# Travel Survey for Northern Ireland 

2004-2006

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

## Symbols and Conventions

## Rounding of figures

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

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

- $\quad=$ negligible (greater than zero but less than 0.5)
$0=$ nil

The following conversion factors may be of use:
1 Mile $=1.609$ Kilometres
1 Kilometre = 0.6214 Miles

Only differences which are statistically significant ( $p<0.05$ ) are included in this report. A result is said to be statistically significant at this level when the result would occur less than 5\% of the time if the populations were really identical.

Various definitions (e.g. mode/purpose of travel, etc) can be viewed in Appendix A, commencing on page 32.

## Key Points

## In 2004-2006:-

## Basic travel statistics

- On average, Northern Ireland residents travelled 6,094 miles per year over the three-year reporting period (compared to 5,786 miles in 2001-2003, 5,861 miles in 2002-2004 and 5,951 miles in 2003-2005) (Table 1.2).
- Each person made an average of 937 journeys each year (960 in 2001-2003, 963 in 2002-2004 and 947 in 2003-2005) (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 3,191 miles per year, compared to 6,680 and 6,217 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 (967 for males, 968 for females) (Table 3.6).
- Men travelled $36 \%$ further than women, averaging 7,762 miles a year, compared to 5,707 for women (Table 3.6).


## How people travel

- Car travel made up just over four fifths (81\%) of the total distance travelled (Table 3.1).
- We walked on average 138 miles each year, $2 \%$ of our total distance travelled (Table 3.1).
- The longest average journey lengths were by Northern Ireland Railways (NIR) ( 22.5 miles), although we only made 4 of these on average per year. Car journeys were, on average, just over seven miles long (Table 3.2).
- Nearly one fifth (18\%) of all journeys were less than one mile long, and two thirds of these were on foot (67\%). Car was the dominant mode of transport for all journeys over one mile (Table 3.3).
- We spent just under 13 days each year (or approximately 50 minutes per day) travelling within Northern Ireland. Just over 33 minutes of this time (67\%) was spent travelling by car and just under eight minutes was spent walking (Table 3.4).
- $\quad$ Children under 16 made just over six in ten (61\%) 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 $14 \%$ for men (Table 3.6).


## Why people travel

- Twenty-three percent of journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, sport participate, holiday base, day trip), $21 \%$ to and from the shops, $15 \%$ for commuting and $13 \%$ for personal business (Table 4.1).
- In terms of miles travelled, $30 \%$ of the distance travelled was for was leisure purposes, $20 \%$ for commuting, $15 \%$ for shopping and $10 \%$ for personal business (Table 4.1).
- Men made $21 \%$ of their journeys commuting to and from work, with an additional $8 \%$ travelling on business. For women, $15 \%$ of journeys were to and from work, and $2 \%$ on business (Table 4.2).
- One quarter of women's journeys were to shop, compared to one fifth of men's (Table 4.2).

Other factors affecting travel

- Nine percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes. Twenty-six percent 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 sixth Travel Survey for Northern Ireland (TSNI) report. Those previous covered each 3-year period from 1999-2001 to 2003-2005, whilst this one covers the 2004-2006 time period.

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 prepilots 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 78 per month during the time period 2004-2006.

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

In order to minimise the burden of completing the travel diary, information on short walks (i.e. under one mile in length) are only collected on day one. The data on short walks 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 2004-December 2006. 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 2001, 2002 and 2003 figures, and where possible compared with the 2001-2003, 2002-2004 and 2003-2005 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 Land \& Property Services (LPS) list of private addresses. This is the most up-to-date listing of private households and is made available to the Northern Ireland Statistics \& Research Agency for research purposes. People living in institutions (though not in private households in such institutions) are excluded.

## Sampling errors

As 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 some of the estimates in this report are provided in the Travel Survey for Northern Ireland, Technical Report 2004-2006, which is also available at:
http://www.roadsni.gov.uk/index/publications/publications-
specific interest publications/publications-specific-travel survey.htm

## Summary of basic statistics

Table 1.1 provides information taken from the 2001 to 2006 databases.
Table 1.1: Unweighted sample numbers on which analyses are based.
Numbers

|  | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2001-2003 | 2002-2004 | 2003-2005 | 2004-2006 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Households | 934 | 941 | 959 | 965 | 978 | 856 | 2,834 | 2,865 | 2,902 | 2,799 |
| Individuals | 2,294 | 2,302 | 2,264 | 2,259 | 2,200 | 1,879 | 6,860 | 6,825 | 6,723 | 6,338 |
| Children (<16) | 526 | 528 | 489 | 479 | 447 | 352 | 1,543 | 1,496 | 1,415 | 1,278 |
| Adults (16+) | 1,766 | 1,767 | 1,767 | 1,778 | 1,749 | 1,526 | 5,300 | 5,312 | 5,294 | 5,053 |
| Motor vehicles ${ }^{1}$ | 1,014 | 1,046 | 1,065 | 1,089 | 1,089 | 1,017 | 3,125 | 3,200 | 3,243 | 3,195 |
| Cars ${ }^{2}$ | 986 | 1,008 | 1,045 | 1,046 | 1,046 | 971 | 3,039 | 3,099 | 3,137 | 3,063 |
| 4-wheeled cars | 933 | 953 | 1,000 | 991 | 992 | 925 | 2,886 | 2,944 | 2,983 | 2,908 |
| Journeys ${ }^{3}$ | 37,380 | 37,788 | 37,406 | 37,328 | 34,718 | 30,530 | 112,574 | 112,522 | 109,452 | 102,576 |
| Stages ${ }^{4}$ | 38,329 | 38,584 | 38,044 | 38,233 | 35,571 | 31,229 | 114,957 | 114,861 | 111,848 | 105,033 |

${ }^{1}$ Motor vehicles $=$ cars (see below) + invalid cars + motorcycle/scooter with or without a sidecar + moped + other van/lorry.
${ }^{2}$ Cars $=4$-wheeled +3 -wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.
${ }^{3}$ These are the unweighted base numbers for journeys. These figures are then grossed for short walks before analysis.
${ }^{4}$ A journey consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Table 1.2: Basic travel statistics
Numbers/Percentage

|  | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | $\begin{aligned} & 2001-2 \\ & 2003^{2} \end{aligned}$ | $\begin{aligned} & 2002- \\ & 2004^{2} \end{aligned}$ | $\begin{aligned} & 2003- \\ & 2005^{2} \end{aligned}$ | $\begin{aligned} & 2004- \\ & 2006^{2} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No. of journeys per person per year | 952 | 963 | 965 | 960 | 914 | 936 | 960 | 963 | 947 | 937 |
| No. of journeys (1 mile + ) | 769 | 763 | 771 | 781 | 759 | 776 | 767 | 771 | 770 | 772 |
| Miles travelled | 5,953 | 5,694 | 5,712 | 6,180 | 5,962 | 6,146 | 5,786 | 5,861 | 5,951 | 6,094 |
| Miles travelled by car | 4,842 | 4,691 | 4,798 | 4,964 | 4,850 | 5,029 | 4,777 | 4,816 | 4,870 | 4,943 |
| Hours travelled | 301 | 293 | 302 | 307 | 303 | 301 | 299 | 301 | 304 | 304 |
| Vehicles per household | 1.09 | 1.11 | 1.11 | 1.13 | 1.11 | 1.19 | 1.10 | 1.12 | 1.12 | 1.14 |
| Cars ${ }^{1}$ per household | 1.06 | 1.07 | 1.09 | 1.08 | 1.07 | 1.13 | 1.07 | 1.08 | 1.08 | 1.09 |
| Cars ${ }^{1}$ per adult (17+) | 0.57 | 0.58 | 0.60 | 0.60 | 0.61 | 0.65 | 0.59 | 0.60 | 0.60 | 0.62 |
| \% men full car driving licence | 79\% | 78\% | 82\% | 81\% | 79\% | 82\% | 80\% | 80\% | 81\% | 80\% |
| \% women full car driving licence | 60\% | 62\% | 61\% | 60\% | 61\% | 64\% | 61\% | 61\% | 61\% | 61\% |
| Individuals per household | 2.5 | 2.4 | 2.4 | 2.3 | 2.2 | 2.2 | 2.4 | 2.4 | 2.3 | 2.3 |
| \% of households with bus service at least every 15 mins | $\begin{aligned} & \text { 7\% - } \\ & (29 \% \\ & \text { don't } \\ & \text { know) } \end{aligned}$ | 9\% - <br> (28\% <br> don't <br> know) | $\begin{aligned} & \text { 8\% - } \\ & (27 \% \\ & \text { don't } \\ & \text { know) } \end{aligned}$ | 8\% (27\% don't know) | 9\% (26\% don't know) | 8\% (26\% don't know) | 8\% (28\% don't know) | 8\% (27\% don't know) | 9\% (27\% don't know) | 9\% (26\% don't know) |
| Northern Ireland Population for survey period (mid year estimate) | 1,689,319 | 1,696,641 | 1,702,628 | 1,710,322 | 1,724,408 | 1,742,619 | 1,694,845 | 1,703,197 | 1,712,453 | 1,725,450 |

${ }^{1}$ This definition of cars includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motor caravans, dormobiles and light vans.
2 Three year rolling averages calculated from raw data.

## Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the 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 (2004-2006).
- We each travelled 6,180 miles in 2004, 5,962 miles in 2005 , and 6,146 miles in 2006; an average of 6,094 miles each year for the three-year period.
- The typical journey length also remained similar over the three years, with the average being 6.5 miles long.
- The average number of journeys per person each year was 937 over the three-year period, which is approximately 3 journeys per person per day.
- $\quad$ The average time each person spent travelling over the three years was 304 hours per year, or approximately 50 minutes per day.

Table 2.1: Distance, journeys \& hours travelled per person per year: 2001-2006

|  | Distance travelled <br> (miles) |  | Number of journeys |  | Average <br> journey <br> length <br> (miles) | Time <br> taken <br> (hours) |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | All <br> journeys <br> 5,953 | Journeys <br> 1 mile + | All <br> journeys | Journeys <br> 1 mile + <br> All | All <br> journeys | All <br> journeys |
| 2001 | 5,694 | 5,619 | 963 | 763 | 5.9 | 293 |
| 2003 | 5,712 | 5,634 | 965 | 771 | 5.9 | 302 |
| 2004 | $\mathbf{6 , 1 8 0}$ | $\mathbf{6 , 1 0 5}$ | 960 | 781 | 6.4 | 307 |
| 2005 | 5,962 | 5,898 | 914 | 759 | 6.5 | 303 |
| 2006 | 6,146 | 6,070 | 936 | 776 | 6.6 | 301 |
| $2001-2003$ | 5,786 | 5,708 | 960 | 767 | 6.0 | 299 |
| $2002-2004$ | 5,861 | 5,785 | 963 | 771 | 6.1 | 301 |
| $2003-2005$ | 5,951 | 5,879 | 947 | 770 | 6.3 | 304 |
| $2004-2006$ | 6,094 | 6,023 | 937 | 772 | 6.5 | 304 |

Figure 2.1: Average distance per person per year by mode: 2001-2006


Figure 2.2: Journeys per person per year by main mode: 2001-2006


Figure 2.3: Time spent travelling per person per year by main mode: 2001-2006


## 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 (2004-2006). There has been little change in this proportion over the years.
- Forty-nine percent of households in Belfast had access to one or more cars compared to $79 \%$ and $77 \%$ in the East and West of Northern Ireland respectively (for definitions of areas see page 35). These figures are similar to previous years.
- Thirty percent of households in Northern Ireland had access to two or more cars. However, only $13 \%$ of Belfast households had access to two or more cars, compared to $34 \%$ of households in the East and $30 \%$ in the West.
- The average number of cars per household remained fairly constant over the 2001-2006 year period.

Table 2.2: Household car ownership by area of residence: 2001-2006

|  |  | No Car | One car | Two cars | Three or more cars | All households | Cars per household | Cars per adult 17+ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Belfast <br> East <br> West <br> All areas | 킁 | $\begin{gathered} . . \\ 25 \% \\ 26 \% \\ 29 \% \end{gathered}$ | $\begin{aligned} & 42 \% \\ & 46 \% \\ & 42 \% \end{aligned}$ | $\begin{gathered} . . \\ 26 \% \\ 23 \% \\ 23 \% \end{gathered}$ | $\begin{aligned} & . . \\ & 7 \% \\ & 4 \% \\ & 5 \% \end{aligned}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{aligned} & 1.17 \\ & 1.06 \\ & 1.06 \end{aligned}$ | $\begin{gathered} . . \\ 0.62 \\ 0.56 \\ 0.57 \end{gathered}$ |
| Belfast <br> East <br> West <br> All areas | 층 | $\begin{gathered} . . \\ 22 \% \\ 24 \% \\ 28 \% \end{gathered}$ | $\begin{aligned} & 43 \% \\ & 46 \% \\ & 43 \% \end{aligned}$ | $\begin{gathered} . . \\ 30 \% \\ 26 \% \\ 25 \% \end{gathered}$ | $\begin{gathered} . . \\ 5 \% \\ 4 \% \\ 4 \% \end{gathered}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{aligned} & 1.19 \\ & 1.12 \\ & 1.07 \end{aligned}$ | $\begin{aligned} & 0.63 \\ & 0.60 \\ & 0.58 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | 끙 | $\begin{gathered} . . \\ 20 \% \\ 24 \% \\ 26 \% \end{gathered}$ | $\begin{aligned} & 49 \% \\ & 46 \% \\ & 47 \% \end{aligned}$ | $\begin{gathered} . . \\ 27 \% \\ 25 \% \\ 23 \% \end{gathered}$ | $\begin{aligned} & 4 \% \\ & 6 \% \\ & 5 \% \end{aligned}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{aligned} & 1.17 \\ & 1.14 \\ & 1.09 \end{aligned}$ | $\begin{gathered} . . \\ 0.65 \\ 0.60 \\ 0.61 \end{gathered}$ |
| Belfast <br> East <br> West <br> All areas | $\stackrel{\rightharpoonup}{O}$ $\stackrel{\text { NT }}{ }$ | $\begin{gathered} . . \\ 23 \% \\ 22 \% \\ 27 \% \end{gathered}$ | $\begin{aligned} & 41 \% \\ & 46 \% \\ & 42 \% \end{aligned}$ | $\begin{gathered} . . \\ 32 \% \\ 25 \% \\ 26 \% \end{gathered}$ | $\begin{aligned} & 4 \% \\ & 6 \% \\ & 4 \% \end{aligned}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{aligned} & 1.18 \\ & 1.18 \\ & 1.08 \end{aligned}$ | $\begin{aligned} & 0.65 \\ & 0.60 \\ & 0.60 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | ㄴㅇㅇ $\stackrel{\text { Nen }}{ }$ | $\begin{gathered} . . \\ 21 \% \\ 23 \% \\ 26 \% \end{gathered}$ | $\begin{aligned} & 47 \% \\ & 48 \% \\ & 46 \% \end{aligned}$ | $\begin{gathered} . . \\ 29 \% \\ 24 \% \\ 25 \% \end{gathered}$ | $\begin{gathered} . . \\ 4 \% \\ 5 \% \\ 4 \% \end{gathered}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{aligned} & 1.16 \\ & 1.12 \\ & 1.07 \end{aligned}$ | $\begin{gathered} . . \\ 0.65 \\ 0.61 \\ 0.61 \end{gathered}$ |
| Belfast <br> East <br> West <br> All areas | $\circ$ <br>  | $\begin{gathered} . . \\ 18 \% \\ 25 \% \\ 24 \% \end{gathered}$ | $\begin{aligned} & 46 \% \\ & 45 \% \\ & 45 \% \end{aligned}$ | $\begin{gathered} . . \\ 31 \% \\ 24 \% \\ 27 \% \end{gathered}$ | $\begin{aligned} & 5 \% \\ & 6 \% \\ & 5 \% \end{aligned}$ | $\begin{gathered} . . \\ 100 \% \\ 100 \% \\ 100 \% \end{gathered}$ | $\begin{gathered} . . \\ 1.24 \\ 1.12 \\ 1.13 \end{gathered}$ | $\begin{aligned} & 0.71 \\ & 0.62 \\ & 0.65 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | -ì N్రి | $\begin{aligned} & 46 \% \\ & 22 \% \\ & 25 \% \\ & 27 \% \end{aligned}$ | $\begin{aligned} & \hline 38 \% \\ & 45 \% \\ & 46 \% \\ & 44 \% \end{aligned}$ | $\begin{aligned} & 12 \% \\ & 28 \% \\ & 25 \% \\ & 24 \% \end{aligned}$ | $\begin{aligned} & \hline 3 \% \\ & 5 \% \\ & 5 \% \\ & 5 \% \end{aligned}$ | $\begin{aligned} & \hline 100 \% \\ & 100 \% \\ & 100 \% \\ & 100 \% \end{aligned}$ | $\begin{aligned} & \hline 0.73 \\ & 1.17 \\ & 1.11 \\ & 1.07 \end{aligned}$ | $\begin{aligned} & 0.44 \\ & 0.63 \\ & 0.59 \\ & 0.59 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | $\begin{aligned} & \text { Ǹ O- } \\ & \text { N్ర } \end{aligned}$ | $\begin{aligned} & \hline 47 \% \\ & 22 \% \\ & 23 \% \\ & 27 \% \end{aligned}$ | $\begin{aligned} & \hline 39 \% \\ & 45 \% \\ & 46 \% \\ & 44 \% \end{aligned}$ | $\begin{aligned} & \hline 11 \% \\ & 30 \% \\ & 25 \% \\ & 24 \% \end{aligned}$ | $\begin{aligned} & \hline 3 \% \\ & 4 \% \\ & 5 \% \\ & 4 \% \end{aligned}$ | $\begin{aligned} & \hline 100 \% \\ & 100 \% \\ & 100 \% \\ & 100 \% \end{aligned}$ | $\begin{aligned} & \hline 0.70 \\ & 1.18 \\ & 1.14 \\ & 1.08 \end{aligned}$ | $\begin{aligned} & \hline 0.44 \\ & 0.64 \\ & 0.60 \\ & 0.60 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | $\begin{aligned} & \text { ल్రి } \\ & \text { N్ర } \\ & \text { N్ㅇ } \end{aligned}$ | $\begin{aligned} & \hline 47 \% \\ & 21 \% \\ & 23 \% \\ & 26 \% \end{aligned}$ | $\begin{aligned} & \hline 39 \% \\ & 46 \% \\ & 47 \% \\ & 45 \% \end{aligned}$ | $\begin{aligned} & 12 \% \\ & 29 \% \\ & 25 \% \\ & 25 \% \end{aligned}$ | $\begin{aligned} & 2 \% \\ & 4 \% \\ & 6 \% \\ & 4 \% \end{aligned}$ | $\begin{aligned} & \hline 100 \% \\ & 100 \% \\ & 100 \% \\ & 100 \% \end{aligned}$ | $\begin{aligned} & 0.68 \\ & 1.17 \\ & 1.14 \\ & 1.08 \end{aligned}$ | $\begin{aligned} & 0.44 \\ & 0.65 \\ & 0.61 \\ & 0.60 \end{aligned}$ |
| Belfast <br> East <br> West <br> All areas | $\begin{aligned} & \text { 寸̀ O} \\ & \text { N్ర } \\ & \text { Ni } \end{aligned}$ | $\begin{aligned} & \hline 51 \% \\ & 21 \% \\ & 23 \% \\ & 26 \% \end{aligned}$ | $\begin{aligned} & \hline 36 \% \\ & 45 \% \\ & 47 \% \\ & 44 \% \end{aligned}$ | $\begin{aligned} & 12 \% \\ & 30 \% \\ & 24 \% \\ & 26 \% \end{aligned}$ | $\begin{aligned} & \hline 1 \% \\ & 4 \% \\ & 6 \% \\ & 4 \% \end{aligned}$ | $\begin{aligned} & \hline 100 \% \\ & 100 \% \\ & 100 \% \\ & 100 \% \end{aligned}$ | $\begin{aligned} & \hline 0.64 \\ & 1.19 \\ & 1.14 \\ & 1.09 \end{aligned}$ | $\begin{aligned} & 0.42 \\ & 0.67 \\ & 0.61 \\ & 0.62 \end{aligned}$ |

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

- In 2004-2006, 80\% of men (aged 17 or over) and $61 \%$ of women held full car driving licences. These figures are similar to those obtained in 2001-2003 ( $80 \%$ men, $61 \%$ women), 2002-2004 ( $80 \%$ men, $61 \%$ women), and 2003-2005 ( $81 \%$ men, $61 \%$ women).
- There is a clear difference in licence holding between sexes at all age groups.
- $\quad$ There is a marked difference in licence holding between the 17-20 and 21-29 age group in 2004-2006. Twenty-seven percent of those aged 17-20 held a full driving licence compared to 66\% of those aged 21-29.
- In 2004-2006, 31\% of young males (aged 17-20) and $24 \%$ of young females held a full driving licence. In the 70 or over age group, seven in ten (70\%) of the male population had a full licence compared to nearly three in ten (28\%) females in the same age group.

Figure 2.4: Driving licence holders by age and sex: 2004-2006


Table 2.3: Driving licence holders by age and sex: 2001-2003, 2002-2004, 2003-2005 \& 2004-2006

|  | 2001-2003 |  |  | 2002-2004 |  |  | 2003-2005 |  |  | 2004-2006 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | Adults | Male | Female | Adults | Male | Female | Adults | Male | Female | Adults |
| 17-20 | 34\% | 26\% | 30\% | 34\% | 26\% | 29\% | 31\% | 27\% | 29\% | 31\% | 24\% | 27\% |
| 21-29 | 76\% | 70\% | 73\% | 73\% | 68\% | 70\% | 74\% | 63\% | 68\% | 70\% | 63\% | 66\% |
| 30-39 | 87\% | 80\% | 83\% | 89\% | 80\% | 84\% | 88\% | 79\% | 84\% | 89\% | 78\% | 83\% |
| 40-49 | 89\% | 76\% | 82\% | 91\% | 74\% | 82\% | 89\% | 75\% | 82\% | 89\% | 76\% | 82\% |
| 50-59 | 89\% | 66\% | 77\% | 87\% | 68\% | 77\% | 88\% | 69\% | 77\% | 88\% | 71\% | 79\% |
| 60-69 | 83\% | 56\% | 69\% | 86\% | 58\% | 71\% | 90\% | 56\% | 72\% | 91\% | 59\% | 74\% |
| 70 + | 65\% | 25\% | 42\% | 67\% | 26\% | 43\% | 69\% | 26\% | 45\% | 70\% | 28\% | 46\% |
| All adults aged 17+ | 80\% | 61\% | 70\% | 80\% | 61\% | 70\% | 81\% | 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 2001-2003, 2002-2004, 2003-2005 and 2004-2006.

## Distance travelled (Table 3.1)

- During 2004-2006, over four fifths (81\%) of the total distance travelled in Northern Ireland was by car. This is consistent with earlier years.
- On average each person walked 138 miles per year in 2004-2006, which accounted for $2 \%$ of the average distance travelled.
- Only $7 \%$ of the total distance travelled was made on public transport (which consists of travel by Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), mostly on Ulsterbus.

Table 3.1: Average distance travelled by travel mode*: 2001-2003, 2002-2004, 2003-2005 \& 20042006

| Travel mode * Miles per person per year |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
|  | $2001-2003$ |  |  | $2002-2004$ |

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges).

* See page 34/35 for definition of travel modes
**Citybus changed to Metro in February 2005.


## Number and length of journeys (Table 3.2)

- During 2004-2006, similar to previous years, the longest average journey lengths were for train journeys, averaging 22.5 miles.
- Car journeys (as a driver, passenger or undefined) averaged approximately 7 miles.
- Walking journeys averaged 0.8 miles in length over the three year reporting period (2004-2006).

Table 3.2: Average journeys per person per year and average journey length by main mode*: 2001-2003, 2002-2004, 2003-2005 \& 2004-2006

Journeys / Miles

| Travel mode* | Journeys per person per year |  |  |  | Average journey length |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 2001- \\ & 2003 \end{aligned}$ | $\begin{aligned} & 2002 \\ & 2004 \end{aligned}$ | $\begin{gathered} 2003- \\ 2005 \end{gathered}$ | $\begin{aligned} & 2004 \\ & 2006 \end{aligned}$ | $\begin{aligned} & 2001- \\ & 2003 \end{aligned}$ | $\begin{aligned} & 2002 \\ & 2004 \end{aligned}$ | $\begin{aligned} & 2003- \\ & 2005 \end{aligned}$ | $\begin{aligned} & 2004- \\ & 2006 \end{aligned}$ |
| Walk | 182 | 179 | 172 | 165 | 0.7 | 0.7 | 0.7 | 0.8 |
| Bicycle | 6 | 5 | 5 | 5 | 2.3 | 3.1 | 3.8 | 3.9 |
| Car Driver | 413 | 416 | 417 | 426 | 7.3 | 7.3 | 7.6 | 7.7 |
| Car Passenger | 248 | 249 | 237 | 231 | 6.9 | 7.0 | 7.1 | 7.2 |
| Car Undefined | 4 | 3 | 1 | - | 6.6 | 7.4 | 8.9 | .. |
| Motorcycle | 3 | 3 | 3 | 3 | 9.4 | 9.4 | 8.9 | 8.8 |
| Other private | 30 | 33 | 36 | 36 | 10.8 | 10.7 | 11.0 | 12.5 |
| Citybus/Metro** | 10 | 9 | 8 | 7 | 4.0 | 3.8 | 4.0 | 4.3 |
| Ulsterbus | 29 | 32 | 34 | 35 | 8.9 | 8.4 | 8.1 | 8.2 |
| Other bus | 10 | 8 | 8 | 6 | 9.0 | 9.7 | 9.8 | 11.8 |
| NIR | 3 | 3 | 3 | 4 | 20.5 | 20.4 | 23.7 | 22.5 |
| Black taxi | 2 | 2 | 2 | 2 | 3.2 | 2.9 | 3.1 | 2.6 |
| Taxi | 19 | 19 | 19 | 18 | 3.6 | 3.6 | 3.5 | 3.7 |
| Other public | - | - | - | - | .. | . | .. | .. |
| Undefined mode | 2 | - | - | - | 7.4 | .. | .. | . |
| All modes | 960 | 963 | 947 | 937 | 6.0 | 6.1 | 6.3 | 6.5 |

(See Tables 6.4 \& 6.6 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes
**Citybus changed to Metro in February 2005


## Average journey distance (Table 3.3)

- Nearly one fifth (18\%) of all journeys made were less than one mile.
- Two thirds (67\%) of these 'short' journeys were on foot.
- Car was the mode of transport for most journeys over one mile.
- Ulsterbus journeys were mainly between 2 and 25 miles in length.

Table 3.3: Journeys per person per year by distance and main mode*: 2004-2006
Journeys

| Mode of travel* | Journey Distance |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} <1 \\ \text { mile } \end{gathered}$ | 1 to 2 miles | $\begin{aligned} & 2 \text { to } 5 \\ & \text { miles } \end{aligned}$ | 5 to 10 miles | 10 to 25 miles | 25 to 50 miles | Over 50 miles | All journeys |
| Walk | 111 | 38 | 16 | - | - | - | 0 | 165 |
| Bicycle | 1 | 1 | 1 | - | - | - | - | 5 |
| Car driver | 29 | 70 | 133 | 92 | 77 | 20 | 6 | 426 |
| Car passenger | 20 | 45 | 71 | 46 | 36 | 9 | 4 | 231 |
| Car undefined | - | 0 | - | 0 | - | 0 | - | - |
| Motorcycle | - | 1 | 1 | 1 | 1 | - | - | 3 |
| Other private | 2 | 4 | 10 | 8 | 8 | 3 | 2 | 36 |
| Citybus/Metro** | - | 1 | 4 | 2 | 0 | - | 0 | 7 |
| Ulsterbus | - | 3 | 12 | 10 | 8 | 1 | - | 35 |
| Other bus | - | 1 | 2 | 1 | 1 | - | - | 6 |
| NIR | 0 | 0 | - | 1 | 2 | - | - | 4 |
| Black taxi | - | 0 | 1 | - | - | 0 | - | 2 |
| Taxi | 1 | 5 | 8 | 3 | 1 | - | 0 | 18 |
| Other public | - | 0 | 0 | - | - | 0 | 0 | - |
| Undefined mode | - | 0 | - | - | 0 | - | - | - |
| All modes | 165 | 167 | 258 | 165 | 134 | 35 | 13 | 937 |

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes
**Citybus changed to Metro in February 2005


## Time spent travelling (Table 3.4)

- The average person spent 304 hours per year travelling within Northern Ireland during the three year reporting period (approximately 50 minutes per day, or 13 days per year).
- Approximately 33 minutes per day were spent traveling by car (averaging eight days per year).
- An average of eight minutes per day were spent walking (approximately 2 days each year).
- Average journey times on public transport (for definition see page 35) ranged from 53 minutes for NIR trains to 25 minutes for black taxis.

Table 3.4: Journey time by main mode*: 2001-2003, 2002-2004, 2003-2005 \& 2004-2006

| Mode of travel* | Journey time per person per year (hours) |  |  |  | Average journey time (minutes) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 2001- \\ & 2003 \end{aligned}$ | $\begin{aligned} & 2002- \\ & 2004 \end{aligned}$ | $\begin{aligned} & 2003- \\ & 2005 \end{aligned}$ | $\begin{aligned} & 2004- \\ & 2006 \end{aligned}$ | $\begin{gathered} 2001- \\ 2003 \end{gathered}$ | $\begin{aligned} & 2002- \\ & 2004 \end{aligned}$ | $\begin{gathered} 2003- \\ 2005 \end{gathered}$ | $\begin{aligned} & \hline 2004- \\ & 2006 \end{aligned}$ |
| Walk | 52 | 51 | 51 | 47 | 17 | 17 | 18 | 17 |
| Bicycle | 2 | 2 | 2 | 2 | 18 | 21 | 24 | 24 |
| Car Driver | 125 | 126 | 130 | 134 | 18 | 18 | 19 | 19 |
| Car Passenger | 73 | 73 | 71 | 69 | 18 | 18 | 18 | 18 |
| Car Undefined | 2 | 1 | - | - | 21 | 24 | . | . |
| Motorcycle | 1 | 1 | 1 | 1 | 20 | 19 | 19 | 19 |
| Other private | 11 | 13 | 14 | 16 | 23 | 23 | 24 | 27 |
| Citybus/Metro** | 5 | 4 | 4 | 3 | 28 | 27 | 28 | 29 |
| Ulsterbus | 16 | 17 | 18 | 19 | 34 | 33 | 32 | 32 |
| Other bus | 5 | 4 | 4 | 3 | 29 | 30 | 31 | 33 |
| NIR | 2 | 3 | 3 | 3 | 52 | 53 | 57 | 53 |
| Black taxi | 1 | 1 | 1 | 1 | 21 | 22 | 26 | 25 |
| Taxi | 5 | 5 | 5 | 5 | 14 | 14 | 15 | 15 |
| Other public | - | - | - | - | .. | . | . | . |
| Undefined mode | 1 | - | - | - | 21 | . | . | * |
| All modes | 299 | 301 | 304 | 304 | 19 | 19 | 19 | 19 |

(See Tables 6.2 \& 6.8 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes
**Citybus changed to Metro in February 2005


## Distance travelled by area*: 2004-2006 (Table 3.5)

- The distance travelled by those in the Belfast area was $48 \%$ lower than the Northern Ireland average.
- Twelve percent of the distance travelled by Belfast respondents was on public transport (for definition see page 35) compared to 7\% for both Eastern and Western respondents.
- Belfast residents travelled further on foot (5\%) compared to Eastern and Western residents (both 2\%).

Table 3.5: Average distance travelled per person per year by mode \& area* (2004-2006)

| Mode of travel* | Belfast | East | West | All Areas |
| :---: | :---: | :---: | :---: | :---: |
| Walk | 172 | 145 | 119 | 138 |
| Bicycle | 13 | 27 | 7 | 18 |
| Car driver | 1,584 | 3,769 | 3,138 | 3,272 |
| Car passenger | 850 | 1,774 | 1,787 | 1,669 |
| Car undefined | - | - | 5 | 2 |
| Motorcycle | 21 | 40 | 19 | 30 |
| Other private | 75 | 414 | 608 | 448 |
| Citybus/Metro** | 92 | 32 | 4 | 28 |
| Ulsterbus | 160 | 285 | 296 | 276 |
| Other bus | 72 | 47 | 89 | 66 |
| NIR | 35 | 93 | 57 | 72 |
| Black taxi | 25 | 3 | 0 | 4 |
| Taxi | 90 | 49 | 88 | 69 |
| Other public | 0 | - | - | - |
| Undefined mode | 1 | 3 | - | 2 |
| All modes | 3,191 | 6,680 | 6,217 | 6,094 |

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See definitions of travel modes and Belfast, East and West of Northern Ireland on page 34/35
**Citybus changed to Metro in February 2005


## Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year ( 967 male, 968 female). However, men travelled 36\% further than women, averaging 7,762 miles a year, compared to 5,707 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was $57 \%$ more than women on average.
- Children under 16 made $16 \%$ fewer journeys than adults. Sixty-one percent of these journeys were as car passengers while most of the rest were on foot (22\%).
- 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 adult age groups. Women aged up to 59 also made more journeys as drivers.
- Overall, women made 19\% of their journeys on foot, compared to 14\% for men. Twenty-five percent 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: $22 \%$ of journeys made by women aged 60+ were on foot.
- Overall adults made only 4\% of their journeys by public transport compared to children who made 13\% of their journeys by public transport (for definition of public transport see page 35).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2004-2006
Percentage / Journeys / Miles

| Travel modes* | $\begin{gathered} \text { Children } \\ <16 \end{gathered}$ | Males |  |  |  | Females |  |  |  | All adults | $\begin{gathered} \text { All } \\ \text { persons } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 16-29 | 30-59 | 60+ | All adult males | 16-29 | 30-59 | 60+ | All adult females |  |  |
| Walk | 22\% | 19\% | 11\% | 18\% | 14\% | 25\% | 16\% | 22\% | 19\% | 17\% | 18\% |
| Bicycle | 1\% | 1\% | 1\% | 1\% | 1\% | 1\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Car driver | 0\% | 37\% | 67\% | 65\% | 61\% | 32\% | 61\% | 33\% | 50\% | 55\% | 45\% |
| Car passenger | 61\% | 21\% | 7\% | 9\% | 10\% | 26\% | 17\% | 37\% | 23\% | 17\% | 25\% |
| 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\% | 8\% | 10\% | 3\% | 8\% | 1\% | 1\% | 1\% | 1\% | 4\% | 4\% |
| Citybus/ <br> Metro** | 1\% | 1\% | 0\% | 1\% | 1\% | 2\% | 1\% | 1\% | 1\% | 1\% | 1\% |
| Ulsterbus | 10\% | 6\% | 1\% | 1\% | 2\% | 7\% | 1\% | 3\% | 3\% | 2\% | 4\% |
| Other bus | 2\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 1\% | 0\% | 0\% | 1\% |
| NIR | 0\% | 1\% | 0\% | 0\% | 0\% | 1\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Black taxi | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Taxi | 2\% | 3\% | 1\% | 1\% | 1\% | 5\% | 2\% | 2\% | 2\% | 2\% | 2\% |
| Other public | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| Undefined mode | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% |
| All modes | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| Number of Journeys | 815 | 833 | 1,029 | 953 | 967 | 954 | 1,128 | 695 | 968 | 968 | 937 |
| Distance travelled (miles) | 3,875 | 7,211 | 9,195 | 5,432 | 7,762 | 5,940 | 6,895 | 3,457 | 5,707 | 6,659 | 6,094 |

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)

* See page 34/35 for definition of travel modes
**Citybus changed to Metro in February 2005


## Section 4: Why people travel

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

- Just under one quarter (23\%) of all journeys in 2004-2006 were for leisure purposes (for example to visit friends, to take part in entertainment or sport activities, to go on holiday/day trips).
- Just over one fifth (21\%) of journeys were to and from the shops.
- Fifteen percent of journeys were to and from work.
- Journeys to services, such as the bank, doctor or library (classified as "personal business" journeys) made up 13\% of all journeys.
- Three tenths $(30 \%)$ of the total distance travelled was for leisure purposes.
- One fifth (20\%) of the total distance travelled was to and from work.
- One tenth (10\%) of the total distance travelled was for business travel.
- Fifteen percent of the total 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 37.0 miles.
- Business journeys were over twice as long (15.3 miles) as the average journey (6.5 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 in NI were made 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 2001-2003, 2002-2004 and 2003-2005 figures.

Table 4.1: Travel per person per year by journey purpose*: 2001-2003, 2002-2004, 2003-2005 \& 2004-2006

Number of Journeys/Miles

| Journey <br> Purpose* | Journeys per person per year |  |  |  | Miles per person per year |  |  |  | Average journey length |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|c\|} \hline 2001- \\ 2003 \end{array}$ | $\begin{array}{\|l\|} \hline 2002- \\ 2004 \end{array}$ | $\begin{gathered} \hline 2003- \\ 2005 \end{gathered}$ | $\begin{array}{\|l\|} \hline 2004- \\ 2006 \end{array}$ | $\begin{gathered} \hline 2001- \\ 2003 \end{gathered}$ | $\begin{array}{\|c\|} \hline 2002- \\ 2004 \end{array}$ | $\begin{gathered} 2003- \\ 2005 \end{gathered}$ | $\begin{aligned} & \hline 2004- \\ & 2006 \end{aligned}$ | $\begin{gathered} \hline 2001- \\ 2003 \end{gathered}$ | $\begin{aligned} & \hline 2002- \\ & 2004 \end{aligned}$ | $\begin{gathered} \hline 2003- \\ 2005 \end{gathered}$ | $\begin{aligned} & \hline 2004- \\ & 2006 \end{aligned}$ |
| Commuting | 138 | 138 | 138 | 140 | 1097 | 1096 | 1143 | 1,227 | 7.9 | 7.9 | 8.3 | 8.8 |
| Business | 44 | 44 | 42 | 39 | 558 | 581 | 581 | 591 | 12.8 | 13.1 | 13.9 | 15.3 |
| Education | 80 | 77 | 74 | 70 | 317 | 318 | 319 | 321 | 3.9 | 4.2 | 4.3 | 4.6 |
| Escort Education | 52 | 53 | 51 | 46 | 120 | 133 | 131 | 119 | 2.3 | 2.5 | 2.6 | 2.6 |
| Shopping | 191 | 195 | 194 | 194 | 841 | 872 | 908 | 913 | 4.4 | 4.5 | 4.7 | 4.7 |
| Other escort | 70 | 70 | 67 | 69 | 352 | 346 | 332 | 363 | 5.0 | 5.0 | 5.0 | 5.3 |
| Personal Business | 127 | 123 | 124 | 126 | 580 | 565 | 605 | 624 | 4.6 | 4.6 | 4.9 | 4.9 |
| Visit friends at private home | 109 | 110 | 107 | 107 | 767 | 769 | 755 | 750 | 7.0 | 7.0 | 7.0 | 7.0 |
| Visit friends elsewhere | 32 | 33 | 33 | 34 | 192 | 203 | 216 | 238 | 5.9 | 6.1 | 6.5 | 7.0 |
| Entertainment/ public social activities | 35 | 35 | 33 | 30 | 258 | 243 | 242 | 218 | 7.4 | 7.0 | 7.4 | 7.2 |
| Sport participate | 19 | 21 | 22 | 22 | 133 | 144 | 145 | 146 | 6.9 | 6.7 | 6.6 | 6.6 |
| Holiday base | 5 | 5 | 5 | 5 | 161 | 169 | 181 | 194 | 29.8 | 34.2 | 33.0 | 37.0 |
| Day trip | 18 | 19 | 18 | 18 | 266 | 289 | 270 | 276 | 14.6 | 14.8 | 14.6 | 15.3 |
| Other including just walk | 29 | 31 | 30 | 30 | 43 | 45 | 41 | 42 | 1.5 | 1.5 | 1.4 | 1.4 |
| Undefined purpose | 10 | 8 | 8 | 7 | 103 | 88 | 82 | 72 | 10.6 | 10.9 | 10.2 | 10.2 |
| All purposes | 960 | 963 | 947 | 937 | 5,786 | 5,861 | 5,951 | 6,094 | 6.0 | 6.1 | 6.3 | 6.5 |
| Journeys per worker per year: |  |  |  |  |  |  |  |  |  |  |  |  |
| Commuting | 314 | 305 | 303 | 310 | 2,523 | 2,459 | 2,555 | 2,763 | 8.0 | 8.1 | 8.4 | 8.9 |
| Business | 102 | 100 | 95 | 89 | 1,319 | 1,327 | 1,331 | 1,368 | 12.9 | 13.2 | 14.0 | 15.4 |

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 20042006 for Confidence Ranges)

* See page 33/34 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2004-2006


Figure 4.2: Number of journeys per person per year 2004-2006: proportion in each journey purpose group*


[^0]Figure 4.3: Distance travelled per person per year 2004-2006: proportion in each journey purpose group


## Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (967 males, 968 females), they made them for different reasons.
- Men made the largest proportion of their journeys going to and from work (21\%) with an additional $8 \%$ on business. For women, $15 \%$ of journeys were to and from work, and $2 \%$ on business.
- The largest proportion of journeys made by women was for going to and from the shops. One quarter ( $25 \%$ ) of the total journeys women made were for this purpose compared to one fifth (20\%) for men.
- The largest proportion of journeys made by children under 16 (33\%) was for education.
- Men and women made a similar proportion of personal business journeys (this includes journeys to the bank, post office, library, church, playgroup, doctor or optician).
- $\quad$ Shopping and personal business journeys became more frequent with age for both men and women. For women aged 60 and over, three-fifths (60\%) 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 $20 \%$ of their journeys for the purpose of 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**: 2004-2006
Percentage/Number/Miles

| Journey purpose** | $\begin{gathered} \text { Children } \\ <16 \end{gathered}$ | 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\% | 26\% | 7\% | 21\% | 22\% | 17\% | 4\% | 15\% | 18\% | 15\% |
| Business | 0\% | 6\% | 11\% | 4\% | 8\% | 1\% | 3\% | 0\% | 2\% | 5\% | 4\% |
| Education | 33\% | 9\% | 0\% | 0\% | 2\% | 9\% | 1\% | 0\% | 2\% | 2\% | 7\% |
| Escort education | 4\% | 1\% | 4\% | 1\% | 2\% | 5\% | 10\% | 2\% | 8\% | 5\% | 5\% |
| Shopping | 12\% | 13\% | 17\% | 31\% | 20\% | 19\% | 23\% | 37\% | 25\% | 23\% | 21\% |
| Other escort | 8\% | 4\% | 9\% | 6\% | 7\% | 4\% | 10\% | 3\% | 7\% | 7\% | 7\% |
| Personal business | 13\% | 8\% | 11\% | 20\% | 13\% | 10\% | 12\% | 23\% | 14\% | 14\% | 13\% |
| Visit friends at private home | 15\% | 12\% | 8\% | 10\% | 9\% | 14\% | 10\% | 14\% | 12\% | 11\% | 11\% |
| Visit friends elsewhere | 2\% | 6\% | 4\% | 4\% | 4\% | 5\% | 3\% | 5\% | 4\% | 4\% | 4\% |
| Entertainment/ public social activities | 5\% | 5\% | 2\% | 3\% | 3\% | 3\% | 2\% | 4\% | 3\% | 3\% | 3\% |
| Sport participate | 3\% | 5\% | 3\% | 2\% | 3\% | 2\% | 2\% | 1\% | 2\% | 2\% | 2\% |
| Holiday base | 1\% | 0\% | 1\% | 0\% | 1\% | 1\% | 1\% | 0\% | 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\% | 5\% | 4\% | 4\% | 3\% |
| Undefined purpose | 1\% | 1\% | 1\% | 0\% | 1\% | 1\% | 1\% | 0\% | 1\% | 1\% | 1\% |
| All purposes | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| No. of journeys | 815 | 833 | 1,029 | 953 | 967 | 954 | 1,128 | 695 | 968 | 968 | 937 |
| Distance travelled (miles) | 3,875 | 7,211 | 9,195 | 5,432 | 7,762 | 5,940 | 6,895 | 3,457 | 5,707 | 6,659 | 6,094 |

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2004-2006 for Confidence Ranges)
** See page 33/34 for types of journey purpose

## Travel to work (Table 4.3a \& Table 4.3b)

- In addition to filling in a diary of their actual travel, respondents are asked their 'usual' mode of travel to work. Just over four fifths of workers (81\%) usually travelled to work by car or van and one tenth (10\%) usually walked to work.
- In 2001-2003 16\% of those in the Belfast area used a bus as their main mode of travel to work. This figure has fallen to $10 \%$ in 2004-2006.

Table 4.3a: Method of travel to work: 2004-2006

| Method of travel to work | 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\% |
| All methods of travel | 100\% |

Table 4.3b: Method of travel to work by Area: 2004-2006

| Method of travel to work | Percentage of workers (excluding those who worked at home) |  |  |
| :--- | :---: | :---: | :---: |
|  | Belfast | East | West |
| Car/van (includes minibus | works van) | $67 \%$ | $82 \%$ |
| Motorbike/moped/scooter | $2 \%$ | $1 \%$ | $83 \%$ |
| Bicycle | $2 \%$ | $0 \%$ | $1 \%$ |
| Bus | $10 \%$ | $5 \%$ | $1 \%$ |
| NIR train | $0 \%$ | $1 \%$ | $2 \%$ |
| Walk | $16 \%$ | $9 \%$ | $11 \%$ |
| Other | $2 \%$ | $2 \%$ | $3 \%$ |
| All methods of travel | $100 \%$ | $100 \%$ | $100 \%$ |

## 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

- Nearly three quarters (74\%) of the vehicles surveyed had an annual mileage of 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 2004-2006, 37\% of vehicles in these households were used to take someone in the household to school.
- Fifty-seven percent of all vehicles in the survey were used to take someone in the household to work. Of the vehicles that were used for work journeys, $66 \%$ were parked in a "private or firm's car park" during work hours, with most of the rest (29\%) 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: 2004-2006

| Miles per year | Number of vehicles | Percentage |
| :--- | :---: | :---: |
| $0-499$ | 16 | $1 \%$ |
| $500-999$ | 13 | $0 \%$ |
| $1,000-1,999$ | 54 | $2 \%$ |
| $2,000-2,999$ | 90 | $3 \%$ |
| $3,000-3,999$ | 107 | $3 \%$ |
| $4,000-4,999$ | 112 | $4 \%$ |
| $5,000-6,999$ | 466 | $15 \%$ |
| $7,000-8,999$ | 368 | $12 \%$ |
| $9,000-11,999$ | 657 | $21 \%$ |
| $12,000-14,999$ | 485 | $15 \%$ |
| $15,000-17,999$ | 333 | $11 \%$ |
| $18,000-20,999$ | 235 | $8 \%$ |
| $21,000-29,999$ | 95 | $3 \%$ |
| 30,000 or over | 102 | $3 \%$ |
| All vehicles | 3,133 | $100 \%$ |

## Bicycle ownership (Figure 5.1, Table 5.2)

- Thirty-six percent of households in Northern Ireland own one or more bicycles. A total of $14 \%$ of households have one bicycle, $11 \%$ have two bicycles and a further $11 \%$ have 3 or more bicycles.

Figure 5.1: Household bicycle ownership: 2004-2006


Table 5.2: Household bicycle ownership: 2004-2006

| Number of bicycles | Number of households | Percentage of households |
| :---: | :---: | :---: |
| 0 | 1,786 | $64 \%$ |
| 1 | 383 | $14 \%$ |
| 2 | 319 | $11 \%$ |
| 4 | 152 | $5 \%$ |
| 5 | 99 | $4 \%$ |
| $7+$ | 43 | $2 \%$ |
| All households | 11 | $0 \%$ |
| 2 | 6 | $100 \%$ |

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

- When a member of each household was asked how often they could get a bus from their nearest stop every day, $26 \%$ did not know how often. Nine percent of households could get a bus at least every 15 minutes during the day, while another $20 \%$ could get a bus every half-hour and a further $23 \%$ every hour.
- Relatively few households were close to a train station. One member of each household was asked how long it would take them to walk to their nearest NIR station. Sixty-one percent said it would take them 44 or more minutes or that it was not feasible to walk. Overall, 28\% of households lived within 26 minutes walk of an NIR station, $12 \%$ within 13 minutes walk.
- Nearly seven in 10 households (69\%) lived within six minutes walk of a bus stop or place where they could get on a bus.

Table 5.3: Bus service frequency: 2004-2006

| Frequency of Service | Percentage of households |
| :--- | :---: |
| At least once every quarter-hour | $9 \%$ |
| At least once every half-hour | $20 \%$ |
| At least once an hour | $23 \%$ |
| About 3 times a day | $18 \%$ |
| At least once a day | $5 \%$ |
| Less than once a day | $1 \%$ |
| Don't know | $26 \%$ |
| All households | $100 \%$ |

Figure 5.2: Time taken to walk to nearest bus stop: 2004-2006


Time taken

Table 5.4: Rail service frequency: 2004-2006

| Frequency of Service (For those households within 44 minutes <br> walk from nearest station) | Percentage of households |
| :--- | :---: |
| Frequent service throughout day (at least once per hour) | $\mathbf{6 0 \%}$ |
| Frequent service during rush hour (at least once per hour) | $5 \%$ |
| Less frequent service | $\mathbf{8 \%}$ |
| Not applicable | $\mathbf{7 \%}$ |
| Don't know | $\mathbf{2 0 \%}$ |
| All households | $\mathbf{1 0 0 \%}$ |

Figure 5.3: Time taken to walk to nearest NIR station: 2004-2006


# 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 journeys in the course of work. A doctor's round for example would therefore consist of one journey to visit the first patient, one series of calls journey to all the other patients, and one journey from the last call back to the surgery or home.

## Journeys excluded

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

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

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

Generally travel off the public highway is excluded. An exception to this is cross-country walking, running, hiking or mountain climbing which is included 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'.

## Types of journey purpose

Commuting journeys include journeys to a usual place of work from home, or from work to home.

Business journeys are journeys in the course of work i.e. journeys made as part of a persons paid job to or from a place other then the usual place of work. Business journeys include a journey in the course of work back to the work base. This category includes all work journeys by people with no usual place of work (e.g. site workers) and those who work at or from home.

Education journeys include journeys to or from school or college, etc. by full time students, students on day-release and part time students following vocational courses.

An escort code is used when the traveller has no purpose of his or her own, other than to escort or accompany another person e.g. a mother taking a child to school. Escort commuting for example is escorting or accompanying someone from home to work or from work to home. Escort education journeys are presented separately for the purposes of this report

Shopping includes all journeys to shops or from shops to home, even if there was no intention to buy.

Personal business journeys include visits to services, e.g. hairdressers, laundrettes, drycleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment. This category also includes journeys for eating and drinking when the respondent is alone or at work.

The visit friends elsewhere code includes journeys where the main purpose was to eat or drink other than when the respondent is alone or at work. It also includes journeys to meet friends other than in a private home but where the main purpose is still to socialise with particular persons rather than visit a particular place.

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

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

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

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

Just walk journeys are walking journeys made just for pleasure.
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/Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Citybus/Metro covers all those regular bus services, which provide short distance travel within urban or suburban areas e.g. the Belfast City Zone. Citybus changed to Metro in February 2005.

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 a minibus. Private hire taxis are included in the taxi category.

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

| Area | Local Government District |
| :--- | :--- |
| Belfast | Belfast |
| East of Northern Ireland | Antrim, Ards, Ballymena, Banbridge, Carrickfergus, Castlereagh, <br> Craigavon, Down, Larne, Lisburn, Newtownabbey, North Down |
| West of Northern Ireland | Armagh, Ballymoney, Coleraine, Cookstown, Dungannon, <br> Fermanagh, Limavady, Derry, Magherafelt, Moyle, Newry \& Mourne, <br> Omagh, Strabane |


[^0]:    * See page 33/34 for types of journey purpose

