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Kintra Pairts Fordèrin

Travel Survey for Northern Ireland Headline Report 2008-2010



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Symbols and Conventions

Rounding of figures

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

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

The following symbols have been used throughout:

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

The following conversion factors may be of use:

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

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

As the sample size is relatively small (it has varied between 856 and 1,037 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

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

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

Overall results for 2008-2010

- Over the time period 2008-2010, each person in Northern Ireland travelled on average 5,976 miles per year (approximately 16 miles travelled per day), similar to 2007-2009 (6,002 miles).
- On average, there were 905 journeys made per person per year over the period 2008-2010 (approximately 2 journeys per day). There was no real difference when compared to 2007-2009 (914 journeys per person per year).
- The average journey length for the period 2008-2010 was 6.6 miles, the same as the journey length for 2007-2009.

Mode of Travel used for Journeys (Tables 1 and 2)

Distance travelled (Table 1)

- During 2008-2010, 4,859 miles per person per year were travelled by car (as a driver or passenger), 81% of the total distance travelled. This is consistent with recent years (back to 2005-2007).
- 7% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). Walking accounted for 2% of the total distance travelled. This is in line with results from recent years included in the table.

Table 1: Average distance travelled by travel mode*: 2005-2007 to 2008-2010

Miles

Travel mode *	Miles per person per year				
	2005-2007	2006-2008	2007-2009	2008-2010	
				Average distance	%
Walk	144	143	144	136	2%
Bicycle	19	16	20	19	0%
Car Driver	3,247	3,230	3,143	3,234	54%
Car Passenger	1,617	1,686	1,697	1,625	27%
Car Undefined	-	-	-	-	-
Motorcycle	20	11	14	14	0%
Other private**	437	451	470	460	8%
Citybus/Metro***	25	28	71	99	2%
Ulsterbus	282	270	246	197	3%
Other bus	59	53	58	55	1%
NIR	73	76	69	71	1%
Black taxi	3	3	3	3	0%
Taxi	70	64	65	62	1%
Other public	1	1	1	-	-
Undefined mode	2	1	1	1	0%
All modes	5,999	6,033	6,002	5,976	100%

* See Travel Survey for Northern Ireland In-depth Report 2007-2009 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2007-2009)

*** Citybus changed to Metro in February 2005.

Number and Length of Journeys (Table 2)

- Overall, since the survey started, there has been a downward trend in the average number of journeys taken per person per year.
- On average, 647 car journeys were taken per person per year in 2008-2010, 71% of all journeys made. There were 150 walking journeys per person per year, 17% of all journeys made.
- During 2008-2010, the longest journey length was for train journeys, averaging 20.1 miles. In contrast, the shortest journeys were walks which were 0.8 miles on average.

Table 2: Average number of journeys per person per year and average journey length by main mode*: 2005-2007 to 2008-2010

Journeys / Miles

Travel mode*	Journeys per person per year					Average journey length			
	2005-2007	2006-2008	2007-2009	2008-2010		2005-2007	2006-2008	2007-2009	2008-2010
				Average Number	%				
Walk	164	160	160	150	17%	0.8	0.8	0.8	0.8
Bicycle	5	5	6	6	1%	3.7	3.0	3.5	3.3
Car Driver	426	431	421	434	48%	7.6	7.5	7.5	7.4
Car Passenger	228	228	222	213	24%	7.0	7.4	7.6	7.6
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	2	1	2	2	0%	9.9	8.6	9.4	8.8
Other private**	34	36	35	34	4%	12.7	12.7	13.7	13.4
Citybus/Metro***	6	6	13	17	2%	4.6	4.7	5.8	5.9
Ulsterbus	35	33	29	22	2%	8.3	8.4	9.0	9.5
Other bus	5	4	5	5	1%	11.7	13.4	11.2	11.8
NIR	4	4	4	4	0%	22.3	20.6	20.6	20.1
Black taxi	1	1	1	1	0%	3.3	3.4	3.6	3.0
Taxi	18	16	17	17	2%	3.9	4.0	3.8	3.5
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	929	926	914	905	100%	6.5	6.5	6.6	6.6

* See Travel Survey for Northern Ireland In-depth Report 2007-2009 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2007-2009)

*** Citybus changed to Metro in February 2005

Purpose of Journeys (Table 3)

- In 2008-2010, 22% of journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 20% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with results from recent years included in the table.
- In terms of miles travelled, 31% of the distance travelled was for leisure purposes (see definition above), 21% for commuting, 14% for shopping and 11% for personal business. As before, these results are similar to recent years (back to 2005-2007).
- 7% of journeys taken were by school children/students going to or from school/college. A further 6% of all journeys were 'escort education' journeys. These are journeys made to accompany a school child/student to their school/college. This is consistent with results from recent years included in the table.
- The shortest journeys were "other" types of journey which included walking for pleasure, 1.5 miles on average. The longest journeys were those made to go on holiday (within Northern Ireland), averaging out at 36.0 miles.

Table 3: Travel per person per year by journey purpose*: 2005-2007 to 2008-2010

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year					Miles per person per year					Average journey length			
	2005-2007	2006-2008	2007-2009	2008-2010		2005-2007	2006-2008	2007-2009	2008-2010		2005-2007	2006-2008	2007-2009	2008-2010
				Average number	%				Average distance	%				
Commuting	144	147	145	144	16%	1,250	1,249	1,203	1,236	21%	8.7	8.5	8.3	8.6
Business	37	35	35	32	4%	570	525	527	504	8%	15.4	14.9	14.9	15.6
Education	68	66	64	59	7%	295	286	272	253	4%	4.3	4.3	4.3	4.3
Escort Education	48	48	53	52	6%	111	110	131	129	2%	2.3	2.3	2.5	2.5
Shopping	191	191	183	182	20%	902	885	844	826	14%	4.7	4.6	4.6	4.5
Other escort	68	73	79	85	9%	364	414	477	510	9%	5.4	5.7	6.1	6.0
Personal Business	128	128	121	117	13%	656	654	636	634	11%	5.1	5.1	5.3	5.4
Visit friends at private home	107	104	101	99	11%	773	810	811	764	13%	7.2	7.8	8.0	7.8
Visit friends elsewhere	37	38	39	39	4%	277	299	294	315	5%	7.4	7.8	7.6	8.1
Entertainment/ public social activities	26	23	22	22	2%	192	176	179	168	3%	7.4	7.6	8.2	7.5
Sport participate	20	20	20	20	2%	125	135	139	141	2%	6.2	6.7	6.9	6.9
Holiday base	5	6	6	5	1%	182	222	207	197	3%	33.2	37.4	34.9	36.0
Day trip	17	17	17	18	2%	240	225	237	256	4%	14.3	13.2	13.8	14.5
Other including just walk	29	29	30	30	3%	40	41	44	44	1%	1.4	1.4	1.5	1.5
Undefined purpose	2	-	-	-	-	22	1	-	1	0%	9.6	..	..	..
All purposes	929	926	914	905	100%	5,999	6,033	6,002	5,976	100%	6.5	6.5	6.6	6.6
Journeys per worker per year:														
Commuting	321	320	315	313		2,814	2,773	2,661	2,698		8.8	8.7	8.4	8.6
Business	87	80	81	74		1,335	1,202	1,209	1,152		15.4	14.9	15.0	15.6

* See Travel Survey for Northern Ireland In-depth Report 2007-2009 for definitions of journey purpose

Walking journeys 2008-2010

- 95 short walking journeys (less than 1 mile) were taken per person per year in Northern Ireland during 2008-2010.
- Residents of the Belfast Metropolitan Area (BMA) took on average 112 short walking journeys (less than 1 mile) per person per year. People living outside the BMA took on average 86 short walking journeys per person per year.
- Looking at all walking journeys of less than 2 miles, BMA residents took 161 per person per year and people living outside of the BMA took 119. For all of Northern Ireland there were 135 walking journeys of less than 2 miles per person per year.
- Looking at all walking journeys, the average distance walked by BMA residents was 172 miles per person per year. People living outside the BMA walked 115 miles per person per year. The average distance walked per person per year in Northern Ireland as a whole was 136 miles.

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 2008-2010 time period.

Why are data for three years combined?

As the sample size is relatively small (it has varied between 856 and 1,037 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

National Statistics

The Travel Survey for Northern Ireland (TSNI) publications are now badged as National Statistics. National Statistics are certified by the UK Statistics Authority as compliant with its Code of Practice for Official Statistics or are awaiting this assessment. The TSNI has undergone assessment and a copy of the final report setting out the assessment team's findings was published in October 2010. The report can be viewed at:

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

Following the completion of a number of requirements, confirmation was received from the UK Statistics Authority in March 2011 that the TSNI publications have been accredited as National Statistics (they were previously designated as Official Statistics publications).

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

Current developments

The TSNI Headline Report 2008-2010 is the first publication based on the 2008-2010 TSNI data. A second report, the TSNI In-depth Report 2008-2010, will be published in December 2011. This will contain more detailed results including cross-tabulations by variables such as area, age and gender and results from other questions asked in the survey.

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 late 2011). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

Information for the survey is collected using two methods. Individuals complete a seven day travel diary, which collects information on all journeys 50 metres or more. Details collected for each journey include the purpose of the journey, the length of the journey and the method of travel. Personal information is also collected in a computer interview. This allows details such as age, sex, working status, etc. to be linked to the journey data.

In order to minimise the burden of completing the travel diary, information on short walks (i.e. under one mile in length) are only collected on day one. The data on short walks are then grossed for the full travel week so that results in this report include short walks for the full seven day period.

Sample design

A sample of 1,740 addresses per year is drawn from the Land & Property Services (LPS) list of private addresses. This is the most up-to-date listing of private households and is made available to the Northern Ireland Statistics and Research Agency for research purposes. People living in institutions (though not the private households in such institutions) are excluded.

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

Uses of the TSNi

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

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 will be available in the technical report published in July)

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

Citybus/Metro journeys

In 2007-2009, a large and statistically significant increase was observed in both the average distance travelled on Metro services and the average number of journeys per person per year using the Metro service compared with previous years. Details of the checks carried out and some of the possible reasons for this are noted in the Travel Survey for Northern Ireland 2007-2009 reports. This trend, of higher numbers of Metro journeys and higher average distance travelled compared to data prior to 2007-2009, has continued into 2008-2010. This means it is more likely that this represents a new trend in the data rather than a one-off result.

It is worth noting that the survey estimate for all Metro and Ulsterbus journeys combined has always approximated Translink's own estimate. In 2007-2009 and 2008-2010, 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.

Definitions

For a full set of definitions (including types of modes of travel, types of journey purpose) see Travel Survey for Northern Ireland In-depth Report 2007-2009.

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 journey are treated as two separate journeys. A journey cannot have two separate purposes. A brief call is a relatively incidental stop for a subsidiary purpose e.g. stopping for petrol. If only a brief call is made the journey is not broken up into smaller journeys.

Stages

A journey consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Distance travelled

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

Mode of travel/Main mode of travel

Mode is the form of transport used for a stage of a journey. The main mode is the form of transport used for the greatest length of the journey.

Journey purpose

The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means for example the purpose of a journey from the shops to home is 'shopping'.

Journeys excluded

The survey is only concerned with travel involving a person moving from one place to another in order to reach that destination. Travel involving the movement of freight and for people paid to walk (e.g. policemen, postmen, etc.) is excluded.

Travel in the course of work for certain occupational groups is therefore excluded (e.g. bus drivers, conductors, taxi drivers, crew of public transport vehicles, crew of public vehicles such as fire engines or ambulances; travel in industrial or agricultural equipment (cranes, bulldozers, tractors, etc.); travel in specially equipped vehicles used in the course of a person's work (police patrol cars, AA/RAC repair vehicles, Post Office vans, etc.).

Leisure travel which is not competitive to public transport is also excluded (e.g. a boat trip for pleasure). Children's play is excluded.

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

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

Belfast Metropolitan Area (BMA)/Outside the BMA

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