

Travel Survey for Northern Ireland In-depth Report 2013-2015



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About this publication

This is the second release of 2013-2015 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on trends in personal travel for Northern Ireland residents, how they travel, why they travel and some of the other factors affecting travel. It contains more detailed analysis on journeys taken by the Northern Ireland population over the time period 2013 to 2015 (including breakdowns by age, gender and area) and more trend comparisons with earlier years. For more detailed information about the TSNI, please see the User Information section on page 3.

Accessibility

If this document is not in a format that meets your needs, please contact us to discuss your requirements.

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Acknowledgements

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Thanks are also due to the interviewers for conducting the fieldwork.

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.

Multiple response questions - Respondents can give more than one response to these types of questions if they wish and therefore if individual percentages are summed they may add to more than 100%. These types of questions have been highlighted with the footnote "Percentages sum to more than 100% due to multiple responses".

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

Men and women

Men = Males aged 16 and over, except where otherwise stated.

Women = Females aged 16 and over, except where otherwise stated.

Symbols

The following symbols have been used where averages have been calculated:

.. = not available/insufficient number of cases in sample

- = negligible (less than 0.5 (including 0))

Insufficient number of cases in the sample (..) includes analysis based on less than 50 journeys.

Conversion factors for miles and kilometres

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Statistical significance

Only those differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

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

Travel included in the survey - Only travel within Northern Ireland (and inshore islands) is included.

For further information, there is a User Information section (Section 1) on page 3 and a Definitions section (Appendix A) on page 45.

Key Points

In 2013–2015:-

General travel statistics

- On average, Northern Ireland residents travelled 5,827 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2003-2005 (5,951 miles) (Table 1.2).
- Each person made an average of 901 journeys each year. This has decreased from the 2003-2005 average of 947 journeys per person per year (Table 1.2).

Trends in personal travel

- Looking at the 17 and over age group, a higher proportion of men (83%) held full car driving licences than women (72%) in 2013-2015. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 61% in 2003-2005 to 72% in 2013 -2015, whereas there has been no real change in the proportion of men holding a licence during this time period (Table 2.3).

How people travel

- Car travel made up just over four fifths (81%) of the total distance travelled in 2013-2015. Public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 8% of total distance travelled and walking 3% (Table 3.1).
- Car journeys accounted for 72% of all journeys made in 2013-2015, an increase from 69% in 2003-2005. They were, on average, just over 7 miles long (Table 3.2).
- Walks accounted for 18% of all journeys in 2013-2015, the same as 10 years ago (18% in 2003-2005). They averaged 0.9 miles in length in 2013-2015 (the shortest journeys compared to other modes of travel) (Table 3.2).
- In 2013-2015, 5% of all journeys made were by public transport (Table 3.2).
- During 2013-2015, the longest average journey lengths were on Northern Ireland Railways (21.5 miles), although only an average of 7 of these journeys were made per year (Table 3.2).
- Just over one seventh (15%) of all journeys were less than one mile long, and nearly two thirds (65%) of these short journeys were on foot. The car was the dominant mode of transport (78%) for all journeys one mile or over (Table 3.3).
- Each person spent, on average, 298 hours per year travelling within Northern Ireland – just over twelve days each year or approximately 49 minutes per day. Around 33 minutes per day were spent travelling by car and 8 minutes per day were spent walking. The results for 2003-2005 are comparable (Table 3.4).
- Those living in the Belfast area (Belfast Local Government District prior to April 2015) travelled an average of 3,713 miles per year, 36% lower than the Northern Ireland average (5,827 miles per person per year) (Table 3.5).

- Men and women made a similar number of journeys each year (898 for men, 929 for women). However, men travelled 24% further than women, averaging 6,922 miles a year, compared to 5,561 miles for women (Table 3.6).
- Children under 16 made 67% of their journeys as car passengers, with most of the rest on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (17%) (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, take part in sports activities, holiday base, day trip), 18% to and from the shops, 15% for commuting and 12% for personal business. Shopping has decreased from 20% of all journeys in 2003-2005 to 18% of all journeys in 2013-2015 (Table 4.1).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 21% for commuting, 13% for shopping and 11% for personal business in 2013-2015. Compared to 2003-2005, commuting has increased from 19% to 21% of total distance travelled and shopping has decreased from 15% to 13% of total distance travelled (Table 4.1).
- Men made the largest proportion of their journeys for commuting and business (28%). For women, 18% of journeys were for commuting and business (Table 4.2).
- The largest proportion of journeys made by women was for going to and from the shops. Almost one quarter (22%) of all journeys women made were for this purpose compared to nearly one fifth (19%) for men (Table 4.2).
- The largest proportion of journeys made by children under 16 was for education (31%) (Table 4.2).
- In 2013-2015, the majority of workers in Northern Ireland used a car or van to travel to work (82%), similar to 2003-2005 (81%) (Table 4.3a).
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 23% of respondents), followed by cost of petrol (6%) and the weather (6%). However, the majority of respondents (70%) who travelled to work by these modes stated they had no difficulty (Figure 4.4).

Other factors affecting travel

- Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem. As expected, this increases with age: 5% of 16-29 year olds had difficulty with travel compared to 36% of those aged 60 and over (Table 5.1).
- Thirteen percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 9% in 2003-2005. Nearly 3 in 10 households (29%) said they did not know how often they could get a bus from their nearest stop (Table 5.5).

Section 1: User Information

Background to the Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2013-2015 time period.

Why are data for three years combined?

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

However, in this report, for certain stable groups of the sample, limited information for shorter (one year) periods of time is shown.

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.

National Statistics

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

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

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

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

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

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

Current developments

Two reports have been published based on analysis of the 2013-2015 TSNi data. The first, the headline report, containing key figures was published in July 2016. A technical report is due to be published in October 2016 containing information on 2013-2015 survey response rates and confidence ranges. This report, the in-depth report, contains more detailed results including age, gender and area breakdowns. A supplement to this report containing urban-rural travel comparisons and another containing additional tables on walking, cycling and public transport are planned for early 2017. The next headline report, based on 2014-2016 results, is planned for July 2017. The 2014-2016 in-depth report, which will incorporate the urban-rural and additional tables reports, is planned for November 2017.

One of the key projects to develop the TSNi is the review of the current database structure. In its current format the TSNi has an extremely complex structure which makes it difficult to analyse. Detailed knowledge of what to include and exclude and how to interpret the output is required. Each time a new piece of analysis is run there is a time consuming checking process to ensure the data are correct. A number of alternatives are being considered and the chosen option will be implemented once it has been determined which provides the most clear-cut database structure and the most efficient way to run queries.

Once these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for early 2017). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

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

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

Sample design

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

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

2,978 households and 5,558 persons were interviewed for the TSNi over the time period 1 January 2013 to 31 December 2015.

Uses of the TSNI

The TSNI is the only source of information on how, over the region as a whole, people use different forms of transport to meet their travel needs as individuals or family groups. It provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the Programme for Government 2016-2021, New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy and Equality Monitoring. Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes the annual NI Transport Statistics publication (from 2013-14) and the annual NI Environmental Statistics report.

Data quality assessment

Very good – data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Code of Practice for Official Statistics (<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>).

Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results. This error will be reasonably small for the majority of Northern Ireland level results but care should be taken when looking at results based on smaller breakdowns.

Guidance on using the data

- Data at Northern Ireland level are robust. When figures are broken down into sub-regional level the sample size is reduced. Consequently, data analysis at sub-regional level is limited.

Sampling errors

- Data are from a sample survey i.e. not asked of the whole population of Northern Ireland. Therefore when looking at the figures, the confidence intervals/ranges associated with the figures should be noted.

What are Confidence intervals/ranges?

These will be available in the TSNI Technical Report 2013-2015 due for publication in October 2016:

<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

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

Data validation

As the database has continued to be validated as part of the data analysis process, a small number of discrepancies have been discovered and corrected figures appear in this current report. These have been flagged with a footnote to explain that figures have been revised from previous reports. The corrections are minor and therefore have not warranted a recirculation of previous reports. However, revised figures are available on request from ASRB should they be required (see front of the report for contact details).

Mode of travel/Main mode of travel

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

Average distance travelled

For average distance travelled by mode tables in this report, mode of travel is used. This means the actual mode of travel used during each stage of the journey is captured by the data analysis. For example, if a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to “walk” mode of travel and 10 miles to “NI Railways” mode of travel.

Number of journeys/Average journey length/Journey time

For the Number of journeys/Average journey length/Journey time by mode tables in this report, main mode of travel is used. This is because whole journeys are being tabulated not stages or parts of a journey. For the example above this means the main mode of travel, “NI Railways”, would be assigned to the journey. The walking element is not captured in the data analysis.

Please note that the majority of journeys are only one stage which means that both the mode and main mode of travel would be the same.

Metro and Ulsterbus journeys

In 2007-2009, a large and statistically significant increase was observed in both the average distance travelled on Metro services and the average number of journeys per person per year using the Metro service compared with previous years. Details of the checks carried out and some of the possible reasons for this are noted in the Travel Survey for Northern Ireland 2007-2009 reports.

This trend, of higher numbers of Metro journeys per person per year and higher average distance travelled compared to TSNi data prior to 2007-2009, continued into 2008-2010. It is also worth noting that over this period there was a trend of lower numbers of Ulsterbus journeys per person per year and lower average distance travelled on Ulsterbus services in the TSNi data. Results from recent surveys have continued to show a similar trend. However, whereas in 2007-2009 and 2008-2010 the TSNi data reflected Translink’s own Metro passenger journey and Ulsterbus passenger journey figures, from 2009-2011 this is no longer the case.

According to the findings of the TSNi since 2009-2011, there have been a similar or higher number of Metro journeys per person per year compared to Ulsterbus journeys. However, it is clear from Translink figures that there are consistently more Ulsterbus passenger journeys each year than Metro passenger journeys. For example:

- From Translink figures, in 2014/15 there were 26.3 million passenger journeys on Metro and 40.3 million passenger journeys on Ulsterbus. This gives a total of 66.6 million Metro and Ulsterbus passenger journeys.

- Using the 2014 mid year population estimate (1,840,498), this equates to approximately 14 Metro journeys per person per year and 22 Ulsterbus journeys per person per year.
- Using the total figure of 66.6 million passenger journeys and the 2014 mid year population estimate gives a total of around 36 Metro and Ulsterbus journeys per person per year.

From the TSNI 2013-2015:

- There were, on average, 17 Metro journeys per person per year and 15 Ulsterbus journeys per person per year.
- Looking at Metro and Ulsterbus journeys combined, there were an average of 31 Metro and Ulsterbus journeys per person per year.

As has been noted in previous reports, the survey estimate for all Metro and Ulsterbus journeys combined has always approximated Translink's own estimate and can therefore be considered robust. However when looking at the 2013-2015 TSNI Metro journey figures and Ulsterbus journey figures separately, the individual figures are not reflective of the Translink administrative data estimates. This would suggest that there is an element of respondent misclassification between bus types.

Therefore, from 2009-2011, we decided to only publish combined Metro and Ulsterbus figures. We will discuss possible ways of addressing the issue of respondent misclassification of bus types with Central Survey Unit to improve future TSNI estimates. We will only publish a breakdown of TSNI Metro and Ulsterbus figures once the data more closely mirror Translink's.

In the meantime, users who wish to approximate the number of Ulsterbus journeys per person per year and number of Metro journeys per person per year for 2013-2015 should note that around 61% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNI 2013-2015 combined Metro and Ulsterbus figure of 31 journeys per person per year, gives an estimate of 19 Ulsterbus journeys per person per year and 12 Metro journeys per person per year in 2013-2015.

Summary of basic statistics

Table 1.1 provides information taken from the 2003-2005, 2008-2010, 2012-2014 and 2013-2015 databases.

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

	Numbers						
	2013	2014	2015	2003-2005	2008-2010	2012-2014 ^r	2013-2015
Households	989	1,001	988	2,902	3,060	3,018	2,978
Individuals	1,876	1,815	1,867	6,723	6,343	5,635	5,558
Children (<16)	343	267	325	1,415	1,135	921	935
Adults (16+)	1,533	1,548	1,542	5,294	5,208	4,714	4,623
Motor vehicles ¹	1,248	1,262	1,248	3,243	3,826	3,819	3,758
Cars ²	1,209	1,222	1,219	3,137	3,651	3,707	3,650
4-wheeled cars	1,145	1,158	1,157	2,983	3,453	3,518	3,460
Journeys ³	30,254	28,753	29,082	109,452	100,270	90,637	88,089
Stages⁴	30,864	29,391	29,940	111,848	102,511	92,482	90,195

¹ Motor vehicles = cars (see below) + invalid cars + motorcycle/scooter with or without a sidecar + moped + other van/lorry + other vehicle types.

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.

^r Number of motor vehicles, cars and 4-wheeled cars in 2012-2014 have been revised following some minor corrections to the 2012-2014 vehicle database.

Table 1.2: Basic travel statistics

	Numbers/Percentage						
	2013	2014	2015	2003-2005 ¹	2008-2010 ¹	2012-2014 ¹	2013-2015 ¹
No. of journeys per person per year	921	888	894	947	905	908	901
No. of journeys (1 mile+)	784	764	749	770	761	781	766
Miles travelled	6,000	5,863	5,620	5,951	5,976	5,958	5,827
Miles travelled by car	4,905	4,781	4,554	4,871	4,859	4,855	4,747
Hours travelled	299	297	299	304	301	299	298
Vehicles per household	1.26	1.26	1.26	1.12	1.25	1.27	1.26
Cars² per household^r	1.22	1.22	1.23	1.08	1.19	1.23	1.23
Cars² per adult (17+)	0.80	0.80	0.80	0.60	0.71	0.80	0.80
% men (17+) full car driving licence	82%	82%	83%	81%	81%	83%	83%
% women (17+) full car driving licence	72%	72%	73%	61%	67%	72%	72%
Participating individuals per household	1.9	1.8	1.9	2.3	2.1	1.9	1.9
% of households with bus service at least every 15 mins^r	11% (28% don't know)	14% (29% don't know)	14% (29% don't know)	9% (27% don't know)	15% (26% don't know)	13% (28% don't know)	13% (29% don't know)
Northern Ireland Population for survey period (mid year estimate)^{3,r}	1,829,725	1,840,498	1,851,621	1,715,566	1,792,439	1,831,286	1,840,615

¹ Three year rolling averages calculated from raw data.

² Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

³ Mid Year Estimates of population have been revised (back to 2001) to take account of the 2011 Census results. The table contains these revised figures.

^r See table footnotes on previous page for details on the revision to cars per household in 2013. See footnote 3 for details on the revisions to population data.

Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the selected time periods (2003-2005, 2008-2010, 2012-2014 and 2013-2015).

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

- Looking at the individual years over the three year reporting period 2013 to 2015, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 5,827 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2003-2005 (5,951 miles).
- Each person made an average of 901 journeys each year (less than 3 journeys per day). This has decreased from the 2003-2005 average of 947 journeys per person per year.
- The average journey length has increased slightly from 6.3 miles in 2003-2005 to 6.5 miles in 2013-2015.
- The average time each person spent travelling over the three years was 298 hours per year, or approximately 49 minutes per day. This is around the same as the average time spent travelling per person per year in 2003-2005 (304 hours).
- Comparing results from 2008-2010 to 2013-2015, there has been no significant modal shift (change from one mode of travel to another).

Table 2.1: Distance, journeys & hours travelled per person per year: 2013 to 2015; 2003-2005, 2008-2010, 2012-2014 and 2013-2015

	Average distance travelled per person per year(miles)		Average number of journeys per person per year		Average journey length (miles)	Average time spent travelling per person per year (hours)
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
2013	6,000	5,942	921	784	6.5	299
2014	5,863	5,809	888	764	6.6	297
2015	5,620	5,557	894	749	6.3	299
2003-2005	5,951	5,879	947	770	6.3	304
2008-2010	5,976	5,912	905	761	6.6	301
2012-2014	5,958	5,903	908	781	6.6	299
2013-2015	5,827	5,769	901	766	6.5	298

Figure 2.1: Average distance travelled per person per year by mode: 2008-2010 to 2013-2015

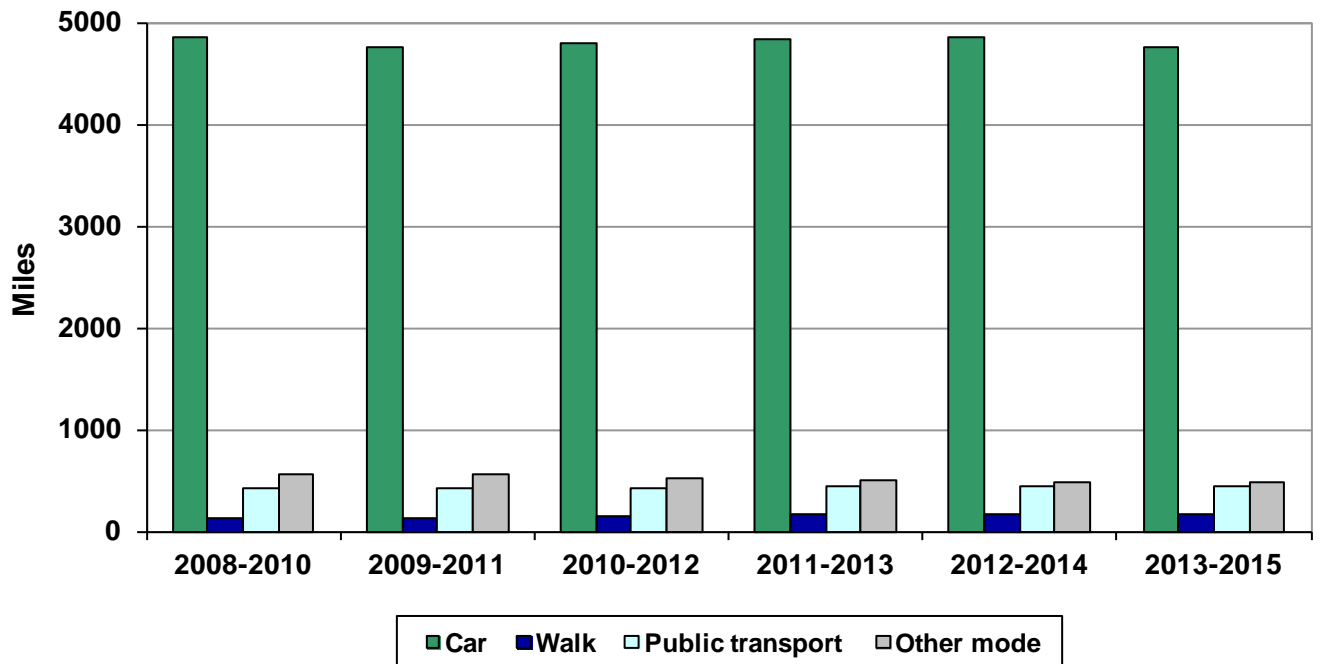


Figure 2.2: Average number of journeys per person per year by main mode: 2008-2010 to 2013-2015

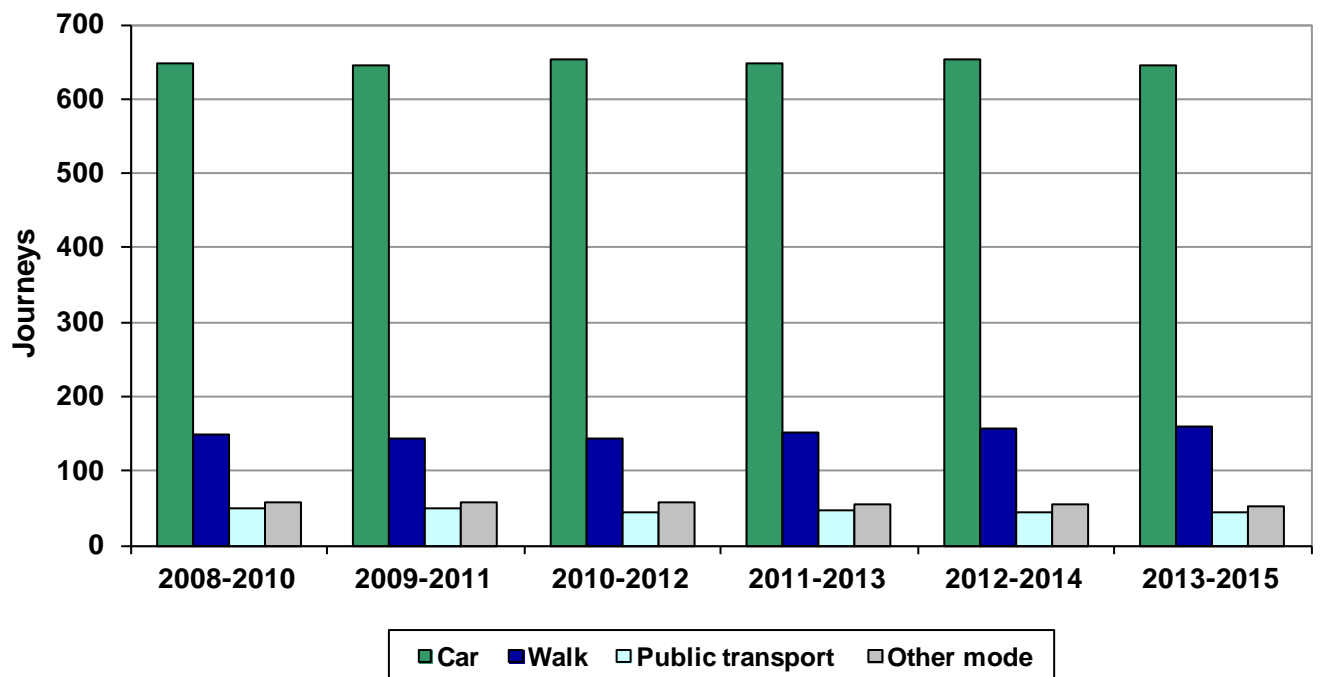
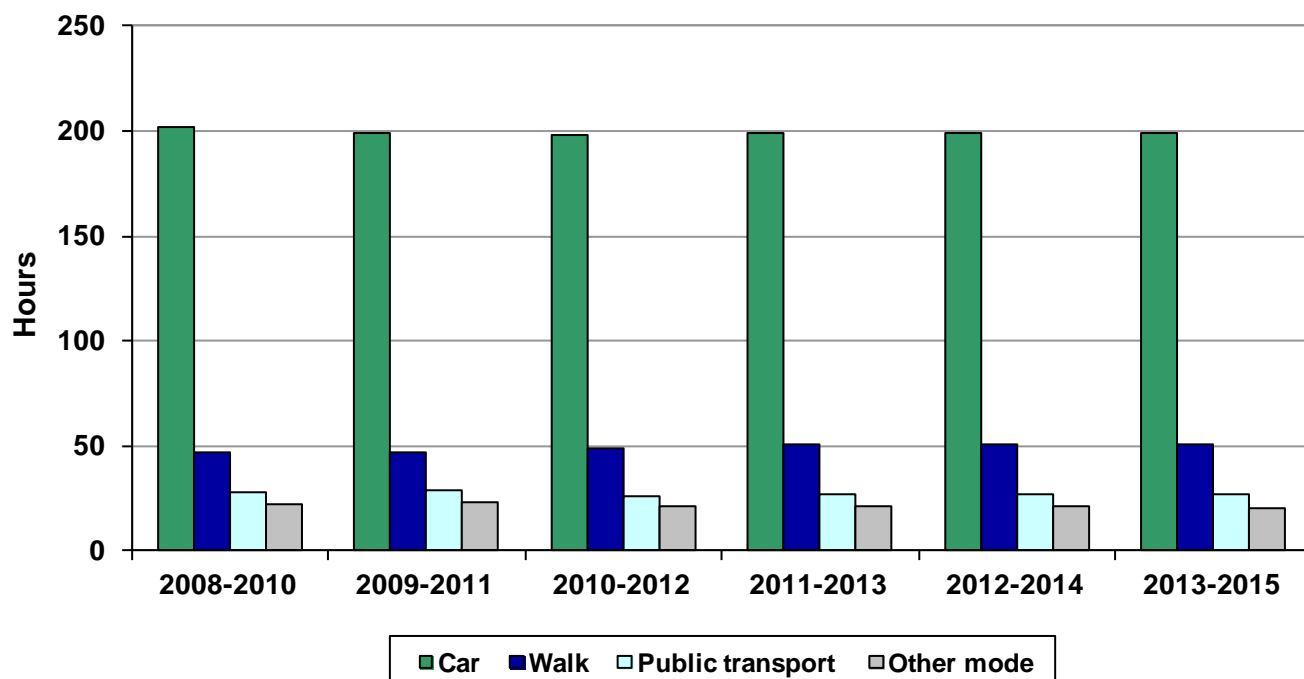


Figure 2.3: Average time spent travelling per person per year by main mode: 2008-2010 to 2013-2015



Trends in car ownership (Table 2.2)

- A higher proportion of households have access to a car in 2013-2015 (80%) compared to 2003-2005 (74%).
- In 2013-2015, 63% of households in Belfast had access to at least one car, lower than households in the East (83%) and in the West (81%) of Northern Ireland*.
- Over one third (35%) of households in Northern Ireland had access to two or more cars. Looking at different regions across Northern Ireland, fewer households in Belfast had access to two or more cars (18%), compared to households in the East (38%) and the West (37%) of Northern Ireland*.

* See definitions of Belfast, East of Northern Ireland and West of Northern Ireland areas on page 48. Please note that this area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

Table 2.2: Household car ownership by area of residence*: 2013 to 2015; 2003-2005, 2008-2010, 2012-2014 and 2013-2015

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
Belfast	(2013^f)	..	..	..	..	..	..	..
East		17%	46%	31%	6%	100%	1.28	0.86
West		16%	47%	32%	5%	100%	1.27	0.78
All areas		20%	45%	30%	5%	100%	1.22	0.80
Belfast	(2014^f)	..	..	..	..	..	..	..
East		17%	44%	33%	6%	100%	1.29	0.87
West		21%	39%	32%	7%	100%	1.27	0.80
All areas		21%	43%	30%	6%	100%	1.22	0.80
Belfast	(2015)	..	..	..	..	..	..	..
East		17%	43%	30%	9%	100%	1.33	0.83
West		18%	46%	28%	7%	100%	1.28	0.83
All areas		21%	45%	27%	7%	100%	1.23	0.80
Belfast	(2003-2005)	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
Belfast	(2008-2010)	43%	38%	16%	2%	100%	0.78	0.49
East		19%	42%	31%	7%	100%	1.28	0.77
West		21%	43%	28%	8%	100%	1.25	0.72
All areas		24%	42%	28%	6%	100%	1.19	0.71
Belfast	(2012-2014)	36%	43%	18%	2%	100%	0.87	0.64
East		17%	44%	32%	7%	100%	1.30	0.86
West		18%	45%	31%	6%	100%	1.26	0.77
All areas		20%	44%	30%	6%	100%	1.23	0.80
Belfast	(2013-2015)	37%	44%	17%	2%	100%	0.83	0.61
East		17%	45%	31%	7%	100%	1.30	0.85
West		19%	44%	31%	6%	100%	1.27	0.80
All areas		20%	44%	29%	6%	100%	1.23	0.80

* See definitions of Belfast, East of Northern Ireland and West of Northern Ireland areas on page 48. Please note that this area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

^f There have been some minor revisions to 2013 and 2014 data following a small number of corrections to the 2012-2014 vehicle database.

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

- Comparing 2003-2005 to 2013-2015, there has been an increase in the proportion of adults (aged 17 and over) holding a full car driving licence from 70% to 77%.
- Looking at the 17 and over age group, a higher proportion of men (83%) held full car driving licences than women (72%) in 2013-2015. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 61% in 2003-2005 to 72% in 2013 -2015, whereas there has been no real change in the proportion of men holding a licence during this time period.
- The gender gap in licence holding is most noticeable in the older age groups. Looking at the 70+ age group, there is a difference of 21 percentage points between men (75%) and women (54%).
- The lowest proportion of driving licence holders (40%) is in the 17-20 age group. This increases to 70% in the 21-29 age group and rises again to 87% in the 30-39 age group. Driving licence holding tends to decrease in the older age groups, particularly those aged 70 and over (63%).

Figure 2.4: Driving licence holders by age and sex: 2013-2015

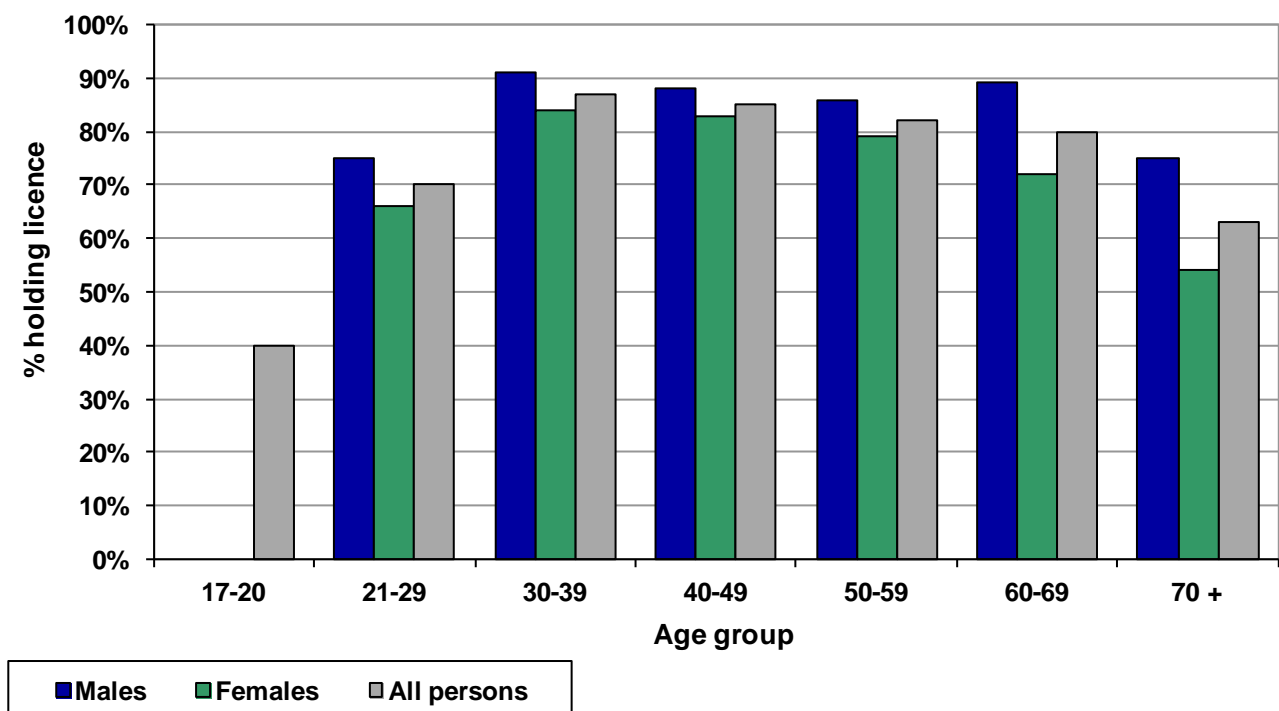


Table 2.3: Driving licence holders by age and sex: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Percentage

	2003-2005			2008-2010			2012-2014			2013-2015		
Age group	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	31%	27%	29%	39%	38%	38%	..	..	39%	..	..	40%
21-29	74%	63%	68%	72%	63%	67%	76%	70%	73%	75%	66%	70%
30-39	89%	79%	84%	87%	81%	83%	90%	83%	86%	91%	84%	87%
40-49	89%	75%	82%	87%	79%	83%	89%	85%	87%	88%	83%	85%
50-59	88%	69%	78%	87%	76%	81%	87%	79%	83%	86%	79%	82%
60-69	90%	56%	72%	85%	66%	75%	89%	68%	78%	89%	72%	80%
70 +	69%	26%	45%	81%	41%	57%	77%	50%	62%	75%	54%	63%
All adults aged 17+	81%	61%	70%	81%	67%	73%	83%	72%	77%	83%	72%	77%

Figures include only respondents who gave a valid answer to the question "Do you hold any driving licences valid in the UK?"

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 2003-2005, 2008-2010, 2012-2014 & 2013-2015.

Distance travelled (Table 3.1)

- During 2013-2015, just over four fifths (81%) of the total distance travelled in Northern Ireland was by car. There has been no real change over the last 10 years.
- Walking accounted for 3% of total distance travelled. Average distance walked has increased over the last 10 years from 139 miles in 2003-2005 to 162 miles in 2013-2015.
- 8% of the total distance travelled was on public transport (Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), the majority on Citybus/Metro and Ulsterbus. In total, 447 miles were travelled per person per year on public transport in 2013-2015, similar to 2003-2005 (431 miles).

Table 3.1: Average distance travelled per person per year by travel mode*: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Miles

Travel mode *	Miles per person per year			
	2003-2005	2008-2010	2012-2014	2013-2015
Walk	139	136	164	162
Bicycle	20	19	28	27
Car Driver	3,162	3,234	3,393	3,282
Car Passenger	1,698	1,625	1,460	1,463
Car Undefined	10	..	..	..
Motorcycle	31	14	11	14
Other private	389	460	399	380
Citybus/Metro and Ulsterbus**	293	295	274	251
Other bus	76	55	64	67
NI Railways	56	71	111	128
Black taxi	6	3	..	..
Taxi	68	62	50	50
Other public	..	..	..	..
Undefined mode	..	..	..	..
All modes	5,951	5,976	5,958	5,827

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges).

* See page 47/48 for definition of travel modes

** Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Number and length of journeys (Table 3.2)

- Car journeys accounted for 72% of all journeys made in 2013-2015, an increase from 69% in 2003-2005. They were, on average, just over 7 miles long.
- Walks accounted for 18% of all journeys in 2013-2015, the same as 10 years ago (18% in 2003-2005). They averaged 0.9 miles in length in 2013-2015 (the shortest journeys compared to other modes of travel).
- During 2013-2015, the longest average journey lengths were on Northern Ireland Railways (21.5 miles), although only an average of 7 of these journeys were made per year.
- Fewer journeys are being made per person per year (947 in 2003-2005 compared to 901 in 2013-2015) but the journeys are, on average, of slightly greater length (6.3 miles in 2003-2005 compared to 6.5 miles in 2013-2015).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2003-2005	2008-2010	2012-2014	2013-2015	2003-2005	2008-2010	2012-2014	2013-2015
Walk	172	150	156	160	0.7	0.8	1.0	0.9
Bicycle	5	6	6	5	3.8	3.3	5.0	5.1
Car Driver	417	434	453	445	7.6	7.4	7.5	7.4
Car Passenger	237	213	200	200	7.1	7.6	7.3	7.3
Car Undefined	1	-	-	-	8.9	..	..	..
Motorcycle	3	2	1	1	8.9	8.8	13.1	15.4
Other private	36	34	35	32	11.0	13.4	11.4	11.9
Citybus/Metro and Ulsterbus**	42	39	33	31	7.3	7.9	8.5	8.3
Other bus	8	5	6	7	9.8	11.8	11.3	9.9
NI Railways	3	4	6	7	23.7	20.1	21.5	21.5
Black taxi	2	1	-	-	3.1	3.0	..	..
Taxi	19	17	13	13	3.5	3.5	3.9	3.7
Other public	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	..	..	..	..
All modes	947	905	908	901	6.3	6.6	6.6	6.5

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 47/48 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Average journey distance (Table 3.3)

- Just over one seventh (15%) of all journeys were less than one mile long, and nearly two thirds (65%) of these short journeys were on foot.
- The car was the dominant mode of transport (78%) for all journeys one mile or over.
- Just over four fifths (81%) of all journeys were less than 10 miles long in 2013-2015.

Table 3.3: Journeys per person per year by distance and main mode*: 2013-2015

Journeys

Mode of travel*	Journey Distance							All journeys
	< 1 mile	1 to <2 miles	2 to <5 miles	5 to <10 miles	10 to <25 miles	25 to <50 miles	50 miles & over	
Walk	87	51	20	1	-	-	-	160
Bicycle	-	1	2	1	1	-	-	5
Car driver	30	73	147	94	74	22	6	445
Car passenger	15	34	66	42	30	9	4	200
Car undefined	-	-	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-	-	1
Other private	1	4	7	7	9	3	1	32
Metro and Ulsterbus**	1	2	11	8	8	1	-	31
Other bus	-	1	2	2	1	1	-	7
NI Railways	-	-	-	1	3	1	1	7
Black taxi	-	-	-	-	-	-	-	-
Taxi	1	3	6	2	1	-	-	13
Other public	-	-	-	-	-	-	-	-
Undefined mode	-	-	-	-	-	-	-	-
All modes	135	170	261	159	126	37	12	901

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 47/48 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Time spent travelling (Table 3.4)

- The average person spent 298 hours per year travelling within Northern Ireland during the three year reporting period - approximately 49 minutes per day, or just over twelve days per year. This is comparable with 2003-2005 results.
- The average time taken per journey in 2013-2015 was 20 minutes, slightly longer than in 2003-2005 (19 minutes).
- Approximately 33 minutes per day were spent travelling by car (averaging just over eight days per year). An average of 8 minutes per day was spent walking (approximately 2 days each year).

Table 3.4: Journey time by main mode*: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2003-2005	2008-2010	2012-2014	2013-2015	2003-2005	2008-2010	2012-2014	2013-2015
Walk	51	47	51	51	18	19	20	19
Bicycle	2	2	3	3	24	24	31	30
Car Driver	130	135	139	137	19	19	18	19
Car Passenger	71	67	60	61	18	19	18	18
Car Undefined	1	..	..	..	..	..	..	..
Motorcycle	1	1	-	1	19	21	..	34
Other private	14	15	15	14	24	27	25	26
Citybus/Metro and Ulsterbus**	22	22	18	17	31	33	32	33
Other bus	4	3	4	4	31	34	37	36
NI Railways	3	3	5	6	57	55	52	54
Black taxi	1	-	..	..	26	..	..	..
Taxi	5	4	3	3	15	15	16	15
Other public	-	..	..	..	..	..	..	..
Undefined mode	-	..	..	..	..	..	..	..
All modes	304	301	299	298	19	20	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 47/48 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Distance travelled by area*: 2013-2015 (Table 3.5)

- The distance travelled by those in the Belfast area (3,713 miles per person per year) was 36% lower than the Northern Ireland average (5,827 miles per person per year).
- Eleven percent of the distance travelled by Belfast respondents was on public transport (for definition see page 48), higher than respondents from the East (8%) and West (7%) of Northern Ireland.
- On average, Belfast residents travelled further on foot (6%) compared to Eastern (2%) and Western residents (3%).
- Those living in the Belfast area travelled an average of 3,713 miles per year, around 40% less than the 6,023 miles and 6,186 miles for those living in the East of Northern Ireland and the West of Northern Ireland respectively.

* See definitions of Belfast, East of Northern Ireland and West of Northern Ireland areas on page 48. Please note that this area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

Table 3.5: Average distance travelled per person per year by mode & area*: 2013-2015

Miles

Mode of travel*	Belfast	East	West	All Areas
Walk	221	140	169	162
Bicycle	39	26	25	27
Car driver	2,013	3,481	3,415	3,282
Car passenger	846	1,486	1,602	1,463
Car undefined	..	..	..	..
Motorcycle	..	18	..	14
Other private	61	367	477	380
Metro and Ulsterbus**	295	220	272	251
Other bus	37	47	95	67
NI Railways	82	193	74	128
Black taxi	..	..	..	..
Taxi	59	43	54	50
Other public	..	..	..	..
Undefined mode	..	..	..	..
All modes	3,713	6,023	6,186	5,827

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See definitions of travel modes and Belfast, East and West of Northern Ireland on page 47/48
Please note that this area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year (898 for men, 929 for women). However, men travelled 24% further than women, averaging 6,922 miles a year, compared to 5,561 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 40% more than women on average.
- Children under 16 made 9% fewer journeys than adults. Sixty-seven percent of these journeys were as car passengers while most of the rest were on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (17%).
- The car was the most commonly used main mode of transport for both men (69%) and women (75%).
- Twenty-three percent of journeys by women aged 16-29 were on foot, declining to 16% for those aged 30-59. A similar pattern was noted for men.
- Overall, adults made fewer of their journeys by public transport (4%) compared to children who made 9% of their journeys by public transport (for definition of public transport see page 48).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2013-2015

Percentage / Journeys / Miles

Travel modes*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Walk	21%	24%	15%	19%	17%	23%	16%	15%	17%	17%	18%
Bicycle	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Car driver	0%	40%	65%	63%	60%	40%	65%	47%	57%	58%	49%
Car passenger	67%	19%	6%	8%	9%	23%	13%	29%	18%	14%	22%
Car undefined	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other private	1%	5%	9%	5%	7%	1%	2%	2%	2%	4%	4%
Metro and Ulsterbus**	6%	6%	2%	3%	3%	7%	2%	4%	3%	3%	3%
Other bus	3%	1%	0%	0%	1%	1%	0%	1%	0%	0%	1%
NI Railways	0%	1%	1%	1%	1%	2%	0%	1%	1%	1%	1%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	2%	1%	1%	1%	3%	2%	2%	2%	2%	1%
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	831	810	948	863	898	894	1,067	720	929	915	901
Distance travelled (miles)	4,094	5,965	8,109	5,457	6,922	5,820	6,483	3,907	5,561	6,178	5,827

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 47/48 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Section 4: Why people travel

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

- In 2013-2015, 23% of all journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 18% for shopping and 15% for going to and from work. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 12% of all journeys. Over the last 10 years, shopping has decreased from 20% of all journeys in 2003-2005 to 18% of all journeys in 2013-2015.
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 21% for commuting, 13% for shopping and 11% for personal business in 2013-2015. Compared to 2003-2005, commuting has increased from 19% to 21% of total distance travelled and shopping has decreased from 15% to 13% of total distance travelled.
- In both 2003-2005 and 2013-2015, the longest journeys were those made to go on holiday within Northern Ireland and the shortest were for “other” purposes which included walking for pleasure.
- Business journeys were over twice as long (14.5 miles) as the average journey (6.5 miles).
- Escort journeys (where the traveller has no other purpose than to escort or accompany another person e.g. a mother taking a child to school) made up 16% of all journeys, an increase from 10 years ago (12% in 2003-2005).

Table 4.1: Travel per person per year by journey purpose*: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2003-2005	2008-2010	2012-2014	2013-2015	2003-2005	2008-2010	2012-2014	2013-2015	2003-2005	2008-2010	2012-2014	2013-2015
Commuting	138	144	140	137	1,143	1,236	1,291	1,215	8.3	8.6	9.2	8.9
Business	42	32	34	34	581	504	493	488	13.9	15.6	14.6	14.5
Education	74	59	57	57	319	253	263	256	4.3	4.3	4.6	4.5
Escort Education	51	52	66	69	131	129	156	165	2.6	2.5	2.3 ^r	2.4
Shopping	194	182	163	160	908	826	772	755	4.7	4.5	4.7	4.7
Other escort	67	85	77	78	332	510	434	446	5.0	6.0	5.6	5.7
Personal Business	124	117	117	111	605	634	658	625	4.9	5.4	5.6	5.6
Visit friends at private home	107	99	92	95	755	764	701	710	7.0	7.8	7.6	7.5
Visit friends elsewhere	33	39	37	36	216	315	308	283	6.5	8.1	8.2	7.7
Entertainment/public social activities	33	22	25	24	242	168	187	171	7.4	7.5	7.5	7.0
Sport participate	22	20	28	29	145	141	149	140	6.6	6.9	5.3	4.9
Holiday base	5	5	6	6	181	197	211	224	33.0	36.0	33.7	38.0
Day trip	18	18	19	21	270	256	262	283	14.6	14.5	13.7	13.5
Other including just walk	30	30	45	45	41	44	69	62	1.4	1.5	1.5	1.4
Undefined purpose	8	-	-	-	82	..	..	..	10.2	..	..	..
All purposes	947	905	908	901	5,951	5,976	5,958	5,827	6.3	6.6	6.6	6.5
Journeys per worker per year:												
Commuting	303	313	308	300	2,555	2,698	2,875	2,702	8.4	8.6	9.3	9.0
Business	95	74	78	77	1,331	1,152	1,133	1,125	14.0	15.6	14.6	14.6

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 46/47 for types of journey purpose

^r Escort Education journey length was revised following minor corrections to 2012-2014 journey data after the publication of the TSNi In-depth Report 2012-2014

Figure 4.1: Average journey length by purpose*: 2013-2015

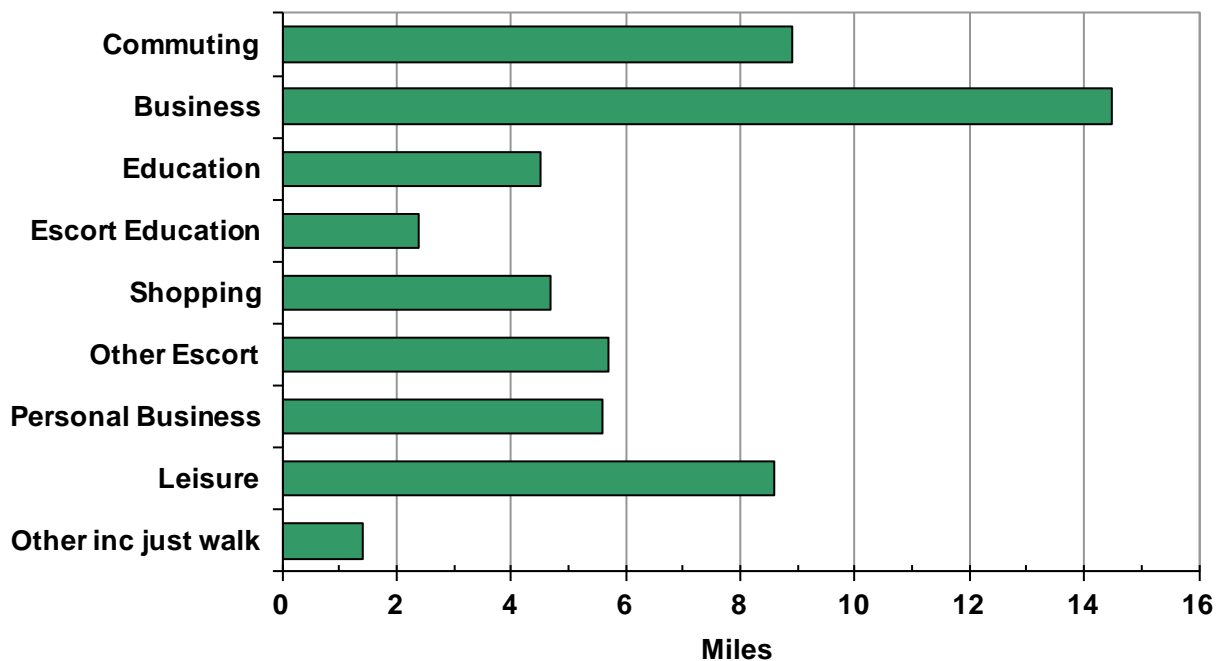
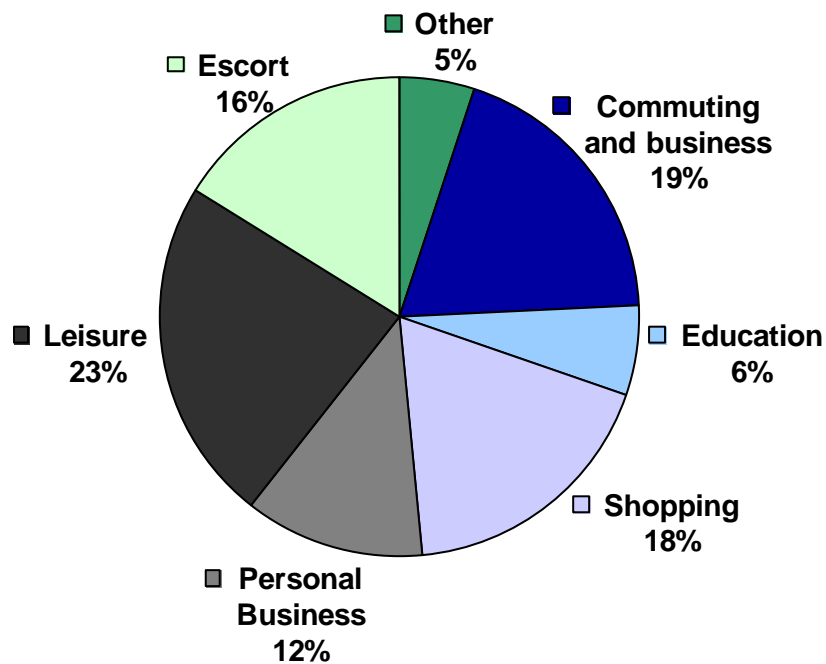
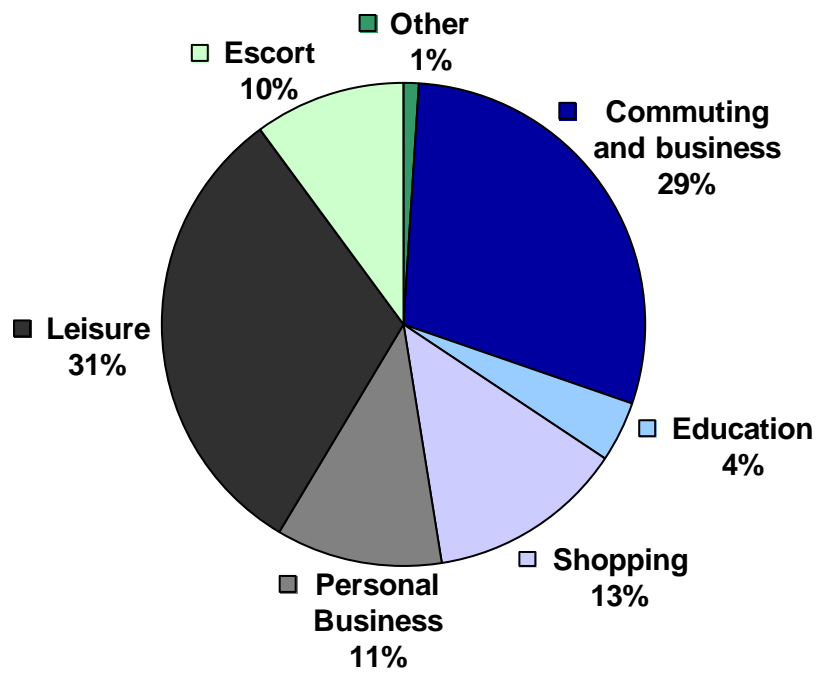


Figure 4.2: Number of journeys per person per year 2013-2015: proportion in each journey purpose group*



* See page 46/47 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2013-2015: proportion in each journey purpose group*



* See page 46/47 for types of journey purpose

Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (898 for men, 929 for women), they made them for different reasons.
- Men made the largest proportion of their journeys for commuting and business (28%). For women, 18% of journeys were for commuting and business.
- The largest proportion of journeys made by women was for going to and from the shops. Almost one quarter (22%) of all journeys women made were for this purpose compared to nearly one fifth (19%) for men.
- The largest proportion of journeys made by children under 16 was for education (31%).
- Men and women made a similar proportion of personal business journeys (both 13%). 'Personal business' includes journeys to the bank, post office, library, church, playgroup, doctor or optician.
- Shopping and personal business journeys became more frequent with age for both men and women. For example, for women aged 60 and over, 55% of journeys were for shopping or personal business compared to 23% for women aged 16-29.
- Women aged under 60 were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men in the same age group.
- Women made more journeys (18%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (10%).

Table 4.2 Journeys per person per year by age, sex and purpose*: 2013-2015

Percentage/Number/Miles

Journey purpose*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Commuting	0%	27%	27%	7%	21%	22%	19%	5%	16%	18%	15%
Business	0%	3%	10%	3%	7%	2%	3%	1%	2%	4%	4%
Education	31%	12%	0%	0%	2%	9%	0%	0%	2%	2%	6%
Escort education	10%	2%	5%	2%	4%	9%	14%	2%	10%	7%	8%
Shopping	4%	11%	15%	29%	19%	16%	19%	32%	22%	20%	18%
Other escort	17%	4%	8%	6%	7%	5%	10%	4%	8%	7%	9%
Personal business	8%	7%	10%	20%	13%	7%	11%	23%	13%	13%	12%
Visit friends at private home	12%	12%	8%	11%	9%	13%	9%	14%	11%	10%	11%
Visit friends elsewhere	4%	5%	4%	5%	4%	5%	3%	5%	4%	4%	4%
Entertainment/public social activities	5%	3%	2%	2%	2%	3%	2%	3%	2%	2%	3%
Sport participate	4%	7%	4%	3%	4%	3%	2%	2%	2%	3%	3%
Holiday base	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Day trip	2%	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%
Other including just walk	3%	5%	5%	8%	6%	4%	5%	6%	5%	5%	5%
Undefined purpose	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of journeys	831	810	948	863	898	894	1,067	720	929	915	901
Distance travelled (miles)	4,094	5,965	8,109	5,457	6,922	5,820	6,483	3,907	5,561	6,178	5,827

(See Table 6.5 in the Travel Survey for Northern Ireland Technical Report 2013-2015, available October 2016, for Confidence Ranges)

* See page 46/47 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. The majority of workers (82%) usually travelled to work by car or van, while 9% usually walked to work. These results are around the same as 10 years ago.
- The percentage of workers using a car/van for travelling to work is lower among Belfast residents (65%) than residents in the East (84%) and in the West (86%) of Northern Ireland.
- Workers living in Belfast are more likely to travel to work by bus (14%) than those living in the East (3%) and in the West (2%) of Northern Ireland.
- A greater proportion of workers who live in Belfast walk to work (15%) compared to those living in the East of Northern Ireland (7%) and in the West of Northern Ireland (9%).

Table 4.3a: Method of travel to work: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2003-2005	2008-2010	2012-2014	2013-2015
Car/van	81%	82%	84%	82%
Motorbike/moped/scooter	1%	1%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	4%	4%	4%
NIR train	1%	1%	1%	2%
Walk	10%	9%	8%	9%
Taxi/minicab*	..	..	1%	1%
Other*	2%	2%	1%	1%
All methods of travel	100%	100%	100%	100%

* The "Taxi/minicab" category was first added in the 2012 survey. Prior to this, travel to work by taxi was included in the "Other" category.

Table 4.3b: Method of travel to work by Area*: 2013-2015

Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van	65%	84%	86%
Motorbike/moped/scooter	1%	0%	0%
Bicycle	3%	1%	0%
Bus	14%	3%	2%
NIR train	1%	3%	1%
Walk	15%	7%	9%
Taxi/minicab**	1%	1%	1%
Other**	1%	1%	1%
All methods of travel	100%	100%	100%

* See definitions of Belfast, East of Northern Ireland and West of Northern Ireland areas on page 48. Please note that this area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

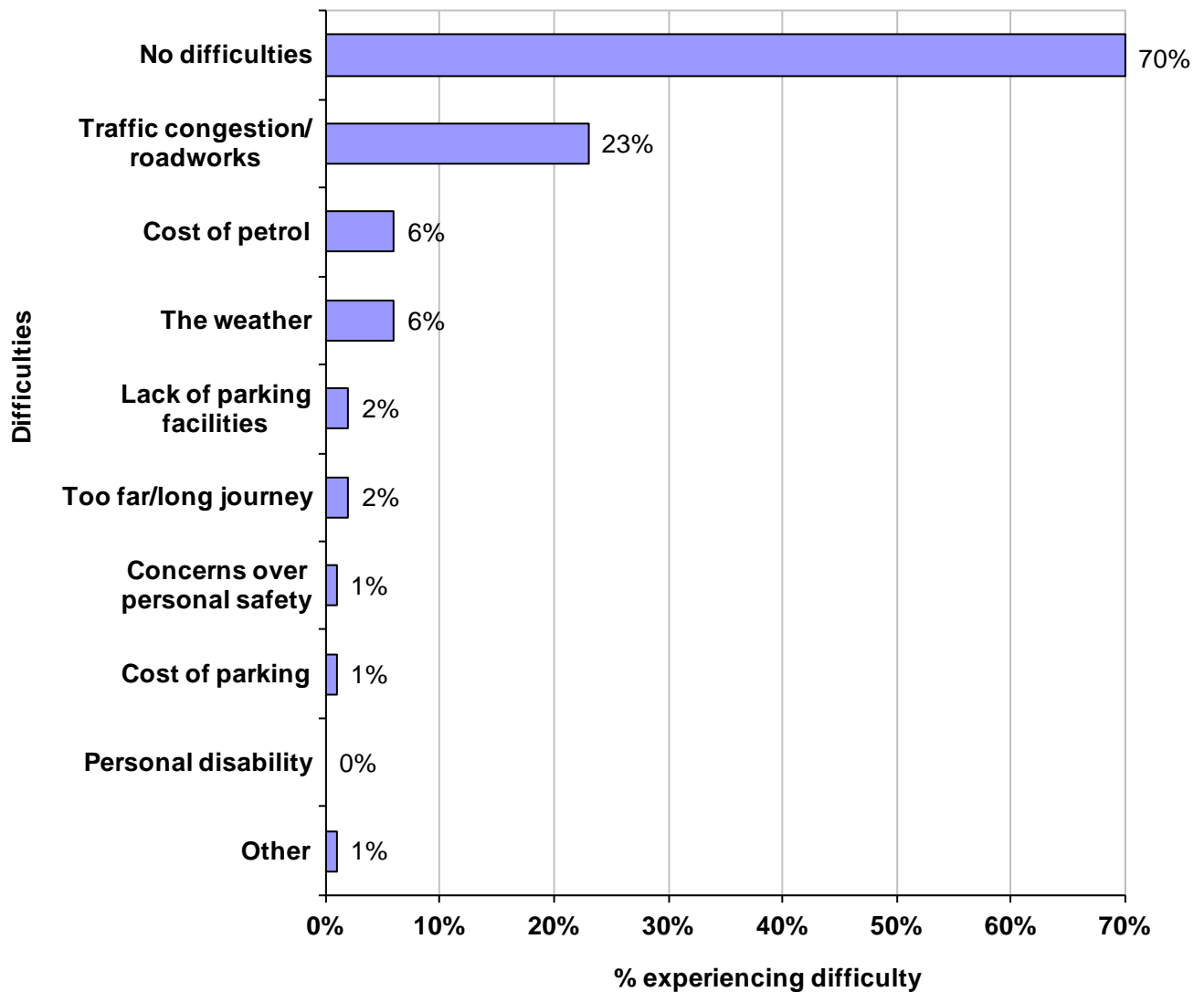
** The "Taxi/minicab" category was first added in the 2012 survey. Prior to this, travel to work by taxi was included in the "Other" category.

Difficulties travelling to work - car, van or motorcycle users (Figure 4.4 & Figure 4.5)

Difficulties if using car, van or motorcycle to travel to work

- Respondents who usually used a car, van or motorcycle to travel to work were asked if they had any difficulties. The majority (70%) stated that they had no difficulties.
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 23% of respondents), followed by cost of petrol (6%) and the weather (6%).

Figure 4.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2013-2015

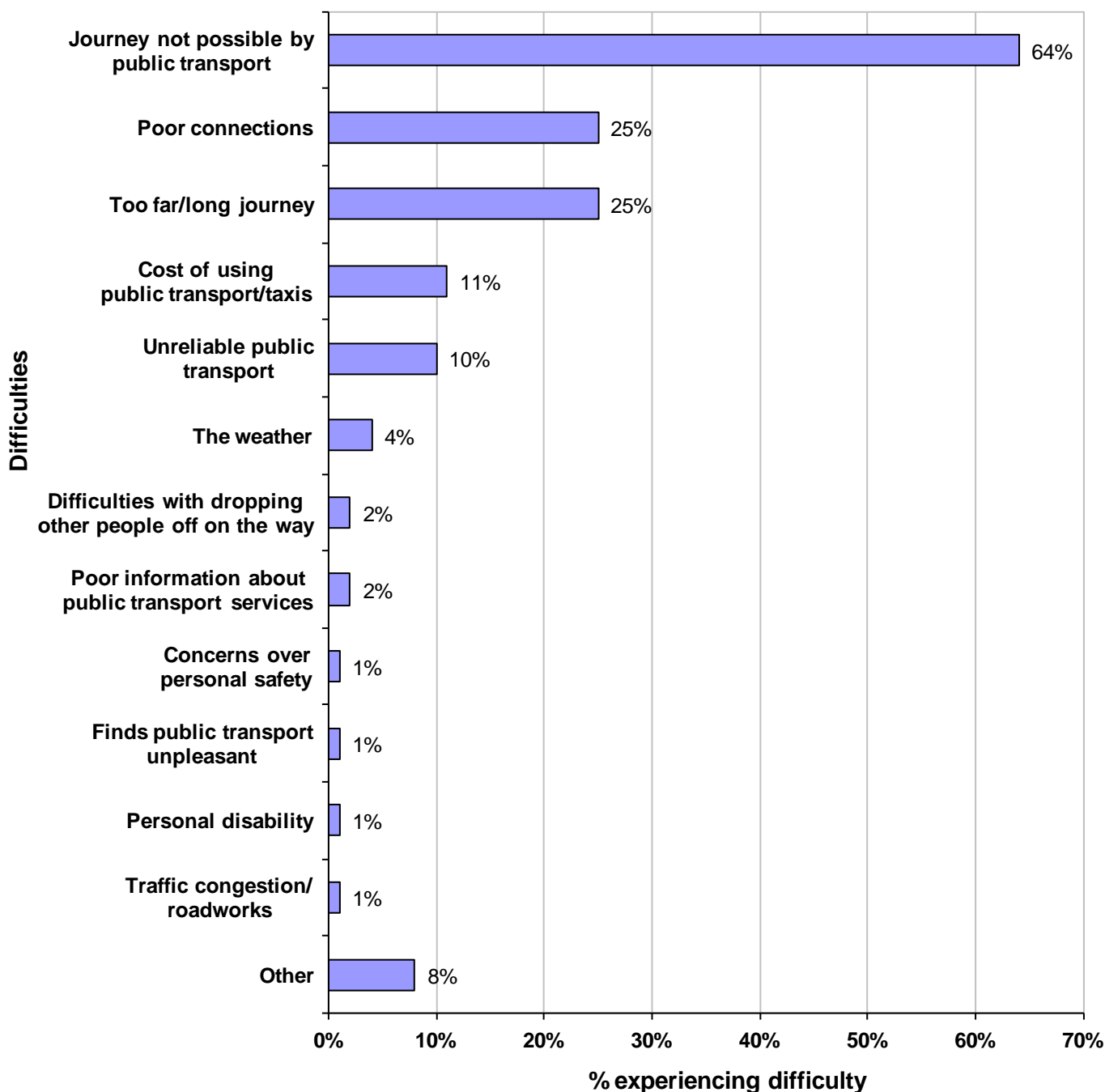


Percentages sum to more than 100% due to multiple responses.

Difficulties if not using car, van or motorcycle to travel to work

- When asked how easy or difficult it would be to make the journey to work in some other way, 56% said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequently stated difficulty was that the journey was not possible by public transport (64%), followed by poor connections (25%) and too far/long journey (25%).

Figure 4.5: Difficulties travelling to or from work if not using car, van or motorcycle: 2013-2015

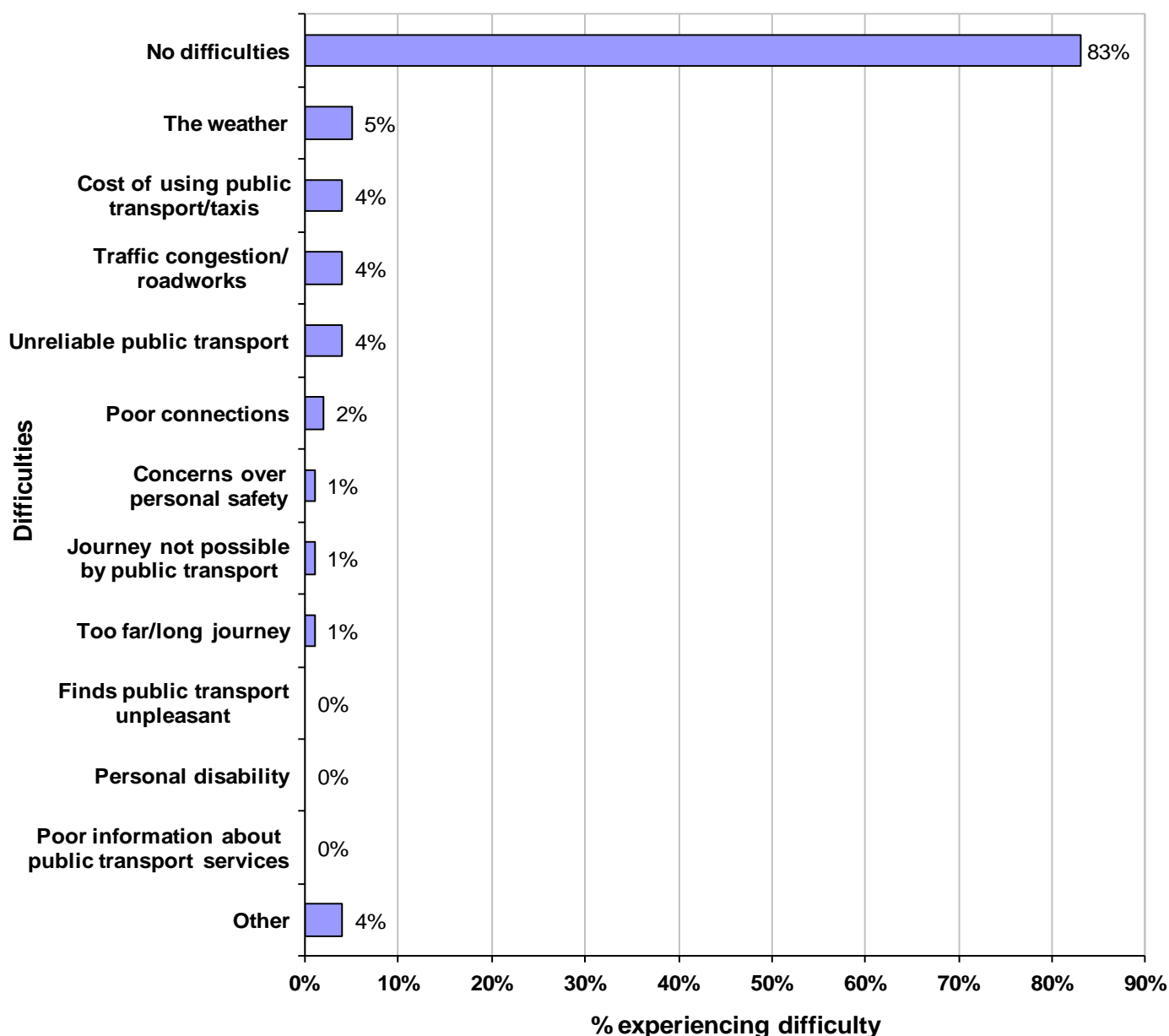


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to work – users of other forms of transport (Figure 4.6)

- Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle, taxi or another form of transport. The majority (83%) reported that they had no difficulties.
- A higher proportion of users of other forms of transport (83%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (70%). However, it should be noted that fewer respondents used other forms of transport to travel to work (17%) compared to those using cars, vans or motorcycles (83%).
- There was no single main difficulty highlighted. Among the difficulties mentioned by respondents were the weather (5%), cost of using public transport/taxis (4%), traffic congestion/roadworks (4%) and unreliable public transport (4%).

Figure 4.6: Difficulties experienced travelling to or from work by other forms of transport: 2013-2015



Percentages sum to more than 100% due to multiple responses.

Travelling to do main food shopping (Table 4.4)

- The person in the household who did the main food shopping was asked some questions about how they travelled and if they experienced any difficulties.
- The majority of those who did the main food shopping used a car or van (79%).
- The next most common answers were walking to do the main food shop (7%) and having their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) (7%).

Table 4.4: Method of travel to do main food shopping: 2013-2015

Percentage of main food shoppers

Method of travel to do main food shop	2013-2015
Car/van	79%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	2%
NIR train	0%
Walk	7%
Taxi/minicab	4%
Does shopping online / shopping is delivered / shopping done by friend, relative or carer*	7%
Other	1%
All methods of travel	100%

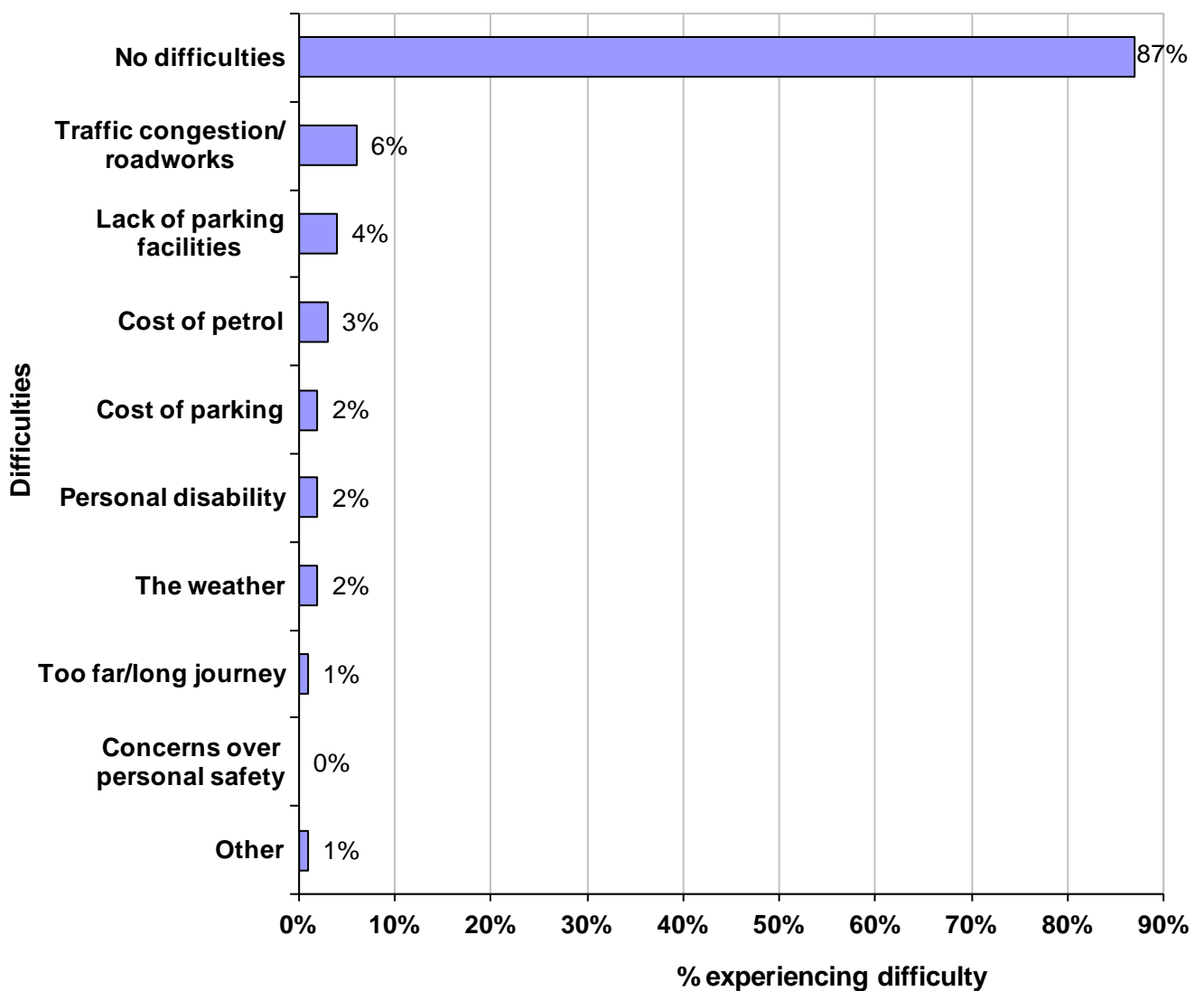
* “Does shopping online / shopping is delivered / shopping done by friend, relative or carer” option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to the house. The category “Respondent buys main food shopping online” was first included in the 2010 survey. In 2011, this was expanded to include both “Does shopping online” and “Shopping is delivered”. In 2014, the option was clarified further with the addition of “shopping is done by friend, relative or carer”. There are a number of cases in the “Other” category who used these shopping methods and should have been included in this category. These cases have been taken out of the “Other” category and have been added into the “Does shopping online / shopping is delivered / shopping done by friend, relative or carer” category in the table above.

Difficulties travelling to do main food shopping - car, van or motorcycle users (Figure 4.7 & Figure 4.8)

Difficulties if using car, van or motorcycle to do main food shopping

- Respondents who usually used a car, van or motorcycle to do the main food shopping were asked if they had any difficulties. The majority (87%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.
- The most common difficulty when travelling to do the main food shopping was traffic congestion/roadworks (mentioned by 6% of respondents), followed by lack of parking facilities (4%) and cost of petrol (3%).

Figure 4.7: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2013-2015

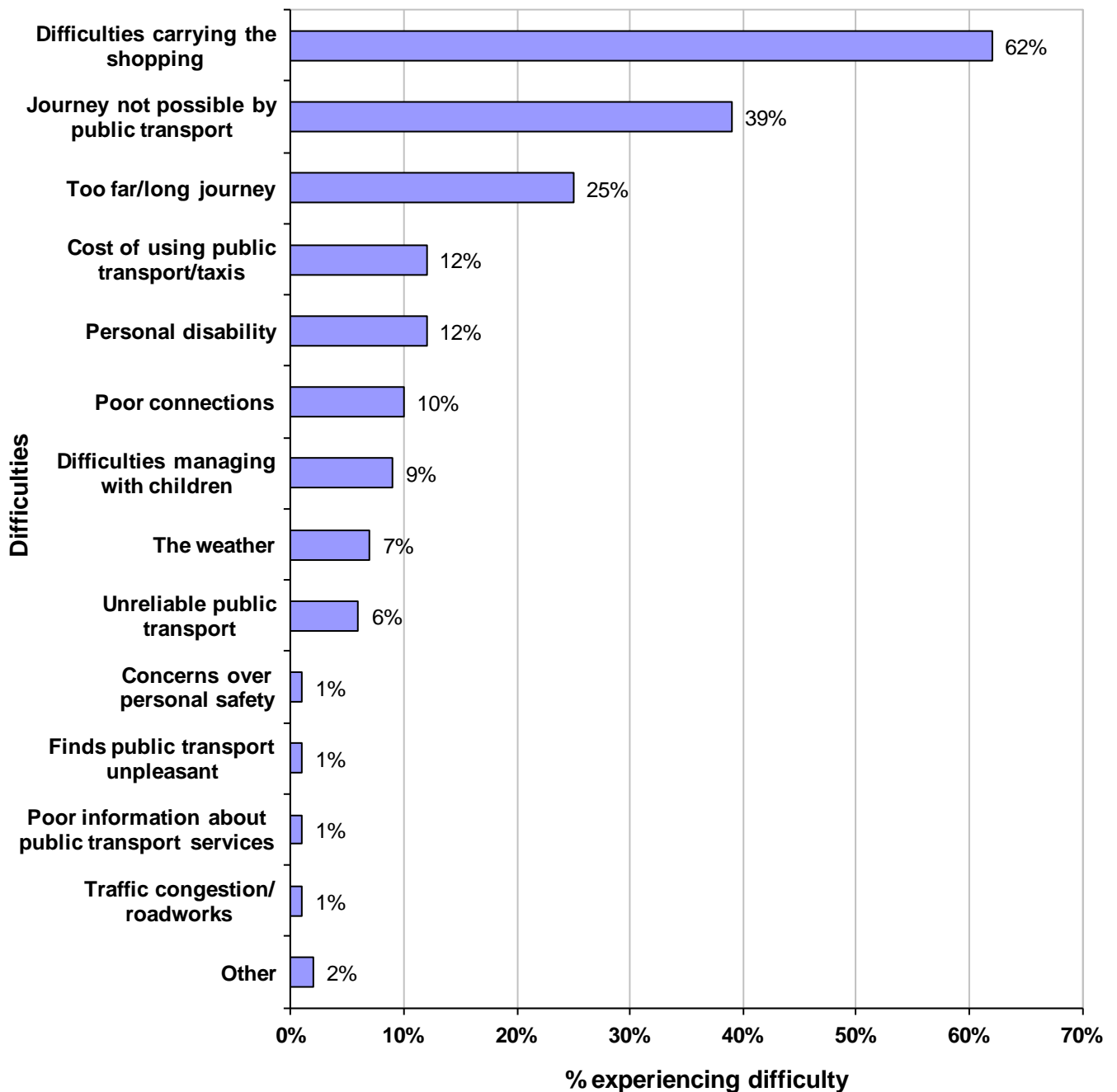


Percentages sum to more than 100% due to multiple responses.

Difficulties if not using car, van or motorcycle to do main food shopping

- When asked how easy or difficult it would be to make the journey to do the main food shopping in some other way, 48% of respondents said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequently stated problem was difficulties carrying the shopping (62%), followed by journey not possible by public transport (39%).

Figure 4.8: Difficulties if car, van or motorcycle not used to do main food shopping: 2013-2015

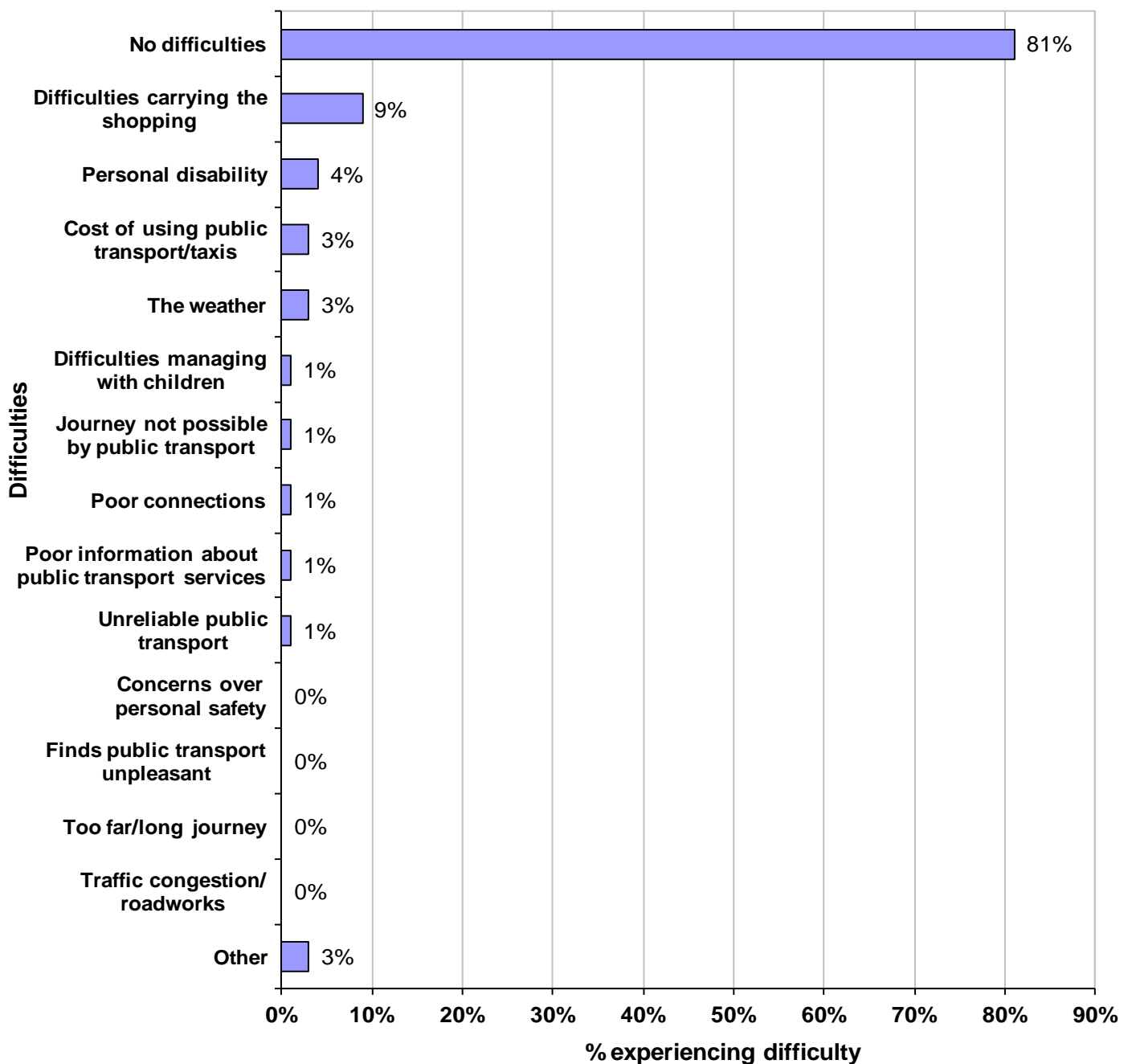


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to do main food shopping – users of other forms of transport (Figure 4.9)

- Respondents who usually used other forms of transport to travel to do the main food shopping were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, taxi, bicycle or another form of transport.
- The majority of users of other forms of transport (81%) said they experienced no difficulties when travelling to do the main food shopping. This is less than the proportion of car, van or motorcycle users who had no difficulties (87%).
- The most common difficulty experienced when using other forms of transport to travel to do the main food shopping was difficulties carrying the shopping (9%).

Figure 4.9: Difficulties experienced travelling by other forms of transport to do main food shopping: 2013-2015



Percentages sum to more than 100% due to multiple responses.

Section 5: Other factors affecting travel

This section gives details of difficulty with travel due to physical disability, vehicle mileage, bicycle usage, the availability of various modes of public transport and access to bus and train services.

Difficulty with travel due to physical disability or long-standing health problem (Table 5.1, Figure 5.1)

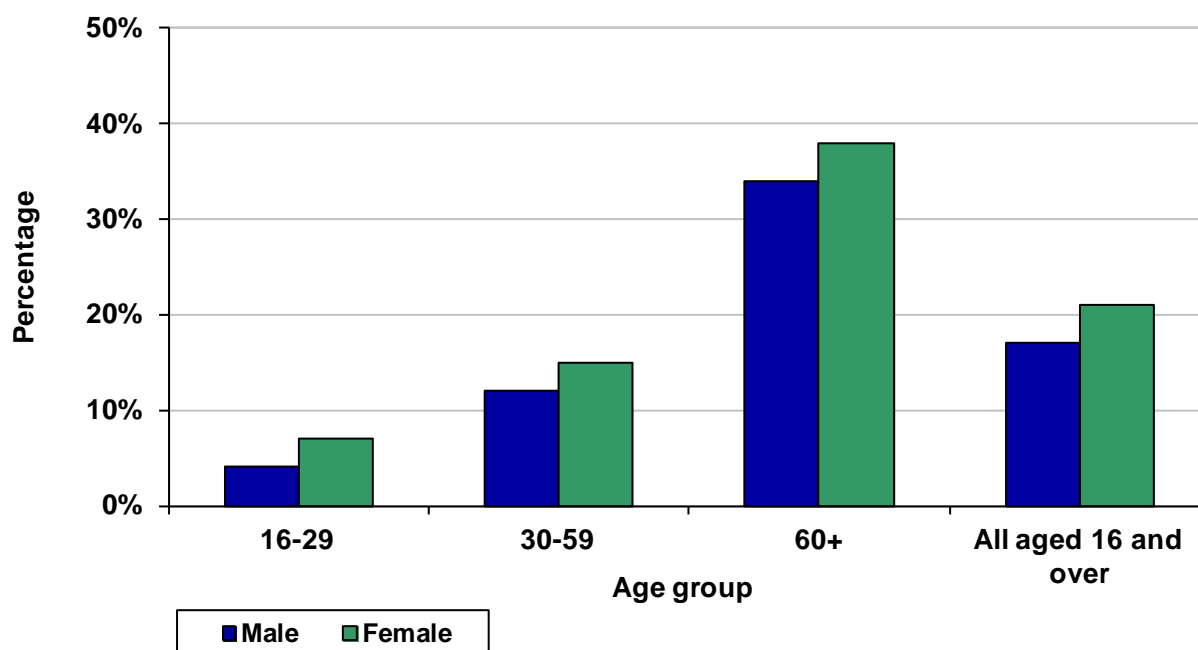
- Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 48). As expected, this increases with age: 5% of 16-29 year olds had difficulty with travel compared to 36% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex: 2013-2015

Percentage of persons

Age group	Percent who have difficulty with travel due to physical disability or long-standing health problem		
	Male	Female	All adults
16-29	4%	7%	5%
30-59	12%	15%	14%
60+	34%	38%	36%
All aged 16 and over	17%	21%	19%

Figure 5.1: Difficulty with travel due to physical disability by age and sex: 2013-2015



Annual vehicle mileage (Table 5.2) and reason for vehicle use

- Three quarters (75%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2003-2005 (74%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 39% in 2003-2005 to 30% in 2013-2015.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2013-2015, 42% of vehicles in these households were used to take someone in the household to school.
- Just over one half of all vehicles in the survey (51%) were used to take someone in the household to work. Of the vehicles that were used for work journeys, 64% 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 quarter of vehicles that were used to take someone in the household to work (25%) were also used in the course of work.

Table 5.2: Annual vehicle mileage: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Percentage of vehicles

Miles per year	2003-2005	2008-2010	2012-2014	2013-2015
0-499	1%	1%	1%	0%
500-999	1%	1%	1%	1%
1,000-1,999	2%	2%	2%	2%
2,000-2,999	3%	3%	3%	3%
3,000-3,999	3%	4%	4%	4%
4,000-4,999	4%	4%	5%	5%
5,000-6,999	15%	16%	17%	18%
7,000-8,999	12%	13%	13%	14%
9,000-11,999	21%	20%	22%	23%
12,000-14,999	15%	15%	13%	13%
15,000-17,999	10%	8%	7%	7%
18,000-20,999	7%	7%	5%	5%
21,000-29,999	3%	3%	2%	2%
30,000 or over	3%	3%	3%	3%
All vehicles	100%	100%	100%	100%

Bicycle ownership (Figure 5.2, Table 5.3)

- Thirty-six percent of households in Northern Ireland own at least one bicycle. A total of 13% of households have one bicycle, 12% have two bicycles and a further 11% have 3 or more bicycles. These results are similar to 2003-2005.

Figure 5.2: Household bicycle ownership: 2013–2015

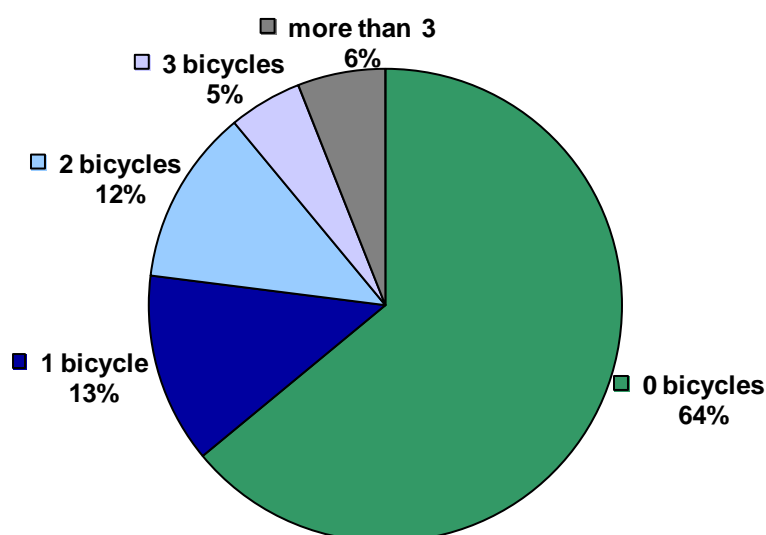


Table 5.3: Household bicycle ownership: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Percentage of households

Number of bicycles	2003-2005	2008-2010	2012-2014	2013-2015
0	64%	62%	63%	64%
1	13%	15%	14%	13%
2	11%	12%	12%	12%
3	6%	5%	6%	5%
4	3%	4%	4%	4%
5	2%	1%	2%	2%
6	1%	0%	1%	1%
7+	0%	0%	0%	0%
All households	100%	100%	100%	100%

Bicycle usage (Table 5.4, Figure 5.3)

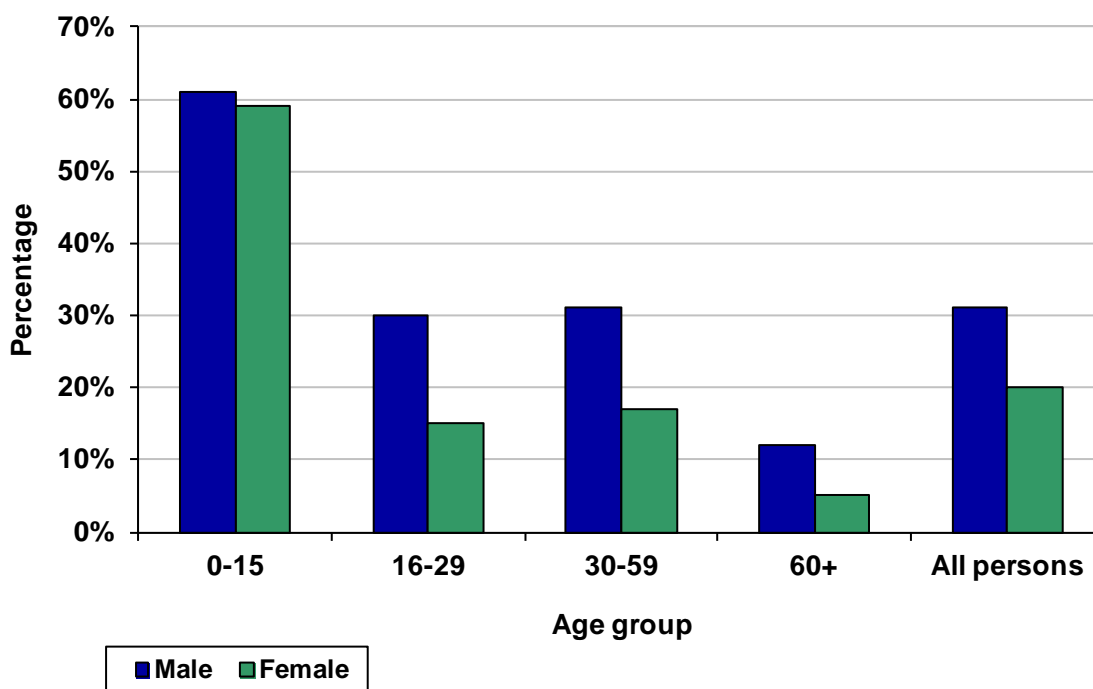
- The majority (60%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.
- Cycle usage is generally higher among males: 31% of males had cycled in the last 12 months compared with 20% of females. The exception to this is the 0-15 age group where usage is the around the same: 61% of males and 59% of females aged 0-15 had cycled in the last 12 months.

Table 5.4: Cycled in the last 12 months by age and sex: 2013-2015

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	61%	59%	60%
16-29	30%	15%	22%
30-59	31%	17%	23%
60+	12%	5%	8%
All persons	31%	20%	25%

Figure 5.3: Cycled in the last 12 months by age and sex: 2013-2015



Access to public transport (Tables 5.5-5.6, Figures 5.4-5.5)

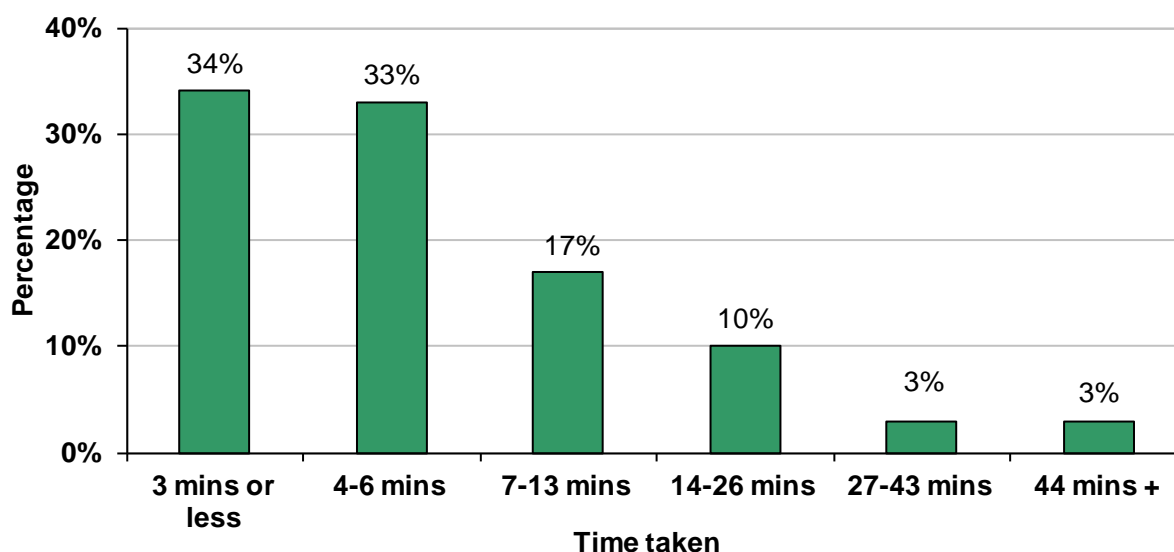
- In 2013-2015, 13% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 9% in 2003-2005. Nearly 3 in 10 households (29%) said they did not know how often they could get a bus from their nearest stop.
- One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2013-2015, two thirds of households (67%) lived within six minutes walk of a bus stop or place where they could get a bus.
- Relatively few households were close to a train station. Nearly three fifths (61%) said it would take them 44 or more minutes or that it was not feasible to walk. Overall, one quarter of households (25%) lived within 26 minutes walk of an NI Railways station, 9% within 13 minutes walk.

Table 5.5: Bus service frequency: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Frequency of Service	Percentage of households			
	2003-2005	2008-2010	2012-2014	2013-2015
At least once every quarter-hour	9%	15%	13%	13%
At least once every half-hour	21%	17%	17%	17%
At least once an hour	20%	19%	22%	21%
About 3 times a day	17%	18%	15%	15%
At least once a day	5%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know*	27%	26%	28%	29%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of bus service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.4: Time taken to walk to nearest bus stop*: 2013-2015



* Note that 'Time taken to walk to nearest bus stop' figures have been validated and corrected. They are not comparable with figures in TSNi reports prior to 2007-2009. Figures for previous years are available on request (contact details at the front of the report).

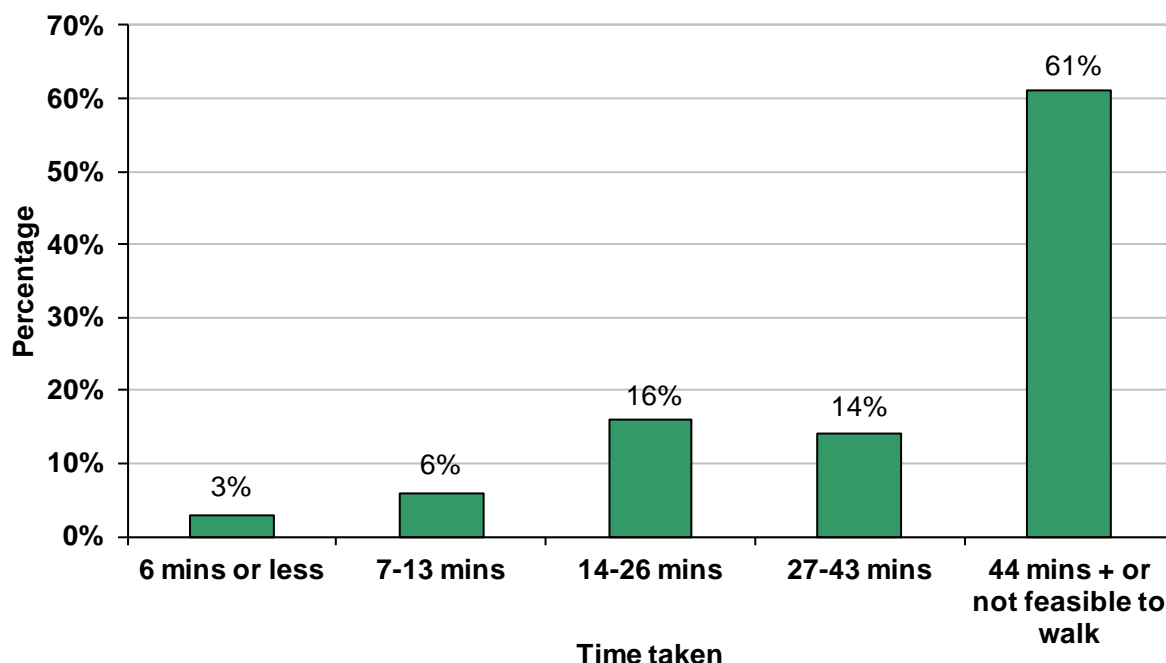
Table 5.6: Rail service frequency: 2003-2005, 2008-2010, 2012-2014 and 2013-2015

Percentage of households

Frequency of Service (asked if households did not state "Not applicable" to time taken to walk to nearest station question)	2003-2005	2008-2010	2012-2014	2013-2015
Frequent service throughout day (at least once per hour)	61%	72%	76%	77%
Frequent service during rush hour (at least once per hour)	6%	4%	3%	3%
Less frequent service	6%	3%	1%	1%
Not applicable	6%	1%	1%	1%
Don't know*	20%	19%	19%	18%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of rail service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.5: Time taken to walk to nearest NI Railways station*: 2013-2015



* Note that 'Time taken to walk to nearest NI Railways station' figures have been validated and corrected. They are not comparable with figures in TSNI reports prior to 2006-2008. Figures for previous years are available on request (contact details at the front of the report).

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

Personal Travel

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

Geographical Coverage

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

Journeys

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

Stages

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

Households

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

Mode of travel/Main mode of travel

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

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.).

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

Children's play is excluded.

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

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 person's paid job to or from a place other than 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, 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 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.

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 (see information on grossing short walks in the Survey methodology section on page 4).

The *bicycle* category includes travel on all forms of bicycle or tricycle not mechanically propelled, with the exception of children's toy bicycles or tricycles not primarily intended as a means of transport. Children who accompany an adult on a journey e.g. a visit to the shops on these bicycles (where the adult is walking) are coded as having walked there.

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 an under 17 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 in and around Belfast. Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.

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 *NI Railways* 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*.

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

- *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.

Other definitions

Difficulty with travel due to a physical disability or long-standing health problem

The respondent is said to have difficulty with travel due to a physical disability if they have answered yes to one or more of the 4 following questions: "Do you have any physical disability or other long-standing health problem that makes it difficult for you to..." "...go out on foot?", "...use buses or coaches?", "...use trains?" or "...drive a car?".

Area

The area classification used in the publication is based on the old 26 Local Government Districts (LGDs) which were in place prior to April 2015. The LGDs are assigned as follows:

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