

Travel Survey for Northern Ireland

2002-2004

Travel Survey for Northern Ireland 2002-2004



Travel Survey for Northern Ireland

2002-2004

September 2005

Enquiries about this document should be directed to the Department for Regional Development (Northern Ireland), Roads Service, Transportation Unit at the contact details below:

Department for Regional Development (Northern Ireland)
Roads Service
Transportation Unit
Clarence Court
10 -18 Adelaide Street
Belfast
BT2 8GB

Tel: 028 9054 0540
Textphone: 028 9054 0022
Fax: 028 9054 0111
Email: roads.transportation@drdni.gov.uk

This document is also available on the following Internet site:
www.roadsni.gov.uk/Publications/specific/TravelSurveyforNorthernIreland.htm

If this document is not in a format that meets your needs please contact us to make alternative arrangements.

Contents

List of Tables	v
List of Figures	vi
Acknowledgements	vii
Symbols and Conventions	vii
Key Points	1
Section 1 Introduction	
Background to the Travel Survey for Northern Ireland (TSNI)	3
Uses of the TSNI	3
Time period covered	4
Topics covered in this report	4
Sample design	4
Sampling errors	4
Summary of basic statistics	5
Section 2 Trends in Personal Travel	
Trends in distance, journeys and time spent travelling	7
Trends in car ownership	9
Trends in driving licence holding	11
Section 3 How People Travel	
Distance travelled	13
Number and length of journeys	14
Journey length	15
Time spent travelling	16
Distance travelled by area	17
Variations in travel by age and sex	18

Section 4 Why People Travel

Travel by purpose	20
Purpose of travel by age and sex	23
Travel to work	25

Section 5 Other Factors Affecting Travel

Annual vehicle mileage and reason for vehicle use	26
Bicycle ownership	27
Access to public transport	28

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

30

List of Tables

Table 1.1	Unweighted sample numbers on which analyses are based
Table 1.2	Basic travel statistics
Table 2.1	Distance, journeys & hours travelled per person per year
Table 2.2	Household car ownership by area of residence
Table 2.3	Driving licence holders by age and sex
Table 3.1	Average distance travelled by mode of travel
Table 3.2	Journeys and average journey length by main mode
Table 3.3	Journeys per person per year by distance and main mode: 2002-2004
Table 3.4	Journey time by main mode
Table 3.5	Average distance travelled per person per year by mode and area: 2002-2004
Table 3.6	Journeys per person per year by main mode, age and sex: 2002-2004
Table 4.1	Travel per person per year by journey purpose
Table 4.2	Journeys per person per year by age, sex and purpose: 2002-2004
Table 4.3a	Method of travel to work: 2002-2004
Table 4.3b	Method of travel to work (by area): 2002-2004
Table 5.1	Annual vehicle mileage: 2002-2004
Table 5.2	Household bicycle ownership: 2002-2004
Table 5.3	Bus service frequency: 2002-2004
Table 5.4	Rail service frequency: 2002-2004

List of Figures

- Figure 2.1 Average distance per person per year by mode
- Figure 2.2 Journeys per person per year by main mode
- Figure 2.3 Time spent travelling per person per year by main mode
- Figure 2.4 Driving licence holders by age and sex: 2002-2004
- Figure 4.1 Journey length by purpose: 2002-2004
- Figure 4.2 Number of journeys per person per year by purpose: 2002-2004
- Figure 4.3 Distance travelled per person per year by journey purpose: 2002-2004
- Figure 5.1 Household bicycle ownership: 2002-2004
- Figure 5.2 Time taken to walk to nearest bus stop: 2002-2004
- Figure 5.3 Time taken to walk to nearest Northern Ireland Railways (NIR) station: 2002-2004

Acknowledgements

The Travel Survey for Northern Ireland 2002-2004 was carried out on behalf of Roads Service by the Central Survey Unit (CSU) of the Northern Ireland Statistics and Research Agency. Thanks are due to CSU whose hard work has produced the survey.

Thanks are also due to the interviewers for conducting the fieldwork and achieving the required response rates.

Finally, the help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

Symbols and Conventions

Rounding of figures

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

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

The following symbols have been used throughout:

- .. = not available/insufficient number of cases in sample
- = negligible (less than half the final digit shown)
- 0 = nil

The following conversion factors may be of use:

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

Key Points

In 2002 - 2004:-

Basic travel statistics

- On average, Northern Ireland residents travelled 5,861 miles per year over the three-year reporting period (Table 1.2).
- Each person made an average of 963 journeys each year (Table 1.2).

Trends in personal travel

- 80% of men (aged 17 or over) held full car driving licences, compared to 61% of women (Table 2.3).
- Those living in the Belfast area travelled an average of 3,484 miles per year, compared to 6,347 and 6,191 for those in the East and West of Northern Ireland respectively (Table 3.5).
- Men and women made a similar number of journeys per year (993 males, 1001 females) (Table 3.6).
- Men travelled 29% further than women, averaging 7,299 miles a year, compared to 5,677 for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (82%) of the total distance travelled (Table 3.1).
- We walked on average 137 miles each year, just over 2% of our total distance travelled (Table 3.1).
- The longest average journey lengths were by Northern Ireland Railways (NIR) (20.4 miles), although we only made three of these on average per year. Car journeys averaged just over 7 miles long (Table 3.2).
- One fifth (20%) of all journeys were less than 1 mile, nearly two thirds of which were on foot (65%). Car was the dominant mode of transport for all journeys over 1 mile (Table 3.3).
- We spent a total of approximately 49 minutes per day travelling within Northern Ireland. Just over 32 minutes of this time was spent travelling by car and 8½ minutes walking (Table 3.4).
- Children aged 16 and under made just over six in ten (62%) of their journeys as car passengers, with most of the rest on foot (22%). Women made nearly one fifth (19%) of their journeys on foot, compared to 16% for men (Table 3.6).

Why people travel

- Just under one quarter (23%) of journeys were made for leisure purposes, one fifth (20%) to and from the shops, 19% for commuting and business, and 13% for personal business (Figure 4.2).
- In terms of distance, 31% was for leisure purposes, 19% for commuting, 15% for shopping and 10% for personal business (Figure 4.3).
- Men made one fifth (20%) of their journeys commuting to and from work, with an additional 9% travelling on business. For women, 16% of journeys were to and from work, and 3% on business (Table 4.2).
- One quarter (25%) of women's journeys were to shop, compared to 19% of men's (Table 4.2).

Other factors affecting travel

- 8% of households in Northern Ireland would be able to get a bus from their nearest bus stop every 15 minutes. Over a quarter (27%) said they did not know how often they could get a bus (Table 5.3).

Section 1: Introduction

Background to the Travel Survey for Northern Ireland

This is the fourth Travel Survey for Northern Ireland (TSNI) report. The first reported on the years 1999–2001, the second 2000–2002, the third 2001–2003, whilst this one covers the 2002–2004 time period.

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain. The NTS was first commissioned in 1965 by the Ministry of Transport and repeated four times between 1966 and 1986. The NTS was launched as a continuous survey in Great Britain in 1987.

The Department for Regional Development (DRD), (formerly DOE), in Northern Ireland commissioned the Central Survey Unit of the Northern Ireland Statistics and Research Agency to undertake the travel survey in Northern Ireland.

A pre-pilot and pilot study was carried out prior to the main survey in Northern Ireland. The pre-pilot was conducted in November 1997 and involved five experienced interviewers conducting the survey with five households for a period of five days. The pilot was conducted during February/March 1998 and involved a sample of 300 households. The pilot and pre-pilots provided a dress rehearsal for the main survey and were used to identify any difficulties in keeping the travel diary and highlight any items peculiar to Northern Ireland.

The main survey in Northern Ireland began as a continuous survey in March 1999 and has been running on a monthly basis since then. The TSNI surveys around 145 addresses each month. The number of useable households (includes either fully co-operating or partially co-operating households) averaged 81 per month during the time period 2002–2004.

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

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

Uses of the TSNI

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

Time period covered

The period covered in most tables in this bulletin is three years, January 2002–December 2004. Three years data is required to provide reliable information about journeys undertaken. However for certain stable groups of the sample information for shorter periods of time is shown (Table 1.2). In some tables we have included the 1999, 2000 and 2001 figures, and where possible compared with the 1999–2001, 2000–2002 and 2001–2003 results.

Topics covered in this report

Section 2 covers trends in personal travel, Section 3 deals with how we travel, Section 4 contains information on why we travel and Section 5 includes other topics linked to travel, including vehicle mileage.

Sample design

A sample of 1740 addresses per year is drawn from the Valuation and Lands Agency list of addresses. People living in institutions (though not in private households in such institutions) are excluded. The complete list of private addresses is stratified into three regions - Belfast, East of Northern Ireland and West of Northern Ireland, and a random sample is drawn from each stratum.

Sampling errors

Because estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population. When using the estimates in this report consideration should be given to the associated confidence range. Tables of confidence ranges for the estimates in this report are provided in the Travel Survey for Northern Ireland, Technical Report 2002–2004, which is available at:

www.roadsni.gov.uk/Publications/specific/TravelSurveyforNorthernIreland.htm

Summary of basic statistics

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

	Numbers									
	1999	2000	2001	2002	2003	2004	1999-2001	2000-2002	2001-2003	2002-2004
Households	911	1002	934	941	959	965	2847	2877	2834	2865
Individuals	2461	2666	2294	2302	2264	2259	7421	7262	6860	6825
Children (<16)	632	675	526	528	489	479	1833	1729	1543	1496
Adults (16+)	1825	1987	1766	1767	1767	1778	5578	5520	5300	5312
Motor vehicles	1035	1122	1014	1046	1065	1089	3171	3182	3125	3200
Cars*	987	1085	986	1008	1045	1046	3058	3079	3039	3099
4-wheeled cars	938	1040	933	953	1000	991	2911	2926	2886	2944
Journeys	41195	44720	37380	37788	37406	37328	123295	119888	112574	112522
Stages	42140	45782	38329	38584	38044	38233	126251	122695	114957	114861

* This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motor caravans, dormobiles and light vans.

Table 1.2: Basic travel statistics

	Numbers/Percentage									
	1999	2000	2001	2002	2003	2004	** 1999- 2001	** 2000- 2002	** 2001- 2003	** 2002- 2004
Yearly averages for NI residents:										
No. of journeys	988	991	952	963	965	960	978	970	960	963
No. of journeys (1 mile+)	792	794	769	763	771	781	786	776	767	771
Miles travelled	6,003	5,997	5,953	5,694	5,712	6,180	5,985	5,887	5,786	5,861
Miles travelled by car	4,913	4,912	4,842	4,691	4,798	4,964	4,891	4,819	4,777	4,816
Hours travelled	306	305	301	293	302	307	304	300	299	301
Vehicles per household	1.14	1.12	1.09	1.11	1.11	1.13	1.11	1.11	1.10	1.12
*Cars per household	1.08	1.08	1.06	1.07	1.09	1.08	1.07	1.07	1.07	1.08
*Cars per adult (16+)	0.54	0.55	0.56	0.57	0.59	0.59	0.55	0.56	0.57	0.58
% of men with full car driving licence	80	81	79	78	82	81	80	79	80	80
% of women with full car driving licence	58	61	60	62	61	60	60	61	61	61
Individuals per household	2.7	2.7	2.5	2.4	2.4	2.3	2.6	2.5	2.4	2.4
% of households with bus service at least every 15 mins	7 (25% don't know)	8 (26% don't know)	7 (29% don't know)	9 (28% don't know)	8 (27% don't know)	8 (27% don't know)	7 (27% don't know)	8 (27% don't know)	8 (28% don't know)	8 (27% don't know)
Northern Ireland Population for survey period:	1691800	1697800	1685267	1696641	1702628	1710322	1691622	1693236	1694845	1703197

* This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motorcaravans, dormobiles and light vans.

** Three year rolling averages calculated from raw data.

Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the last 6 years.

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

- The average distance travelled each year by residents of Northern Ireland has not changed considerably over the three-year reporting period, 2002–2004.
- We each travelled 5,694 in 2002, 5,712 in 2003 and 6,180 in 2004; this averaged out at 5,861 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average 6.1 miles long.
- The average number of journeys per person each year was 963 over the three-year period, which worked out at just under 3 journeys per person per day.
- The average time each person spent travelling over the three years was 301 hours per year, or approximately 49 minutes a day.
- As can be seen in Table 2.1, all of the above mentioned statistics remained fairly consistent from 1999–2004.

Figure 2.1: Average distance per person per year by mode.

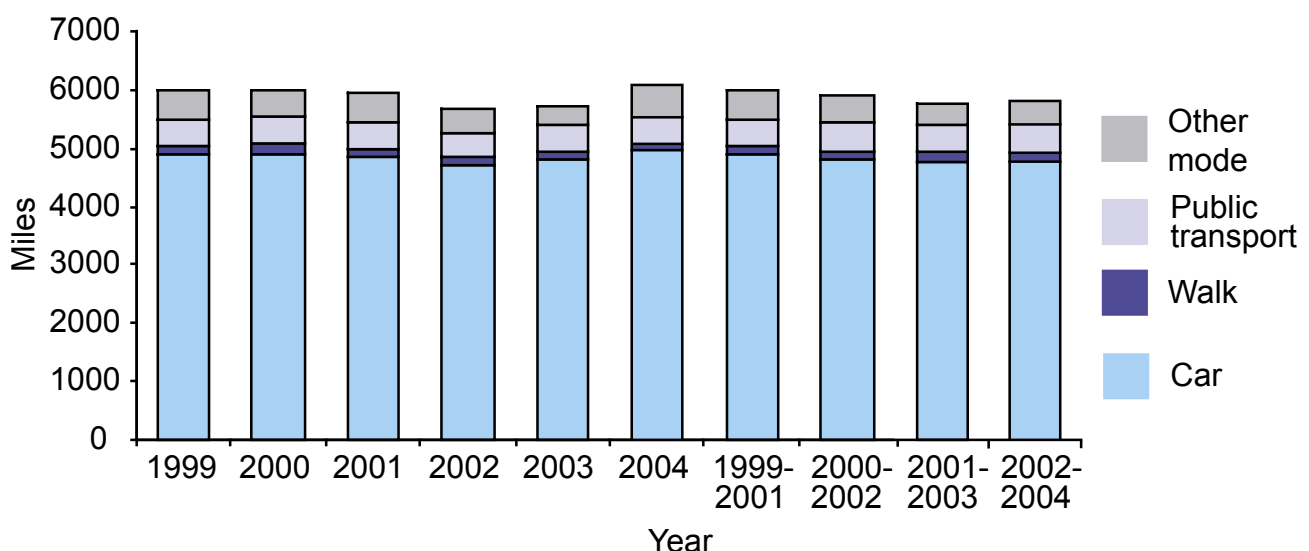


Table 2.1: Distance, journeys & hours travelled per person per year.

	Distance travelled (miles)		Number of journeys		Time taken (hours)	Average journey length (miles)
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
1999	6,003	5,924	988	792	306	6.1
2000	5,997	5,913	991	794	305	6.1
2001	5,953	5,871	952	769	301	6.3
2002	5,694	5,619	963	763	293	5.9
2003	5,712	5,634	965	771	302	5.9
2004	6,180	6,105	960	781	307	6.4
1999-2001	5,985	5,904	978	786	304	6.1
2000-2002	5,887	5,807	970	776	300	6.1
2001-2003	5,786	5,708	960	767	299	6.0
2002-2004	5,861	5,785	963	771	301	6.1

Figure 2.2: Journeys per person per year by main mode.

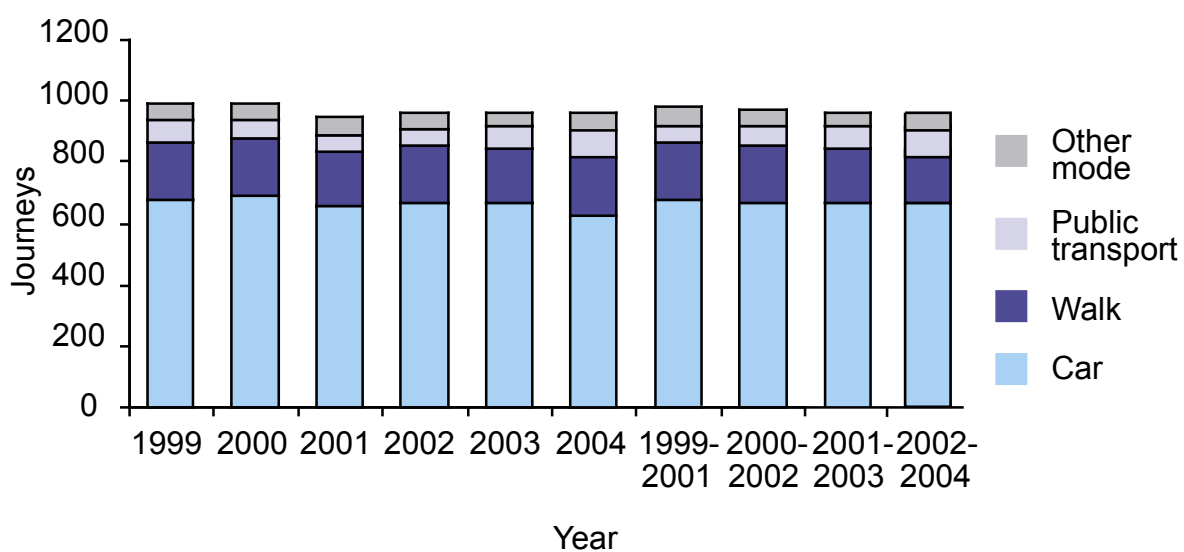
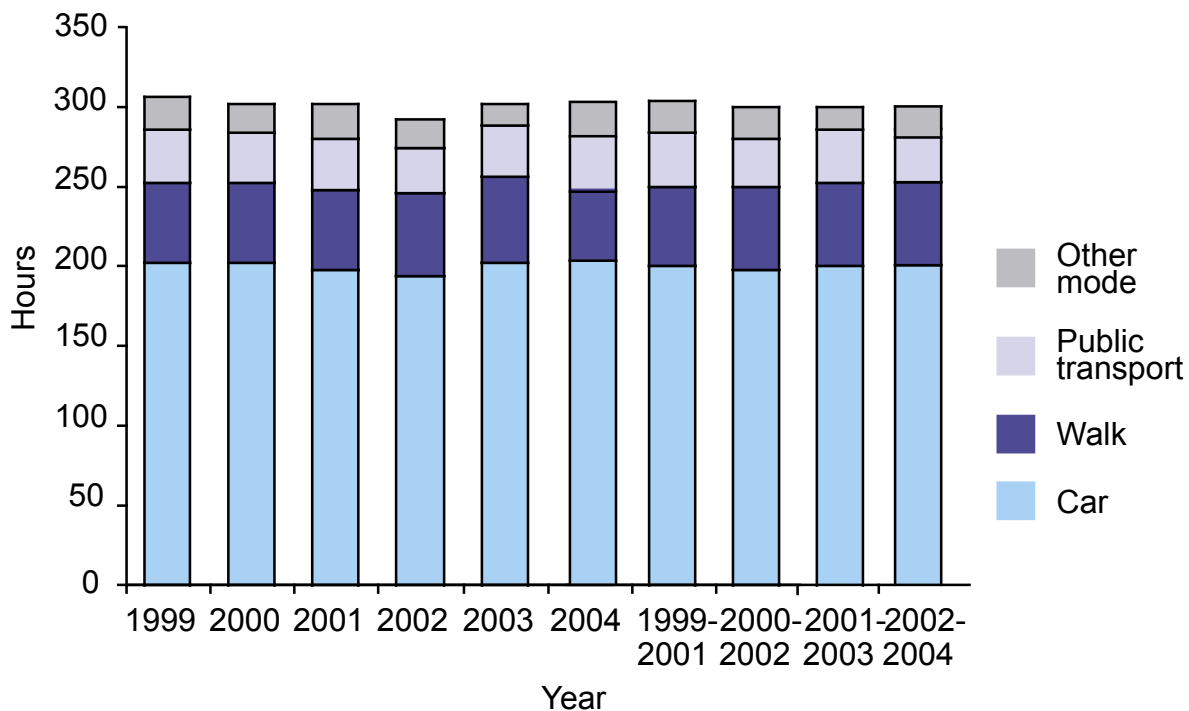


Figure 2.3: Time spent travelling per person per year by main mode.



Trends in car ownership (Table 2.2)

- Just over one quarter (27%) of households in Northern Ireland did not have access to a car over the three-year reporting period (2002-2004), which is the same as the figure obtained in 2000-2002 and 2001-2003.
- 53% of households in Belfast have access to one or more cars compared to 79% and 77% in the East and West of Northern Ireland respectively. These figures were similar to previous years.
- 28% of households in Northern Ireland have access to two or more cars. However, 14% of Belfast households have access to two or more cars, compared to 34% of households in the East and 30% in the West of Northern Ireland.
- The average number of cars per household in Northern Ireland was 1.08 in 2002-2004, with Belfast having 0.70 cars per household compared to 1.18 and 1.14 for the East and West of Northern Ireland respectively.
- The average number of cars per household remained fairly constant over the 1999-2004 year period.

Table 2.2: Household car ownership by area of residence.

					Percentage			
		No Car	One car	Two cars	Three + cars	All households	Cars per household	Cars per adult (17+)
Belfast	(1999)	..	..	..	..	..	..	..
East		22	44	27	6	100	1.17	0.60
West		22	50	22	5	100	1.14	0.55
All areas		26	46	23	5	100	1.08	0.55
Belfast	(2000)	..	..	..	..	..	..	..
East		20	49	26	4	100	1.16	0.61
West		20	50	26	5	100	1.16	0.56
All areas		24	48	24	4	100	1.08	0.56
Belfast	(2001)	..	..	..	..	..	..	..
East		25	42	26	7	100	1.17	0.62
West		26	46	23	4	100	1.06	0.56
All areas		29	42	23	5	100	1.06	0.57
Belfast	(2002)	..	..	..	..	..	..	..
East		22	43	30	5	100	1.19	0.63
West		24	46	26	4	100	1.12	0.60
All areas		28	43	25	4	100	1.07	0.58
Belfast	(2003)	..	..	..	..	..	..	..
East		20	49	27	4	100	1.17	0.65
West		24	46	25	6	100	1.14	0.60
All areas		26	47	23	5	100	1.09	0.61
Belfast	(2004)	..	..	..	..	..	..	..
East		23	41	32	4	100	1.18	0.65
West		22	46	25	6	100	1.18	0.60
All areas		27	42	26	4	100	1.08	0.60
Belfast	(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	(2000-2002)	46	38	14	2	100	0.72	0.43
East		22	45	28	5	100	1.17	0.62
West		23	47	25	4	100	1.12	0.57
All areas		27	45	24	4	100	1.07	0.57
Belfast	(2001-2003)	46	38	12	3	100	0.73	0.44
East		22	45	28	5	100	1.17	0.63
West		25	46	25	5	100	1.11	0.59
All areas		27	44	24	5	100	1.07	0.59
Belfast	(2002-2004)	47	39	11	3	100	0.70	0.44
East		22	45	30	4	100	1.18	0.64
West		23	46	25	5	100	1.14	0.60
All areas		27	44	24	4	100	1.08	0.60

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

- In 2002–2004, 80% of men (aged 17 or over) and 61% of women held full car driving licences. These figures are similar to those obtained in 1999–2001 (80% men, 60% women) and 2000–2002 (79% men, 61% women) and the same as the 2001–2003 figures.
- There is a clear difference in licence holding between sexes at all age groups.
- In 2002–2004, 59% of young males (17–29) and 54% of young females held full driving licences. However, in the 70 or over age group, just over two thirds (67%) of the male population had a full licence compared to just over a quarter (26%) of females in the same age group.

Figure 2.4: Driving licence holders by age and sex: 2002-2004

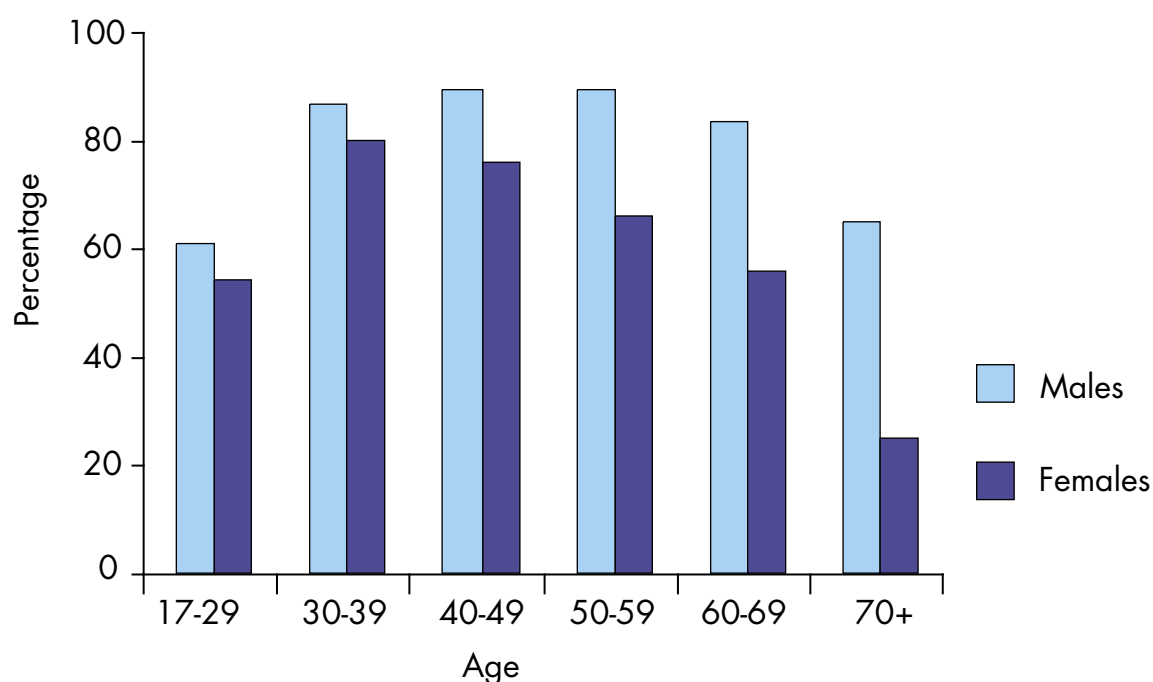


Table 2.3: Driving licence holders by age and sex.

Percentage

	1999-2001			2000-2002			2001-2003			2002-2004		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17 – 29	66	53	59	62	54	58	61	54	58	59	54	56
30 – 39	87	77	81	87	78	82	87	80	83	89	80	84
40 – 49	85	77	81	88	78	83	89	76	82	91	74	82
50 – 59	89	68	78	88	69	79	89	66	77	87	68	77
60 – 69	83	49	65	81	55	67	83	56	69	86	58	71
70 +	70	23	42	67	24	41	65	25	42	67	26	43
All adults	80	60	69	79	61	69	80	61	70	80	61	70

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 1999-2001, 2000-2002, 2001-2003 and 2002-2004.

Distance travelled (Table 3.1)

- In 2002–2004, over four fifths (82%) of the total distance travelled in Northern Ireland was by car. This is consistent with 1999-2001, 2000-2002 and 2001-2003 data.
- On average each person walked 137 miles per year in 2002-2004, which accounted for 2% of the average distance travelled.
- 7% of the total distance travelled was made on public transport (mostly on Ulsterbus).

Table 3.1: Average distance travelled by mode of travel.

Miles

Miles per person per year				
	1999-2001	2000-2002	2001 - 2003	2002 - 2004
Walk	146	145	142	137
Bicycle	19	17	14	17
Car driver	2985	2985	3028	3045
Car passenger	1873	1799	1720	1750
Car undefined	33	35	29	21
Motorcycle	20	26	25	31
Other private	345	320	319	38
Citybus	41	35	37	32
Ulsterbus	266	266	239	250
Other bus	108	97	87	79
NIR	53	66	56	61
Black taxi	7	6	7	7
Taxi	66	70	71	70
Other public	-	-	-	-
Undefined mode	25	19	12	1
All modes	5985	5887	5786	5861

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Range)

Number and length of journeys (Table 3.2)

- In 1999–2001, 2000–2002, 2001–2003 and 2002–2004 the longest average journey lengths were train journeys averaging at 21.3, 21.0, 20.5 and 20.4 miles respectively, and we made three of these on average each year.
- Car journeys (driver, passenger & undefined) averaged approximately 7 miles.
- Our walking journeys averaged just under three-quarters of a mile (0.7 miles).

Table 3.2: Journeys and average journey length by main mode.

	Journeys per person per year				Average journey length			
	1999-2001	2000-2002	2001-2003	2002-2004	1999-2001	2000-2002	2001-2003	2002-2004
Walk	189	187	182	179	0.7	0.7	0.7	0.7
Bicycle	7	7	6	5	2.6	2.5	2.3	3.1
Car driver	407	409	413	416	7.3	7.3	7.3	7.3
Car passenger	262	258	248	249	7.1	6.9	6.9	7.0
Car undefined	5	5	4	3	7.3	6.7	6.6	7.4
Motorcycle	2	3	3	3	8.9	10.0	9.4	9.4
Other private	26	25	30	33	13.1	12.9	10.8	10.7
Citybus	11	9	10	9	3.8	4.0	4.0	3.8
Ulsterbus	32	31	29	32	8.9	9.1	8.9	8.4
Other bus	11	10	10	8	9.8	10.0	9.0	9.7
NIR	3	3	3	3	21.3	21.0	20.5	20.4
Black taxi	2	2	2	2	3.2	3.0	3.2	2.9
Taxi	17	19	19	19	3.8	3.7	3.6	3.6
Other public	-	-	-	-	..	..	..	..
Undefined mode	3	3	2	-	7.0	7.1	7.4	..
All modes	978	970	960	963	6.1	6.1	6.0	6.1

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2002–2004 for Confidence Ranges)

Journey length (Table 3.3)

- One fifth of all journeys made were less than 1 mile.
- Nearly two thirds (65%) of these 'short' journeys were on foot.
- Car was the main mode of transport for all journeys over 1 mile.
- Ulsterbus journeys were mainly between 2 and 25 miles.
- Citybus journeys were mostly between 2 and 5 miles.
- Few rail journeys were less than 10 miles.

Table 3.3: Journeys per person per year by distance and main mode: 2002-2004

Journeys	Journeys							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	124	39	16	1	-	-	0	179
Bicycle	2	1	2	-	-	-	-	5
Car driver	35	68	128	91	71	18	6	416
Car passenger	26	47	78	48	36	11	4	249
Car undefined	1	1	2	1	-	-	-	3
Motorcycle	-	-	1	1	-	-	-	3
Other private	2	3	9	9	7	3	1	33
Citybus	-	1	5	3	-	-	-	9
Ulsterbus	1	3	10	9	7	1	1	32
Other bus	-	1	3	2	2	-	-	8
NIR	0	0	0	1	2	-	-	3
Black taxi	-	-	2	-	-	0	-	2
Taxi	1	5	9	3	1	-	-	19
Other public	0	-	-	0	-	0	-	-
Undefined mode	-	-	-	-	-	0	-	-
All modes	192	169	262	168	127	33	12	963

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Range)

Time spent travelling (Table 3.4)

- The average person spent about 49 minutes per day travelling within Northern Ireland during the four reporting periods.
- Of this time an average of 33 minutes per day was spent travelling by car.
- On average just over 8½ minutes per day were spent walking.
- Public transport journey times ranged from an average of 53 minutes for NIR trains to 22 minutes for black taxis.

Table 3.4: Journey time by main mode.

	Journey time per person per year (hours)				Average journey time (minutes)			
	1999–2001	2000–2002	2001–2003	2002–2004	1999–2001	2000–2002	2001–2003	2002–2004
Walk	50	51	52	51	16	16	17	17
Bicycle	3	2	2	2	22	20	18	21
Car driver	121	122	125	126	18	18	18	18
Car passenger	78	75	73	73	18	17	18	18
Car undefined	2	2	2	1	28	23	21	24
Motorcycle	1	1	1	1	22	22	20	19
Other private	12	11	11	13	27	27	23	23
Citybus	5	4	5	4	27	27	28	27
Ulsterbus	18	18	16	17	33	34	34	33
Other bus	6	5	5	4	32	31	29	30
NIR	3	3	2	3	57	56	52	53
Black taxi	1	1	1	1	22	20	21	22
Taxi	4	4	5	5	15	14	14	14
Other public	-	-	-	-	..	..	..	..
Undefined mode	1	1	1	-	22	20	21	..
All modes	304	300	299	301	19	19	19	19

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Ranges)

Distance travelled by area (Table 3.5)

- The distance travelled by those in the Belfast area was 41% lower than the Northern Ireland average.
- Those in the Belfast area made 77% of their journeys by car, 11% by public transport and 6% on foot.
- Those in the East of Northern Ireland made 84% of their journeys by car, 7% by public transport and 2% on foot.
- Those in the West of Northern Ireland made 81% of their journeys by car, 7% by public transport and 2% on foot.

Table 3.5: Average distance travelled per person per year by mode and area: 2002-2004

Miles

	Belfast	East	West	All Areas
Walk	197	141	107	137
Bicycle	16	22	12	17
Car driver	1663	3430	3102	3045
Car passenger	992	1874	1901	1750
Car undefined	18	25	18	21
Motorcycle	6	51	16	31
Other private	114	318	506	358
Citybus	124	27	3	32
Ulsterbus	149	229	315	250
Other bus	37	73	105	79
NIR	53	91	26	61
Black taxi	31	3	3	7
Taxi	82	60	77	70
Other public	-	1	0	-
Undefined mode	1	1	-	1
All modes	3484	6347	6191	5861

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Range)

Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year (993 male, 1001 female). However men travelled 29% further than women, averaging 7,299 miles a year, compared to 5,677 miles for women. The difference was greatest among those aged 60+ where on average men travelled 45% more than women.
- Children under 16 made 16% fewer journeys than adults. Just over six in ten of these journeys (62%) were as car passengers whilst most of the rest were on foot (22%).
- Car was the main mode of transport for both men and women. Men in all age groups made more of their journeys as car drivers than as passengers. Women aged up to 59 also made more journeys as drivers, whilst older women were more likely to be passengers.
- Overall, women made nearly one fifth (19%) of their journeys on foot, compared to 16% for men. Twenty three per cent of journeys by women aged 16-29 were on foot, decreasing to 17% for those aged 30-59. Nearly one quarter (24%) of journeys made by women aged 60+ were on foot.
- Overall, adults made 4% of their journeys by public transport compared to children who made 11% of their journeys by public transport.

Table 3.6: Journeys per person per year by main mode age and sex: 2002-2004

Percentage/Journeys/Miles

		Males				Females					
	Children <16	16- 29	30- 59	60+	All adult males	16- 29	30- 59	60+	All adult women	All adults	All persons
Walk	22	21	11	21	16	23	17	24	19	18	19
Bicycle	1	1	1	1	1	0	0	0	0	0	1
Car driver	0	36	67	63	60	36	58	30	48	54	43
Car passenger	62	22	7	7	10	25	19	37	24	17	26
Car undefined	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	0	1	1	0	1	0	0	0	0	0	0
Other private	2	6	10	3	7	1	2	1	1	4	3
Citybus	0	1	1	1	1	2	1	2	1	1	1
Ulsterbus	8	6	1	2	2	6	1	3	3	2	3
Other bus	3	1	0	0	0	1	0	1	0	0	1
NIR	0	1	0	0	0	0	0	0	0	0	0
Black taxi	0	0	0	0	0	1	0	0	0	0	0
Taxi	2	3	1	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
All Journeys	841	896	1047	954	993	994	1145	737	1001	997	963
Distance travelled	3881	6900	8498	5089	7299	6273	6599	3499	5677	6424	5861

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Range)

Section 4: Why people travel

Travel by purpose (Table 4.1, Figures 4.1 - 4.3)

- Just under one quarter (23%) of all journeys in 2002–2004 were for leisure (e.g. to visit friends, to take part in entertainment or sporting activities, to go on holiday/day journeys).
- One fifth (20%) of journeys were to and from the shops.
- 14% of journeys were to and from work.
- Journeys to services, such as the bank, doctor or library (i.e. other personal business journeys) made up about 13% of all journeys.
- 31% of the total distance travelled was for leisure purposes.
- Nearly one fifth (19%) of the distance travelled was going to and from work.
- One tenth of the total distance travelled was for business travel.
- 15% of the distance travelled was made on shopping journeys.
- On average the longest journeys were those made to go on holiday (within Northern Ireland) at an average of 34.2 miles.
- Business journeys were over twice as long (13.1 miles) as the average journey length (6.1 miles).
- Escort education journeys are those journeys made to accompany a school child or student to their school/college, and are mainly made by adults taking children to school. Just over one in twenty (6%) journeys were made in Northern Ireland for this purpose, and the average length of these journeys was 2.5 miles.
- All of the above statistics follow a similar pattern to the 1999–2001, 2000–2002 and 2001–2003 figures.

Table 4.1: Travel per person per year by journey purpose.

Journeys/Miles												
	Journeys per person per year				Miles per person per year				Average journey length			
	1999-2001	2000-2002	2001-2003	2002-2004	1999-2001	2000-2002	2001-2003	2002-2004	1999-2001	2000-2002	2001-2003	2002-2004
Commuting	141	139	138	138	1108	1118	1097	1096	7.9	8.1	7.9	7.9
Business	38	39	44	44	524	526	558	581	13.7	13.4	12.8	13.1
Education	85	83	80	77	356	335	317	318	4.2	4.0	3.9	4.2
Escort education	48	51	52	53	112	111	120	133	2.3	2.2	2.3	2.5
Shopping	185	185	191	195	823	790	841	872	4.5	4.3	4.4	4.5
Other escort	78	76	70	70	402	384	352	346	5.2	5.1	5.0	5.0
Personal business	142	136	127	123	683	636	580	565	4.8	4.7	4.6	4.6
Visit friends at private home	107	107	109	110	774	762	767	769	7.2	7.1	7.0	7.0
Visit friends elsewhere	26	28	32	33	145	164	192	203	5.7	5.9	5.9	6.1
Entertainment/public social activities	38	37	35	35	285	275	258	243	7.5	7.4	7.4	7.0
Sport participate	19	19	19	21	127	124	133	144	6.6	6.5	6.9	6.7
Holiday base	6	6	5	5	180	169	161	169	28.4	30.2	29.8	34.2
Day trip	18	19	18	19	266	294	266	289	14.6	15.5	14.6	14.8
Other including just walk	30	30	29	31	43	48	43	45	1.5	1.6	1.5	1.5
Undefined purpose	17	16	10	8	157	151	103	88	9.2	9.7	10.6	10.9
Total	978	970	960	963	5985	5887	5786	5861	6.1	6.1	6.0	6.1
Journeys per worker per year:												
Commuting	329	324	314	305	2654	2657	2523	2459	8.1	8.2	8.0	8.1
Business	93	95	102	100	1281	1286	1319	1327	13.8	13.6	12.9	13.2

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Ranges)

Figure 4.1 Journey length by purpose: 2002-2004

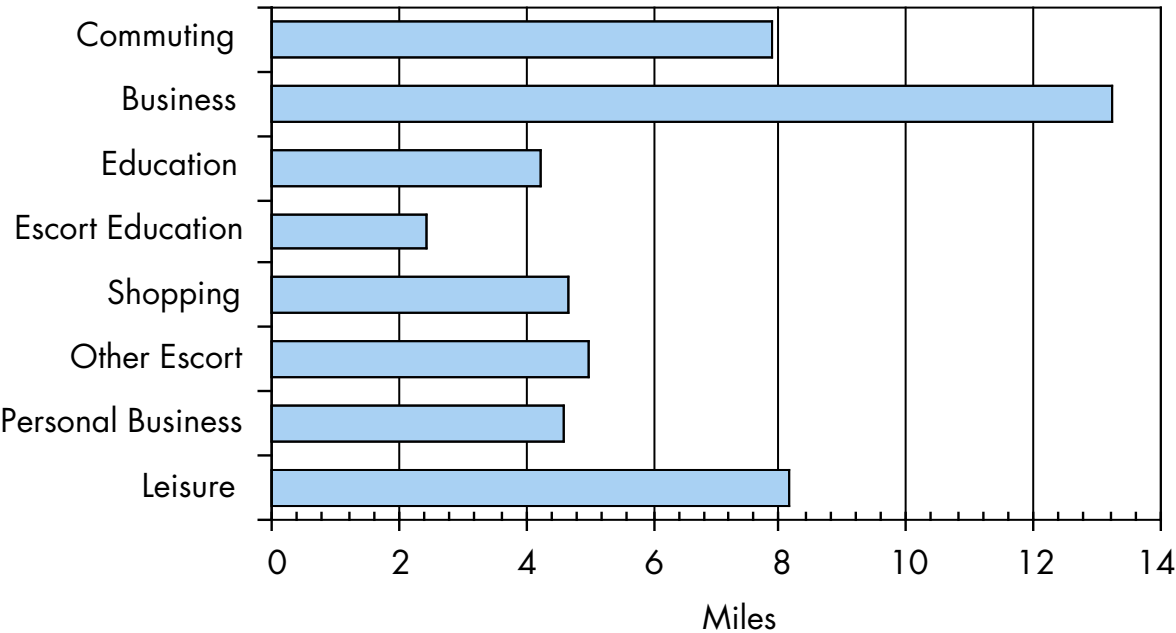


Figure 4.2: Number of journeys per person per year by purpose: 2002-2004

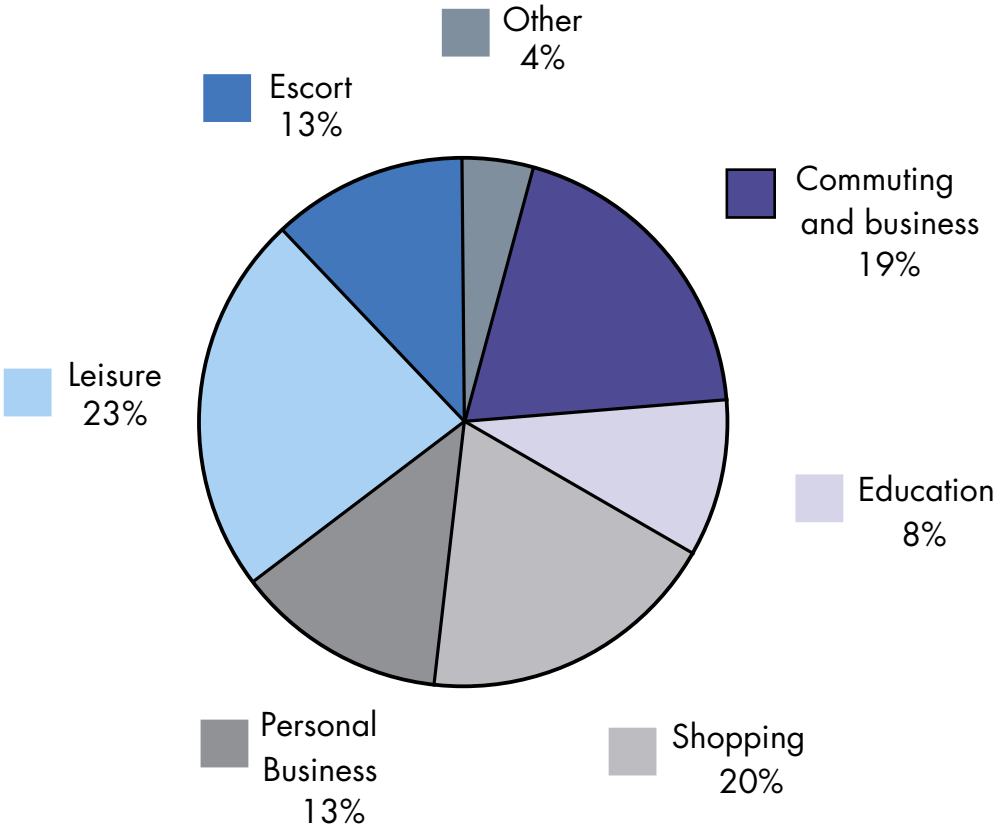
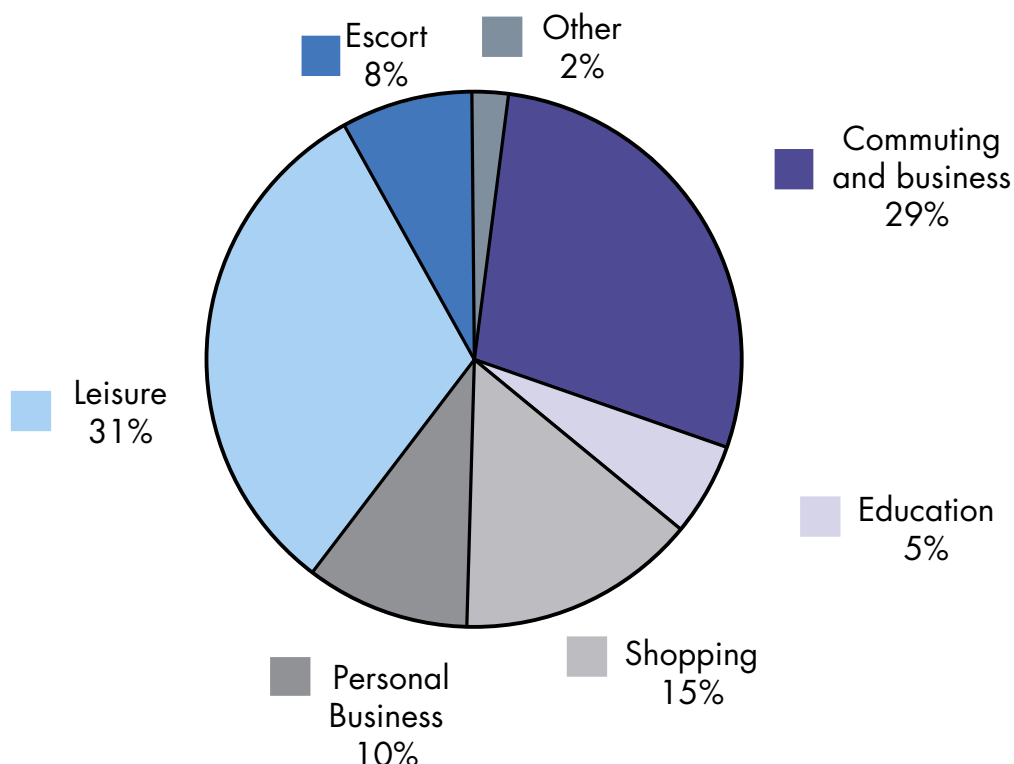


Figure 4.3: Distance travelled per person per year by journey purpose: 2002-2004



Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (993 males, 1001 females), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (20%) with an additional 9% on business. For women, 16% of journeys were to and from work, and 2% on business.
- Nearly one quarter (24%) of the total journeys women made were for shopping compared to 19% for men.
- These differences between purpose of journey for men and women were most evident in the 30-59 age group.
- Nearly one third (31%) of all journeys for those aged 16 and under were for education.
- Men and women made similar numbers of personal business journeys (includes journeys to the bank, post office, library, church, playgroup, doctor or optician).
- Shopping and personal business journeys became more frequent with age. For women aged 60 and over, nearly three fifths (58%) of journeys were for shopping or personal business.
- Women, especially those in the 30-59 age group, were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men.
- Women aged 30-59 made over one fifth (21%) of their journeys accompanying someone (i.e. escort education and other escort) compared to 12% for men of the same age.

Table 4.2 Journeys per person per year by age, sex and purpose: 2002-2004

Percentage/Number/Miles

		Males				Females					
	Children < 16	16-29	30-59	60 +	All adult males	16-29	30-59	60 +	All adult females	All adults	All persons
Commuting	0	26	24	7	20	24	17	4	16	18	14
Business	0	7	13	4	9	1	4	0	3	6	5
Education	31	12	0	0	2	9	1	1	2	2	8
Escort education	4	0	4	2	3	4	12	1	8	6	6
Shopping	12	13	17	30	19	19	23	34	25	22	20
Other escort	7	4	8	8	7	5	9	3	7	7	7
Personal business	13	7	11	19	12	8	12	23	13	13	13
Visit friends at private home	15	13	8	9	9	13	11	14	12	10	11
Visit friends elsewhere	2	6	4	4	4	5	3	4	3	4	3
Entertainment/public social activities	6	4	3	5	3	3	3	4	3	3	4
Sport participate	3	4	3	2	3	2	1	1	1	2	2
Holiday base	1	0	1	0	1	0	0	1	0	0	1
Day trip	3	1	2	3	2	1	2	3	2	2	2
Other including just walk	1	2	3	6	4	2	3	6	4	3	3
Undefined purpose	1	1	1	1	1	1	1	1	1	1	1
Total	100	100	100	100	100	100	100	100	100	100	100
All Journeys	841	896	1047	954	993	994	1145	737	1001	997	963
Distance travelled	3881	6900	8498	5089	7299	6373	6599	3499	5677	6424	5861

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2002-2004 for Confidence Range)

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. Over four fifths of workers (82%) travelled to work by car or van and nearly one tenth (9%) usually walked to work.

Table 4.3a: Method of travel to work: 2002-2004

	Percentage of workers (excluding those who worked at home)
Car/van (includes minibus/works van)	82
Motorbike/moped/scooter	1
Bicycle	1
Bus	4
NIR train	1
Walk	9
Other	2
Total	100

Table 4.3b: Method of travel to work (by Area): 2002-2004

	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus/works van)	67	83	85
Motorbike/moped/scooter	1	1	1
Bicycle	1	0	1
Bus	13	5	2
NIR train	1	2	0
Walk	14	8	10
Other	3	2	2
Total	100	100	100

Section 5: Other factors affecting travel

This section gives details of vehicle mileage, the availability of various modes of public transport and access to bus and train services.

Annual vehicle mileage (Table 5.1) and reason for vehicle use

- Thirty eight per cent of annual vehicle mileage was between 9,000 and 14,999 miles, with nearly three quarters (73%) of the vehicles surveyed having an annual mileage between 5,000 and 17,999 miles.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2002–2004, nearly two in five vehicles (39%) in these households were used to take someone in the household to school.
- Three fifths (60%) 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, just over two thirds of these (68%) were parked in a 'private or firm's car park' during work hours, with most of the rest (27%) parked 'in a non-payment area'.
- Just over one fifth (22%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2002-2004

Miles per year	Frequency	Percentage
0-499	21	1
500-999	15	0
1,000-1,999	70	2
2,000-2,999	95	3
3,000-3,999	97	3
4,000-4,999	113	4
5,000-6,999	456	14
7,000-8,999	341	11
9,000-11,999	682	22
12,000-14,999	511	16
15,000-17,999	317	10
18,000-20,999	211	7
21,000-29,999	114	4
30,000 or over	103	3
Total	3146	100

Bicycle ownership (Figure 5.1, Table 5.2)

- Over one third (37%) of households in Northern Ireland own one or more bicycles. A total of 13% of households have one bicycle, 11% have two bicycles and a further 13% have three or more bicycles.

Figure 5.1: Household bicycle ownership: 2002–2004

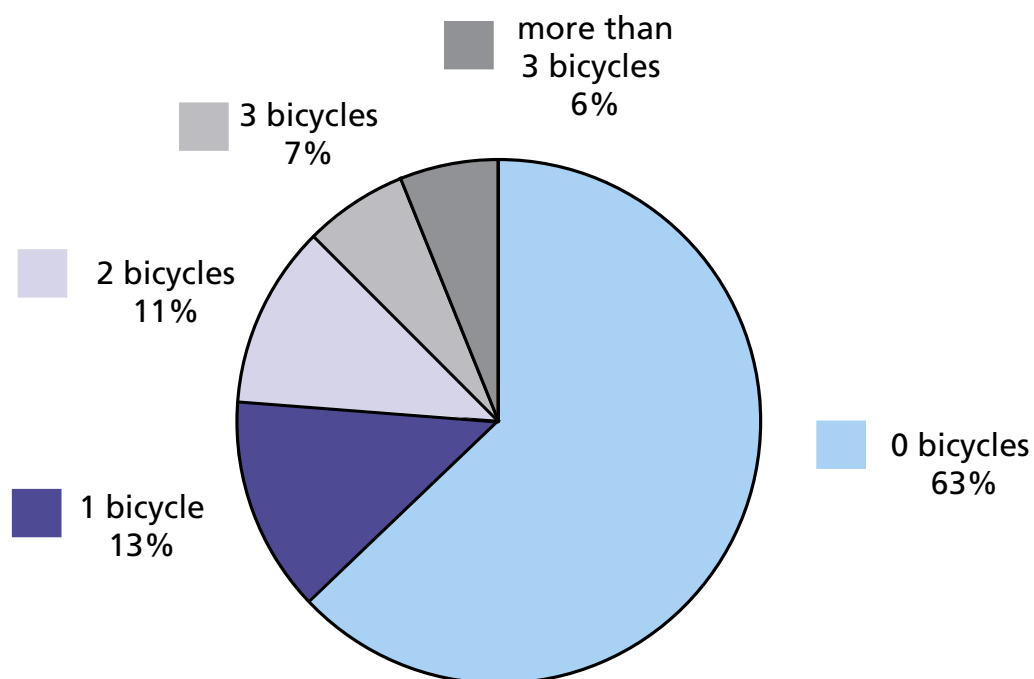


Table 5.2: Household bicycle ownership: 2002–2004

Number of bicycles	Number of households
0	1810
1	381
2	311
3	188
4	97
5	56
6	14
7+	8

Access to public transport (Tables 5.3 – 5.4, Figures 5.2 – 5.3)

- Nearly 7 in 10 households (69%) lived within 6 minutes walk of a bus stop or place where they could get on a bus.
- When a member of each household was asked how often they could get a bus from their nearest stop every day, 27% did not know how often. 8% of households could get a bus every 15 minutes during the day, while 22% could get a bus every half-hour and a further 20% every hour.
- Relatively few households had access to a train station. One member of each household was asked how long it would take them to walk to their nearest NIR station. Over three fifths (61%) said it would take them 44 or more minutes or that it was not feasible to walk. Overall, just over a quarter (26%) of households lived within 26 minutes walk and 10% lived within 13 minutes walk of an NIR station.

Table 5.3: Bus service frequency: 2002–2004

Frequency of Service	Percentage of households
At least once every quarter-hour	8
At least once every half-hour	22
At least once an hour	20
About 3 times a day	16
At least once a day	5
Less than once a day	1
Don't know	27

Figure 5.2: Time taken to walk to nearest bus stop: 2002–2004

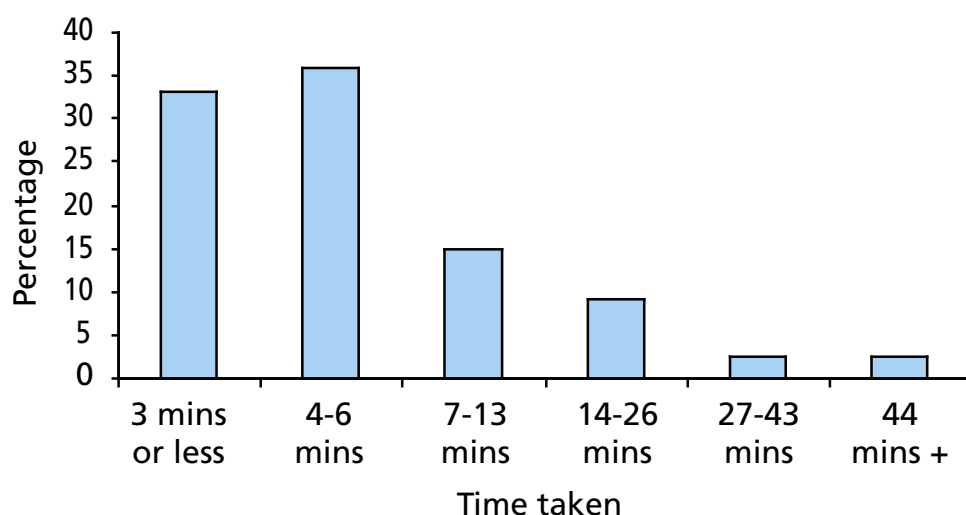
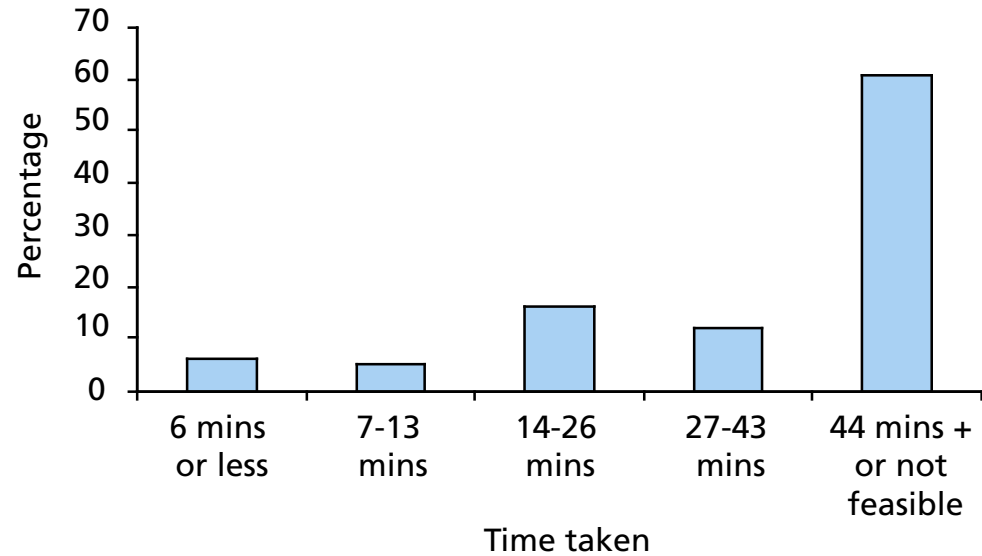


Table 5.4: Rail service frequency: 2002–2004

Frequency of Service (For those households within 44 minutes walk from nearest station)	Percentage of households
Frequent service throughout day (at least once per hour)	62
Frequent service during rush hour (at least once per hour)	7
Less frequent service	5
Not applicable	6
Don't know	20

Figure 5.3: Time taken to walk to nearest NIR station: 2002–2004



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

Personal Travel

The Travel Survey for Northern Ireland is concerned with all personal travel within Northern Ireland provided the main reason for the journey is for the person themselves to reach the destination.

Geographical Coverage

Only travel within Northern Ireland (and inshore islands) is included. This means for a journey to Dublin for example, only the portion of the journey to the border is included.

Journeys

A journey is defined as a one-way course of travel having a single main purpose. Outward and return portions of a return journey are treated as two separate journeys. A journey cannot have two separate purposes. A brief call is a relatively incidental stop for a subsidiary purpose e.g. stopping for petrol. If only a brief call is made the journey is not broken up into smaller journeys.

Stages

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

Households

A household consists of one or more people who have the sampled address as their only or main residence and who either share at least one main meal a day or share the living accommodation.

Mode and Main Mode

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

Distance travelled

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

Series of calls journeys

Travel involving a number of stops for the same main purpose and using the same form of transport are treated as one continuous series of calls. Series of calls can only be used for shopping and in course of work journeys. 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.

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'. Detailed information on journey purposes can be obtained by consulting the definition manual.

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 course of work i.e. journeys made as part of a persons paid job to or from a place other than the usual place of work. Business journeys include a journey in 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 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 and non-vocational evening classes.

The *sport participate* category includes journeys to take part in all outdoor activities. It also includes squash, badminton, swimming, boxing, wrestling, weight training, judo and karate.

Holiday base journeys include journeys within Northern Ireland to, or from, any holiday base (includes stays of 4 or more nights with friends or relatives).

Day trip journeys include journeys for pleasure (not otherwise classified as social or entertainment) within a single day.

Just walk journeys are walking journeys made just for pleasure.

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

- *Unspecified private* - This code should be used where you know the method of transport was 'private' but where you cannot be specific and the respondent is not available to ask.

- *Unspecified public* - This code should be used where you know the method of transport was 'public', e.g. because a fare has been paid, but where a specific method cannot be ascertained.

Modes of travel

Walks of 50 metres or more are collected on day 1 and walks of 1 mile or more on days 2-7.

The *bicycle* category includes travel on all forms of bicycle or tricycle not mechanically propelled. Purposive travel on children's bicycles is included under 'walk'.

For the purpose of this report 'car' travel includes travel in all 3 or 4-wheeled cars.

Car undefined is used when, for example, someone has put in the travel diary that they travelled somewhere by car and has not 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 this is coded as car passenger, as under 17's should not 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, Other Bus, Northern Ireland Railways and Black Taxi.

Citybus covers all those regular bus services, which provide short distance travel within urban or suburban areas e.g. the Belfast City Zone.

Unless specified, the *Ulsterbus* category includes regular Ulsterbus services and express services.

The *other bus* category includes private hire buses, 'coaches', excursion tour buses, and any other buses not classified above.

The *NIR* category includes all travel by train. Non-purposive train travel (e.g. at fun fairs) is irrelevant to the survey.

Black taxis include taxis, which operate like minibuses e.g. Jordanstown. Private hire taxis are included in the *taxi* category.

Public transport not specified elsewhere e.g. by aircraft is included under *other public transport*.

Area	District Council
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

Department for Regional Development (Northern Ireland)
Roads Service
Transportation Unit
Clarence Court
10 - 18 Adelaide Street
BELFAST BT2 8GB

Tel: 028 90540540

Fax: 028 90540111

Textphone: 028 90540022

Email: roads.transportation@drdni.gov.uk

ISBN: 1-904807-12-7

Design Layout: DRD Graphic Design Unit