



Department for
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Development**
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Travel Survey for Northern Ireland In-depth Report 2011-2013



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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

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

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 2011–2013:-

General travel statistics

- On average, Northern Ireland residents travelled 5,932 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2001-2003 (5,786 miles) (Table 1.2).
- Each person made an average of 901 journeys each year. This has decreased from the 2001-2003 average of 960 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 (71%) in 2011-2013. 71% of women now hold a car driving licence, an increase of 10 percentage points from 2001-2003 (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 2001-2003, 83% in 2011-2013) (Table 2.3).
- Those living in the Belfast area travelled an average of 4,024 miles per year, around one third less than the 6,037 miles and 6,262 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 (910 for men, 922 for women). However, men travelled 27% further than women, averaging 7,107 miles a year, compared to 5,616 miles for women (Table 3.6).

How people travel

- Car travel made up just over four fifths (81%) of the total distance travelled in 2011-2013. Public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 7% of total distance travelled and walking 3% (Table 3.1).
- Car journeys accounted for 72% of all journeys made in 2011-2013, an increase from 69% in 2001-2003. They were, on average, just over 7 miles long (Table 3.2).
- Walks accounted for 17% of all journeys in 2011-2013 and averaged 1 mile in length (the shortest journeys compared to other modes of travel) (Table 3.2).
- During 2011-2013, the longest average journey lengths were on Northern Ireland Railways (20.6 miles), although only an average of 5 of these journeys were made per person per year. These results are comparable to previous years (Table 3.2).
- One seventh (14%) of all journeys were less than one mile long, and nearly two thirds of these short journeys were on foot (64%). The car was the dominant mode of transport (79%) for all journeys over one mile (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 2001-2003 are comparable (Table 3.4).
- Children under 16 made 65% of their journeys as car passengers, with most of the rest on foot (22%). For adults (aged 16 and over), a higher proportion of journeys were made by car (73%) and a lower proportion of journeys were made on foot (16%) (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, 15% for commuting and 13% for personal business. These results are similar to 2001-2003 (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 2011-2013. Compared to 2001-2003, commuting has increased from 19% to 21% and shopping has decreased from 15% to 13% (Table 4.1).
- Men made the largest proportion of their journeys for commuting and business (27%). For women, 19% 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 (31%) (Table 4.2).
- In 2011-2013, the majority of workers in Northern Ireland used a car or van to travel to work (83%), similar to 2001-2003 (81%) (Table 4.3a).
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 21% of respondents), followed by cost of petrol (12%). 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, 20% 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: 6% of 16-29 year olds had difficulty with travel compared to 38% 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 8% in 2001-2003. 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 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 2011-2013 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 2011-2013 TSNI data. The first, the headline report, containing key figures was published in July 2014. A technical report was published in August 2014 containing information on 2011-2013 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 2015. The next headline report, based on 2012-2014 results, is planned for July 2015. The 2012-2014 in-depth report is planned for December 2015.

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 2015). 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 from the TSNI is being used in the development of the NI Transport Model.

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 2011-2013 (page 11):

http://www.drdni.gov.uk/tsni_technical_report_2011-2013.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 since 2009-2011, there have been 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 2012/13 there were 26.2 million passenger journeys on Metro and 40.7 million passenger journeys on Ulsterbus. This gives a total of 66.9 million Metro and Ulsterbus passenger journeys.
- Using the 2012 mid year population estimate (1,823,634), this equates to approximately 14 Metro journeys per person per year and 22 Ulsterbus journeys per person per year.
- Using the total figure of 66.9 million passenger journeys and the 2012 mid year population estimate gives a total of around 37 Metro and Ulsterbus journeys per person per year.

From the TSNI 2011-2013:

- There were, on average, 21 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 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 2011-2013 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 2011-2013 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 2011-2013 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 2011-2013.

Summary of basic statistics

Table 1.1 provides information taken from the 2001-2003, 2006-2008, 2010-2012 and 2011-2013 databases.

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

	Numbers						
	2011	2012	2013	2001-2003	2006-2008	2010-2012	2011-2013
Households	1,001	1,028	989	2,834	2,841	3,066	3,018
Individuals	1,969	1,944	1,876	6,860	6,237	5,955	5,789
Children (<16)	346	311	343	1,543	1,210	978	1,000
Adults (16+)	1,623	1,633	1,533	5,300	5,026	4,977	4,789
Motor vehicles ^{1, r}	1,266	1,309	1,251	3,128	3,453	3,882	3,826
Cars ²	1,234	1,276	1,212	3,039	3,278	3,764	3,722
4-wheeled cars	1,176	1,215	1,148	2,886	3,093	3,581	3,539
Journeys ³	30,401	31,630	30,254	112,574	100,116	95,061	92,285
Stages⁴	30,976	32,227	30,864	114,957	102,460	96,868	94,067

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						
	2011	2012	2013	2001-2003 ²	2006-2008 ²	2010-2012 ²	2011-2013 ²
No. of journeys per person per year	870	914	921	960	926	900	901
No. of journeys (1 mile+)	745	793	784	767	771	771	774
Miles travelled	5,793	6,006	6,000	5,786	6,033	5,873	5,932
Miles travelled by car	4,708	4,875	4,905	4,777	4,916	4,791	4,828
Hours travelled	293	301	299	299	306	295	298
Vehicles per household	1.26	1.27	1.26	1.10	1.22	1.27	1.27
Cars¹ per household	1.23	1.24	1.23	1.07	1.15	1.23	1.23
Cars¹ per adult (17+)	0.77	0.79	0.80	0.59	0.66	0.77	0.79
% men (17+) full car driving licence	82%	85%	82%	80%	81%	83%	83%
% women (17+) full car driving licence	70%	71%	72%	61%	65%	69%	71%
Participating individuals per household	2.0	1.9	1.9	2.4	2.2	1.9	1.9
% of households with bus service at least every 15 mins^r	14% (27% don't know)	14% (27% don't know)	11% (28% don't know)	8% (28% don't know)	12% (25% don't know)	14% (28% don't know)	13% (28% don't know)
Northern Ireland Population for survey period (mid year estimate)^{3,r}	1,814,318	1,823,634	1,829,725	1,697,099	1,761,316	1,814,262	1,822,559

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 See full explanation of bus service frequency revisions in table footnotes on 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 (2001-2003, 2006-2008, 2010-2012 and 2011-2013).

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 2011 to 2013, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 5,932 miles per year over the three-year reporting period. This is around the same as the average distance travelled per person per year in 2001-2003 (5,786 miles).
- Each person made an average of 901 journeys each year (less than 3 journeys per day). This has decreased from the 2001-2003 average of 960 journeys per person per year.
- The average journey length has increased slightly from 6.0 miles in 2001-2003 to 6.6 miles in 2011-2013.
- 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 2001-2003 (299 hours).
- Comparing results from 2006-2008 to 2011-2013, 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: 2011 to 2013; 2001-2003, 2006-2008, 2010-2012 and 2011-2013

	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
2011	5,793	5,738	870	745	6.7	293
2012	6,006	5,954	914	793	6.6	301
2013	6,000	5,942	921	784	6.5	299
2001-2003	5,786	5,708	960	767	6.0	299
2006-2008	6,033	5,961	926	771	6.5	306
2010-2012	5,873	5,817	900	771	6.5	295
2011-2013	5,932	5,877	901	774	6.6	298

Figure 2.1: Average distance travelled per person per year by mode: 2006-2008 to 2011-2013

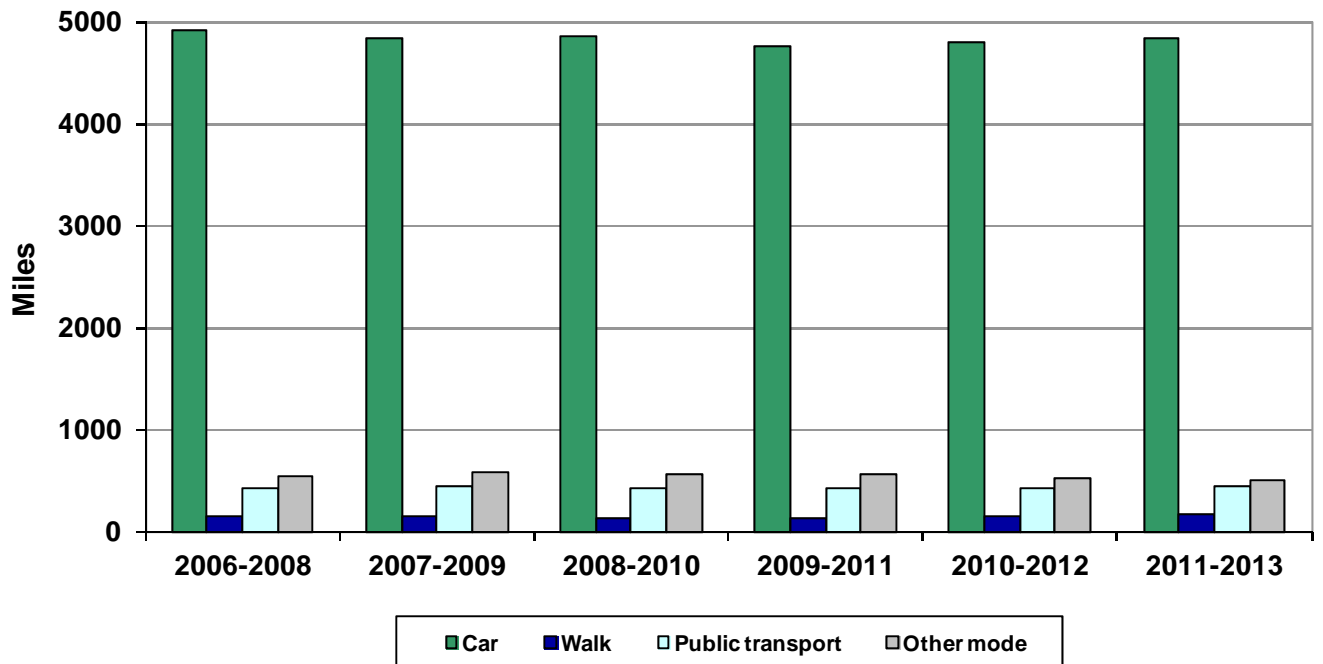


Figure 2.2: Average number of journeys per person per year by main mode: 2006-2008 to 2011-2013

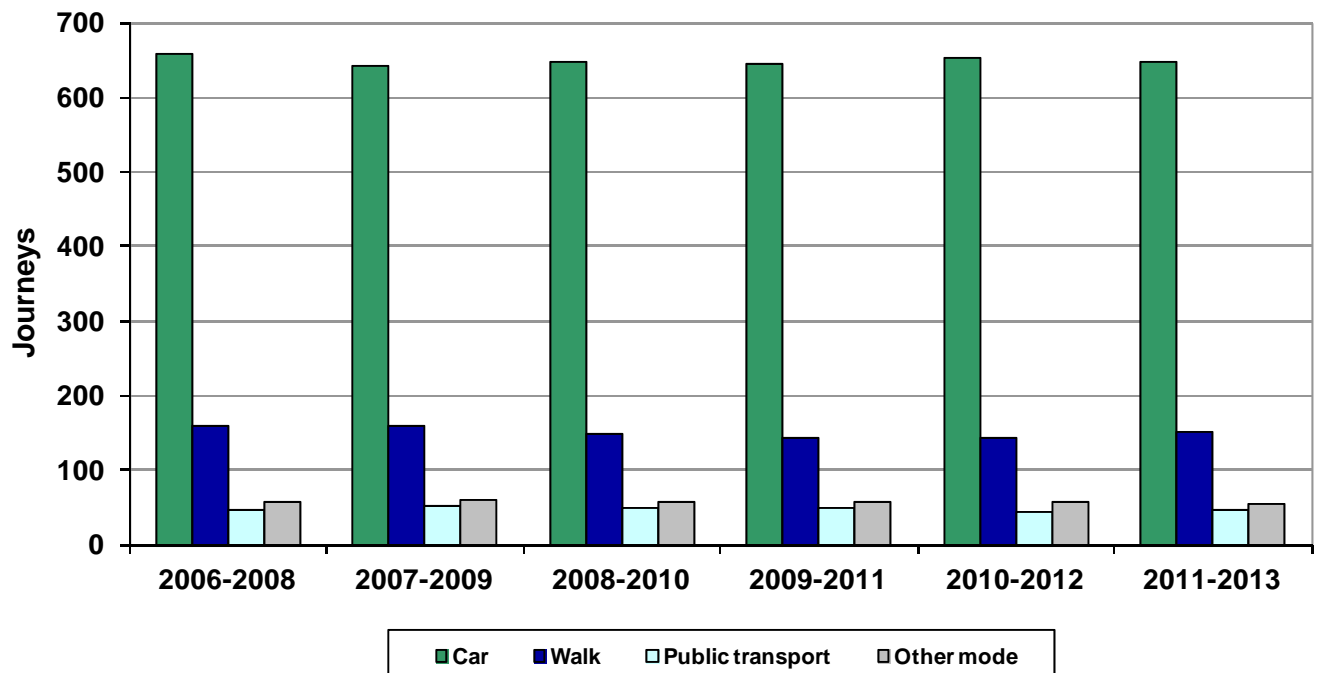
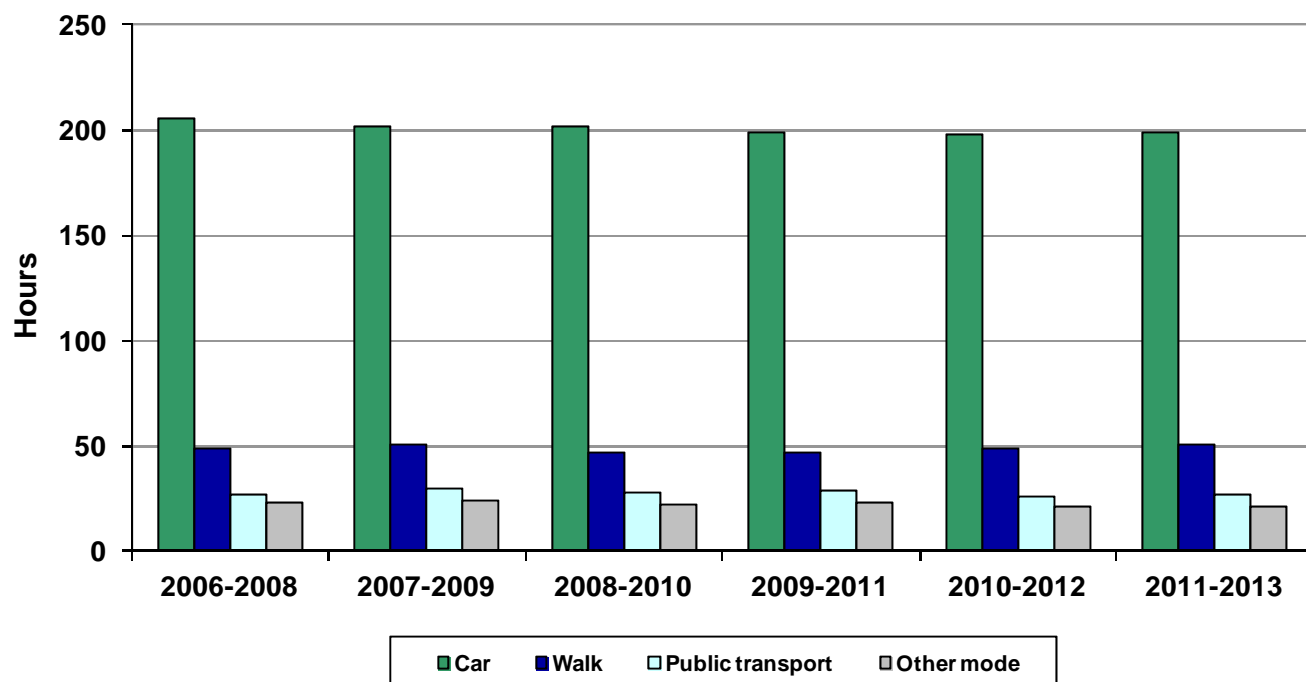


Figure 2.3: Average time spent travelling per person per year by main mode: 2006-2008 to 2011-2013



Trends in car ownership (Table 2.2)

- A higher proportion of households have access to a car in 2011-2013 (79%) compared to 2001-2003 (73%).
- Three fifths (60%) of the households in Belfast had access to at least one car in 2011-2013 compared to 83% in the East and 82% in the West of Northern Ireland (for definitions of areas see page 48).
- 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 (23%), compared to households in the East (38%) and the West (37%) of Northern Ireland.

Table 2.2: Household car ownership by area of residence: 2011 to 2013; 2001-2003, 2006-2008, 2010-2012 and 2011-2013

		No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
Belfast	(2011')	..	..	..	..	..	..	..
East		18%	44%	31%	6%	100%	1.27	0.82
West		20%	41%	29%	9%	100%	1.31	0.77
All areas		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	(2013)	..	..	..	..	..	..	..
East		17%	46%	31%	6%	100%	1.29	0.86
West		16%	47%	32%	5%	100%	1.27	0.78
All areas		20%	45%	30%	5%	100%	1.23	0.80
Belfast	(2001-2003)	46%	38%	12%	3%	100%	0.73	0.44
East		22%	45%	28%	5%	100%	1.17	0.63
West		25%	46%	25%	5%	100%	1.11	0.59
All areas		27%	44%	24%	5%	100%	1.07	0.59
Belfast	(2006-2008)	43%	41%	13%	2%	100%	0.74	0.46
East		21%	42%	30%	6%	100%	1.23	0.72
West		23%	44%	27%	7%	100%	1.20	0.66
All areas		25%	42%	27%	6%	100%	1.15	0.66
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
Belfast	(2011-2013)	40%	38%	20%	3%	100%	0.87	0.64
East		17%	44%	31%	7%	100%	1.30	0.85
West		18%	45%	30%	7%	100%	1.27	0.76
All areas		21%	44%	29%	6%	100%	1.23	0.79

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

- Comparing 2001-2003 to 2011-2013, 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 (71%) in 2011-2013. 71% of women now hold a car driving licence, an increase of 10 percentage points from 2001-2003 (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 2001-2003, 83% in 2011-2013).
- The age group where the gender gap in licence holding is most noticeable is the 70+ age group where there is a difference of 32 percentage points between men (78%) and women (46%).
- The lowest proportion of driving licence holders (42%) is in the 17-20 age group. This increases to 73% 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 (60%).

Figure 2.4: Driving licence holders by age and sex: 2011-2013

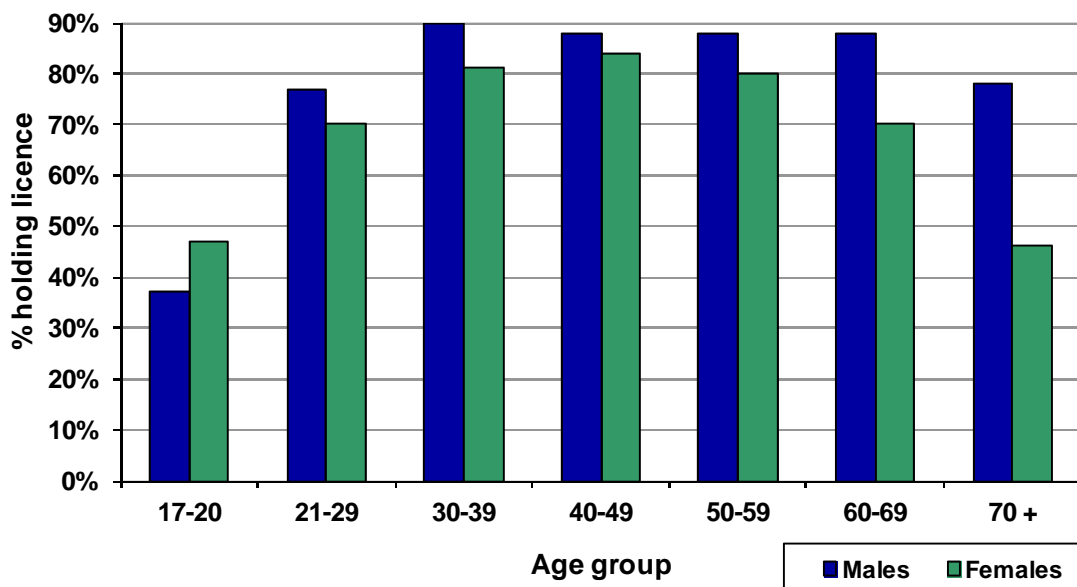


Table 2.3: Driving licence holders by age and sex: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Percentage

	2001-2003 [†]			2006-2008			2010-2012			2011-2013		
Age group	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	34%	26%	30%	43%	30%	36%	38%	46%	43%	37%	47%	42%
21-29	77%	70%	73%	70%	62%	66%	76%	68%	71%	77%	70%	73%
30-39	88%	80%	84%	86%	81%	83%	88%	80%	84%	90%	81%	84%
40-49	89%	76%	82%	88%	78%	82%	89%	83%	86%	88%	84%	86%
50-59	89%	66%	77%	89%	74%	82%	88%	76%	82%	88%	80%	84%
60-69	83%	56%	69%	88%	63%	75%	89%	68%	78%	88%	70%	78%
70 +	66%	25%	42%	75%	37%	53%	79%	42%	57%	78%	46%	60%
All adults aged 17+	80%	61%	70%	81%	65%	72%	83%	69%	75%	83%	71%	77%

[†] Figures have been revised to 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 2001-2003, 2006-2008, 2010-2012 & 2011-2013.

Distance travelled (Table 3.1)

- During 2011–2013, just over four fifths (81%) of the total distance travelled in Northern Ireland was by car.
- Walking accounted for 3% of total distance travelled.
- 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.
- These results are broadly consistent with earlier years.

Table 3.1: Average distance travelled per person per year by travel mode*: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Miles

Travel mode *	Miles per person per year			
	2001-2003	2006-2008	2010-2012	2011-2013
Walk	142	143	149	157
Bicycle	14	16	28	26
Car Driver	3,028	3,230	3,340	3,349
Car Passenger	1,720	1,686	1,450	1,478
Car Undefined	29	..	..	..
Motorcycle	25	11	8	6
Other private	319	451	426	426
Citybus/Metro and Ulsterbus**	276	297	271	280
Other bus	87	53	47	54
NI Railways	56	76	96	100
Black taxi	7	3	3	..
Taxi	71	64	52	51
Other public	..	..	..	..
Undefined mode	12	..	..	..
All modes	5,786	6,033	5,873	5,932

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 2011-2013, an increase from 69% in 2001-2003. They were, on average, just over 7 miles long.
- Walks accounted for 17% of all journeys in 2011-2013 and averaged 1 mile in length (the shortest journeys compared to other modes of travel).
- During 2011-2013, the longest average journey lengths were on Northern Ireland Railways (20.6 miles), although only an average of 5 of these journeys were made per year. These results are comparable to previous years.
- Fewer journeys are being made per person per year (960 in 2001-2003 compared to 901 in 2011-2013) but the journeys are, on average, of greater length (6.0 miles in 2001-2003 compared to 6.6 miles in 2011-2013).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2001-2003	2006-2008	2010-2012	2011-2013	2001-2003	2006-2008	2010-2012	2011-2013
Walk	182	160	143	152	0.7	0.8	1.0	1.0
Bicycle	6	5	7	6	2.3	3.0	4.2	4.8
Car Driver	413	431	451	450	7.3	7.5	7.4	7.4
Car Passenger	248	228	202	198	6.9	7.4	7.1	7.4
Car Undefined	4	-	-	-	6.6	..	..	..
Motorcycle	3	1	1	-	9.4	8.6	9.9	..
Other private	30	36	37	36	10.8	12.7	11.6	11.9
Citybus/Metro and Ulsterbus**	38	39	35	35	7.7	7.9	8.1	8.2
Other bus	10	4	4	6	9.0	13.4	12.6	9.7
NI Railways	3	4	5	5	20.5	20.6	20.3	20.6
Black taxi	2	1	1	-	3.2	3.4	4.7	..
Taxi	19	16	14	12	3.6	4.0	3.7	4.0
Other public	-	-	-	-	..	..	..	..
Undefined mode	2	-	-	-	7.4	..	..	..
All modes	960	926	900	901	6.0	6.5	6.5	6.6

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 nearly two thirds of these short journeys were on foot (64%).
- The car was the dominant mode of transport (79%) for all journeys over one mile.
- 80% of journeys were less than 10 miles in 2011-2013.

Table 3.3: Journeys per person per year by distance and main mode*: 2011-2013

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	82	46	21	2	-	-	-	152
Bicycle	1	1	3	1	-	-	-	6
Car driver	27	76	146	97	76	22	6	450
Car passenger	14	37	66	38	30	10	4	198
Car undefined	-	-	-	-	-	-	0	-
Motorcycle	-	-	-	-	-	-	-	-
Other private	2	4	9	8	8	3	2	36
Metro and Ulsterbus**	1	3	13	10	7	1	1	35
Other bus	-	1	2	1	1	-	-	6
NI Railways	-	-	-	2	2	1	1	5
Black taxi	0	-	-	-	0	-	0	-
Taxi	1	2	6	3	1	-	-	12
Other public	0	0	0	0	-	0	0	-
Undefined mode	0	0	-	-	-	0	0	-
All modes	128	170	265	162	126	37	13	901

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 2001-2003 results.
- The average time taken per journey in 2011-2013 was 20 minutes, slightly longer than in 2001-2003 (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*: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2001-2003	2006-2008	2010-2012	2011-2013	2001-2003	2006-2008	2010-2012	2011-2013
Walk	52	49	49	51	17	18	20	20
Bicycle	2	2	3	3	18	21	28	31
Car Driver	125	136	138	138	18	19	18	18
Car Passenger	73	70	60	60	18	18	18	18
Car Undefined	2	..	..	..	21	..	..	..
Motorcycle	1	-	-	-	20	..	..	..
Other private	11	17	15	15	23	28	24	25
Citybus/Metro and Ulsterbus**	21	21	19	19	32	32	33	33
Other bus	5	2	2	3	29	36	37	33
NI Railways	2	4	5	5	52	52	52	51
Black taxi	1	-	-	..	21	..	..	..
Taxi	5	4	3	3	14	16	15	15
Other public	..	..	..	..	..	..	..	..
Undefined mode	1	..	..	..	21	..	..	..
All modes	299	306	295	298	19	20	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 (4,024 miles per person per year) was 32% lower than the Northern Ireland average (5,932 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 for Eastern and Western respondents (both 7%).
- On average, Belfast residents travelled further on foot (6%) compared to Eastern and Western residents (both 2%).
- Those living in the Belfast area travelled an average of 4,024 miles per year, around one third less than the 6,037 miles and 6,262 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*: 2011-2013

Miles

Mode of travel*	Belfast	East	West	All Areas
Walk	242	140	155	157
Bicycle	53	24	22	26
Car driver	2,275	3,567	3,378	3,349
Car passenger	860	1,493	1,604	1,478
Car undefined	..	..	..	..
Motorcycle	..	..	..	6
Other private	82	345	583	426
Metro and Ulsterbus**	255	258	307	280
Other bus	36	50	62	54
NI Railways	142	104	87	100
Black taxi	..	..	..	..
Taxi	71	41	57	51
Other public	..	..	..	..
Undefined mode	..	..	..	..
All modes	4,024	6,037	6,262	5,932

(See Table 6.1 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 (910 for men, 922 for women). However, men travelled 27% further than women, averaging 7,107 miles a year, compared to 5,616 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 42% more than women on average.
- Children under 16 made 10% fewer journeys than adults. Sixty-five percent of these journeys were as car passengers while most of the rest were on foot (22%). For adults (aged 16 and over), a higher proportion of journeys were made by car (73%) and a lower proportion of journeys were made on foot (16%).
- The car was the most commonly used main mode of transport for both men (71%) and women (75%).
- Twenty-one 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 10% 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: 2011-2013

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	22%	20%	14%	16%	15%	21%	14%	17%	16%	16%	17%
Bicycle	1%	2%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Car driver	0%	44%	65%	67%	62%	44%	66%	43%	57%	59%	50%
Car passenger	65%	18%	6%	8%	9%	21%	13%	31%	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	2%	5%	10%	4%	7%	1%	2%	1%	2%	4%	4%
Metro and Ulsterbus**	8%	7%	2%	3%	3%	7%	2%	4%	3%	3%	4%
Other bus	2%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%
NI Railways	0%	1%	1%	1%	1%	2%	0%	0%	1%	1%	1%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	2%	1%	1%	1%	3%	1%	2%	2%	1%	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	828	817	969	865	910	876	1,062	719	922	917	901
Distance travelled (miles)	4,182	6,546	8,238	5,518	7,107	6,074	6,510	3,878	5,616	6,297	5,932

(See Table 6.4 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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 2011-2013, 23% of all journeys were for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 19% 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 13% of all journeys. These results are similar to 2001-2003.
- 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. Compared to 2001-2003, commuting has increased from 19% to 21% and shopping has decreased from 15% to 13%.
- In both 2001-2003 and 2011-2013, 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 (14.9 miles) as the average journey (6.6 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.

Table 4.1: Travel per person per year by journey purpose*: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2001-2003	2006-2008	2010-2012	2011-2013	2001-2003	2006-2008	2010-2012	2011-2013	2001-2003	2006-2008	2010-2012	2011-2013
Commuting	138	147	142	138	1,097	1,249	1,274	1,260	7.9	8.5	9.0	9.1
Business	44	35	31	31	558	525	480	465	12.8	14.9	15.5	14.9
Education	80	66	55	59	317	286	248	273	3.9	4.3	4.5	4.6
Escort Education	52	48	58	66	120	110	138	162	2.3	2.3	2.4	2.5
Shopping	191	191	173	167	841	885	793	779	4.4	4.6	4.6	4.7
Other escort	70	73	78	75	352	414	419	423	5.0	5.7	5.4	5.7
Personal Business	127	128	117	117	580	654	641	641	4.6	5.1	5.5	5.5
Visit friends at private home	109	104	95	90	767	810	703	703	7.0	7.8	7.4	7.8
Visit friends elsewhere	32	38	39	38	192	299	327	317	5.9	7.8	8.4	8.4
Entertainment/public social activities	35	23	25	27	258	176	198	215	7.4	7.6	7.8	8.0
Sport participate	19	20	26	28	133	135	147	153	6.9	6.7	5.7	5.5
Holiday base	5	6	6	7	161	222	194	214	29.8	37.4	30.1	30.8
Day trip	18	17	20	20	266	225	255	264	14.6	13.2	13.1	13.3
Other including just walk	29	29	34	38	43	41	54	61	1.5	1.4	1.6	1.6
Undefined purpose	10	-	-	-	103	..	..	..	10.6	..	..	..
All purposes	960	926	900	901	5,786	6,033	5,873	5,932	6.0	6.5	6.5	6.6
Journeys per worker per year:												
Commuting	314	320	314	313	2,523	2,773	2,815	2,874	8.0	8.7	9.0	9.2
Business	102	80	71	74	1,319	1,202	1,111	1,105	12.9	14.9	15.6	14.9

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 for Confidence Ranges)

* See page 46/47 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2011-2013

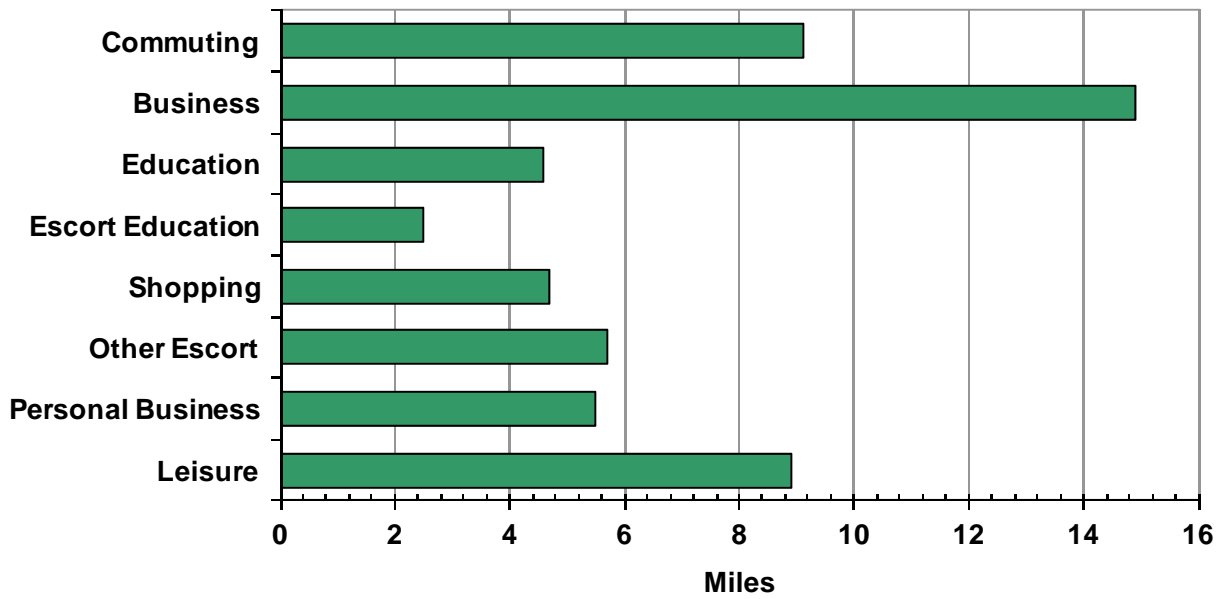
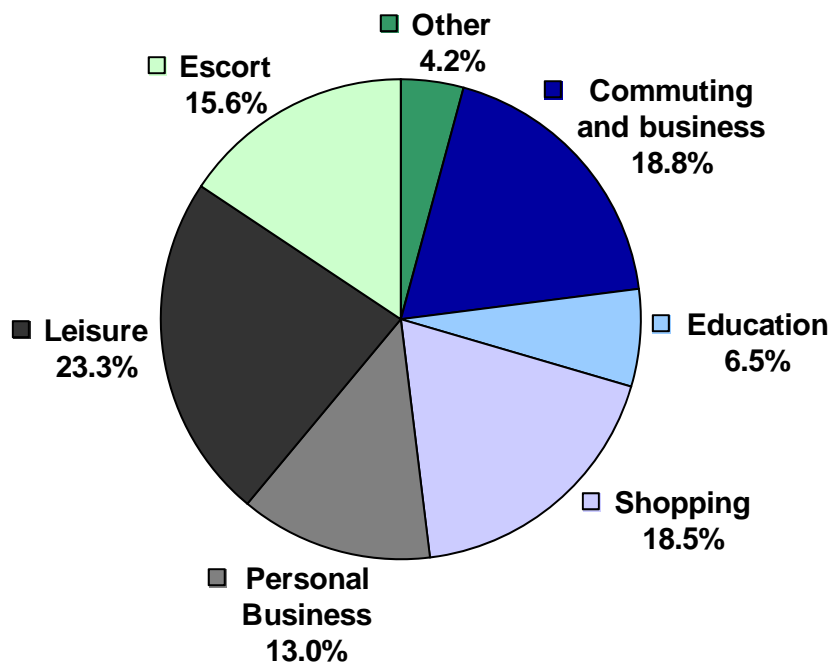
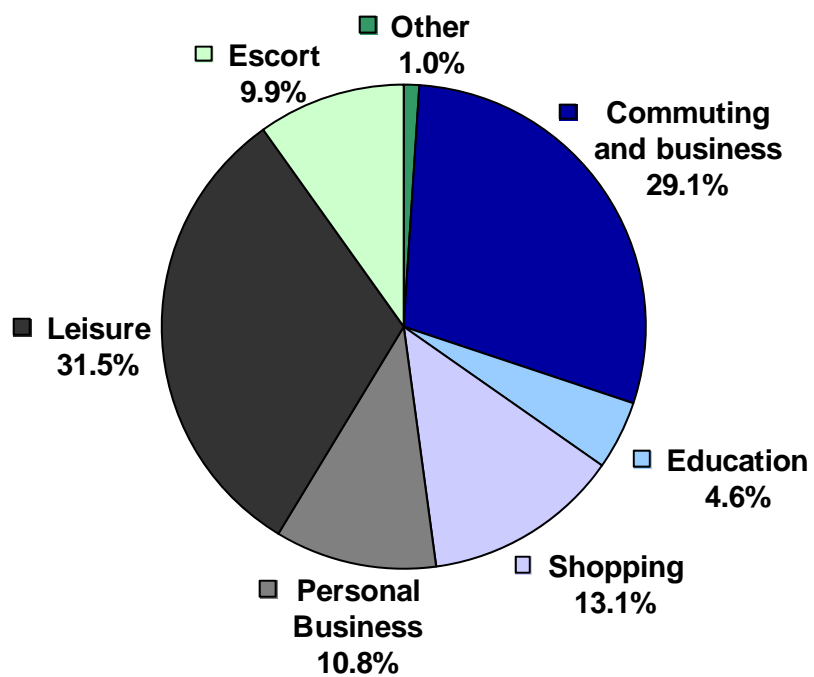


Figure 4.2: Number of journeys per person per year 2011-2013: proportion in each journey purpose group*



* See page 46/47 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2011-2013: 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 (910 for men, 922 for women), they made them for different reasons.
- Men made the largest proportion of their journeys for commuting and business (27%). For women, 19% 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 (31%).
- Men and women made a similar proportion of personal business journeys (both 14%). '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, 59% of journeys were for shopping or personal business compared to 25% 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 (17%) 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*: 2011-2013

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%	28%	27%	7%	21%	21%	18%	5%	16%	18%	15%
Business	0%	4%	9%	3%	6%	3%	3%	1%	3%	4%	3%
Education	31%	11%	0%	0%	2%	9%	0%	0%	2%	2%	7%
Escort education	7%	2%	5%	2%	4%	8%	14%	2%	10%	7%	7%
Shopping	4%	11%	17%	30%	20%	18%	19%	35%	23%	21%	19%
Other escort	16%	4%	8%	5%	6%	5%	10%	3%	7%	7%	8%
Personal business	10%	8%	11%	21%	14%	7%	11%	24%	14%	14%	13%
Visit friends at private home	11%	11%	7%	10%	9%	14%	9%	12%	11%	10%	10%
Visit friends elsewhere	3%	4%	4%	6%	5%	5%	3%	5%	4%	4%	4%
Entertainment/public social activities	6%	3%	2%	3%	2%	3%	2%	3%	3%	2%	3%
Sport participate	4%	8%	4%	3%	4%	2%	2%	1%	2%	3%	3%
Holiday base	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Day trip	2%	1%	2%	3%	2%	1%	2%	2%	2%	2%	2%
Other including just walk	3%	3%	4%	6%	5%	4%	4%	5%	4%	5%	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%
Number of journeys	828	817	969	865	910	876	1,062	719	922	917	901
Distance travelled (miles)	4,182	6,546	8,238	5,518	7,107	6,074	6,510	3,878	5,616	6,297	5,932

(See Table 6.5 in the Travel Survey for Northern Ireland, Technical Report 2011-2013 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. Over 8 in 10 workers (83%) usually travelled to work by car or van, while nearly 1 in 10 (8%) 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 (84%) and in the West (86%) of Northern Ireland.
- Workers living in Belfast are more likely to travel to work by bus (12%) 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 (6%).

Table 4.3a: Method of travel to work: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2001-2003	2006-2008	2010-2012	2011-2013
Car/van (includes minibus works van)	81%	81%	82%	83%
Motorbike/moped/scooter	1%	0%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	5%	4%	4%
NIR train	1%	1%	1%	1%
Walk	9%	10%	9%	8%
Other	2%	2%	2%	2%
All methods of travel	100%	100%	100%	100%

Table 4.3b: Method of travel to work by Area: 2011-2013

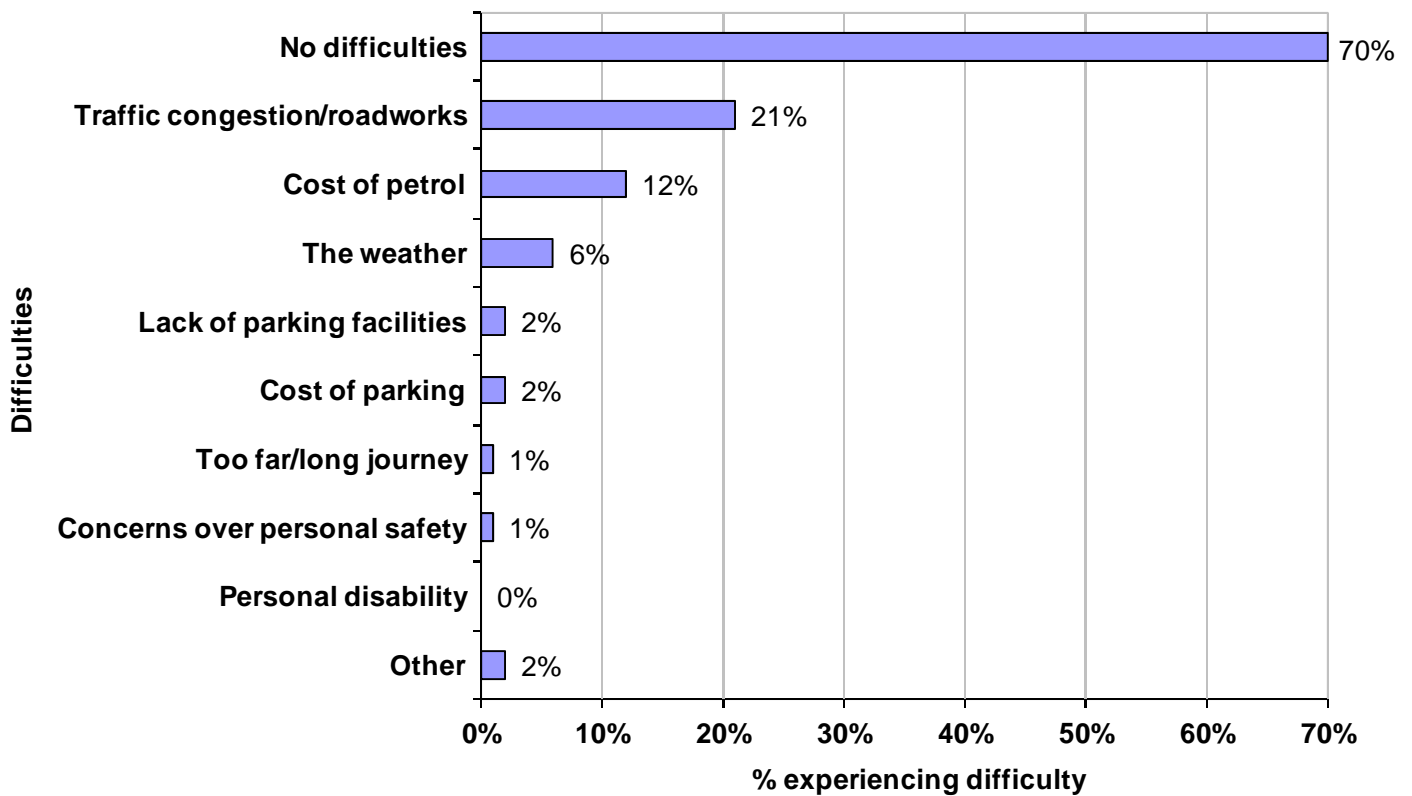
Method of travel to work	Percentage of workers (excluding those who worked at home)		
	Belfast	East	West
Car/van (includes minibus works van)	67%	84%	86%
Motorbike/moped/scooter	0%	1%	0%
Bicycle	4%	1%	0%
Bus	12%	4%	1%
NIR train	2%	2%	1%
Walk	13%	6%	10%
Other	2%	2%	2%
All methods of travel	100%	100%	100%

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 (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 21% of respondents), followed by cost of petrol (12%).

Figure 4.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2011-2013

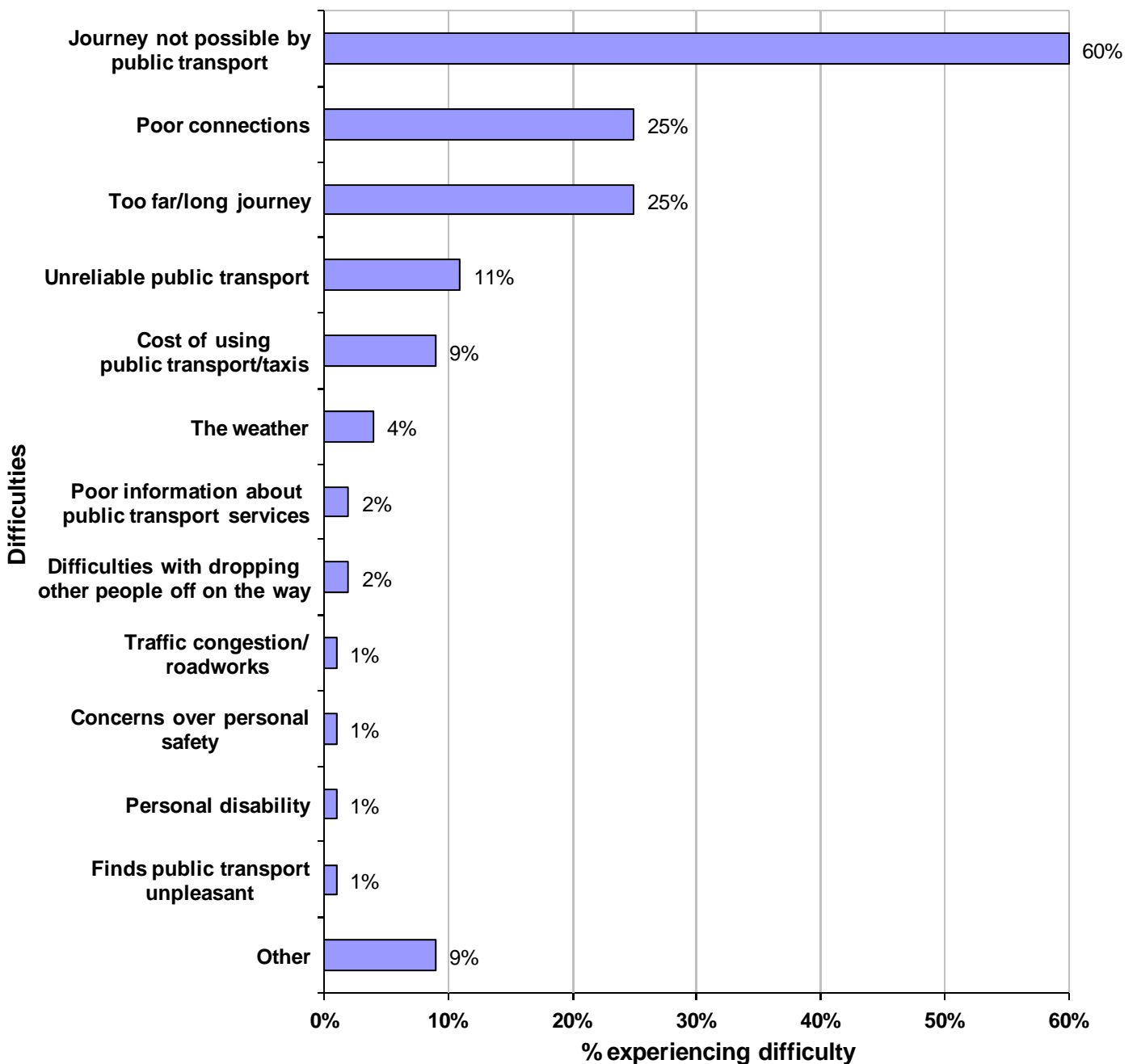


Percentages sum to more than 100% due to multiple responses.

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, 57% 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 (60%), 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: 2011-2013

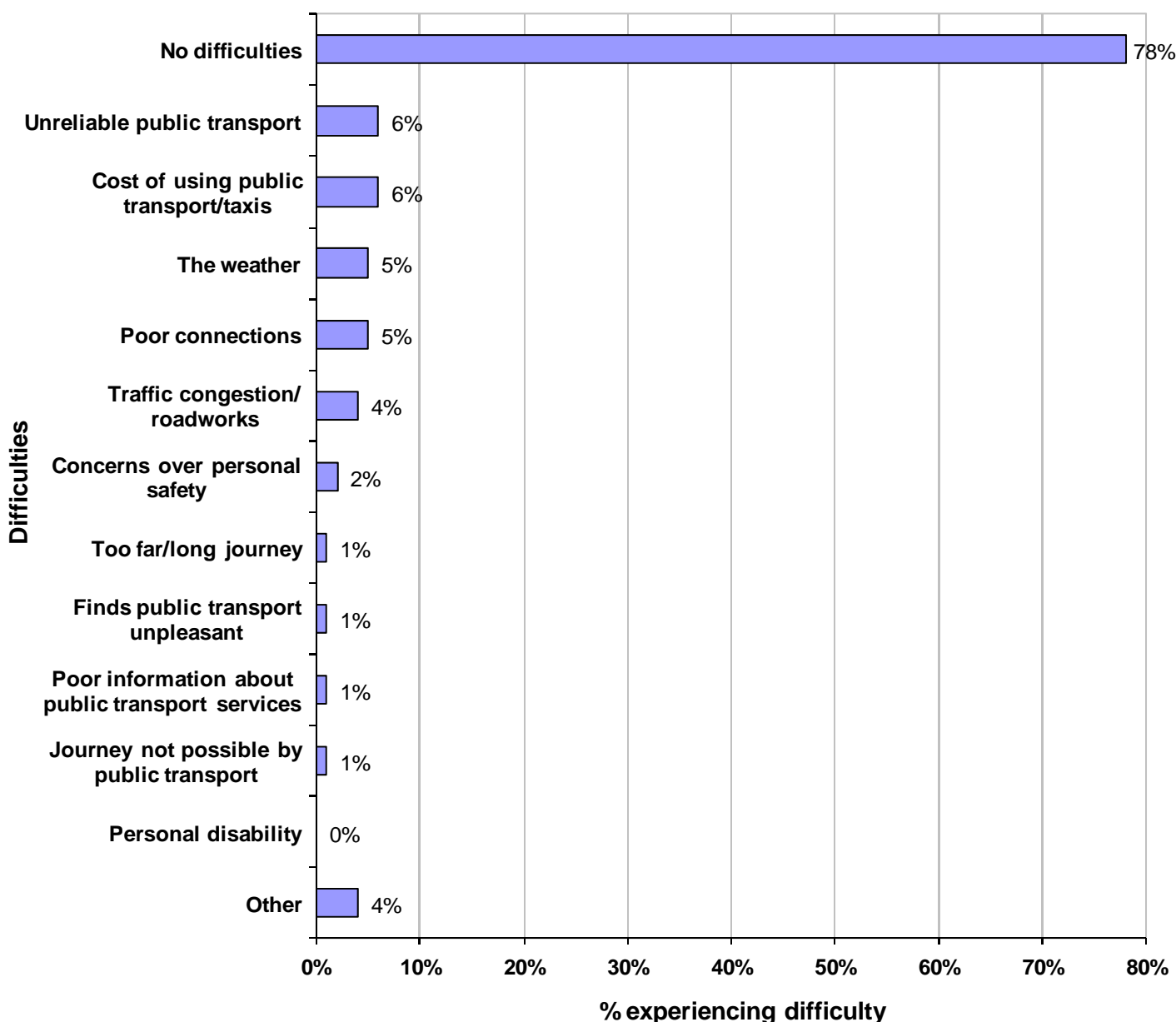


Percentages sum to more than 100% due to multiple responses.

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 (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%).
- Among the main difficulties mentioned by respondents were 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: 2011-2013



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.
- Around 8 in 10 (79%) of those who did the main food shopping used a car or van. Nearly 1 in 10 (8%) walked.

Table 4.4: Method of travel to do main food shopping: 2011-2013

Percentage of main food shoppers

Method of travel to do main food shop	2011-2013
Car/van	79%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	8%
Taxi/minicab	4%
Does shopping online/Shopping is delivered*	5%
Other	1%
All methods of travel	100%

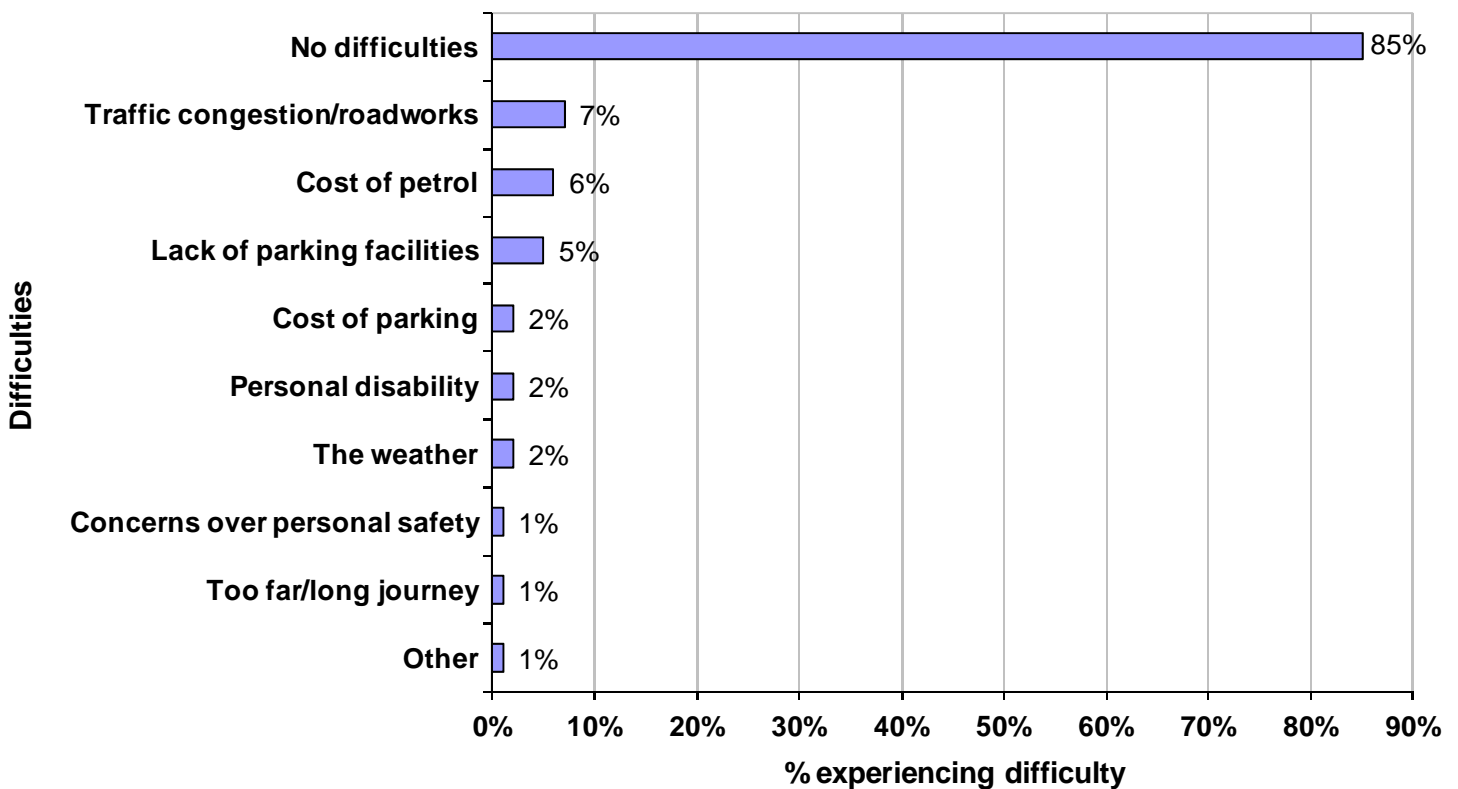
* "Does shopping online/Shopping is delivered" option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to the house. The category "Respondent buys main 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 (85%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.
- Three of the most common difficulties when travelling to do the main food shopping were traffic congestion/roadworks (mentioned by 7% of respondents), cost of petrol (6%) and lack of parking facilities (5%).

Figure 4.7: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2011-2013

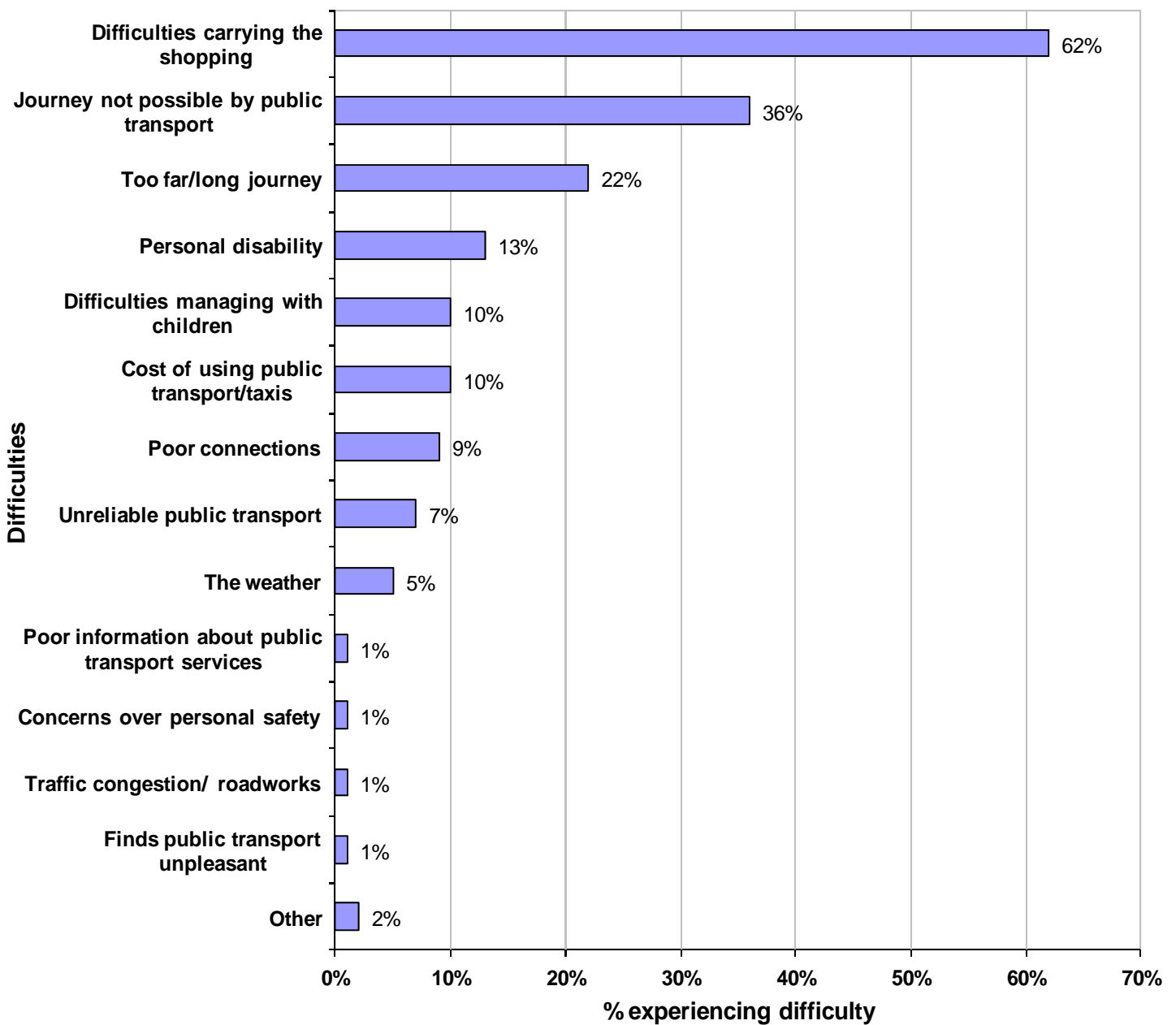


Percentages sum to more than 100% due to multiple responses.

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, 53% 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 (36%).

Figure 4.8: Difficulties if car, van or motorcycle not used to do main food shopping: 2011-2013

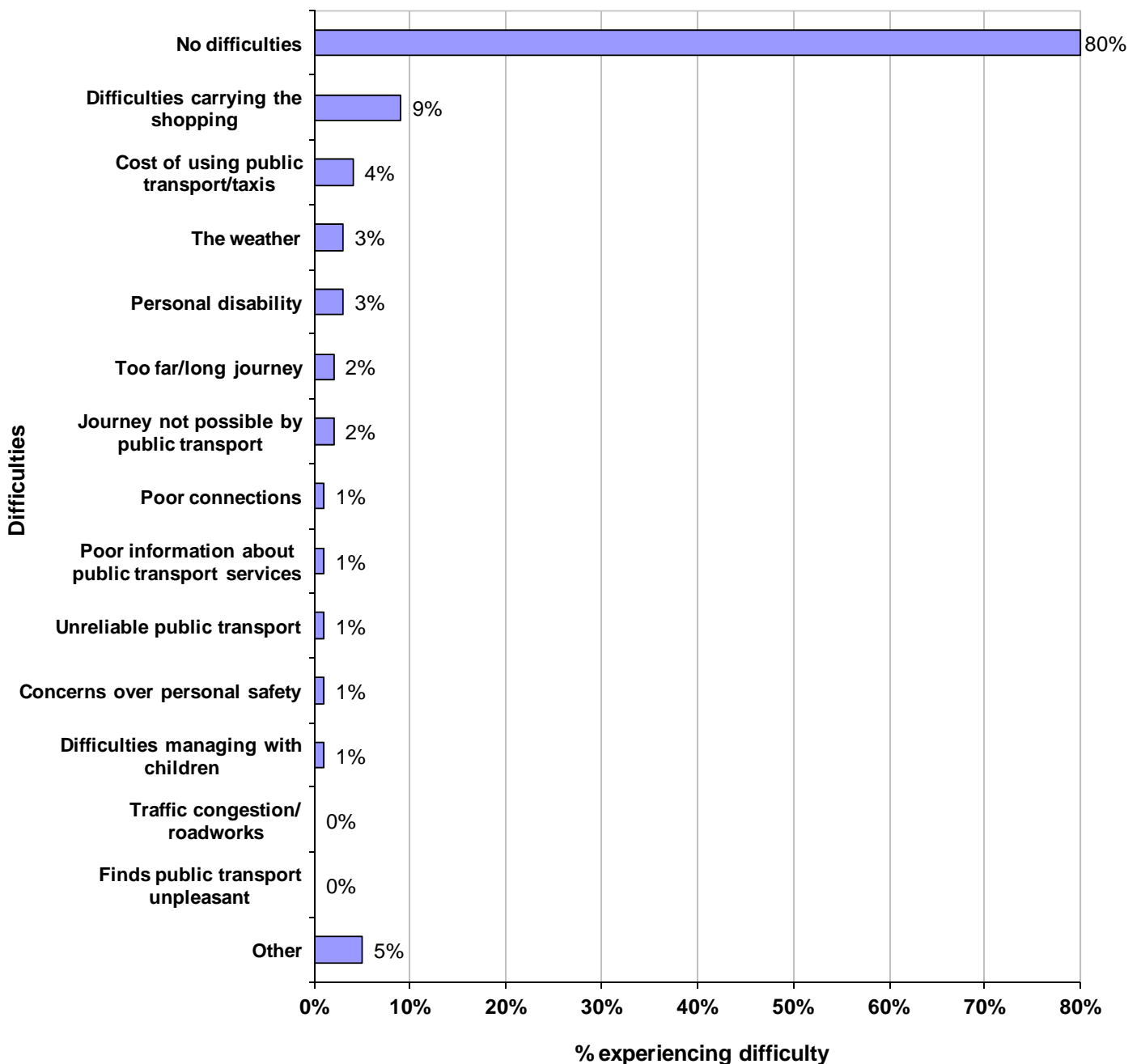


Percentages sum to more than 100% due to multiple responses.

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 (80%) 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 (85%).
- 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: 2011-2013



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)

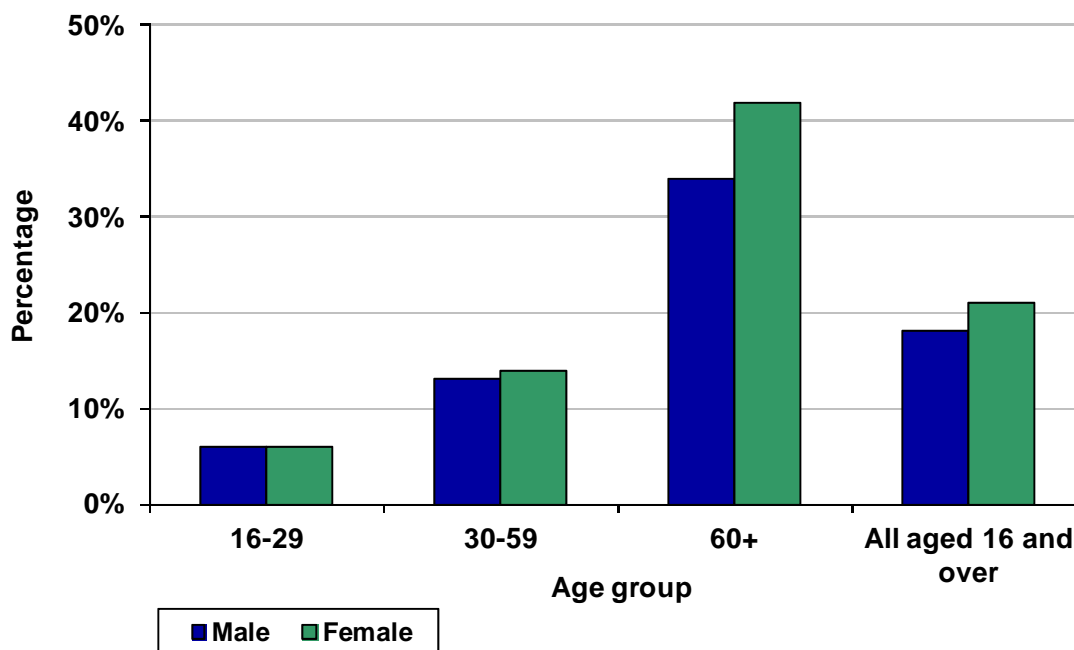
- Overall, 20% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 48). As expected, this increases with age: 6% of 16-29 year olds had difficulty with travel compared to 38% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex: 2011-2013

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	6%	6%	6%
30-59	13%	14%	14%
60+	34%	42%	38%
All aged 16 and over	18%	21%	20%

Figure 5.1: Difficulty with travel due to physical disability by age and sex: 2011-2013



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

- Nearly three quarters (74%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2001-2003 (73%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 41% in 2001-2003 to 32% in 2011-2013.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2011–2013, 42% of vehicles in these households were used to take someone in the household to school.
- Half of all vehicles in the survey (50%) were used to take someone in the household to work. Of the vehicles that were used for work journeys, 69% were parked in a “private or firm’s car park” during work hours, with most of the rest (22%) parked “in a non-payment area”.
- One quarter of vehicles (25%) were used in the course of work by someone in the household.

Table 5.2: Annual vehicle mileage: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Percentage of vehicles

Miles per year	2001-2003	2006-2008	2010-2012	2011-2013
0-499	1%	1%	1%	1%
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	3%	4%	4%	4%
5,000-6,999	14%	15%	17%	17%
7,000-8,999	10%	12%	14%	14%
9,000-11,999	22%	21%	21%	22%
12,000-14,999	16%	16%	15%	14%
15,000-17,999	11%	9%	8%	8%
18,000-20,999	7%	7%	5%	5%
21,000-29,999	4%	3%	3%	3%
30,000 or over	3%	3%	3%	3%
All vehicles	100%	100%	100%	100%

Bicycle ownership (Figure 5.2, Table 5.3)

- Thirty-seven percent of households in Northern Ireland own at least one bicycle. A total of 14% of households have one bicycle, 11% have two bicycles and a further 13% have 3 or more bicycles. These results are comparable to 2001-2003.

Figure 5.2: Household bicycle ownership: 2011–2013

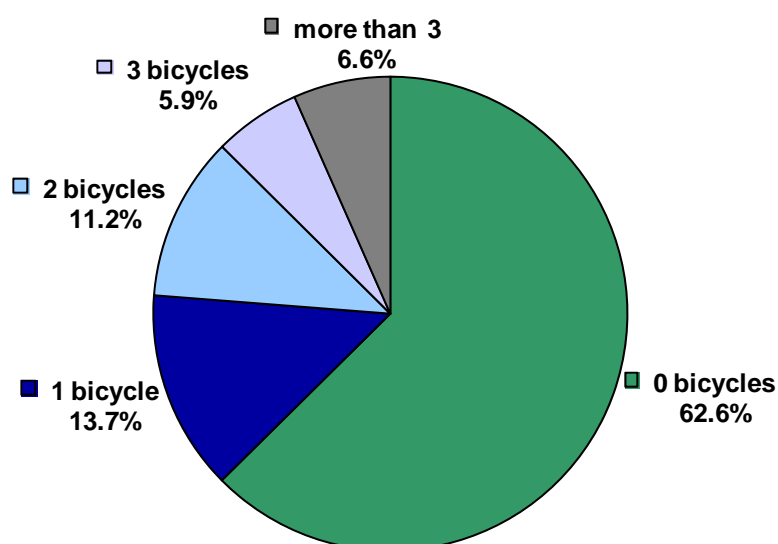


Table 5.3: Household bicycle ownership: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Percentage of households

Number of bicycles	2001-2003	2006-2008	2010-2012	2011-2013
0	64%	65%	61%	63%
1	13%	14%	15%	14%
2	10%	10%	11%	11%
3	6%	5%	6%	6%
4	4%	4%	4%	4%
5	2%	1%	2%	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)

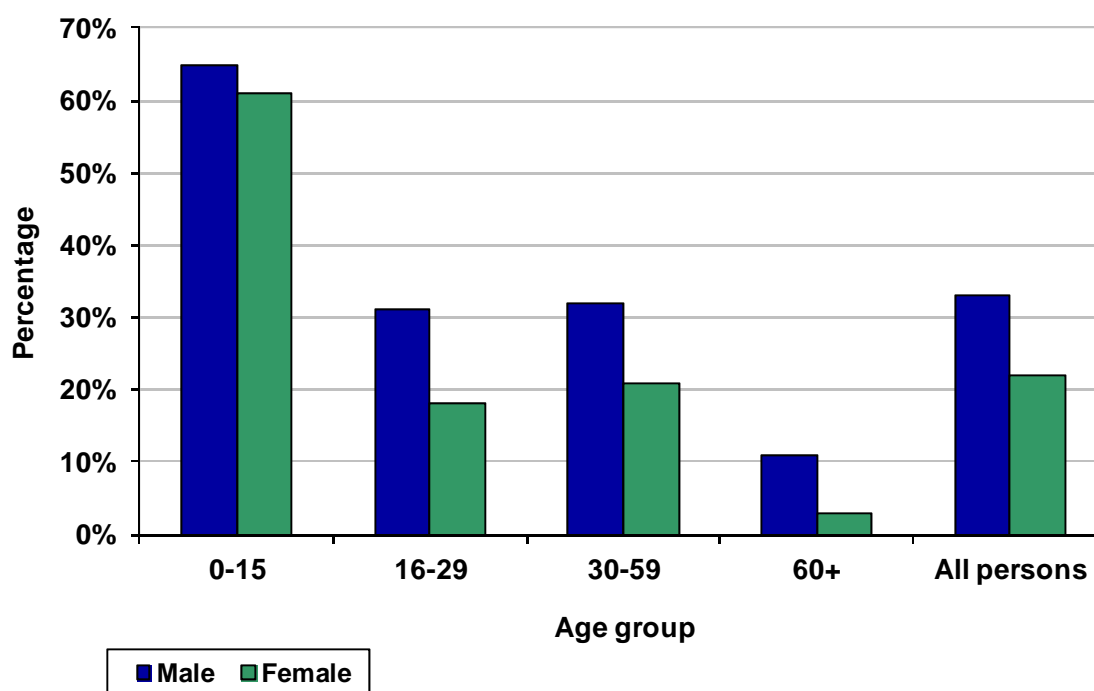
- The majority (63%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.
- Cycle usage is generally higher among males: 33% of males had cycled in the last 12 months compared with 22% of females. The exception to this is the 0-15 age group where usage is the around the same: 65% of males and 61% 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: 2011-2013

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	65%	61%	63%
16-29	31%	18%	24%
30-59	32%	21%	26%
60+	11%	3%	7%
All persons	33%	22%	27%

Figure 5.3: Cycled in the last 12 months by age and sex: 2011-2013



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

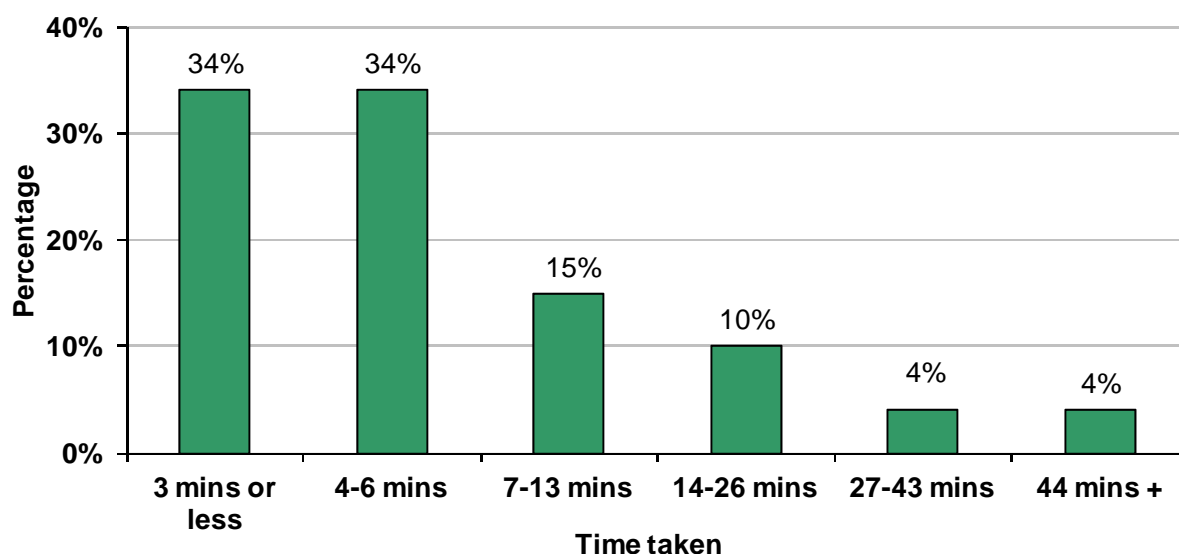
- In 2011-2013, 13% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 8% in 2001-2003. More than one quarter (28%) of households said they did not know how often they could get a bus from their nearest stop.
- One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2011-2013, 68% of households 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, a 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: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Frequency of Service	Percentage of households			
	2001-2003	2006-2008 ^f	2010-2012	2011-2013
At least once every quarter-hour	8%	12%	14%	13%
At least once every half-hour	22%	16%	17%	18%
At least once an hour	20%	23%	20%	21%
About 3 times a day	15%	18%	16%	15%
At least once a day	5%	5%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know*	28%	25%	28%	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*: 2011-2013



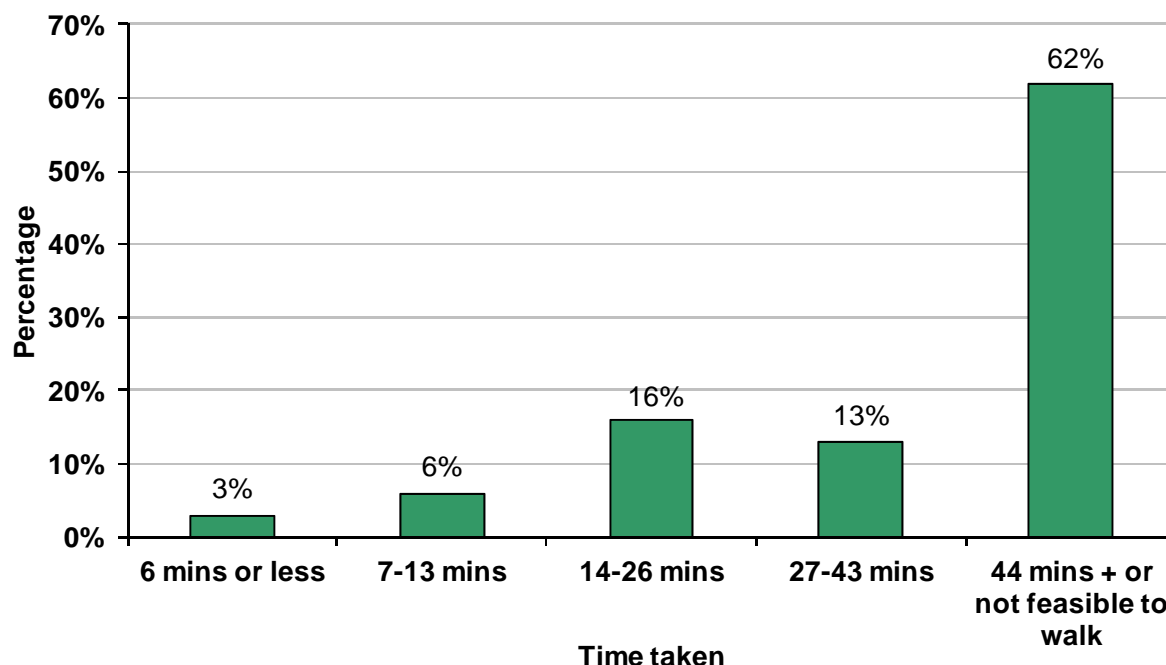
* Note that 'Time taken to walk to nearest bus stop' figures have been validated and corrected. They are not comparable with figures in TSNi reports prior to 2007-2009. Figures for previous years are available on request (contact details at the front of the report).

Table 5.6: Rail service frequency: 2001-2003, 2006-2008, 2010-2012 and 2011-2013

Frequency of Service (asked if households did not state "Not applicable" to time taken to walk to nearest station question)	Percentage of households			
	2001-2003	2006-2008	2010-2012	2011-2013
Frequent service throughout day (at least once per hour)	64%	67%	75%	74%
Frequent service during rush hour (at least once per hour)	7%	4%	3%	3%
Less frequent service	5%	6%	2%	1%
Not applicable	6%	5%	1%	1%
Don't know*	19%	18%	19%	20%
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*: 2011-2013



* 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.

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