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Travel Survey for Northern Ireland In-depth Report 2010-2012



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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".

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

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

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

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

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

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Only 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' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

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

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

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

Key Points

In 2010–2012:-

General travel statistics

- On average, Northern Ireland residents travelled 5,873 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2000-2002 (5,887 miles) (Table 1.2).
- Each person made an average of 900 journeys each year. This has decreased from the 2000-2002 average of 970 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 (69%) in 2010-2012. 69% of women now hold a car driving licence, an increase of 8 percentage points from 2000-2002 (61%). There has been a smaller increase of 3 percentage points in the proportion of men holding a licence over this time period (80% in 2000-2002, 83% in 2010-2012) (Table 2.3).
- Those living in the Belfast area travelled an average of 4,022 miles per year, around one third less than the 6,003 miles and 6,226 miles for those living in the East of Northern Ireland and the West of Northern Ireland respectively (Table 3.5).
- Men and women made a similar number of journeys each year (921 for men, 910 for women). However, men travelled 28% further than women, averaging 7,110 miles a year, compared to 5,551 miles for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (82%) of the total distance travelled, around the same as in 2000-2002 (Table 3.1).
- Walking accounted for 3% of total distance travelled. On average, 149 miles were walked per person per year in 2010-2012, around the same as the average distance walked in 2000-2002 (145 miles per person per year) (Table 3.1).
- During 2010-2012, the longest average journey lengths were on Northern Ireland Railways (20.3 miles), although only an average of 5 of these journeys were made per year. These results are similar to previous years (Table 3.2).
- Car journeys accounted for 73% of all journeys made in 2010-2012, an increase from 69% in 2000-2002. They were, on average, just over 7 miles long (Table 3.2).
- One seventh (14%) of all journeys were less than one mile long, and just over three fifths of these short journeys were on foot (62%). The car was the dominant mode of transport (79%) for all journeys over one mile (Table 3.3).
- Each person spent, on average, 295 hours per year travelling within Northern Ireland – just over twelve days each year or approximately 48 minutes per day. Around 33 minutes per day were spent travelling by car and 8 minutes per day were spent walking. The results for 2000-2002 are comparable (Table 3.4).

- Children under 16 made 66% 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 (74%) and a lower proportion of journeys were made on foot (15%) (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), 19% to and from the shops, 16% for commuting and 13% for personal business. Commuting has increased from 14% of all journeys in 2000-2002 to 16% of all journeys in 2010-2012. Apart from this, results for 2010-2012 are similar to 2000-2002 (Table 4.1).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 22% for commuting, 14% for shopping and 11% for personal business. Commuting has increased from 19% of all miles travelled in 2000-2002 to 22% of all miles travelled in 2010-2012. Otherwise 2010-2012 results are around the same as 2000-2002 (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. Nearly one quarter (23%) of all journeys women made were for this purpose compared to one fifth (20%) for men (Table 4.2).
- The largest proportion of journeys made by children under 16 was for education (30%) (Table 4.2).
- In 2010-2012, the majority of workers in Northern Ireland used a car or van to travel to work (82%), similar to 2000-2002 (80%) (Table 4.3a).
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 22% of respondents), followed by cost of petrol (12%). However, the majority of respondents (68%) 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 38% of those aged 60 and over (Table 5.1).
- Fourteen 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 8% in 2000-2002. More than one quarter (28%) of households 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. 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 2010-2012 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

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

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

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

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

Designation can be broadly interpreted to mean that the statistics:

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

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

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

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

Current developments

Two reports have been published based on analysis of the 2010-2012 TSNi data. The first, the headline report, containing key figures was published in July 2013. A technical report was published in August 2013 containing information on 2010-2012 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 is planned for early 2014. The next headline report, based on 2011-2013 results, is planned for July 2014. The 2011-2013 in-depth report is planned for December 2014.

One of the key projects to develop the TSNi is the review of the current database structure. In its current format the TSNi has an extremely complex structure which makes it difficult to analyse. Detailed knowledge of what to include and exclude and how to interpret the output is required. Each time a new piece of analysis is run there is a time consuming checking process to ensure the data are correct. A number of alternative structures have been evaluated and the preferred option, which more closely mirrors the hierarchical structure of the data, will, when implemented, greatly enhance the efficiency of running ad-hoc queries.

Once these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for 2014). 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.

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 influence government policy, set objectives and monitor performance in relation to transport and travel in Northern Ireland, for example in the New Approach to Regional Transportation.

Data quality assessment

Very good – data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance and Personnel. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the 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 are available in the TSNi Technical Report 2010-2012 (page 11):

http://www.drdni.gov.uk/tsni_technical_report_2010-2012.pdf

- 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 CSRB 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 downward trend in Ulsterbus journeys per person per year and average distance travelled 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 in 2009-2011 and 2010-2012, there were a higher number of Metro journeys per person per year than 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 2011/12 there were 25.9 million passenger journeys on Metro and 40.6 million passenger journeys on Ulsterbus. This gives a total of 66.5 million Metro and Ulsterbus passenger journeys.
- Using the 2011 mid year population estimate (1,814,318), this equates to approximately 14 Metro journeys per person per year and 22 Ulsterbus journeys per person per year.
- Using the total figure of 66.5 million passenger journeys and the 2011 mid year population estimate gives a total of around 37 Metro and Ulsterbus journeys per person per year.

From the TSNI 2010-2012:

- There were 20 Metro journeys per person per year and 15 Ulsterbus journeys per person per year.
- This gives a total of 35 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 2010-2012 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 have 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 2010-2012 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 2010-2012 combined Metro and Ulsterbus figure of 35 journeys per person per year, gives an estimate of 21 Ulsterbus journeys per person per year and 14 Metro journeys per person per year in 2010-2012.

Summary of basic statistics

Table 1.1 provides information taken from the 2000-2002, 2005-2007, 2009-2011 and 2010-2012 databases.

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

	Numbers						
	2010	2011	2012	2000-2002	2005-2007	2009-2011	2010-2012
Households	1,037	1,001	1,028	2,877	2,832	3,074	3,066
Individuals	2,042	1,969	1,944	7,262	6,321	6,196	5,955
Children (<16)	321	346	311	1,729	1,255	1,079	978
Adults (16+)	1,721	1,623	1,633	5,520	5,061	5,117	4,977
Motor vehicles ¹	1,308	1,266	1,309	3,182	3,296	3,846	3,883
Cars ²	1,254	1,234	1,276	3,079	3,128	3,689	3,764
4-wheeled cars	1,190	1,176	1,215	2,926	2,959	3,503	3,581
Journeys ³	33,030	30,401	31,630	119,888	101,636	97,473	95,061
Stages ⁴	33,665	30,976	32,227	122,695	103,982	99,438	96,868

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						
	2010	2011	2012	2000-2002 ²	2005-2007 ^{2,1}	2009-2011 ²	2010-2012 ²
No. of journeys per person per year	915	870	914	970	929	894	900
No. of journeys (1 mile+)	776	745	793	776	771	757	771
Miles travelled	5,822	5,793	6,006	5,887	5,999	5,888	5,873
Miles travelled by car	4,791	4,708	4,875	4,819	4,864	4,762	4,791
Hours travelled	292	293	301	300	306	298	295
Vehicles per household	1.26	1.26	1.27	1.11	1.16	1.25	1.27
Cars¹ per household	1.21	1.23	1.24	1.07	1.10	1.20	1.23
Cars¹ per adult (17+)	0.74	0.77	0.79	0.57	0.63	0.73	0.77
% men (17+) full car driving licence^r	81%	82%	85%	80%	80%	82%	83%
% women (17+) full car driving licence	66%	70%	71%	61%	62%	68%	69%
Participating individuals per household	2.0	2.0	1.9	2.5	2.2	2.0	1.9
% of households with bus service at least every 15 mins^r	15% (29% don't know)	14% (27% don't know)	14% (27% don't know)	8% (28% don't know)	10% (26% don't know)	15% (27% don't know)	14% (28% don't know)
Northern Ireland Population for survey period (mid year estimate)^{3,r}	1,804,833	1,814,318	1,823,634	1,689,772	1,744,176	1,804,161	1,814,262

¹ Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

² Three year rolling averages calculated from raw data.

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 Some revisions have been made to the 2000-2002 and 2005-2007 figures for full car driving licence and the % of households with bus service every 15 minutes. See full explanation of revisions in table footnotes on page 15 (Table 2.3) and page 43 (Table 5.5). 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 (2000-2002, 2005-2007, 2009-2011 and 2010-2012).

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 2010 to 2012, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 5,873 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2000-2002 (5,887 miles).
- Each person made an average of 900 journeys each year (less than 3 journeys per day). This has decreased from the 2000-2002 average of 970 journeys per person per year.
- The average journey length has increased slightly from 6.1 miles in 2000-2002 to 6.5 miles in 2010-2012.
- The average time each person spent travelling over the three years was 295 hours per year, or approximately 48 minutes per day. This is around the same as the average time spent travelling per person per year in 2000-2002 (300 hours).
- Comparing results from 2005-2007 to 2010-2012, 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: 2010 to 2012; 2000-2002, 2005-2007, 2009-2011 and 2010-2012

	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
2010	5,822	5,762	915	776	6.4	292
2011	5,793	5,738	870	745	6.7	293
2012	6,006	5,954	914	793	6.6	301
2000-2002	5,887	5,807	970	776	6.1	300
2005-2007	5,999	5,927	929	771	6.5	306
2009-2011	5,888	5,828	894	757	6.6	298
2010-2012	5,873	5,817	900	771	6.5	295

Figure 2.1: Average distance travelled per person per year by mode: 2005-2007 to 2010-2012

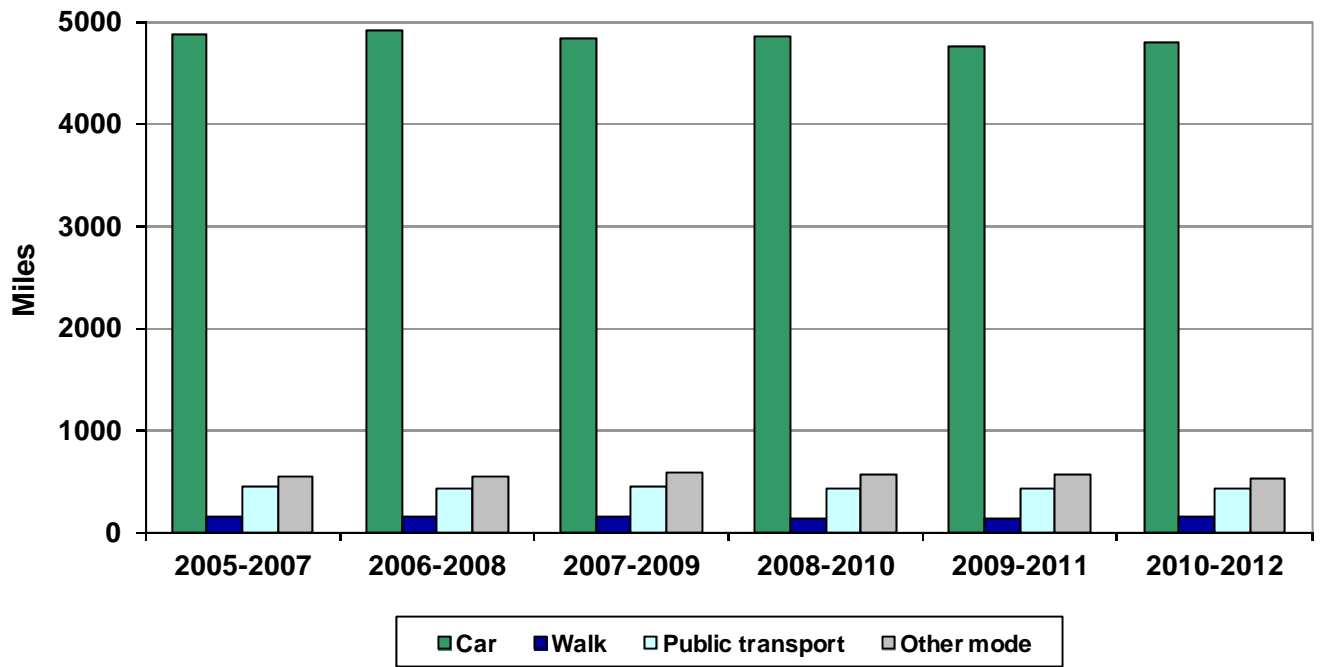


Figure 2.2: Average number of journeys per person per year by main mode: 2005-2007 to 2010-2012

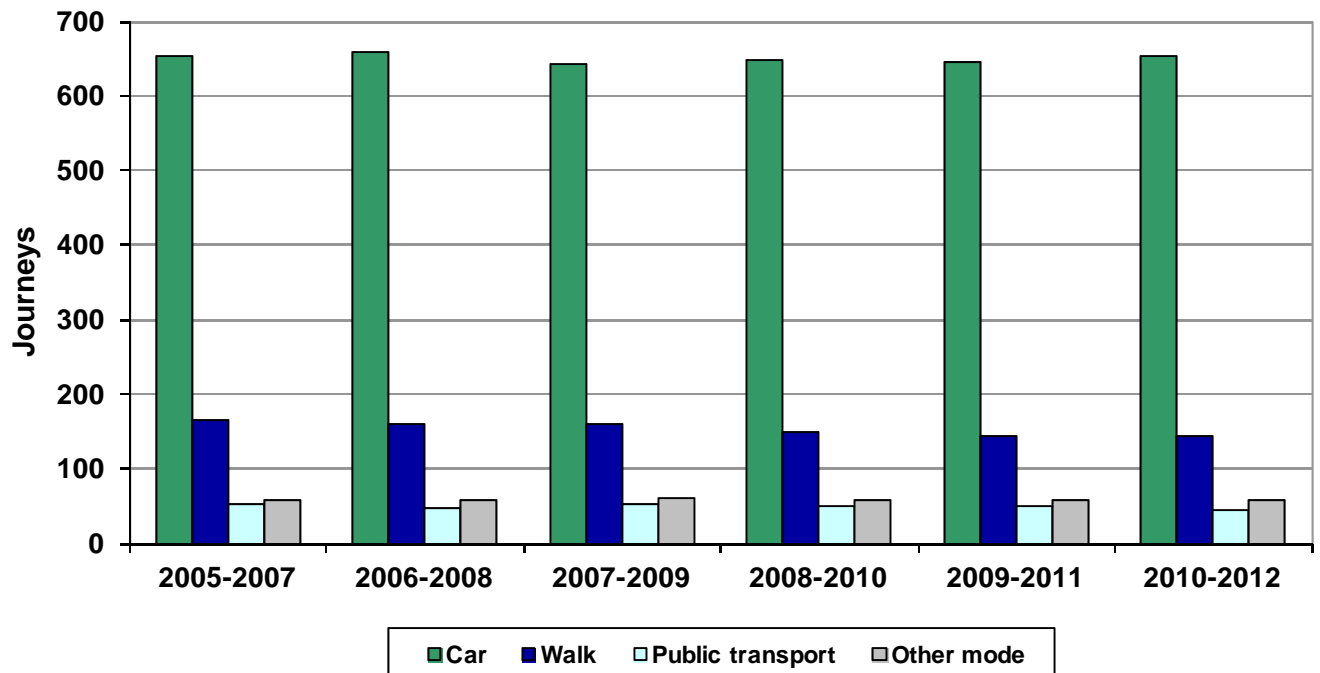
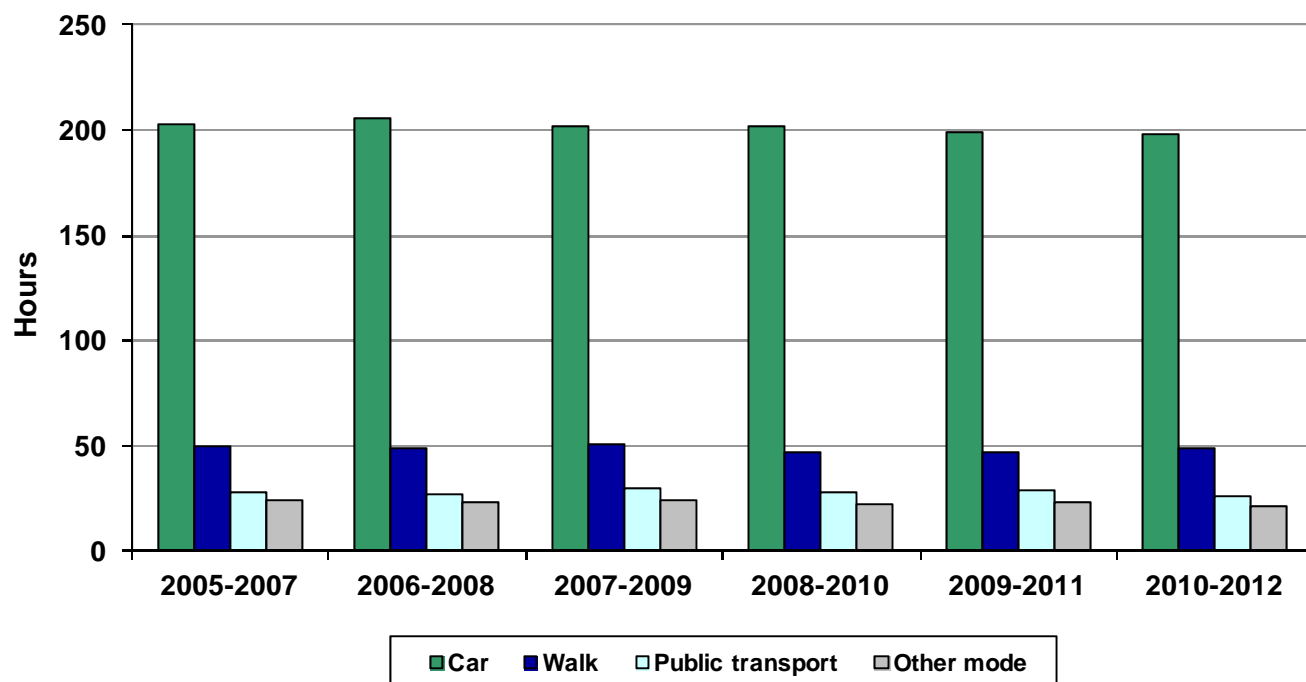


Figure 2.3: Average time spent travelling per person per year by main mode: 2005-2007 to 2010-2012



Trends in car ownership (Table 2.2)

- A higher proportion of households have access to a car in 2010-2012 (78%) compared to 2000-2002 (73%).
- Nearly three fifths (56%) of the households in Belfast had access to at least one car in 2010-2012 compared to 82% and 80% in the East and the West of Northern Ireland respectively (for definitions of areas see page 48).
- Over one third (36%) 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 (19%), compared to households in the East (39%) and the West (37%) of Northern Ireland.

Table 2.2: Household car ownership by area of residence: 2010 to 2012; 2000-2002, 2005-2007, 2009-2011 and 2010-2012

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
Belfast	(2010)	..	..	..	..	..	..	..
East		18%	43%	33%	7%	100%	1.33	0.82
West		21%	41%	30%	8%	100%	1.28	0.75
All areas		24%	41%	29%	7%	100%	1.21	0.74
Belfast	(2011)	..	..	..	..	..	..	..
East		18%	44%	31%	6%	100%	1.25	0.81
West		20%	41%	29%	9%	100%	1.29	0.76
All areas^r		22%	42%	29%	7%	100%	1.23	0.77
Belfast	(2012)	..	..	..	..	..	..	..
East		17%	42%	33%	8%	100%	1.34	0.86
West		18%	48%	28%	6%	100%	1.24	0.75
All areas		20%	44%	29%	7%	100%	1.24	0.79
Belfast	(2000-2002)	46%	38%	14%	2%	100%	0.72	0.43
East		22%	45%	28%	5%	100%	1.17	0.62
West		23%	47%	25%	4%	100%	1.12	0.57
All areas		27%	45%	24%	4%	100%	1.07	0.57
Belfast	(2005-2007)	48%	37%	12%	2%	100%	0.68	0.44
East		21%	45%	29%	5%	100%	1.20	0.68
West		24%	45%	25%	6%	100%	1.13	0.62
All areas		26%	44%	25%	5%	100%	1.10	0.63
Belfast	(2009-2011)	44%	36%	18%	3%	100%	0.81	0.53
East		18%	44%	31%	7%	100%	1.28	0.79
West		22%	42%	27%	8%	100%	1.25	0.73
All areas		23%	42%	28%	7%	100%	1.20	0.73
Belfast	(2010-2012)	44%	37%	17%	2%	100%	0.79	0.56
East		18%	43%	32%	7%	100%	1.31	0.83
West		20%	43%	29%	8%	100%	1.27	0.75
All areas		22%	42%	29%	7%	100%	1.23	0.77

r 2011 figures have been revised to include cases where area has not been specified under "All areas".

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

- Comparing 2000-2002 to 2010-2012, there has been an increase in the proportion of adults (aged 17 and over) holding a full car driving licence from 69% to 75%.
- Looking at the 17 and over age group, a higher proportion of men (83%) held full car driving licences than women (69%) in 2010-2012. 69% of women now hold a car driving licence, an increase of 8 percentage points from 2000-2002 (61%). There has been a smaller increase of 3 percentage points in the proportion of men holding a licence over this time period (80% in 2000-2002, 83% in 2010-2012).
- The age group where the gender gap in licence holding is most noticeable is the 70+ age group where there is a difference of 37 percentage points between men (79%) and women (42%).
- The lowest proportion of driving licence holders (43%) is in the 17-20 age group. This increases to 71% in the 21-29 age group and rises again to 84% in the 30-39 age group. Driving licence holding tends to decrease in the older age groups, particularly those aged 70 and over (57%).

Figure 2.4: Driving licence holders by age and sex: 2010-2012

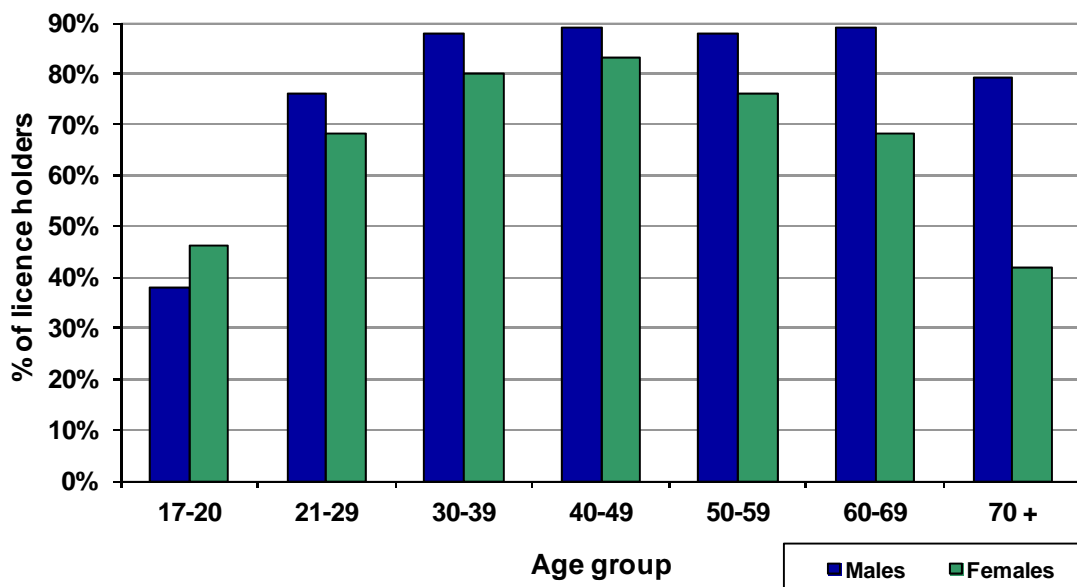


Table 2.3: Driving licence holders by age and sex: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Percentage

	2000-2002 ^f			2005-2007			2009-2011			2010-2012		
Age group	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	38%	25%	31%	34%	29%	31%	38%	43%	41%	38%	46%	43%
21-29	77%	68%	72%	71%	61%	66%	75%	65%	69%	76%	68%	71%
30-39	87%	78%	82%	87%	81%	84%	89%	81%	84%	88%	80%	84%
40-49	88%	78%	83%	87%	77%	81%	87%	80%	83%	89%	83%	86%
50-59	88%	69%	79%	89%	70%	79%	86%	74%	80%	88%	76%	82%
60-69	81%	55%	67%	90%	59%	74%	85%	69%	77%	89%	68%	78%
70 +	67%	24%	41%	72%	31%	49%	79%	40%	56%	79%	42%	57%
All adults aged 17+	80%	61%	69%	80%	62%	71%	82%	68%	74%	83%	69%	75%

^f Figures only include 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 2000-2002, 2005-2007, 2009-2011 & 2010-2012.

Distance travelled (Table 3.1)

- During 2010–2012, just over four fifths (82%) of the total distance travelled in Northern Ireland was by car. This is consistent with earlier years.
- Walking accounted for 3% of total distance travelled. On average, 149 miles were walked per person per year in 2010-2012, around the same as the average distance walked in 2000-2002 (145 miles per person per year).
- 7% 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 2010-2012, 417 miles per person per year were travelled on public transport, similar to 2000-2002 (470 miles per person per year).

Table 3.1: Average distance travelled by travel mode*: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Miles

Travel mode *	Miles per person per year			
	2000-2002	2005-2007	2009-2011	2010-2012
Walk	145	144	137	149
Bicycle	17	19	22	28
Car Driver	2,985	3,247	3,260	3,340
Car Passenger	1,799	1,617	1,501	1,450
Car Undefined	35	-	1	1
Motorcycle	26	20	13	8
Other private	320	437	467	426
Citybus/Metro and Ulsterbus**	301	307	285	271
Other bus	97	59	52	47
NI Railways	66	73	86	96
Black taxi	6	3	4	3
Taxi	70	70	58	52
Other public	-	1	-	-
Undefined mode	19	2	1	1
All modes	5,887	5,999	5,888	5,873

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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)

- During 2010-2012, the longest average journey lengths were on Northern Ireland Railways (20.3 miles), although only an average of 5 of these journeys were made per year. These results are similar to previous years.
- Car journeys accounted for 73% of all journeys made in 2010-2012, an increase from 69% in 2000-2002. They were, on average, just over 7 miles long.
- Walks accounted for 16% of all journeys in 2010-2012 and averaged 1 mile in length (the shortest journeys compared to other modes of travel).
- Fewer journeys are being made per person per year (970 in 2000-2002 compared to 900 in 2010-2012) but the journeys are, on average, of greater length (6.1 miles in 2000-2002 compared to 6.5 miles in 2010-2012).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2000-2002	2005-2007	2009-2011	2010-2012	2000-2002	2005-2007	2009-2011	2010-2012
Walk	187	164	143	143	0.7	0.8	0.9	1.0
Bicycle	7	5	6	7	2.5	3.7	3.9	4.2
Car Driver	409	426	440	451	7.3	7.6	7.4	7.4
Car Passenger	258	228	204	202	6.9	7.0	7.3	7.1
Car Undefined	5	-	-	-	6.7	..	..	..
Motorcycle	3	2	1	1	10.0	9.9	9.1	9.9
Other private	25	34	36	37	12.9	12.7	13.1	11.6
Citybus/Metro and Ulsterbus**	40	41	38	35	8.0	7.8	7.9	8.1
Other bus	10	5	5	4	10.0	11.7	11.0	12.6
NI Railways	3	4	5	5	21.0	22.3	20.8	20.3
Black taxi	2	1	1	1	3.0	3.3	4.1	4.7
Taxi	19	18	16	14	3.7	3.9	3.5	3.7
Other public	-	-	-	-	..	..	..	..
Undefined mode	3	-	-	-	7.1	..	..	..
All modes	970	929	894	900	6.1	6.5	6.6	6.5

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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)

- One seventh (14%) of all journeys were less than one mile long, and just over three fifths of these short journeys were on foot (62%).
- The car was the dominant mode of transport (79%) for all journeys over one mile.
- 80% of journeys were less than 10 miles in 2010-2012.

Table 3.3: Journeys per person per year by distance and main mode*: 2010-2012

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	79	42	20	2	-	-	-	143
Bicycle	1	1	3	1	1	-	-	7
Car driver	29	77	145	94	78	21	6	451
Car passenger	15	40	66	38	31	9	3	202
Car undefined	-	-	-	-	-	0	0	-
Motorcycle	-	-	-	-	-	-	-	1
Other private	2	3	9	9	8	3	2	37
Metro and Ulsterbus**	1	4	13	9	7	1	1	35
Other bus	-	-	1	1	1	-	-	4
NI Railways	-	0	-	2	2	1	1	5
Black taxi	0	-	-	-	0	-	0	1
Taxi	1	3	7	2	1	-	-	14
Other public	0	0	0	0	-	0	0	-
Undefined mode	-	0	-	-	-	-	0	-
All modes	128	171	265	158	128	36	12	900

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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 295 hours per year travelling within Northern Ireland during the three year reporting period - approximately 48 minutes per day, or just over twelve days per year. This is comparable with 2000-2002 results.
- The average time taken per journey in 2010-2012 was 20 minutes, slightly longer than in 2000-2002 (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*: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2000-2002	2005-2007	2009-2011	2010-2012	2000-2002	2005-2007	2009-2011	2010-2012
Walk	51	50	47	49	16	18	20	20
Bicycle	2	2	3	3	20	24	27	28
Car Driver	122	135	136	138	18	19	19	18
Car Passenger	75	68	63	60	17	18	18	18
Car Undefined	2	..	..	-	23	..	..	..
Motorcycle	1	1	1	-	22	21	22	..
Other private	11	16	15	15	27	29	26	24
Citybus/Metro and Ulsterbus**	22	22	21	19	32	32	34	33
Other bus	5	3	3	2	31	33	33	37
NI Railways	3	3	4	5	56	54	55	52
Black taxi	1	-	1	-	20	..	29	..
Taxi	4	5	4	3	14	16	15	15
Other public	-	-	-	-	..	..	..	..
Undefined mode	1	-	-	-	20	..	..	..
All modes	300	306	298	295	19	20	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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*: 2010-2012 (Table 3.5)

- The distance travelled by those in the Belfast area was 32% lower than the Northern Ireland average.
- Eleven percent of the distance travelled by Belfast respondents was on public transport (for definition see page 48), 7% for Eastern and 6% for Western respondents.
- On average, Belfast residents travelled further on foot (5%) compared to Eastern and Western residents (both 2%).
- Those living in the Belfast area travelled an average of 4,022 miles per year, around one third less than the 6,003 miles and 6,226 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

Table 3.5: Average distance travelled per person per year by mode & area*: 2010-2012

Miles

Mode of travel*	Belfast	East	West	All Areas
Walk	221	138	142	149
Bicycle	55	30	19	28
Car driver	2,186	3,574	3,401	3,340
Car passenger	893	1,470	1,575	1,450
Car undefined	1	1	1	1
Motorcycle	7	11	5	8
Other private	117	312	627	426
Metro and Ulsterbus**	297	254	283	271
Other bus	42	44	51	47
NI Railways	106	121	68	96
Black taxi	6	4	1	3
Taxi	88	43	53	52
Other public	0	-	0	-
Undefined mode	3	1	-	1
All modes	4,022	6,003	6,226	5,873

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 for Confidence Ranges)

* See definitions of travel modes and Belfast, East and West of Northern Ireland on page 47/48

** 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 (921 for men, 910 for women). However, men travelled 28% further than women, averaging 7,110 miles a year, compared to 5,551 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 41% more than women on average.
- Children under 16 made 10% fewer journeys than adults. Sixty-six 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 (74%) and a lower proportion of journeys were made on foot (15%).
- The car was the most commonly used main mode of transport for both men (72%) and women (76%).
- Twenty percent of journeys by women aged 16-29 were on foot, declining to 14% 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: 2010-2012

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%	17%	13%	14%	14%	20%	14%	17%	16%	15%	16%
Bicycle	1%	2%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Car driver	0%	45%	66%	69%	63%	43%	66%	41%	56%	59%	50%
Car passenger	66%	19%	6%	7%	9%	22%	14%	34%	20%	15%	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	2%	6%	10%	4%	8%	1%	2%	1%	2%	4%	4%
Metro and Ulsterbus**	8%	8%	2%	3%	3%	6%	2%	4%	3%	3%	4%
Other bus	1%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%
NI Railways	0%	1%	1%	1%	1%	1%	0%	0%	1%	1%	1%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	2%	1%	1%	1%	4%	2%	2%	2%	2%	2%
Other public	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Undefined mode	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Journeys	821	812	989	877	921	866	1,044	716	910	915	900
Distance travelled (miles)	3,946	6,343	8,317	5,548	7,110	5,693	6,464	3,932	5,551	6,251	5,873

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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)

- 23% of all journeys in 2010-2012 were for leisure purposes (for example to visit friends, to take part in entertainment or sport activities, to go on holiday/day trips), 19% for shopping and 16% for going 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. Commuting has increased from 14% of all journeys in 2000-2002 to 16% of all journeys in 2010-2012. Apart from this, results for 2010-2012 are similar to 2000-2002.
- In terms of miles travelled, almost one third (31%) of the total distance travelled was for leisure purposes, just over one fifth (22%) for commuting, 14% for shopping and 11% for personal business. Nearly one tenth (8%) of the total distance travelled was for business travel. Commuting has increased from 19% of all miles travelled in 2000-2002 to 22% of all miles travelled in 2010-2012. Otherwise 2010-2012 results are around the same as 2000-2002.
- In both 2000-2002 and 2010-2012, 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 (15.5 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 15% of all journeys.

Table 4.1: Travel per person per year by journey purpose*: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2000-2002	2005-2007	2009-2011	2010-2012	2000-2002	2005-2007	2009-2011	2010-2012	2000-2002	2005-2007	2009-2011	2010-2012
Commuting	139	144	144	142	1,118	1,250	1,239	1,274	8.1	8.7	8.6	9.0
Business	39	37	33	31	526	570	516	480	13.4	15.4	15.8	15.5
Education	83	68	57	55	335	295	249	248	4.0	4.3	4.4	4.5
Escort Education	51	48	56	58	111	111	142	138	2.2	2.3	2.5	2.4
Shopping	185	191	175	173	790	902	801	793	4.3	4.7	4.6	4.6
Other escort	76	68	83	78	384	364	487	419	5.1	5.4	5.9	5.4
Personal Business	136	128	110	117	636	656	605	641	4.7	5.1	5.5	5.5
Visit friends at private home	107	107	97	95	762	773	726	703	7.1	7.2	7.5	7.4
Visit friends elsewhere	28	37	39	39	164	277	313	327	5.9	7.4	8.0	8.4
Entertainment/public social activities	37	26	24	25	275	192	183	198	7.4	7.4	7.7	7.8
Sport participate	19	20	22	26	124	125	142	147	6.5	6.2	6.4	5.7
Holiday base	6	5	5	6	169	182	168	194	30.2	33.2	31.7	30.1
Day trip	19	17	19	20	294	240	274	255	15.5	14.3	14.4	13.1
Other including just walk	30	29	29	34	48	40	43	54	1.6	1.4	1.5	1.6
Undefined purpose	16	2	-	-	151	22	..	..	9.7	9.6	..	..
All purposes	970	929	894	900	5,887	5,999	5,888	5,873	6.1	6.5	6.6	6.5
Journeys per worker per year:												
Commuting	324	321	315	314	2,657	2,814	2,705	2,815	8.2	8.8	8.6	9.0
Business	95	87	75	71	1,286	1,335	1,192	1,111	13.6	15.4	15.8	15.6

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 for Confidence Ranges)

* See page 46/47 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2010-2012

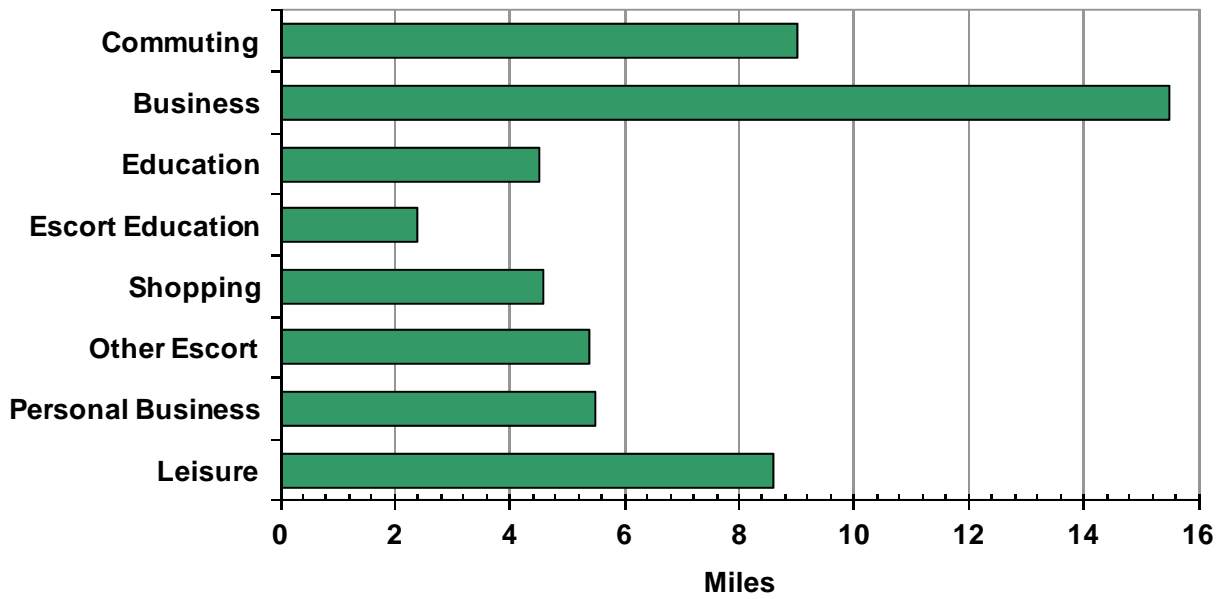
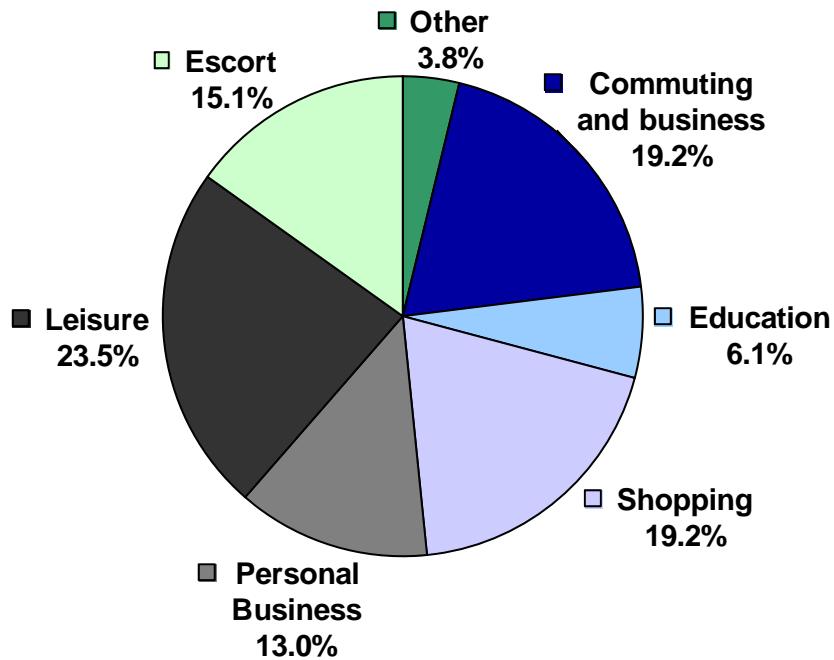
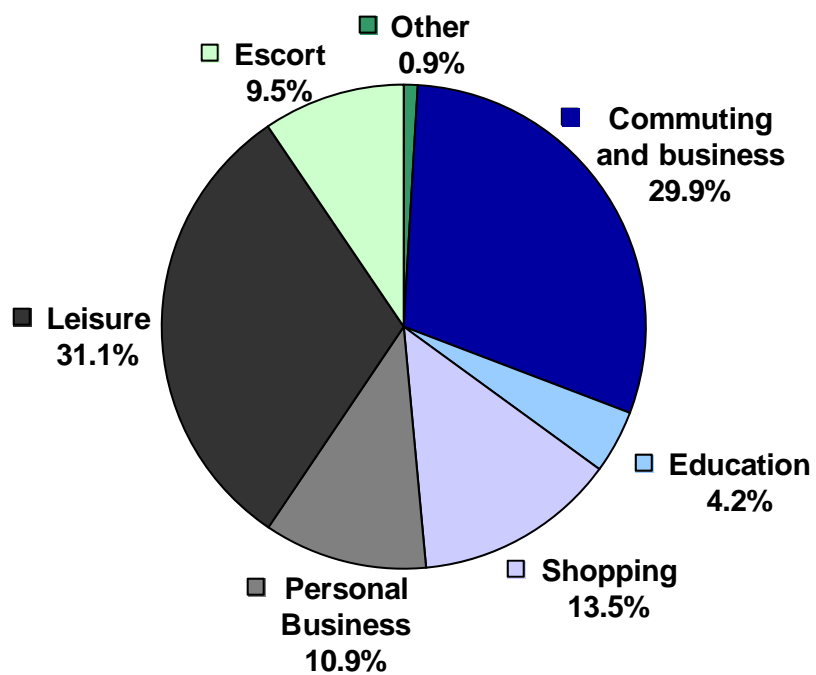


Figure 4.2: Number of journeys per person per year 2010-2012: proportion in each journey purpose group*



* See page 46/47 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2010-2012: 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 (921 for men, 910 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 (23%) of all journeys women made were for this purpose compared to one fifth (20%) for men.
- The largest proportion of journeys made by children under 16 was for education (30%).
- 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).
- Shopping and personal business journeys became more frequent with age for both men and women. For example, for women aged 60 and over, 59% of journeys were for shopping or personal business compared to 26% 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.
- Women made more journeys (16%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (11%).

Table 4.2 Journeys per person per year by age, sex and purpose*: 2010-2012

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%	8%	22%	22%	19%	5%	16%	19%	16%
Business	0%	5%	8%	2%	6%	2%	3%	1%	2%	4%	3%
Education	30%	11%	0%	0%	2%	9%	0%	0%	2%	2%	6%
Escort education	5%	2%	5%	2%	4%	6%	13%	2%	9%	7%	6%
Shopping	5%	13%	17%	30%	20%	18%	20%	35%	23%	22%	19%
Other escort	18%	4%	8%	6%	7%	5%	10%	3%	7%	7%	9%
Personal business	11%	8%	10%	20%	13%	8%	12%	24%	14%	13%	13%
Visit friends at private home	13%	11%	8%	11%	9%	14%	10%	12%	11%	10%	11%
Visit friends elsewhere	3%	5%	4%	6%	5%	6%	3%	6%	4%	5%	4%
Entertainment/public social activities	6%	4%	2%	3%	2%	3%	2%	3%	2%	2%	3%
Sport participate	4%	7%	3%	3%	4%	2%	2%	1%	2%	3%	3%
Holiday base	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Day trip	3%	1%	2%	3%	2%	1%	2%	3%	2%	2%	2%
Other including just walk	3%	2%	4%	5%	4%	4%	4%	4%	4%	4%	4%
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%
No. of journeys	821	812	989	877	921	866	1,044	716	910	915	900
Distance travelled (miles)	3,946	6,343	8,317	5,548	7,110	5,693	6,464	3,932	5,551	6,251	5,873

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2010-2012 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. Just over 8 in 10 workers (82%) usually travelled to work by car or van, while nearly 1 in 10 (9%) usually walked to work.
- The percentage of workers using a car/van for travelling to work is lower among Belfast residents (67%) than residents in the East (83%) and in the West (86%) of Northern Ireland.
- Workers living in Belfast are more likely to travel to work by bus (13%) than those living in the East (4%) and in the West (1%) of Northern Ireland.
- A greater proportion of workers who live in Belfast (13%) and in the West of Northern Ireland (10%) walk to work compared to those living in the East of Northern Ireland (7%).

Table 4.3a: Method of travel to work: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2000-2002	2005-2007	2009-2011	2010-2012
Car/van (includes minibus works van)	80%	80%	82%	82%
Motorbike/moped/scooter	1%	1%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	5%	4%	4%
NIR train	1%	1%	1%	1%
Walk	10%	11%	10%	9%
Other	2%	2%	2%	2%
All methods of travel	100%	100%	100%	100%

Table 4.3b: Method of travel to work by Area: 2010-2012

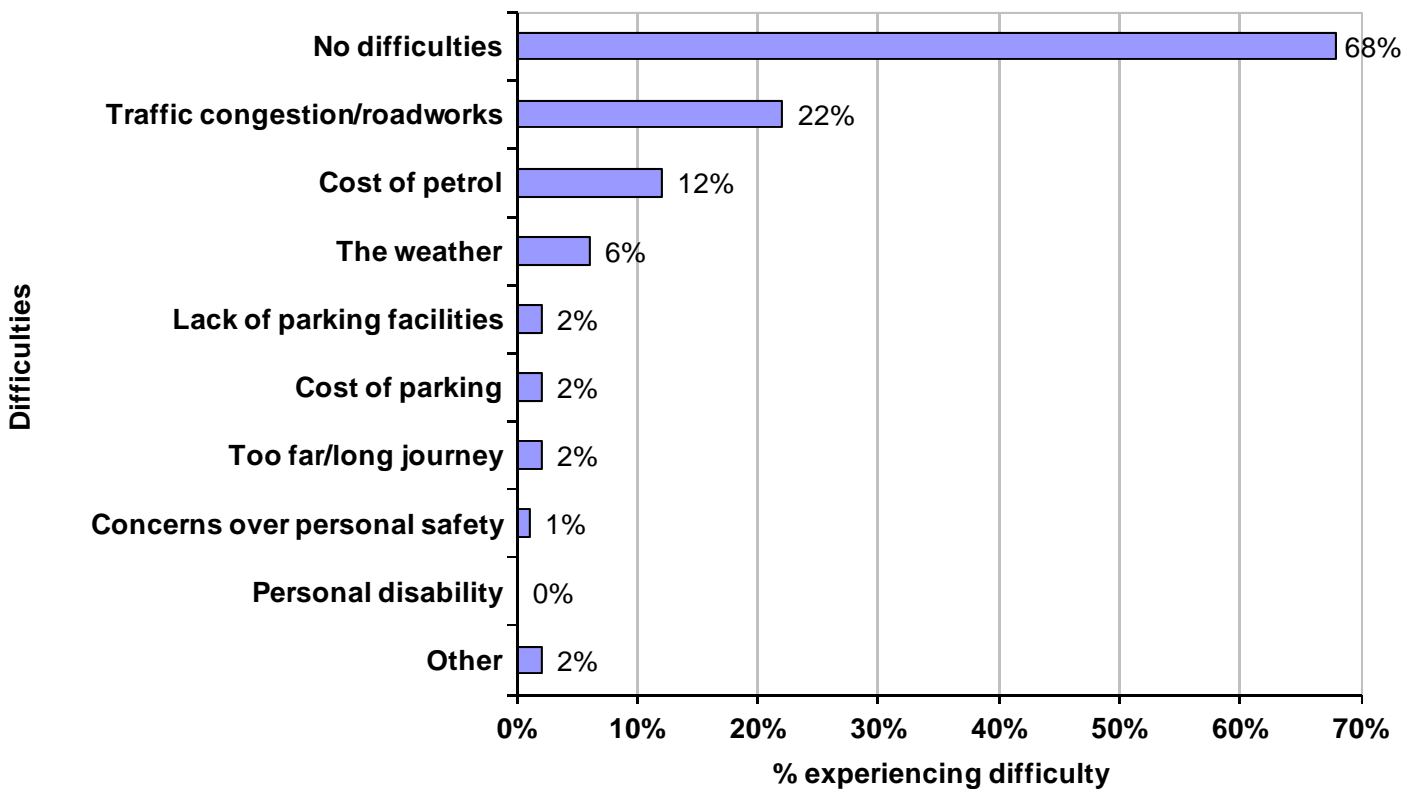
Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	67%	83%	86%
Motorbike/moped/scooter	1%	1%	0%
Bicycle	3%	2%	0%
Bus	13%	4%	1%
NIR train	2%	2%	1%
Walk	13%	7%	10%
Other	2%	2%	2%
All methods of travel	100%	100%	100%

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 (68%) 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 22% of respondents), followed by cost of petrol (12%).

Figure 4.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2010-2012

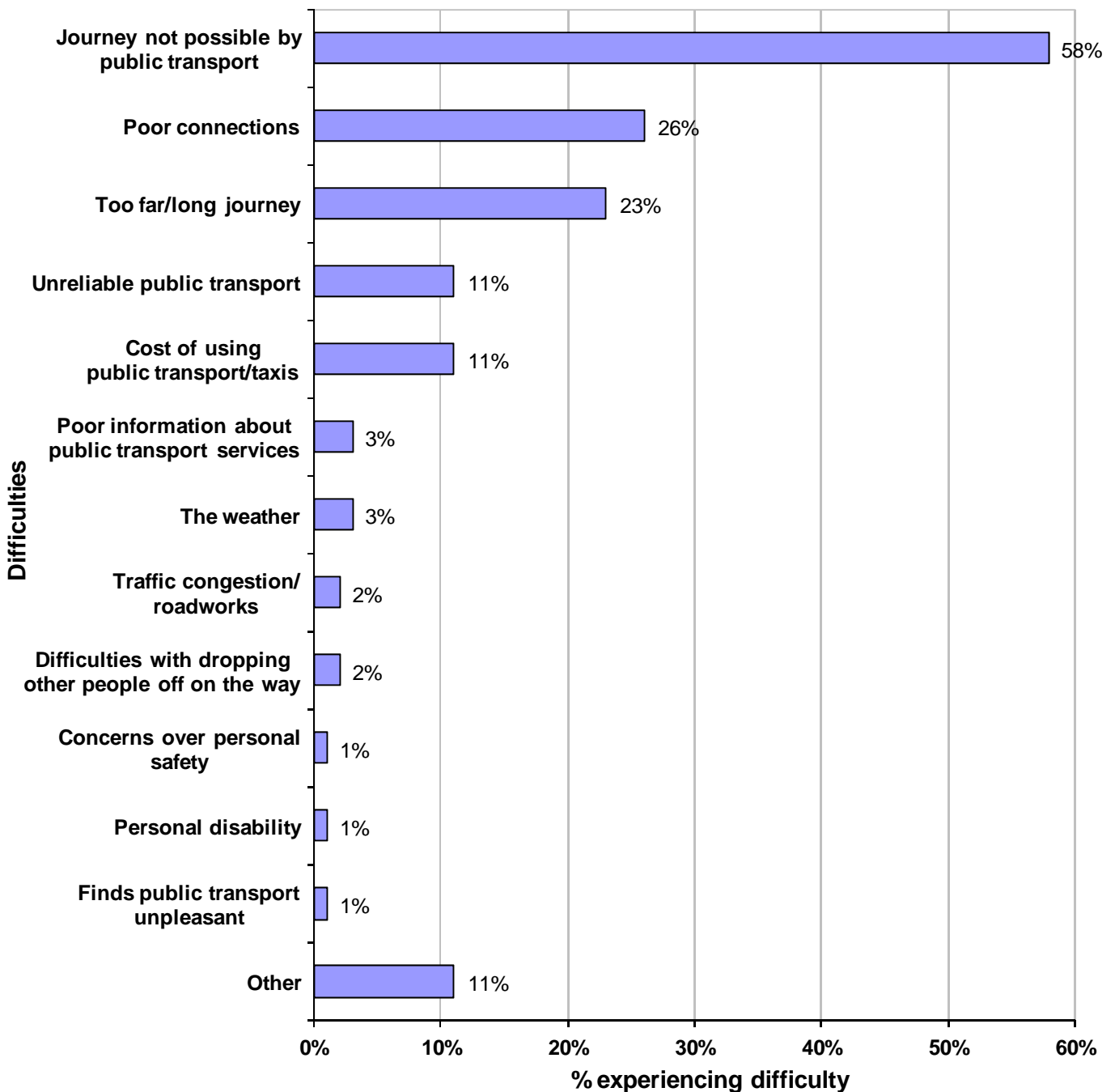


Percentages sum to more than 100% due to multiple responses.

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, 58% 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 (58%), followed by poor connections (26%) and too far/long journey (23%).

Figure 4.5: Difficulties travelling to or from work if not using car, van or motorcycle: 2010-2012

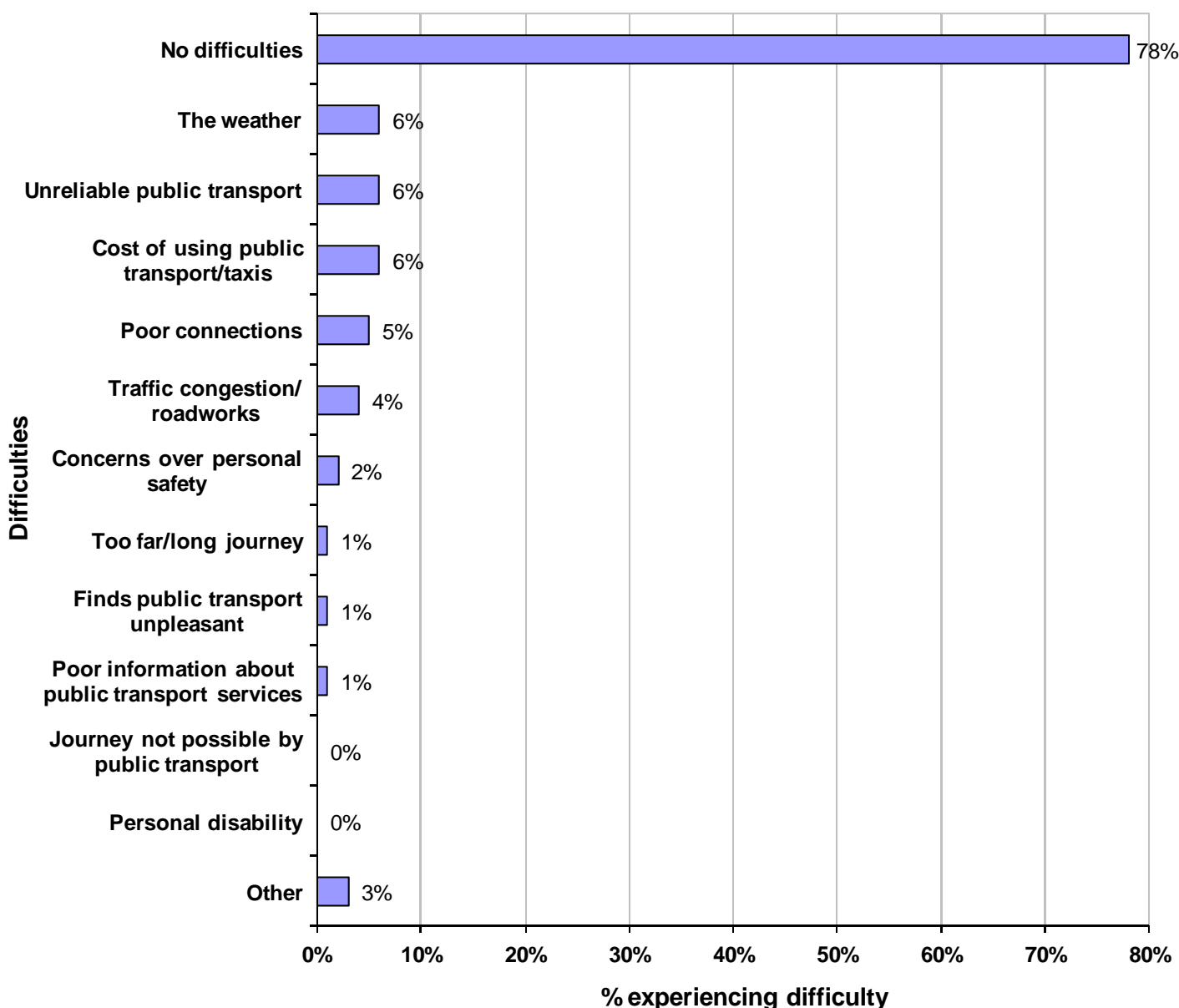


Percentages sum to more than 100% due to multiple responses.

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 (78%) reported that they had no difficulties.
- A higher proportion of users of other forms of transport (78%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (68%). 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%).
- Among the main difficulties mentioned by respondents were the weather (6%), unreliable public transport (6%) and cost of using public transport / taxis (6%).

Figure 4.6: Difficulties experienced travelling to or from work by other forms of transport: 2010-2012



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.
- Almost 8 in 10 (78%) of those who did the main food shopping used a car or van. Around 1 in 10 (9%) walked.

Table 4.4: Method of travel to do main food shopping: 2010-2012

Percentage of main food shoppers

Method of travel to do main food shop	2010-2012
Car/van	78%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	9%
Taxi/minicab	4%
Does shopping online/Shopping is delivered*	5%
Other	1%
All methods of travel	100%

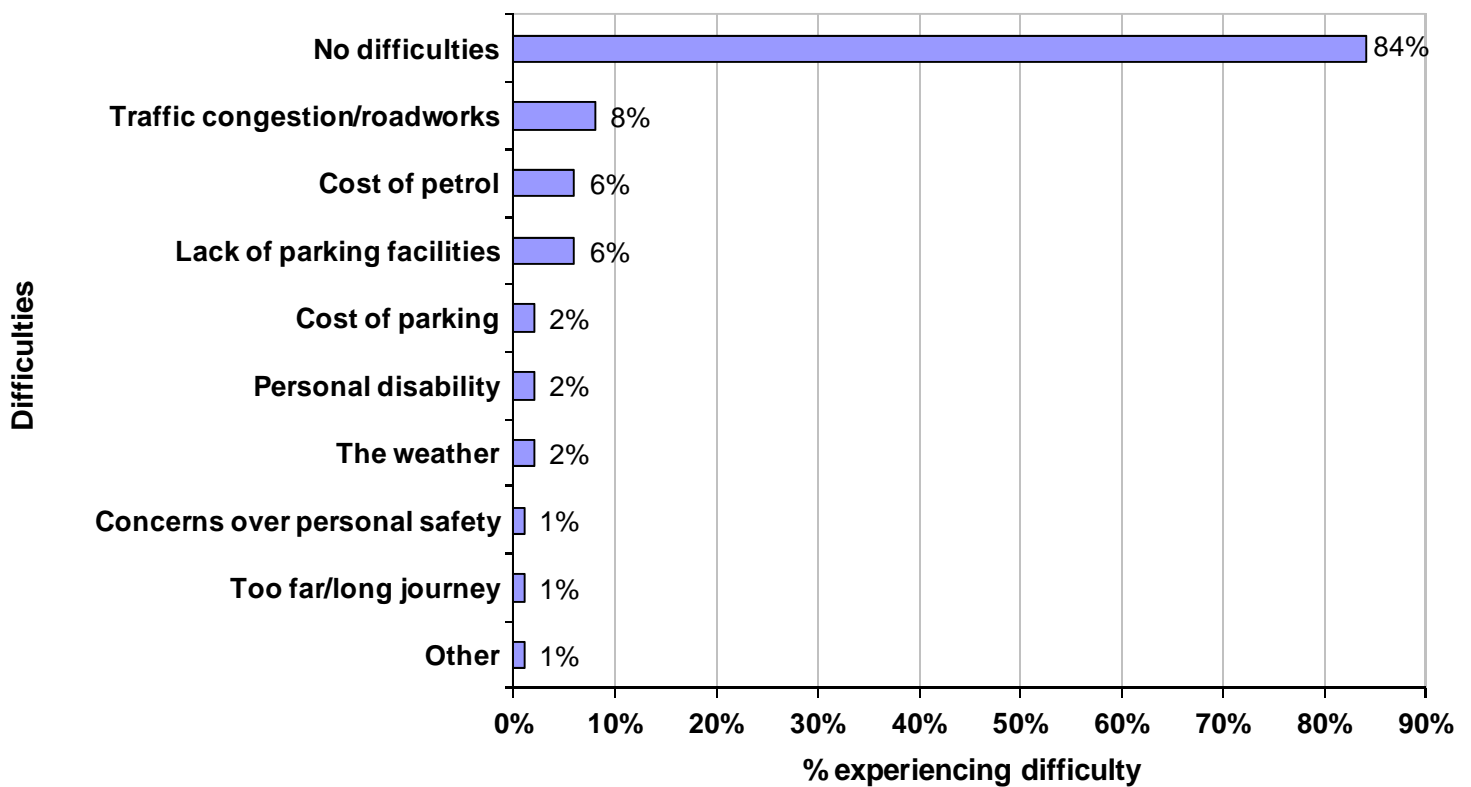
* “Does shopping online/Shopping is delivered” option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to the house. The category “Respondent buys main 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”. 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” 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 (84%) 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 8% of respondents), followed by cost of petrol (6%) and lack of parking facilities (6%).

Figure 4.7: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2010-2012

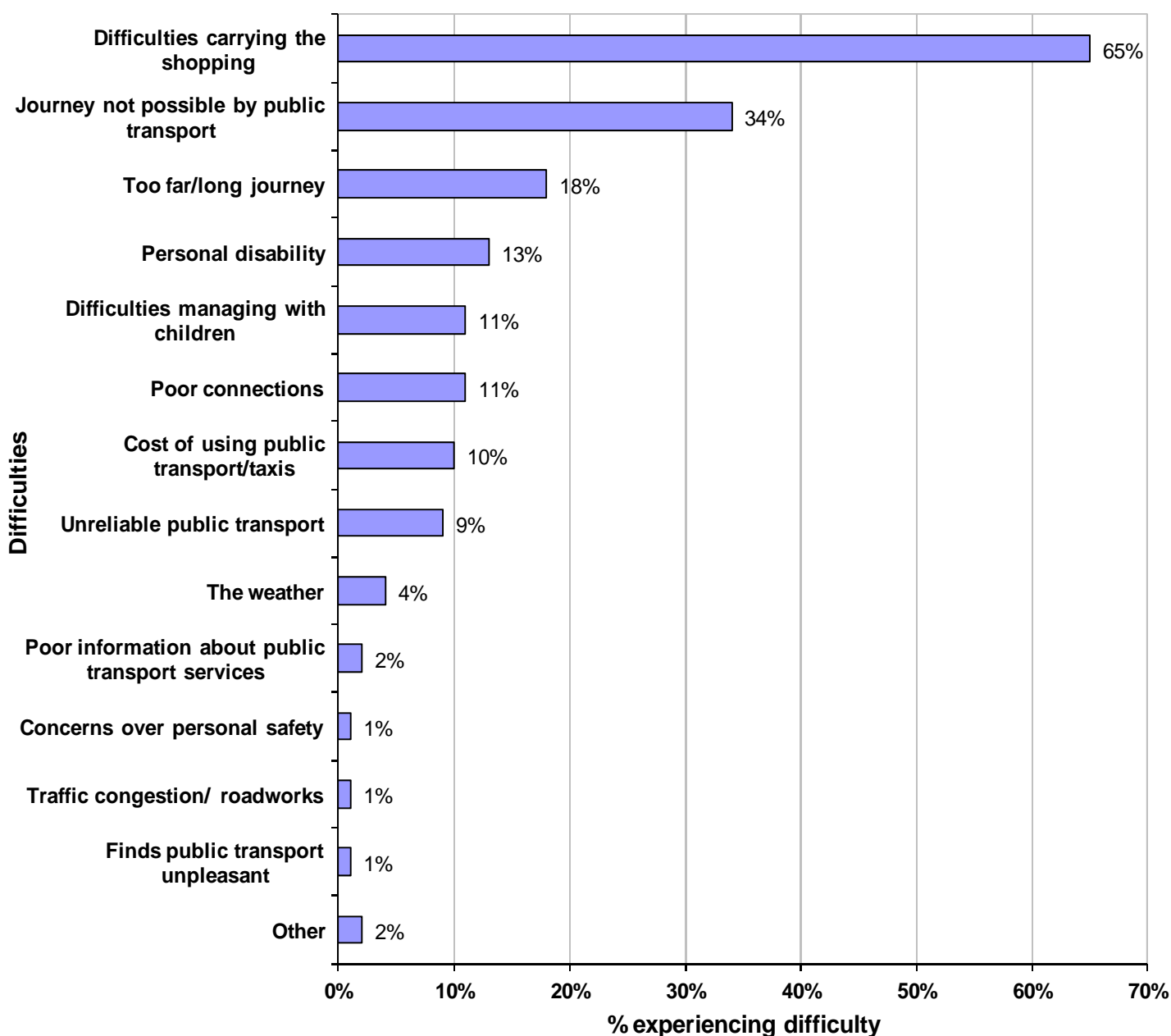


Percentages sum to more than 100% due to multiple responses.

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, 55% 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 (65%), followed by journey not possible by public transport (34%).

Figure 4.8: Difficulties if car, van or motorcycle not used to do main food shopping: 2010-2012

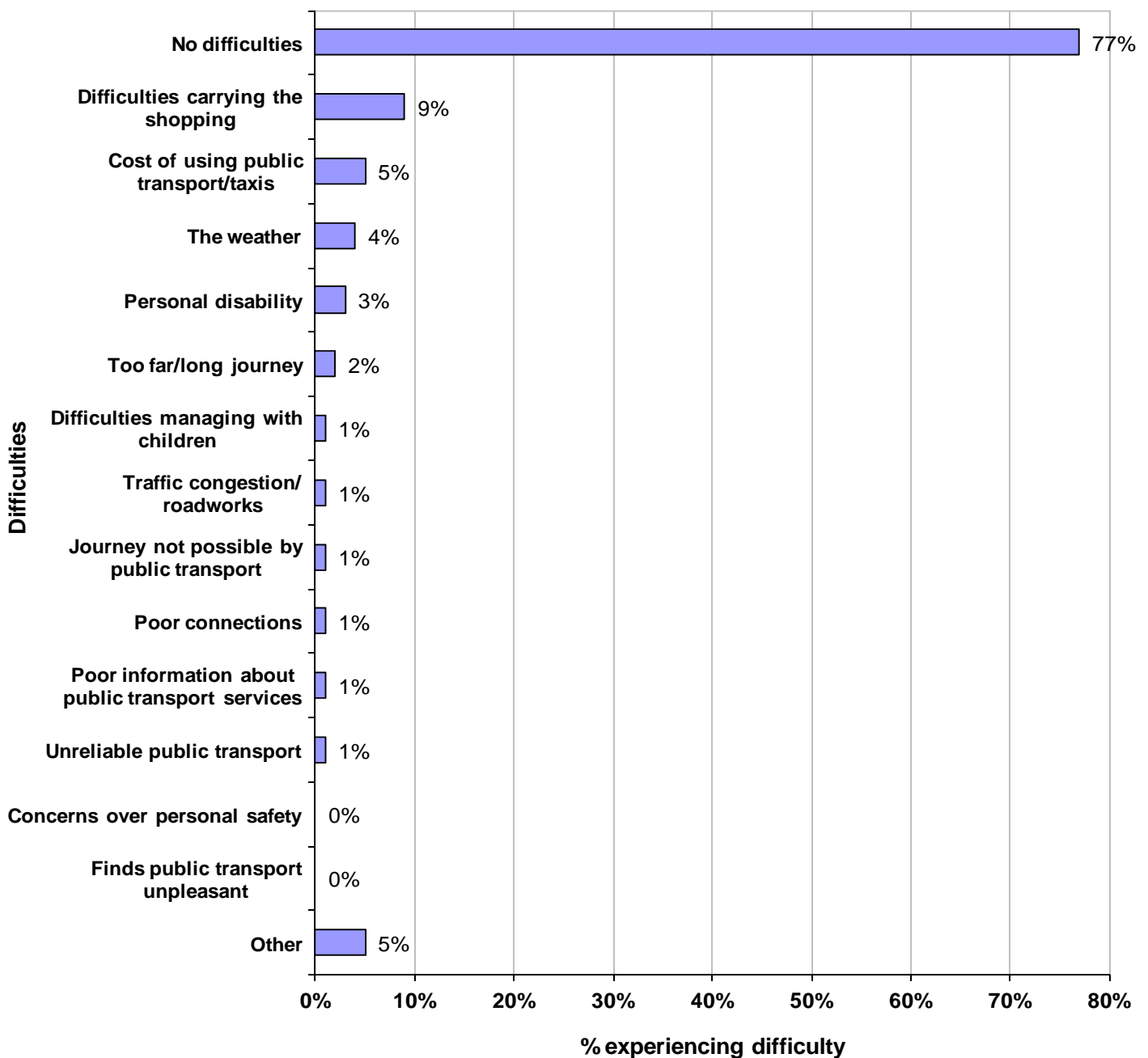


Percentages sum to more than 100% due to multiple responses.

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 (77%) 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 (84%).
- 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: 2010-2012



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 (Table 5.1, Figure 5.1)

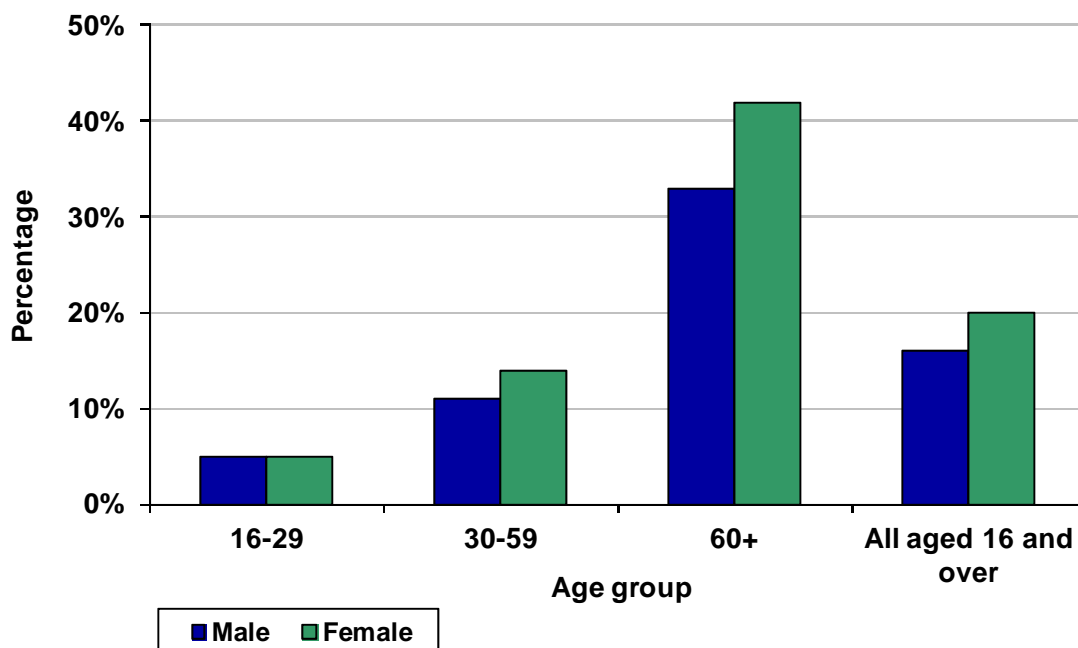
- Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 48). As expected, this increases with age: 5% of 16-29 year olds had difficulty with travel compared to 38% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex: 2010-2012

Percentage of persons

Age group	Percent who have difficulty with travel due to physical disability		
	Male	Female	All adults
16-29	5%	5%	5%
30-59	11%	14%	12%
60+	33%	42%	38%
All aged 16 and over	16%	20%	19%

Figure 5.1: Difficulty with travel due to physical disability by age and sex: 2010-2012



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

- Nearly three quarters (73%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2000-2002. However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 43% in 2000-2002 to 33% in 2010-2012.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2010–2012, 41% of vehicles in these households were used to take someone in the household to school.
- Fifty-two 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, 70% were parked in a “private or firm’s car park” during work hours, with most of the rest (23%) parked “in a non-payment area”.
- Nearly one quarter (24%) of vehicles were used in the course of work by someone in the household.

Table 5.2: Annual vehicle mileage: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Percentage of vehicles

Miles per year	2000-2002	2005-2007	2009-2011	2010-2012
0-499	1%	1%	1%	1%
500-999	0%	0%	1%	1%
1,000-1,999	2%	2%	2%	2%
2,000-2,999	2%	3%	3%	3%
3,000-3,999	3%	4%	4%	4%
4,000-4,999	3%	4%	4%	4%
5,000-6,999	14%	15%	16%	17%
7,000-8,999	11%	12%	14%	14%
9,000-11,999	21%	21%	21%	21%
12,000-14,999	17%	16%	15%	15%
15,000-17,999	11%	10%	8%	8%
18,000-20,999	8%	7%	6%	5%
21,000-29,999	4%	3%	3%	3%
30,000 or over	3%	4%	2%	3%
All vehicles	100%	100%	100%	100%

Bicycle ownership (Figure 5.2, Table 5.3)

- Thirty-nine percent of households in Northern Ireland own at least one bicycle. A total of 15% of households have one bicycle, 11% have two bicycles and a further 12% have 3 or more bicycles. These results are comparable to 2000-2002.

Figure 5.2: Household bicycle ownership: 2010–2012

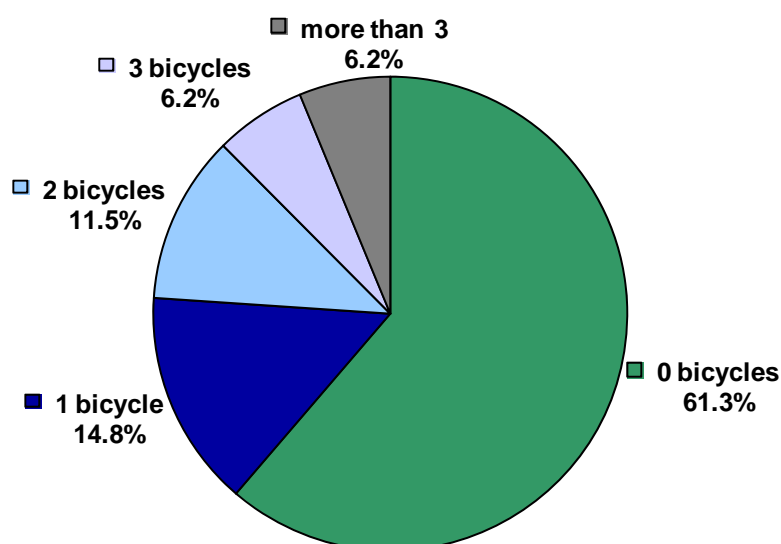


Table 5.3: Household bicycle ownership: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Percentage of households

Number of bicycles	2000-2002	2005-2007	2009-2011	2010-2012
0	63%	65%	61%	61%
1	13%	13%	15%	15%
2	12%	11%	12%	11%
3	6%	5%	6%	6%
4	4%	4%	4%	4%
5	2%	1%	1%	2%
6	0%	0%	1%	1%
7+	0%	0%	0%	0%
All households	100%	100%	100%	100%

Bicycle usage (Table 5.4, Figure 5.3)

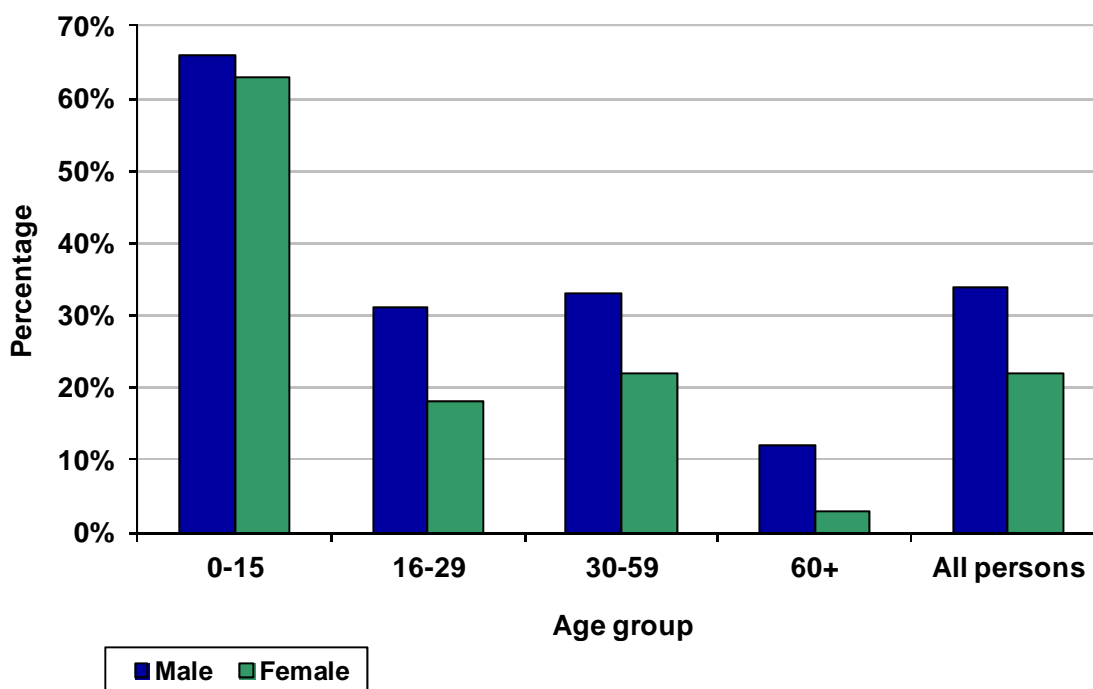
- The majority (64%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.
- Cycle usage is generally higher among males: 34% of males had cycled in the last 12 months compared with 22% of females. The exception to this is the 0-15 age group where usage is the around the same: 66% of males and 63% 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: 2010-2012

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	66%	63%	64%
16-29	31%	18%	24%
30-59	33%	22%	27%
60+	12%	3%	7%
All persons	34%	22%	28%

Figure 5.3: Cycled in the last 12 months by age and sex: 2010-2012



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

- In 2010-2012, 14% 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 8% in 2000-2002. More than one quarter (28%) of households 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 2010-2012, 7 in 10 households (70%) 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. Sixty-two percent said it would take them 44 or more minutes or that it was not feasible to walk. Overall, just over one quarter (27%) of households lived within 26 minutes walk of an NI Railways station, 10% within 13 minutes walk.

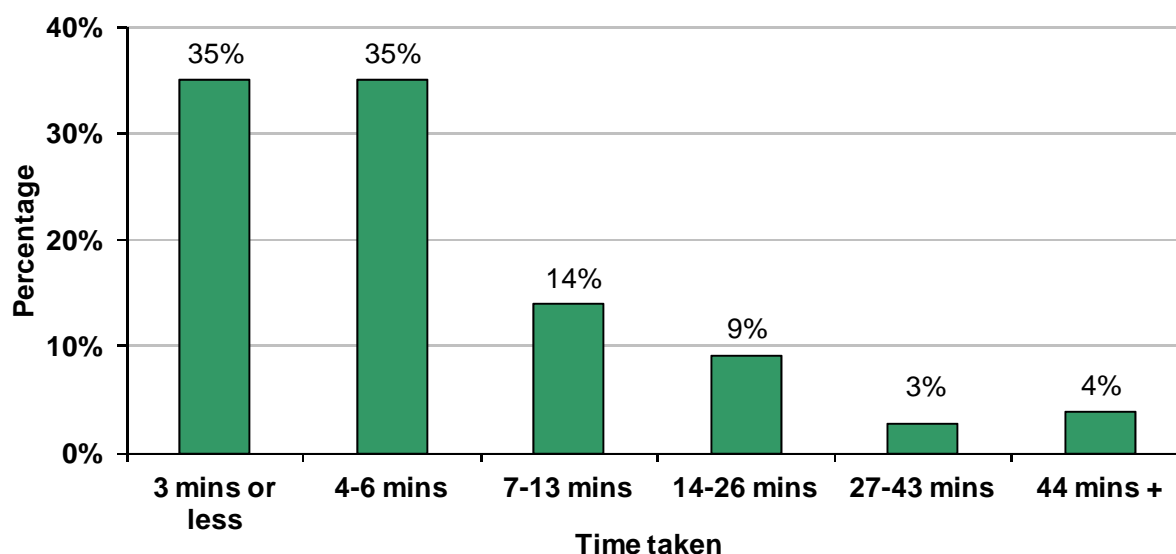
Table 5.5: Bus service frequency: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Percentage of households

Frequency of Service	2000-2002	2005-2007 ^f	2009-2011	2010-2012
At least once every quarter-hour	8%	10%	15%	14%
At least once every half-hour	21%	17%	18%	17%
At least once an hour	22%	24%	19%	20%
About 3 times a day	15%	17%	17%	16%
At least once a day	5%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know*	28%	26%	27%	28%
All households	100%	100%	100%	100%

*^f 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*: 2010-2012



* 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).

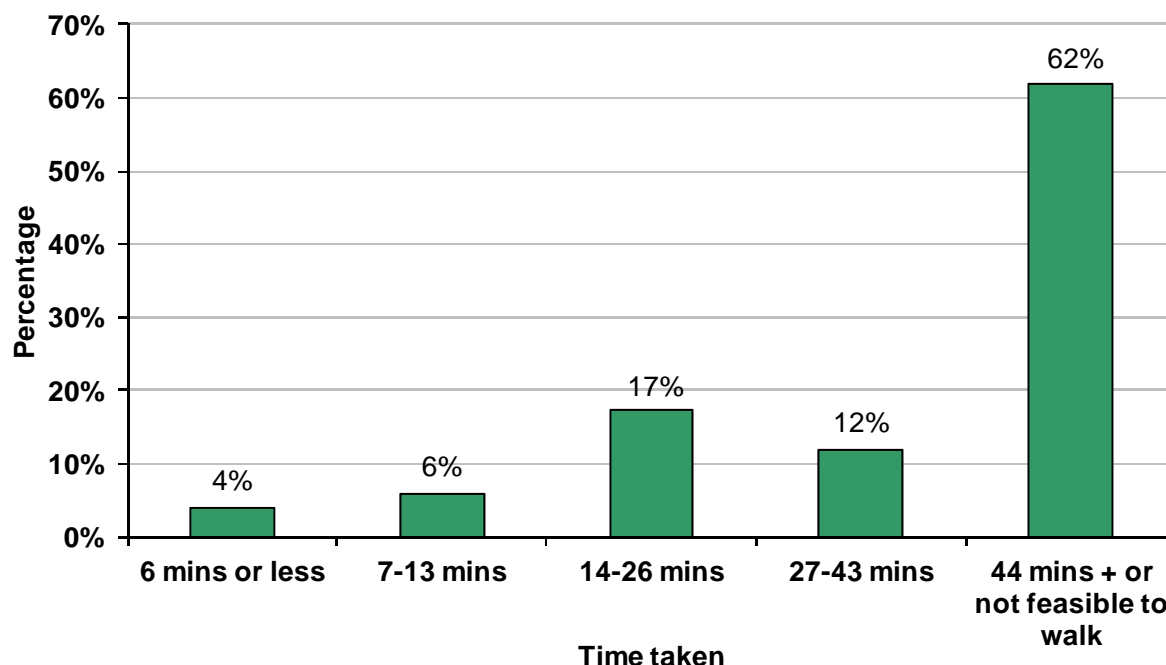
Table 5.6: Rail service frequency: 2000-2002, 2005-2007, 2009-2011 and 2010-2012

Percentage of households

Frequency of Service (asked if households did not state "Not applicable" to time taken to walk to nearest station question)	2000-2002	2005-2007	2009-2011	2010-2012
Frequent service throughout day (at least once per hour)	68%	61%	73%	75%
Frequent service during rush hour (at least once per hour)	6%	4%	4%	3%
Less frequent service	4%	8%	3%	2%
Not applicable	5%	7%	1%	1%
Don't know*	17%	20%	20%	19%
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*: 2010-2012



* 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.).

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 (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.

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.

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 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	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