

Travel Survey for Northern Ireland

2003-2005

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Northern Ireland
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September 2006

Enquiries about this document should be directed to:

Department for Regional Development (Northern Ireland)
Roads Service
Transportation and Engineering Policy 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

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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 (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 2003 – 2005:-

Basic travel statistics

- On average, Northern Ireland residents travelled 5,951 miles per year over the three-year reporting period (compared to 5,985 in 1999-2001, 5,887 miles in 2000–2002, 5,786 miles in 2001-2003 and 5,861 miles in 2002-2004). (Table 1.2).
- Each person made an average of 947 journeys each year compared to 978 in 1999-2001, 970 journeys in 2000-2002, 960 in 2001-2003 and 963 in 2002-2004. (Table 1.2).

Personal travel

- 81% of men (aged 17 or over) held full car driving licences, compared to 61% of women (Table 2.3).
- People living in the Belfast area travelled an average of 3,352 miles per year, compared to 6,493 and 6,195 for those in the East and West of Northern Ireland respectively (Table 3.5).
- Adult men and women made a similar number of journeys per year (970 men, 991 women) (Table 3.6).
- Adult men travelled 31% further than women, averaging 7,480 miles a year, compared to 5,699 for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (82%) of the total distance traveled (Table 3.1).
- We walked on average 139 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) (23.7 miles), although we only made 3 of these on average per year. Car journeys averaged just over 7 miles long (Table 3.2).
- Nearly one fifth (19%) of all journeys were less than one mile, two thirds of which were on foot (66%). Car was the dominant mode of transport for all journeys over 1 mile (Table 3.3).
- We spent on average approximately 50 minutes per day travelling within Northern Ireland. Just over 32 minutes of this time (or 66%) was spent travelling by car and just over 8½ minutes walking (Table 3.4).
- Children aged 16 and under made just over six in ten (61%) of their journeys as car passengers, with most of the rest on foot (21%). Women made one fifth of their journeys on foot, compared to 15% for men (Table 3.6).

Why people travel

- Just under one quarter (23%) of journeys were made for leisure purposes, one fifth to and from the shops, 15% for commuting 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).
- Adult men made one fifth (20%) of their journeys commuting to and from work, with an additional 9% travelling on business. For adult women, 16% of journeys were to and from work, and 2% on business (Table 4.2).
- One quarter of adult women's journeys were to shop, compared to 19% of adult men's (Table 4.2).

Other factors affecting travel

- 9% 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 fifth Travel Survey for Northern Ireland (TSNI) report and covers the period 2003–2005. Those previous Surveys reported on the years 1999–2001, 2000-2002, 2001-2003 and 2002-2004.

The Travel Survey for Northern Ireland 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 GB 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 5 experienced interviewers conducting the survey with 5 households for a period of 5 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 82 per month during the time period 2003-2005.

Information for the survey is collected using 2 methods. Individuals complete a seven-day travel diary, which collects information on all journeys 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) are 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 2003 – December 2005. 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 (see Table 1.2). In some tables we have included the separate 1999, 2000, 2001, 2002, 2003, 2004 and 2005 figures. Where possible we have also compared the 2003-2005 results with the 1999–2001, 2000-2002, 2001-2003 and 2002-2004 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 Northern Ireland and West 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 2003-2005, which is also available at:

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

Summary of basic statistics

Table 1.1 provides information taken from the 1999 to 2005 databases.

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

	Numbers											
	1999	2000	2001	2002	2003	2004	2005	1999– 2001	2000– 2002	2001– 2003	2002– 2004	2003– 2005
Households	911	1002	934	941	959	965	978	2847	2877	2834	2865	2902
Individuals	2461	2666	2294	2302	2264	2259	2200	7421	7262	6860	6825	6723
Children (<16)	632	675	526	528	489	479	447	1833	1729	1543	1496	1415
Adults (16+)	1825	1987	1766	1767	1767	1778	1749	5578	5520	5300	5312	5294
Motor vehicles	1035	1122	1014	1046	1065	1089	1089	3171	3182	3125	3200	3243
Cars*	987	1085	986	1008	1045	1046	1046	3058	3079	3039	3099	3137
4-wheeled cars	938	1040	933	953	1000	991	992	2911	2926	2886	2944	2983
Journeys	41195	44720	37380	37788	37406	37328	34718	123295	119888	112574	112522	109452
Stages	42140	45782	38329	38584	38044	38233	35571	126251	122695	114957	114861	111848

* 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	2005	** 1999- 2001	** 2000- 2002	** 2001- 2003	** 2002- 2004	** 2003- 2005
No. of journeys	988	991	952	963	965	960	914	978	970	960	963	947
No. of journeys (1 mile+)	792	794	769	763	771	781	759	786	776	767	771	770
Miles travelled	6,003	5,997	5,953	5,694	5,712	6,180	5,962	5,985	5,887	5,786	5,861	5,951
Miles travelled by car	4,913	4,912	4,842	4,691	4,798	4,964	4,850	4,891	4,819	4,777	4,816	4,870
Hours travelled	306	305	301	293	302	307	303	304	300	299	301	304
Vehicles per household	1.14	1.12	1.09	1.11	1.11	1.13	1.11	1.11	1.11	1.10	1.12	1.12
*Cars per household	1.08	1.08	1.06	1.07	1.09	1.08	1.07	1.07	1.07	1.07	1.08	1.08
*Car per adult (16+)	0.54	0.55	0.56	0.57	0.59	0.59	0.60	0.55	0.56	0.57	0.58	0.59
% men full car driving licence	80	81	79	78	82	81	79	80	79	80	80	81
% women full car driving licence	58	61	60	62	61	60	61	60	61	61	61	61
Individuals/ household	2.7	2.7	2.5	2.4	2.4	2.3	2.2	2.6	2.5	2.4	2.4	2.3
% of household 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)	9 – (26% don't know)	7 – (27% don't know)	8 – (27% don't know)	8 – (28% don't know)	8 – (27% don't know)	9 – (27% don't know)
N.Ireland Population for survey period:	1691800	1697800	1685267	1696641	1702628	1710322	1724408	1691622	1693236	1694845	1703197	1712453

*This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motor caravans, 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 7 years.

Trends in distance, journeys and time spent traveling (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 (2003–2005).
- On average we each travelled 5,712 miles in 2003, 6,180 in 2004 and 5,962 in 2005; this averaged out at 5,951 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average 6.3 miles long.
- The average number of journeys per person each year was 947 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 304 hours per year, or approximately 50 minutes a day.
- As can be seen in Table 2.1, all of the above mentioned statistics remained fairly consistent from 1999–2005.

Figure 2.1: Average distance per person per year by mode: 1999-2005

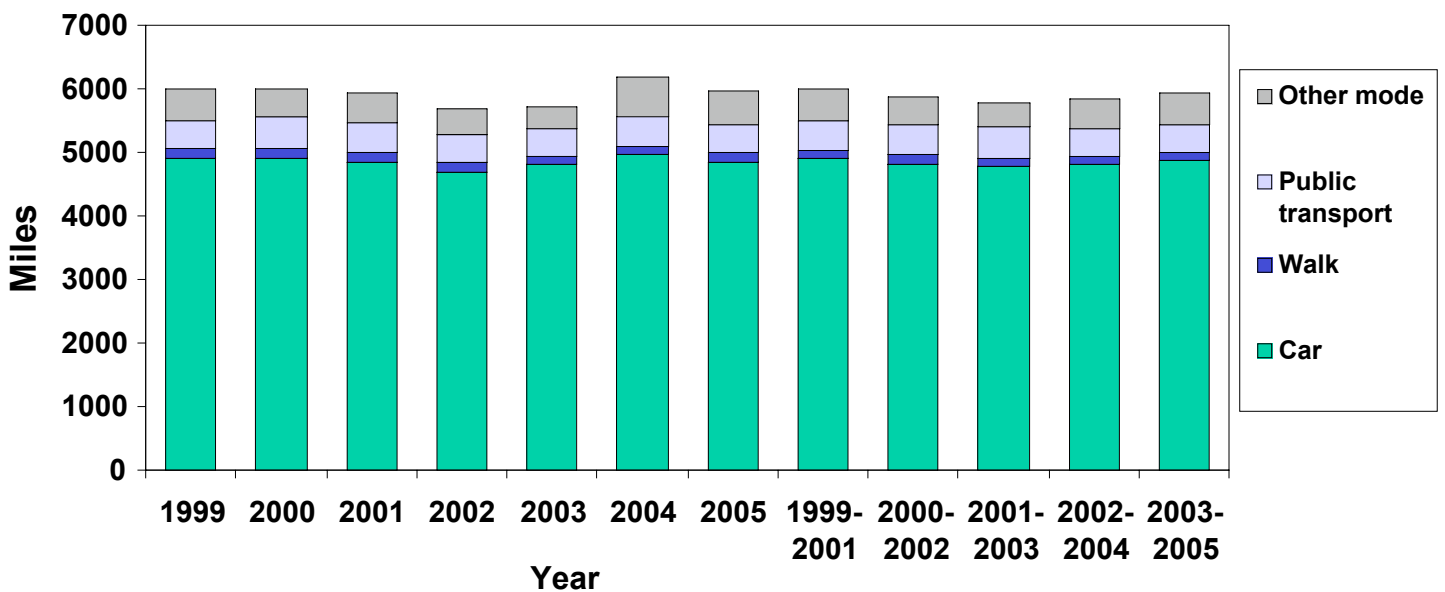


Table 2.1: Distance, journeys & hours travelled per person per year: 1999-2005

	Distance travelled (miles)		Number of journeys		Time taken	Average journey length
	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
2005	5,962	5,898	914	759	303	6.5
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
2003-2005	5,951	5,879	947	770	304	6.3

Figure 2.2: Journeys per person per year by main mode: 1999-2005

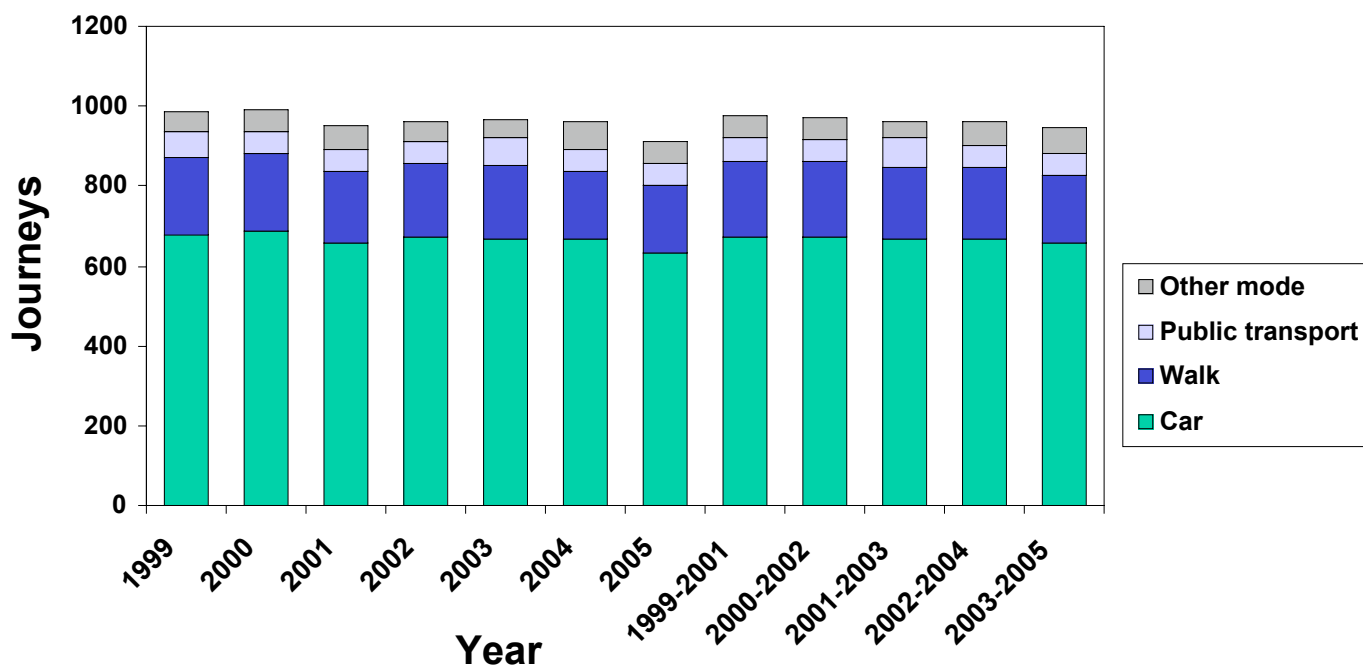
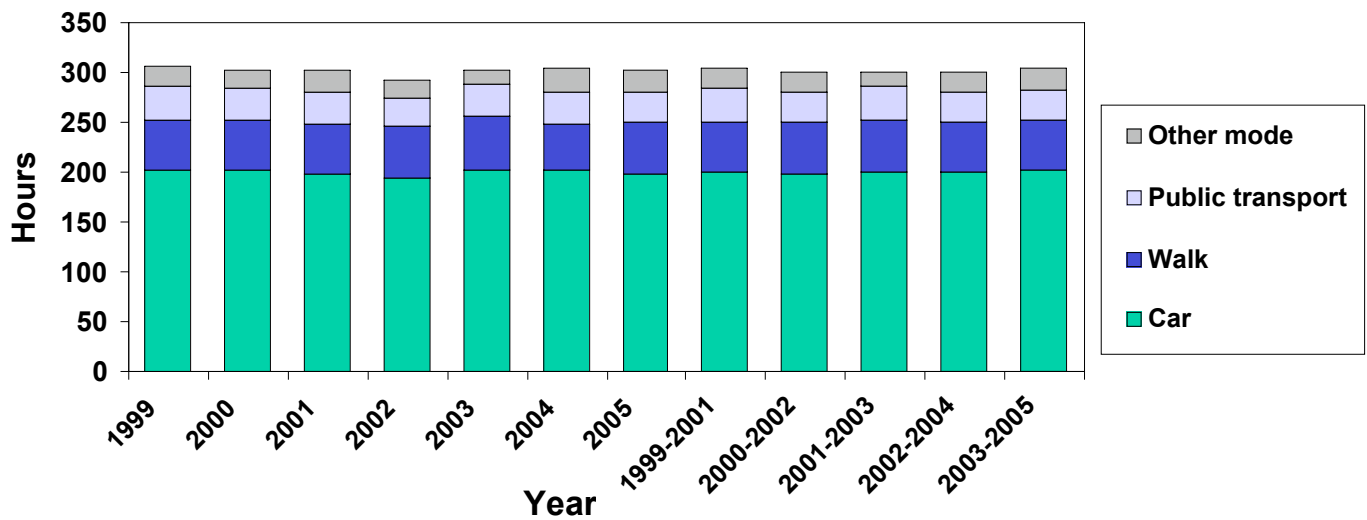


Figure 2.3: Time spent travelling per person per year by main mode: 1999–2005



Trends in car ownership (Table 2.2)

- Just over one quarter (26%) of households in Northern Ireland did not have access to a car over the three-year reporting period (2003-2005), which is similar or equal to the figures obtained in 1999-2001, 2000-2002, 2001-2003 and 2002-2004.
- Only 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.
- 29% of households in Northern Ireland have access to two or more cars. However, only 14% of Belfast households have access to two or more cars, compared to one third (33%) of households in the East and 31% in the West.
- The average number of cars per household in Northern Ireland was 1.08 in 2003-2005, with Belfast having only 0.68 cars per household compared to 1.17 and 1.14 for the East and West respectively.
- The average number of cars per household remained fairly constant over the 1999-2005 year period.

Table 2.2: Household car ownership by area of residence: 1999–2005

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	(2005)	..	..	..	..	..	..	..
East		21	47	29	4	100	1.16	0.65
West		23	48	24	5	100	1.12	0.61
All areas		26	46	25	4	100	1.07	0.61
Belfast	(99-01)	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	(00-02)	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	(01-03)	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	(02-04)	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
Belfast	(03-05)	47	39	12	2	100	0.68	0.44
East		21	46	29	4	100	1.17	0.65
West		23	47	25	6	100	1.14	0.61
All areas		26	45	25	4	100	1.08	0.60

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

- In 2003–2005, 81% 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), 2000–2002 (79% men, 61% women), 2001-2003 (80% men, 61% women) and 2002-2004 (80% men, 61% women).
- There is a clear difference in licence holding between sexes at all age groups.
- There is also an increase between licence holding between the 17-29 and 30-39 age group.
- In 2003–2005, 59% of young males (17–29) and 51% of young females held full driving licences. However, in the 70 or over age group, over two thirds (69%) 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: 2003-2005

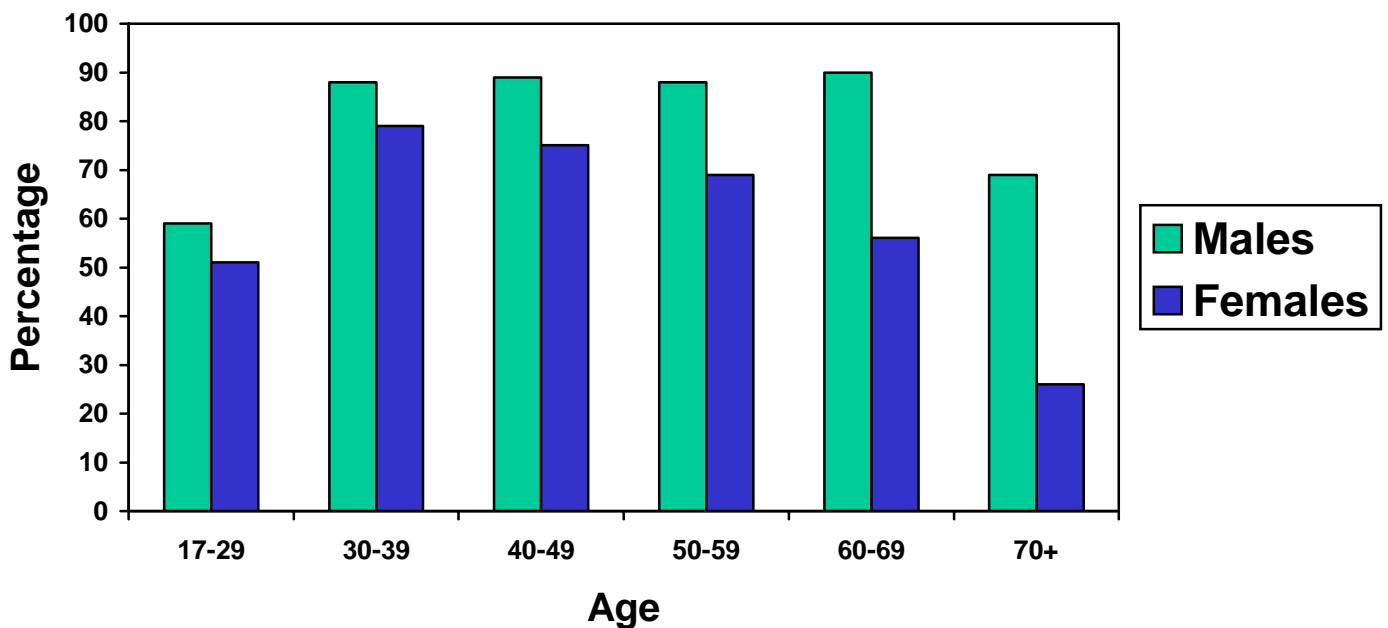


Table 2.3: Driving licence holders by age and sex: 1999-2001, 2000-2002, 2001-2003, 2002-2004 & 2003-2005

Percentage

	1999-2001			2000-2002			2001-2003			2002-2004			2003-2005		
	male	female	adults	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	59	51	55
30-39	87	77	81	87	78	82	87	80	83	89	80	84	88	79	84
40-49	85	77	81	88	78	83	89	76	82	91	74	82	89	75	82
50-59	89	68	78	88	69	79	89	66	77	87	68	77	88	69	77
60-69	83	49	65	81	55	67	83	56	69	86	58	71	90	56	72
70 +	70	23	42	67	24	41	65	25	42	67	26	43	69	26	45
All adults	80	60	69	79	61	69	80	61	70	80	61	70	81	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, 2002-2004 and 2003-2005.

Distance travelled (Table 3.1)

- In 2003–2005, over four fifths (82%) of the total distance travelled in Northern Ireland was by car. This is consistent with 1999-2001, 2000-2002, 2001-2003 and 2002-2004 data.
- On average each person walked 139 miles per year in 2003-2005, which accounted for only 2% of the average distance travelled.
- Only 7% of the total distance travelled was made on public transport (mostly on Ulsterbus).

Table 3.1: Average distance travelled by mode of travel: 1999-2001, 2000-2002, 2001-2003, 2002-2004 & 2003-2005

	Miles				
	Miles per person per year				
	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005
Walk	146	145	142	137	139
Bicycle	19	17	14	17	20
Car Driver	2985	2985	3028	3045	3162
Car Passenger	1873	1799	1720	1750	1698
Car Undefined	33	35	29	21	10
Motorcycle	20	26	25	31	31
Other private	345	320	319	358	389
Citybus	41	35	37	32	32
Ulsterbus	266	266	239	250	261
Other bus	108	97	87	79	76
NIR	53	66	56	61	56
Black taxi	7	6	7	7	6
Taxi	66	70	71	70	68
Other public	-	-	-	-	-
Undefined mode	25	19	12	1	1
All modes	5985	5887	5786	5861	5951

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Range)

Number and length of journeys (Table 3.2)

- In 1999–2001, 2000–2002, 2001–2003, 2002–2004 and 2003–2005 the longest average journey lengths were train journeys averaging at 21.3, 21.0, 20.5, 20.4 and 23.7 miles respectively, although we made only 3 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: 1999-2001, 2000-2002, 2001-2003, 2002-2004 & 2003-2005

Journeys / Miles

	Journeys per person per year					Average journey length				
	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005
Walk	189	187	182	179	172	0.7	0.7	0.7	0.7	0.7
Bicycle	7	7	6	5	5	2.6	2.5	2.3	3.1	3.8
Car Driver	407	409	413	416	417	7.3	7.3	7.3	7.3	7.6
Car Passenger	262	258	248	249	237	7.1	6.9	6.9	7.0	7.1
Car Undefined	5	5	4	3	1	7.3	6.7	6.6	7.4	8.9
Motorcycle	2	3	3	3	3	8.9	10.0	9.4	9.4	8.9
Other private	26	25	30	33	36	13.1	12.9	10.8	10.7	11.0
Citybus	11	9	10	9	8	3.8	4.0	4.0	3.8	4.0
Ulsterbus	32	31	29	32	34	8.9	9.1	8.9	8.4	8.1
Other bus	11	10	10	8	8	9.8	10.0	9.0	9.7	9.8
NIR	3	3	3	3	3	21.3	21.0	20.5	20.4	23.7
Black taxi	2	2	2	2	2	3.2	3.0	3.2	2.9	3.1
Taxi	17	19	19	19	19	3.8	3.7	3.6	3.6	3.5
Other public	-	-	-	-	-	..	..	..	..	..
Undefined mode	3	3	2	-	-	7.0	7.1	7.4	..	..
All modes	978	970	960	963	947	6.1	6.1	6.0	6.1	6.3

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Ranges)

Journey length (Table 3.3)

- Nearly one fifth (19%) of all journeys made were less than 1 mile.
- Two thirds (66%) 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.

Table 3.3: Journeys per person per year by distance and main mode: 2003-2005

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	117	38	16	1	-	0	0	172
Bicycle	1	1	2	1	-	-	-	5
Car driver	31	68	129	88	75	19	6	417
Car passenger	22	46	74	46	36	9	4	237
Car undefined	-	-	-	-	-	0	-	1
Motorcycle	-	1	1	1	1	-	-	3
Other private	2	3	10	8	8	2	1	36
Citybus	-	1	5	2	-	-	-	8
Ulsterbus	-	3	11	10	8	1	-	34
Other bus	-	1	3	2	1	-	-	8
NIR	0	0	-	-	1	-	-	3
Black taxi	-	-	1	-	-	0	0	2
Taxi	1	5	9	3	1	-	0	19
Other public	-	-	-	0	0	0	0	-
Undefined mode	-	-	-	0	0	-	-	-
All modes	176	168	261	164	132	34	12	947

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Range)

Time spent travelling (Table 3.4)

- The average person spent 304 hours per year travelling within Northern Ireland during the three reporting periods (about 50 minutes per day).
- Just over 8 days of this time was spent travelling by car (averaging 33 minutes a day).
- An average of just over 2 days each year were spent walking (approximately 8½ minutes per day).
- Public transport journey times ranged from an average of 57 minutes for NIR trains to 26 minutes for black taxis.

Table 3.4: Journey time by main mode: 1999–2001, 2000–2002, 2001–2003, 2002–2004 & 2003–2005 Hours / minutes

	Journey time per person per year (hours)					Average journey time (minutes)				
	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005
Walk	50	51	52	51	51	16	16	17	17	18
Bicycle	3	2	2	2	2	22	20	18	21	24
Car Driver	121	122	125	126	130	18	18	18	18	19
Car Passenger	78	75	73	73	71	18	17	18	18	18
Car Undefined	2	2	2	1	1	28	23	21	24	..
Motorcycle	1	1	1	1	1	22	22	20	19	19
Other private	12	11	11	13	14	27	27	23	23	24
Citybus	5	4	5	4	4	27	27	28	27	28
Ulsterbus	18	18	16	17	18	33	34	34	33	32
Other bus	6	5	5	4	4	32	31	29	30	31
NIR	3	3	2	3	3	57	56	52	53	57
Black taxi	1	1	1	1	1	22	20	21	22	26
Taxi	4	4	5	5	5	15	14	14	14	15
Other public	-	-	-	-	-	..	..	..	..	..
Undefined mode	1	1	1	-	-	22	20	21	..	..
All modes	304	300	299	301	304	19	19	19	19	19

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Ranges)

Distance travelled by area (Table 3.5)

- The distance travelled by those in the Belfast area was 44% 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 Eastern area made 83% of their journeys by car, 7% by public transport and 2% on foot.
- Residents in the Western area 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 in 2003-2005

	Miles			
	Belfast	East	West	All Areas
Walk	188	151	108	139
Bicycle	14	30	11	20
Car driver	1660	3585	3158	3162
Car passenger	902	1802	1857	1698
Car undefined	8	13	7	10
Motorcycle	16	46	17	31
Other private	109	363	523	389
Citybus	118	31	3	32
Ulsterbus	139	263	301	261
Other bus	49	69	95	76
NIR	38	80	33	56
Black taxi	25	3	2	6
Taxi	87	55	79	68
Other public	0	-	0	-
Undefined mode	1	2	-	1
All modes	3352	6493	6195	5951

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Range)

Variations in travel by age and sex (Table 3.6)

- Adult men and women made a similar number of journeys each year (970 male, 991 female). However, men travelled 31% further than women, averaging 7,480 miles a year, compared to 5,699 miles for women. The difference was greatest among those aged 60+ where men travelled 60% more than women on average.
- Children under 16 made 16% fewer journeys than adults. Just over six in ten of these journeys (61%) were as car passengers whilst most of the rest were on foot (21%).
- Car was the main mode of transport for both men and women. Men made more of their journeys as car drivers than as passengers in all age groups. Women aged up to 59 also made more journeys as drivers, whilst older women were more likely to be passengers.
- Overall, women made one fifth of their journeys on foot, compared to 15% of men. Twenty six per cent of journeys by women aged 16-29 were on foot, declining to 16% for those aged 30-59. This increased again for the older age group when nearly one quarter (24%) of journeys made by women aged 60+ were on foot.
- Overall adults made only 3% of their journeys by public transport compared to children who made 13% of their journeys by public transport.

Table 3.6: Journeys per person per year by main mode age and sex: 2003-2005

Percentage / Journeys / Miles

	Children <16	Males				Females				All adults	All persons
		16-29	30-59	60+	All adult males	16-29	30-59	60+	All adult women		
Walk	21	21	11	19	15	26	16	24	20	17	18
Bicycle	1	1	1	1	1	1	0	0	0	0	1
Car driver	0	35	67	64	60	33	60	31	49	54	44
Car passenger	61	23	7	9	10	25	17	36	23	17	25
Car undefined	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	0	2	1	0	1	0	0	0	0	0	0
Other private	2	6	10	3	8	1	2	1	1	4	4
Citybus	1	1	0	1	1	2	1	1	1	1	1
Ulsterbus	9	6	1	2	2	7	1	3	3	2	4
Other bus	3	1	0	1	0	0	0	1	0	0	1
NIR	0	1	0	0	0	0	0	0	0	0	0
Black taxi	0	1	0	0	0	1	0	0	0	0	0
Taxi	2	4	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	821	841	1029	953	970	999	1138	713	991	981	947
Distance travelled	3845	6757	8782	5458	7480	6230	6738	3416	5699	6523	5951

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 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 2003–2005 were for leisure (e.g. to visit friends, to take part in entertainment or sport activities, to go on holiday/day journeys).
- One fifth of journeys were to and from the shops.
- 15% 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 13% of all journeys.
- 30% 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 33.0 miles.
- Business journeys were over twice as long (13.9 miles) as the average journey length (6.3 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. One in twenty (5%) journeys were made in NI for this purpose, and the average length of these journeys was 2.6 miles.
- All of the above statistics follow a similar pattern to the 1999–2001, 2000–2002, 2001-2003 and 2002-2004 figures.

Table 4.1: Travel per person per year by journey purpose: 1999–2001, 2000–2002, 2001–2003, 2002–2004 & 2003–2005

	Number / Miles														
	Journeys per person per year					Miles per person per year					Average journey length				
	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005	1999-2001	2000-2002	2001-2003	2002-2004	2003-2005
Commuting	141	139	138	138	138	1108	1118	1097	1096	1143	7.9	8.1	7.9	7.9	8.3
Business	38	39	44	44	42	524	526	558	581	581	13.7	13.4	12.8	13.1	13.9
Education	85	83	80	77	74	356	335	317	318	319	4.2	4.0	3.9	4.2	4.3
Escort Education	48	51	52	53	51	112	111	120	133	131	2.3	2.2	2.3	2.5	2.6
Shopping	185	185	191	195	194	823	790	841	872	908	4.5	4.3	4.4	4.5	4.7
Other escort	78	76	70	70	67	402	384	352	346	332	5.2	5.1	5.0	5.0	5.0
Personal Business	142	136	127	123	124	683	636	580	565	605	4.8	4.7	4.6	4.6	4.9
Visit friends at private home	107	107	109	110	107	774	762	767	769	755	7.2	7.1	7.0	7.0	7.0
Visit friends elsewhere	26	28	32	33	33	145	164	192	203	216	5.7	5.9	5.9	6.1	6.5
Entertainment/ public social activities	38	37	35	35	33	285	275	258	243	242	7.5	7.4	7.4	7.0	7.4
Sport participate	19	19	19	21	22	127	124	133	144	145	6.6	6.5	6.9	6.7	6.6
Holiday base	6	6	5	5	5	180	169	161	169	181	28.4	30.2	29.8	34.2	33.0
Day trip	18	19	18	19	18	266	294	266	289	270	14.6	15.5	14.6	14.8	14.6
Other including just walk	30	30	29	31	30	43	48	43	45	41	1.5	1.6	1.5	1.5	1.4
Undefined purpose	17	16	10	8	8	157	151	103	88	82	9.2	9.7	10.6	10.9	10.2
Total	978	970	960	963	947	5985	5887	5786	5861	5951	6.1	6.1	6.0	6.1	6.3
Journeys per worker per year:															
Commuting	329	324	314	305	303	2654	2657	2523	2459	2555	8.1	8.2	8.0	8.1	8.4
Business	93	95	102	100	95	1281	1286	1319	1327	1331	13.8	13.6	12.9	13.2	14.0

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 for Confidence Ranges)

Figure 4.1: Journey length by purpose: 2003-2005

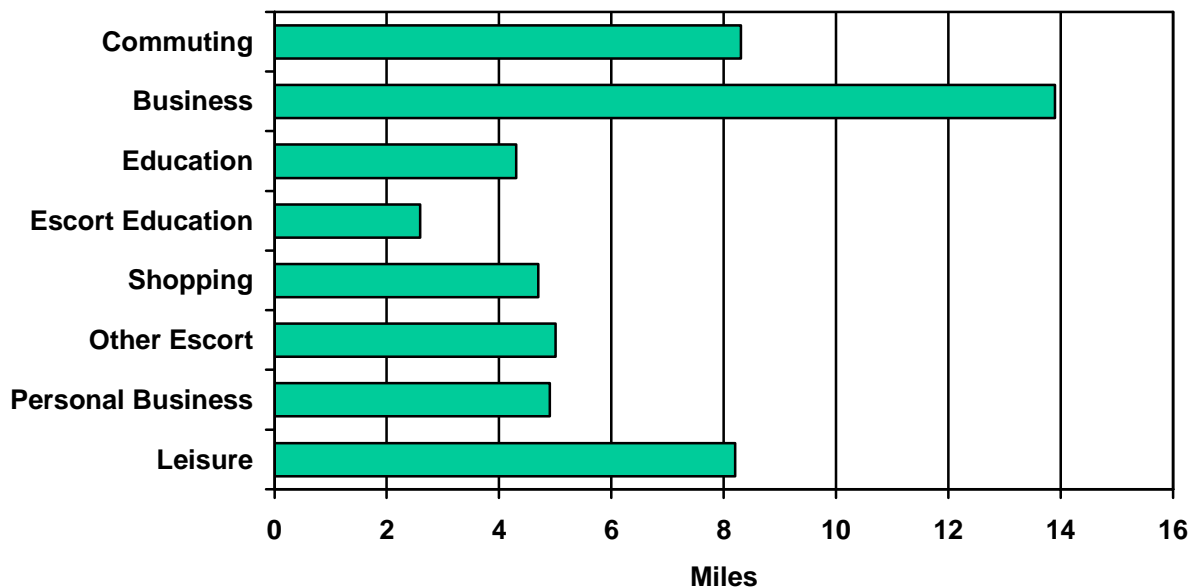


Figure 4.2: Number of journeys per person per year by purpose: 2003-2005

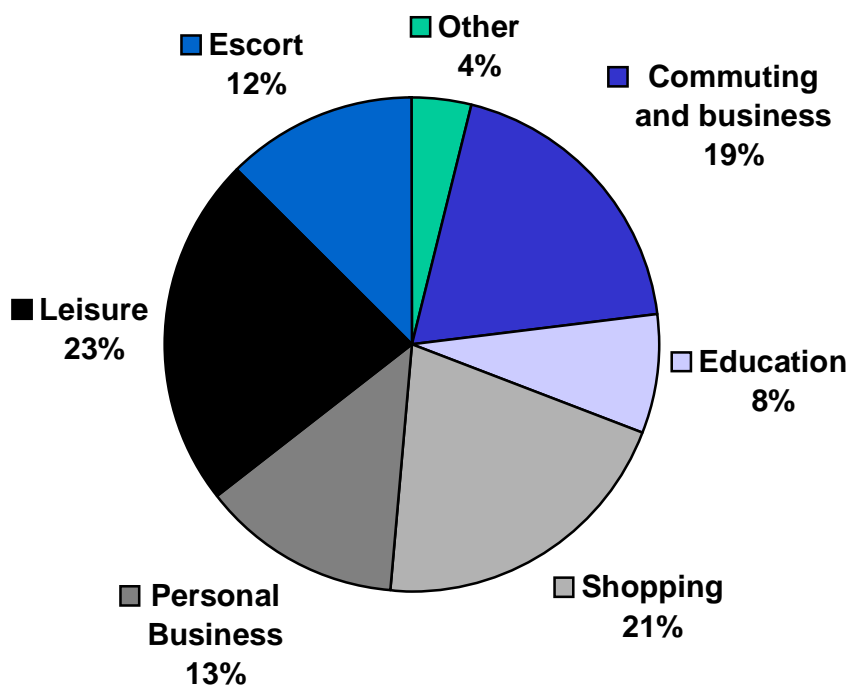
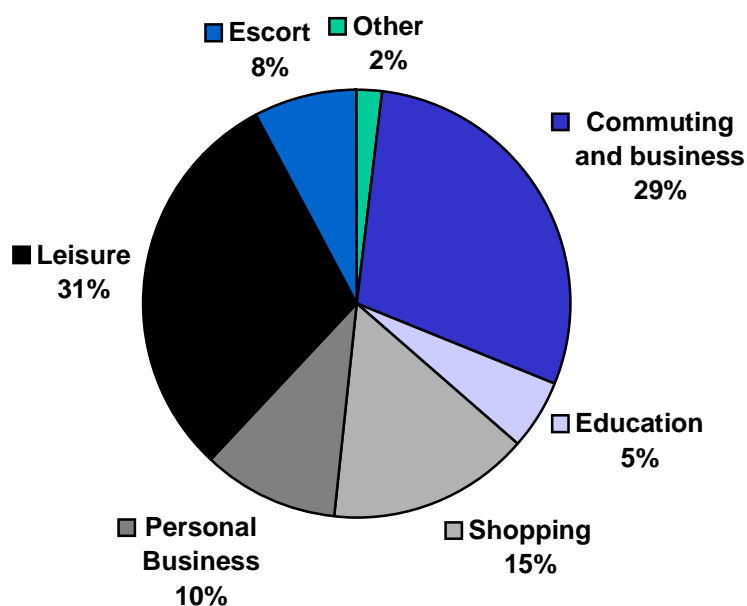


Figure 4.3: Distance travelled per person per year by journey purpose: 2003-2005



Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (970 males, 991 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.
- One quarter (25%) 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.
- One third (33%) 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: 2003-2005

Percentage/Number/Miles

	Children < 16	Males				Females				All adults	All persons
		16-29	30-59	60 +	All adult males	16-29	30-59	60 +	All adult females		
Commuting	0	28	24	7	20	23	17	4	16	18	15
Business	0	6	12	5	9	1	3	0	2	5	4
Education	33	10	0	0	2	9	1	0	2	2	8
Escort education	4	0	4	1	3	5	12	1	8	6	5
Shopping	12	12	17	29	19	19	23	36	25	22	20
Other escort	7	3	8	7	7	4	9	3	7	7	7
Personal business	13	7	11	21	13	9	12	23	13	13	13
Visit friends at private home	14	13	8	10	9	13	10	14	12	11	11
Visit friends elsewhere	2	7	4	4	4	5	3	4	3	4	4
Entertainment/ public social activities	5	5	2	4	3	3	3	4	3	3	3
Sport participate	4	4	3	2	3	2	1	1	1	2	2
Holiday base	1	0	1	0	1	0	1	1	1	1	1
Day trip	2	1	2	3	2	1	1	3	2	2	2
Other including just walk	2	2	3	6	4	3	3	6	4	4	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	821	841	1029	953	970	999	1138	713	991	981	947
Distance travelled	3845	6757	8782	5458	7480	6230	6738	3416	5699	6523	5951

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2003-2005 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. Just over four fifths of workers (81%) travelled to work by car or van and one tenth (10%) usually walked to work.

Table 4.3a: Method of travel to work: 2003-2005

	Percentage of workers (excluding those who worked at home)
Car/van (includes minibus works van)	81
Motorbike/moped/scooter	1
Bicycle	1
Bus	5
NIR train	1
Walk	10
Other	2
Total	100

Table 4.3b: Method of travel to work (by Area): 2003-2005

	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	67	81	84
Motorbike/moped/scooter	2	2	1
Bicycle	1	0	1
Bus	11	5	2
NIR train	1	1	0
Walk	17	9	10
Other	2	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 six per cent of annual vehicle mileage was between 9,000 and 14,999 miles, with nearly three quarters (74%) 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 2003–2005, nearly two in five vehicles (38%) in these households were used to take someone in the household to school.
- Nearly three fifths (59%) 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”.
- One fifth (20%) of vehicles were used in the course of work by someone in the household.

Table 5.1: Annual vehicle mileage: 2003-2005

Miles per year	Frequency	Percentage
0-499	20	1
500-999	16	1
1,000-1,999	61	2
2,000-2,999	94	3
3,000-3,999	107	3
4,000-4,999	112	4
5,000-6,999	494	15
7,000-8,999	372	12
9,000-11,999	669	21
12,000-14,999	494	15
15,000-17,999	323	10
18,000-20,999	221	7
21,000-29,999	109	3
30,000 or over	104	3
Total	3196	100

Bicycle ownership (Figure 5.1, Table 5.2)

- Almost two thirds, (64%), of households in Northern Ireland do not own a bicycle.
- Over one third, (36%), 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 12% have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2003–2005

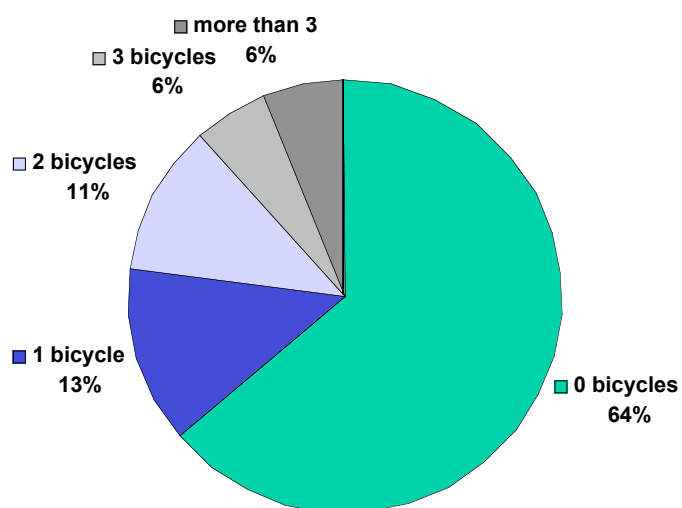


Table 5.2: Household bicycle ownership: 2003–2005

Number of bicycles	Number of households
0	1847
1	382
2	330
3	167
4	98
5	52
6	16
7+	9

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. Only 9% of households could get a bus every 15 minutes during the day, while 21% 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 (27%) of households lived within 26 minutes walk and only 11% lived within 13 minutes walk of an NIR station.

Table 5.3: Bus service frequency: 2003–2005

Frequency of Service	Percentage of households
At least once every quarter-hour	9
At least once every half-hour	21
At least once an hour	20
About 3 times a day	17
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: 2003–2005

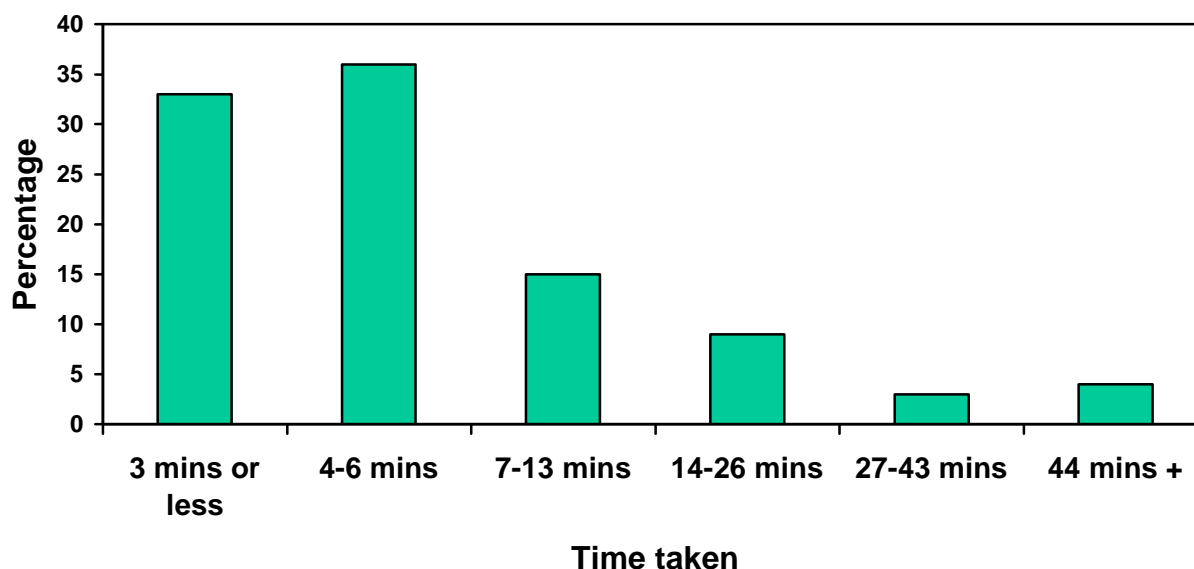
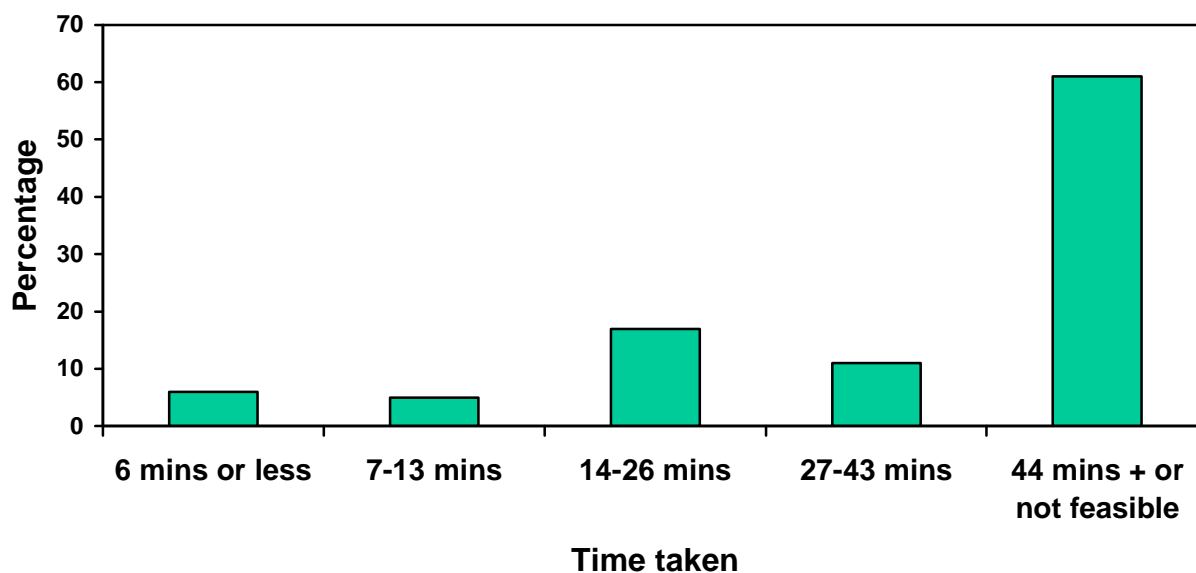


Table 5.4: Rail service frequency: 2003–2005

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)	6
Less frequent service	6
Not applicable	6
Don't know	20

Figure 5.3: Time taken to walk to nearest NIR station: 2003–2005



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

Personal Travel

The Northern Ireland Travel Survey 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.

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.

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

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

Generally travel off the public highway by mechanical transport is excluded.

Walking or cycling is included even if off the public highway unless it takes place on private land. An exception to this is cross-country walking, running, hiking or mountain climbing even if on private land.

Children's play is excluded.

Journey purpose

The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means for example the purpose of a journey from the shops to home is 'shopping'. 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 homes but where the main purpose is still to socialise with particular persons rather than visit a particular place.

The *entertainment/public social activities* category includes journeys for all types of entertainment, public social activities and unpaid voluntary work. Examples include cinemas, political meetings, non-vocational evening classes.

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

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

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

Just walk journeys are walking journeys made just for pleasure.

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 hasn't then proceeded to complete the column to say if they were a car driver or passenger for that particular journey. When the person is under 17, we then code this as car passenger as under 17's shouldn't be a car driver. However, when it is not possible for us to deduce if it is a driver or passenger, we code it as car undefined.

The *motorcycle* category covers all two wheeled motorised vehicles used for private transport.

For this report generally van and lorries are included in the *other private category*. (Vans with side windows behind the driver's seat are coded as cars.) Also included are land rovers and jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc.

Public transport includes travel by Ulsterbus, Citybus, 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