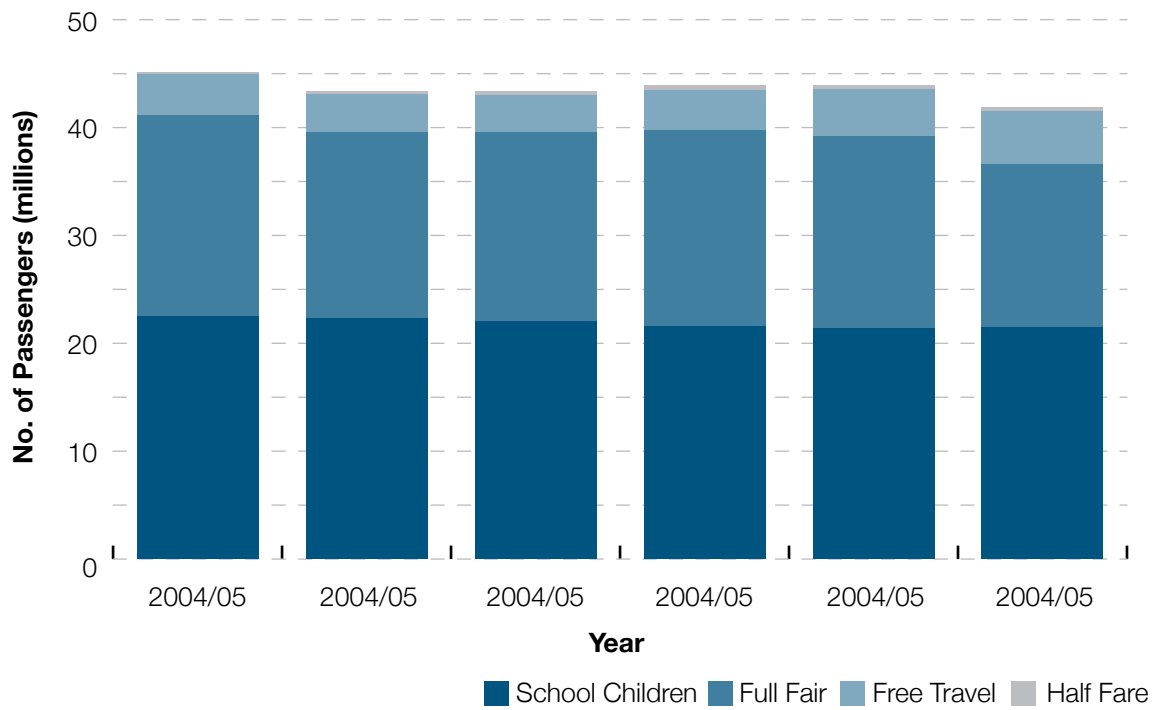
**Belfast City Centre - On Street Public Parking -
Weekday spaces available [2006 v 2009]**



Source: Amey Consulting [on behalf of Network Development section, Roads Service Eastern Division]

Figure 51:

**Ulsterbus - Passenger Numbers by Fare Type:
2004/05 to 2009/10**



Ulsterbus - Passenger Numbers by Fare Type: 2004/05 to 2009/10

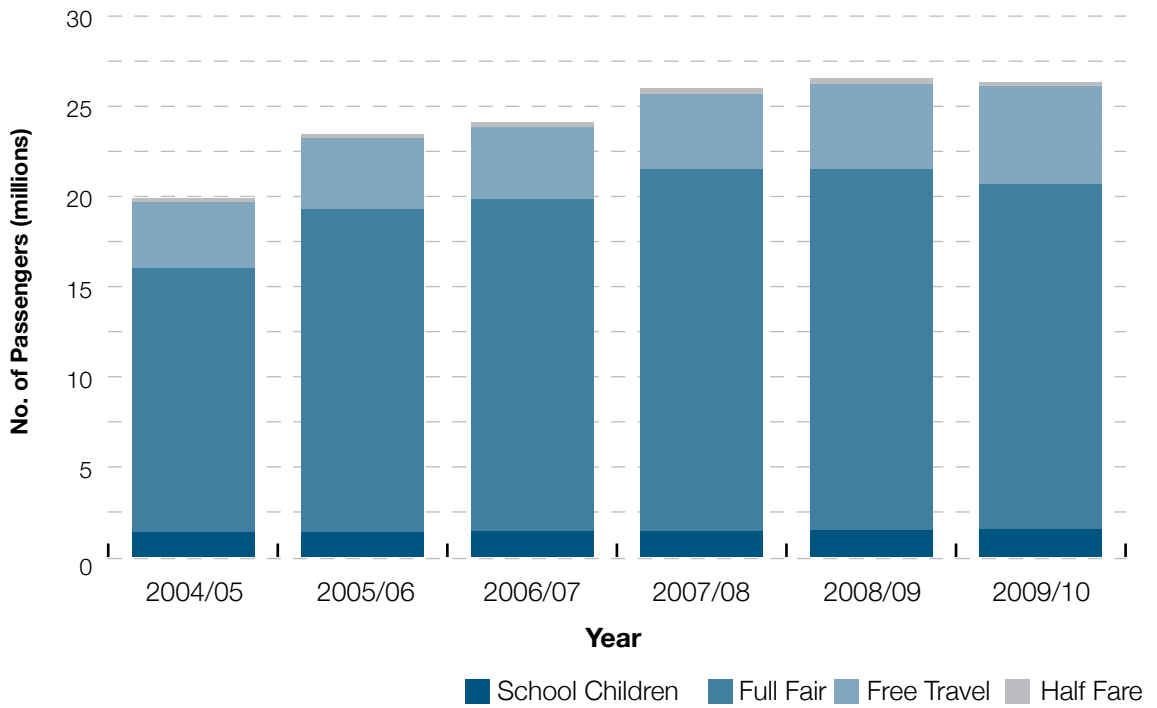
		2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
		Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers
Full Fare		18,627,400	17,277,054	17,516,590	18,187,707	17,865,786	15,176,925
Free Travel	Senior Smart Pass	3,703,709	3,381,914	3,385,069	3,640,342	3,774,887	3,703,864
	60+	Introduced 1/10/08				491,743	1,129,540
	People Registered Blind	48,241	44,128	44,392	48,635	51,057	47,729
	War Disablement Pensioners	21,895	22,430	24,976	25,627	24,935	25,444
Half Fare	Receiving mobility component of DLA	232,602	307,021	320,895	353,931	324,824	286,174
	Learning Disability	28,056	38,033	40,260	45,017	43,199	40,762
	Driving Licence revoked on Medical Grounds	9,165	14,201	13,554	16,165	14,261	13,347
	Partially sighted	5,299	6,274	7,117	7,450	7,068	6,595
School Children ₁		22,516,050	22,317,060	22,028,896	21,555,180	21,352,582	21,473,016
Total ₂		45,192,417	43,408,115	43,381,749	43,880,054	43,950,342	41,903,396

1. School Children category includes DE subsidised home to school transport as well as half fare child travel on normal Public Transport Services.
2. Various routes transferred from Ulsterbus to Metro in February 2005, which explains decrease in total Ulsterbus passenger numbers from 2004/05 to 2005/06.

Source: Translink

Figure 52:

**Metro - Passenger Numbers by Fare Type:
2004/05 to 2009/10**



Metro - Passenger Numbers by Fare Type: 2004/05 to 2009/10

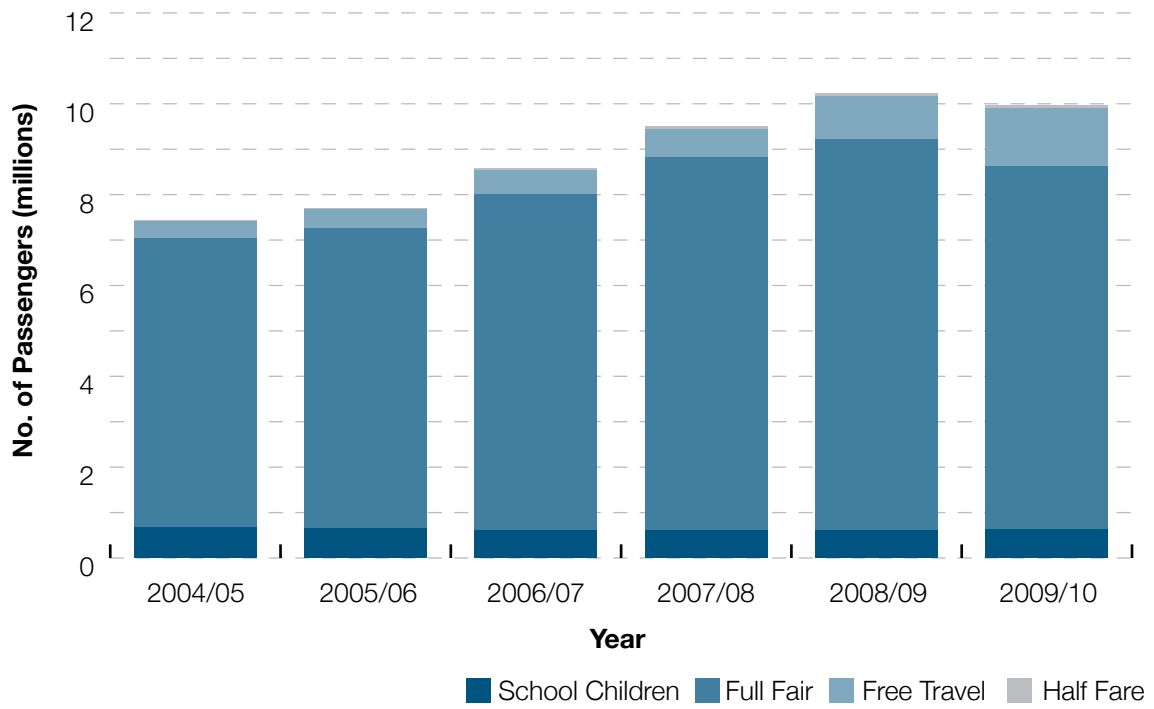
		2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
		Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers
Full Fare		14,675,715	17,914,743	18,431,868	20,115,784	20,047,579	19,135,176
Free Travel	Senior Smart Pass	3,615,281	3,863,060	3,901,026	4,061,753	4,128,276	4,132,231
	60+	Introduced 1/10/08				558,225	1,243,173
	People Registered Blind	40,020	44,969	46,933	52,104	49,512	48,515
	War Disablement Pensioners	17,532	21,485	19,191	19,272	20,124	21,540
Half Fare	Receiving mobility component of DLA	157,116	233,692	254,642	269,993	240,490	205,192
	Learning Disability	19,949	25,960	26,486	29,161	27,775	24,534
	Driving Licence revoked on Medical Grounds	4,906	8,448	10,416	10,930	11,352	11,341
	Partially sighted	1,279	2,745	3,141	3,661	3,323	2,784
School Children ₁		1,341,420	1,365,270	1,427,700	1,419,436	1,450,140	1,514,205
Total ₂		19,873,218	23,480,372	24,121,403	25,982,094	26,536,796	26,338,691

1. School Children category includes DE subsidised home to school transport as well as half fare child travel on normal Public Transport Services.
2. Various routes transferred from Ulsterbus to Metro in February 2005. This explains increase in total Metro passenger numbers from 2004/05 to 2005/06.

Source: Translink

Figure 53:

Northern Ireland Railways - Passenger Numbers by Fare Type: 2004/05 to 2009/10



Northern Ireland Railways - Passenger Numbers by Fare Type: 2004/05 to 2009/10

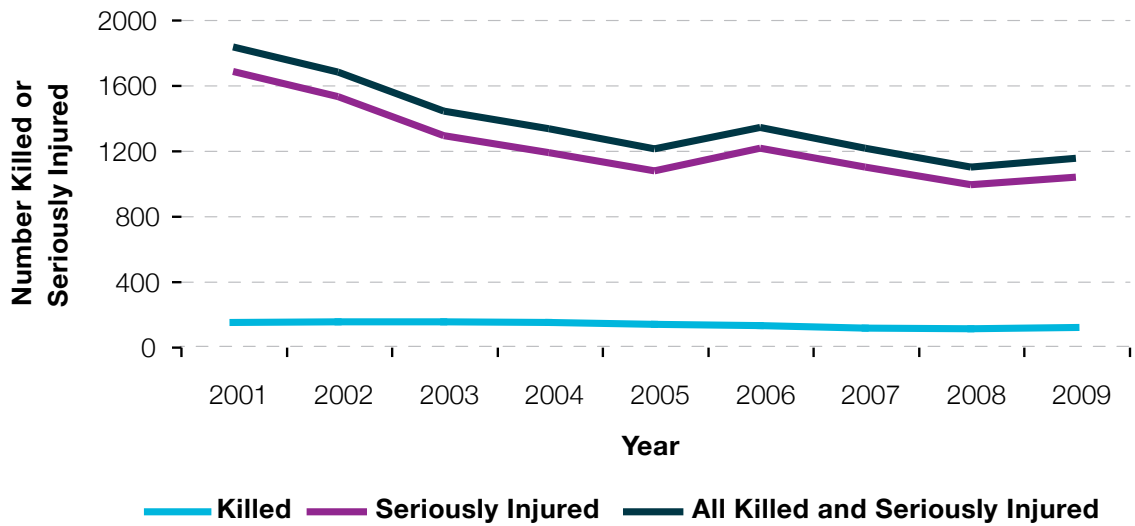
		2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
		Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers	Passenger Numbers
Full Fare		6,364,524	6,613,410	7,403,571	8,226,252	8,602,539	7,988,448
Free Travel	Senior Smart Pass	357,149	391,913	500,258	600,704	750,045	827,100
	60+	Introduced 1/10/08				195,130	440,484
	People Registered Blind	5,481	6,672	8,738	11,146	11,639	11,396
	War Disablement Pensioners	8,271	5,557	7,337	7,698	8,387	8,464
Half Fare	Receiving mobility component of DLA	23,432	31,216	38,314	43,356	43,946	35,684
	Learning Disability	5,346	5,325	7,767	7,380	7,750	6,757
	Driving Licence revoked on Medical Grounds	1,198	3,084	3,828	5,949	5,838	4,774
	Partially sighted	897	1,306	2,032	2,056	1,912	1,551
School Children₁		675,180	654,485	610,680	597,825	610,920	634,800
Total		7,441,478	7,712,968	8,582,525	9,502,366	10,238,106	9,959,458

1. School Children category includes DE subsidised home to school transport as well as half fare child travel on normal Public Transport Services.

Source: Translink

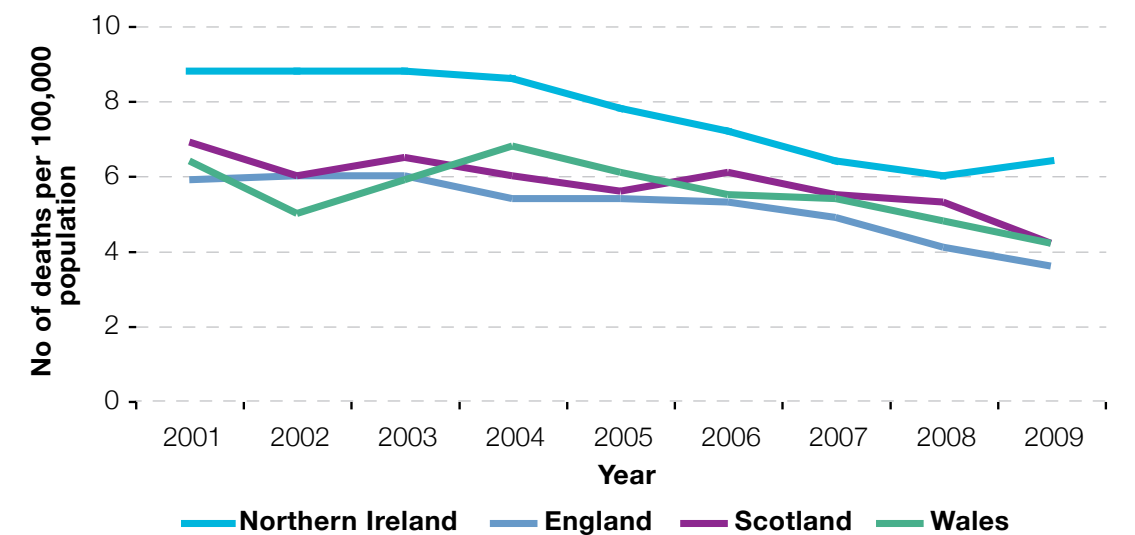
Section 11 – Road Safety

Figure 54: Deaths and Serious Injuries caused due to reported road traffic injury collisions: 2001 - 2009



Source: Northern Ireland Transport Statistics

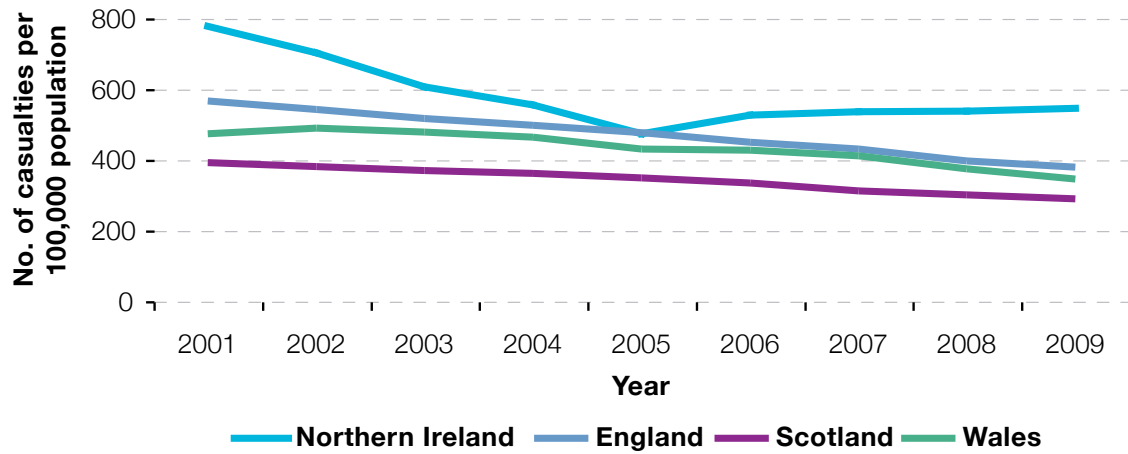
Figure 55: Reported Road Traffic injury collision deaths per 100,000 population: 2001 - 2009



Source: Northern Ireland Transport Statistics

Figure 56:

Reported road traffic injury collision casualties per 100,000 population: 2001 - 2009



Source: Northern Ireland Transport Statistics

