

Travel Survey for Northern Ireland (TSNI) Urban-Rural Report 2013-2015

(TSNI In-depth Report 2013-2015: Section 6)

Section 6 Comparison of urban and rural areas	Page
About this publication	2
Symbols and Conventions	3
Distance travelled by urban-rural split	4
Number and length of journeys by urban-rural split	5
Time spent travelling by urban-rural split	6
Travel by purpose by urban-rural split	8
Travel to work by urban-rural split	10
Access to public transport by urban-rural split	11
Driving licence holders by urban-rural split	14
Definitions	15
Appendix 1: Comparison of 2005 and 2015 urban-rural indicators	17

Note that this is a chapter (Section 6) from the Travel Survey for Northern Ireland In-depth (TSNI) Report 2013-2015 and as such should be read in conjunction with that report.

The Travel Survey for Northern Ireland In-depth Report 2013-2015 is available at:
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2013-2015>

It is intended that these tables will be published within the main TSNI In-depth Report rather than as a separate document from November 2017 (2014-2016 database outputs).



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About this publication

TSNI In-depth Report 2013-2015 - Section 6 Comparison of urban and rural areas

This report forms part of the Travel Survey for Northern Ireland (TSNI) In-depth Report 2013-2015 (Section 6 Comparison of urban and rural areas) and as such should be read in conjunction with that report. The report includes urban and rural comparisons for key information from the TSNI such as how and why we travel, travel to work, access to public transport and driving licence holding. A TSNI urban-rural report has been published since 2008-2010. It is intended that these tables will be published within the main TSNI In-depth Report rather than as a separate document from November 2017 (2014-2016 database outputs).

The Travel Survey for Northern Ireland In-depth Report 2013-2015 is available at:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2013-2015>

Changes from previous urban-rural reports

A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. It is, however, worth noting that in "Appendix 1: Comparison of 2005 and 2015 urban-rural indicators" on page 17, there are no statistically significant differences.

Accessibility

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Symbols and Conventions

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

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

Symbols

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

- .. = not available/insufficient number of cases in sample
- = negligible (less than 0.5 (including 0))

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

Conversion factors for miles and kilometres

The following conversion factors may be of use:

- 1 Mile = 1.609 Kilometres
- 1 Kilometre = 0.6214 Miles

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

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

Statistical significance

Only differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error.

Where the term “similar”, “no real difference”, “no real change” or “around the same” has been used when comparing results, it means that there is no significant difference between the results being compared.

For further information, there is a User Information section in the Travel Survey for Northern Ireland In-depth Report 2013-2015. This report is available at:
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2013-2015>

There is also a Definitions section on page 15 of this report.

Distance travelled by urban-rural split (Table 6.1)

- People living in rural areas travelled more miles (7,172 miles) than people living in urban areas (4,886 miles).
- Rural residents travelled more miles by car (5,886 miles) than urban residents (3,949 miles). However, for both urban and rural residents, just over four fifths of total miles travelled were by car.
- Urban residents walked almost twice the number of miles (200 miles) that rural residents walked (108 miles). For urban residents 4% of total miles travelled were by walking, higher than rural residents (2% of total miles walked).
- 9% of the total distance travelled by urban residents was on public transport (Ulsterbus, Metro, Other Bus, NI Railways and Black Taxi), higher than rural residents (6%). However, average distance travelled by public transport per person per year is similar for those living in urban areas (448 miles) and those living in rural areas (447 miles).

Table 6.1: Average distance travelled per person per year by travel mode^{1,2} and urban-rural split²: 2013-2015

Travel mode ^{1,2}	Miles per person per year		
	Urban Areas	Rural Areas	All Northern Ireland
Walk	200	108	162
Bicycle	29	24	27
Car Driver	2,733	4,067	3,282
Car Passenger	1,214	1,818	1,463
Car Undefined	..	..	..
Motorcycle	..	14	14
Other private ³	187	655	380
Metro and Ulsterbus	211	310	251
Other bus	50	90	67
NI Railways	185	47	128
Black taxi	..	..	..
Taxi	59	37	50
Other public	..	..	..
Undefined mode	..	..	..
All modes	4,886	7,172	5,827

1 See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of individual travel modes

2 See Definitions section on page 15 for mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNi In-depth Report 2013-2015)

Number and length of journeys by urban-rural split (Table 6.2)

- Residents of urban areas took around the same number of journeys per year (901) as residents of rural areas (902). However, on average, journeys taken by people living in rural areas tend to be longer (8.0 miles) than journeys taken by people living in urban areas (5.4 miles).
- Urban residents made nearly double the number of walking journeys per year (195) that rural residents made (110).
- Rural residents took more car journeys each year (686) than urban residents (616). Looking at car journeys as a proportion of all journeys, over three quarters (76%) of all rural residents' journeys were by car, higher than for urban residents (68%).
- 5% of the total journeys taken by people living in urban areas were on public transport, similar to people living in rural areas (4%).
- For both urban and rural residents, the longest average journey lengths were by train and the shortest were walks.

Table 6.2: Average number of journeys per person per year and average journey length by main mode^{1,2} and urban-rural split²: 2013-2015

Main mode of travel ^{1,2}	Average number of journeys per person per year			Average journey length (miles)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Walk	195	110	160	1.0	0.9	0.9
Bicycle	6	5	5	5.0	5.2	5.1
Car Driver	424	473	445	6.4	8.6	7.4
Car Passenger	191	213	200	6.3	8.5	7.3
Car Undefined	-	-	-	..	..	..
Motorcycle	1	1	1	..	9.8	15.4
Other private ³	15	56	32	12.1	11.8	11.9
Metro and Ulsterbus	34	28	31	6.4	11.5	8.3
Other bus	5	9	7	9.8	10.0	9.9
NI Railways	10	2	7	20.8	25.9	21.5
Black taxi	-	-	-	..	..	..
Taxi	19	5	13	3.0	7.7	3.7
Other public	-	-	-	..	..	..
Undefined mode	-	-	-	..	..	..
All modes	901	902	901	5.4	8.0	6.5

1 See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of individual travel modes

2 See Definitions section on page 15 for main mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI In-depth Report 2013-2015).

Time spent travelling by urban-rural split (Table 6.3)

- Rural residents spent more time travelling than urban residents. Rural residents travelled on average 312 hours per year (around 51 minutes per day or 13 days per year). Urban residents travelled 288 hours per year on average (about 47 minutes per day or 12 days per year).
- Average journey times were around 2 minutes shorter for people living in urban areas (19 minutes) compared to people living in rural areas (21 minutes).
- More time was spent walking by people living in urban areas (62 hours or almost 3 days per year) compared to people living in rural areas (37 hours or nearly 2 days per year).
- Rural residents spent more time travelling by car (223 hours or around 9 days per year) than urban residents (182 hours or almost 8 days per year).
- Urban residents spent more time travelling by public transport (29 hours) than rural residents (24 hours).

Table 6.3: Time spent travelling per person per year and average journey time by main mode^{1,2} and urban-rural split²: 2013-2015

Main mode of travel ^{1,2}	Time spent travelling per person per year (hours)			Average journey time (minutes)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Walk	62	37	51	19	20	19
Bicycle	3	2	3	28	33	30
Car Driver	126	153	137	18	19	19
Car Passenger	56	69	61	18	20	18
Car Undefined	..	..	..	..	..	..
Motorcycle	..	-	1	..	..	34
Other private ³	7	24	14	28	26	26
Metro and Ulsterbus	18	17	17	31	36	33
Other bus	3	6	4	34	39	36
NI Railways	9	2	6	53	56	54
Black taxi	..	..	..	..	..	..
Taxi	5	2	3	14	20	15
Other public	..	..	..	..	..	..
Undefined mode	..	..	..	..	..	..
All modes	288	312	298	19	21	20

1 See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of individual travel modes

2 See Definitions section on page 15 for main mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI In-depth Report 2013-2015)

Travel by purpose by urban-rural split (Table 6.4)

- On average urban residents made around the same number of journeys each year (901) as rural residents (902). However, rural residents travelled further (7,172 miles per person per year) than urban residents (4,886 miles per person per year).
- Shopping was the most frequently given single reason for taking a journey. Urban residents made an average of 163 shopping journeys each year and rural residents 154 shopping journeys per year. Although people who live in rural areas made around the same number of shopping journeys, they travelled further when going to the shops: 1,022 miles per rural resident per year compared to 569 miles per urban resident per year.
- Urban residents made a similar number of commuting journeys per year (141) as rural residents (130). However, rural residents travelled further to get to work (1,404 miles per person per year) than urban residents (1,083 miles per person per year).
- For people living in urban areas, 24% of all journeys were for leisure purposes (for example to visit friends, to take part in entertainment or sports activities, to go on holiday/day trips), 18% for shopping, and 16% for commuting. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 11% of all journeys.
- In terms of miles travelled, just over one third (34%) of the total distance travelled by urban residents was for leisure purposes, just over one fifth (22%) for commuting, 12% for shopping and 10% for personal business.
- For people living in rural areas, 23% of all journeys were for leisure purposes, 17% for shopping, 14% for travelling to and from work and 13% for personal business.
- In terms of miles travelled, 28% of the total distance travelled by rural residents was for leisure purposes, 20% for commuting, 14% for shopping and 11% for personal business.

**Table 6.4: Travel per person per year by journey purpose¹ and urban-rural split²
2013-2015**

Journey Purpose ¹	Average number of journeys per person per year			Miles per person per year			Average journey length (miles)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Commuting	141	130	137	1,083	1,404	1,215	7.7	10.8	8.9
Business	30	38	34	369	657	488	12.1	17.2	14.5
Education	54	61	57	155	402	256	2.8	6.5	4.5
Escort Education	71	64	69	125	222	165	1.7	3.5	2.4
Shopping	163	154	160	569	1,022	755	3.5	6.6	4.7
Other escort	77	81	78	357	573	446	4.7	7.1	5.7
Personal business	103	122	111	489	821	625	4.7	6.7	5.6
Visit friends at private home	94	97	95	639	811	710	6.8	8.4	7.5
Visit friends elsewhere	38	35	36	261	313	283	6.9	9.0	7.7
Entertainment/public social activities	26	23	24	151	200	171	5.9	8.8	7.0
Sport participate	31	26	29	133	151	140	4.3	5.9	4.9
Holiday base	5	7	6	226	223	224	41.1	34.2	38.0
Day trip	21	20	21	262	314	283	12.2	15.4	13.5
Other including just walk	45	44	45	65	57	62	1.4	1.3	1.4
Undefined purpose	-	-	-	..	..	..	..	..	..
All purposes	901	902	901	4,886	7,172	5,827	5.4	8.0	6.5
Journeys per worker per year:									
Commuting	310	285	300	2,420	3,108	2,702	7.8	10.9	9.0
Business	69	88	77	850	1,520	1,125	12.2	17.2	14.6

1 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'.

See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of types of journey purpose

2 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

Travel to work by urban-rural split (Table 6.5)

- A higher proportion of workers living in rural areas travel to work by car/van (91%) compared to workers living in urban areas (77%).
- Workers who live in urban areas are more likely to walk to work (11%) than workers who live in rural areas (5%).
- A higher percentage of workers living in urban areas take the bus to work (6%) compared to workers living in rural areas (2%).

Table 6.5: Method of travel to work by urban-rural split¹ 2013-2015

Method of travel to work	Percentage of workers ² (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	77%	91%	82%
Motorbike/Moped/Scooter	0%	0%	0%
Bicycle	1%	0%	1%
Bus	6%	2%	4%
NIR train	2%	1%	2%
Walk	11%	5%	9%
Taxi/minicab ³	2%	0%	1%
Other ³	1%	1%	1%
All methods of travel	100%	100%	100%

1 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

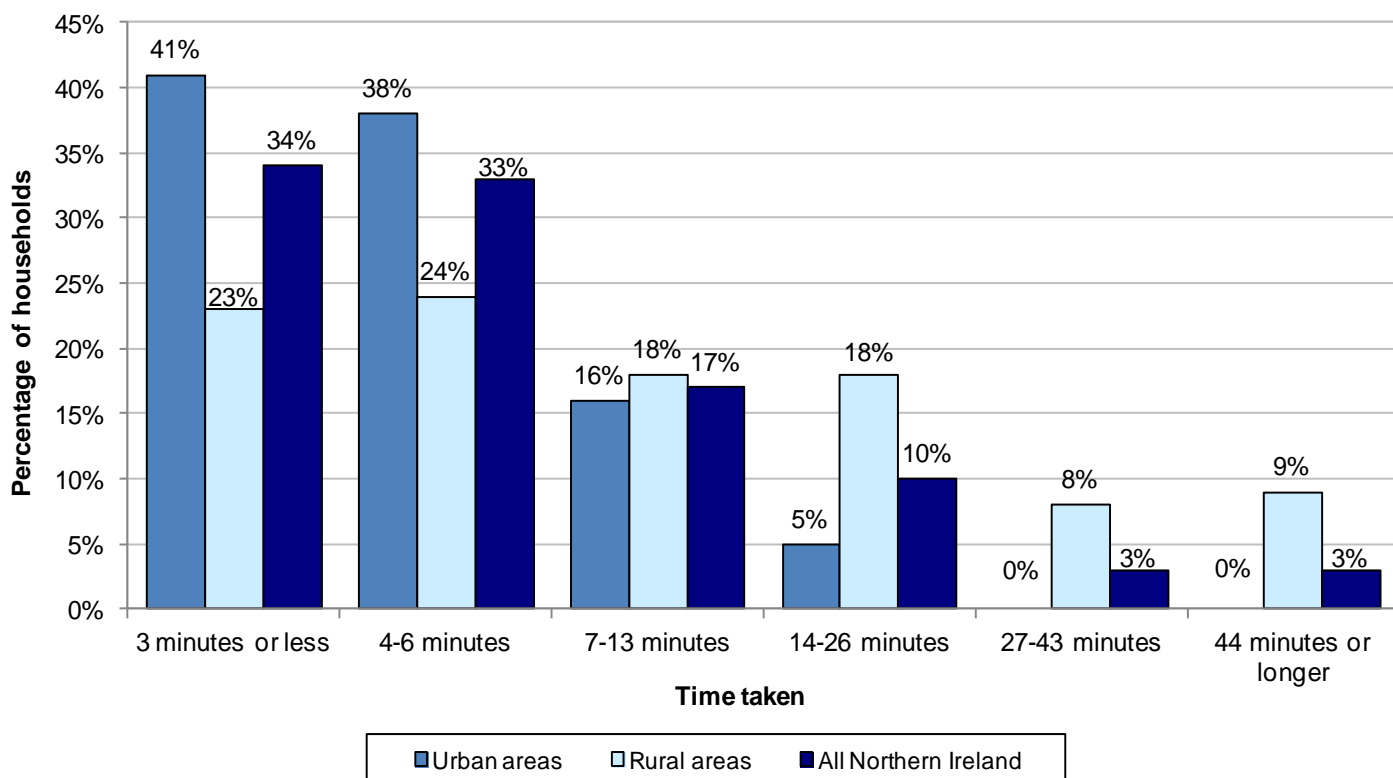
2 Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday.

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

Access to public transport by urban-rural split (Tables 6.6-6.7, Figures 6.1-6.2)

- Urban households tend to have a shorter time to walk to the nearest bus stop. Almost 8 in 10 (78%) urban households lived within a 6 minute walk of their nearest bus stop whereas for rural households this went down to just under 5 in 10 (47%). 9% of rural households had at least a 44 minute walk to their nearest bus stop, compared to a very small number (less than 0.5%) of urban households.
- Similarly, urban households were more likely to live within walking distance of a train station. 37% of urban households lived within a 26 minute walk of a NI Railways station which went down to 5% for rural households.
- The bus service for urban households is more frequent than the bus service for rural households. Excluding those who said they didn't know how often they could get a bus from their nearest bus stop, 90% of urban households had a bus service of one or more per hour whereas 35% of rural households had this frequency of service.
- Rural households were less likely to know the frequency of bus service in their neighbourhood than urban households. Nearly two fifths (38%) of rural households said they didn't know how often they could get a bus from their nearest bus stop compared to just under one quarter (23%) of urban households.
- The frequency of rail service from the nearest NI Railways station was slightly higher for urban households compared to rural households. Excluding households who stated "don't know" or "not applicable", 96% of urban households and 93% of rural households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station.

Figure 6.1: Time taken to walk to nearest bus stop by urban-rural split¹ 2013-2015



¹ See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

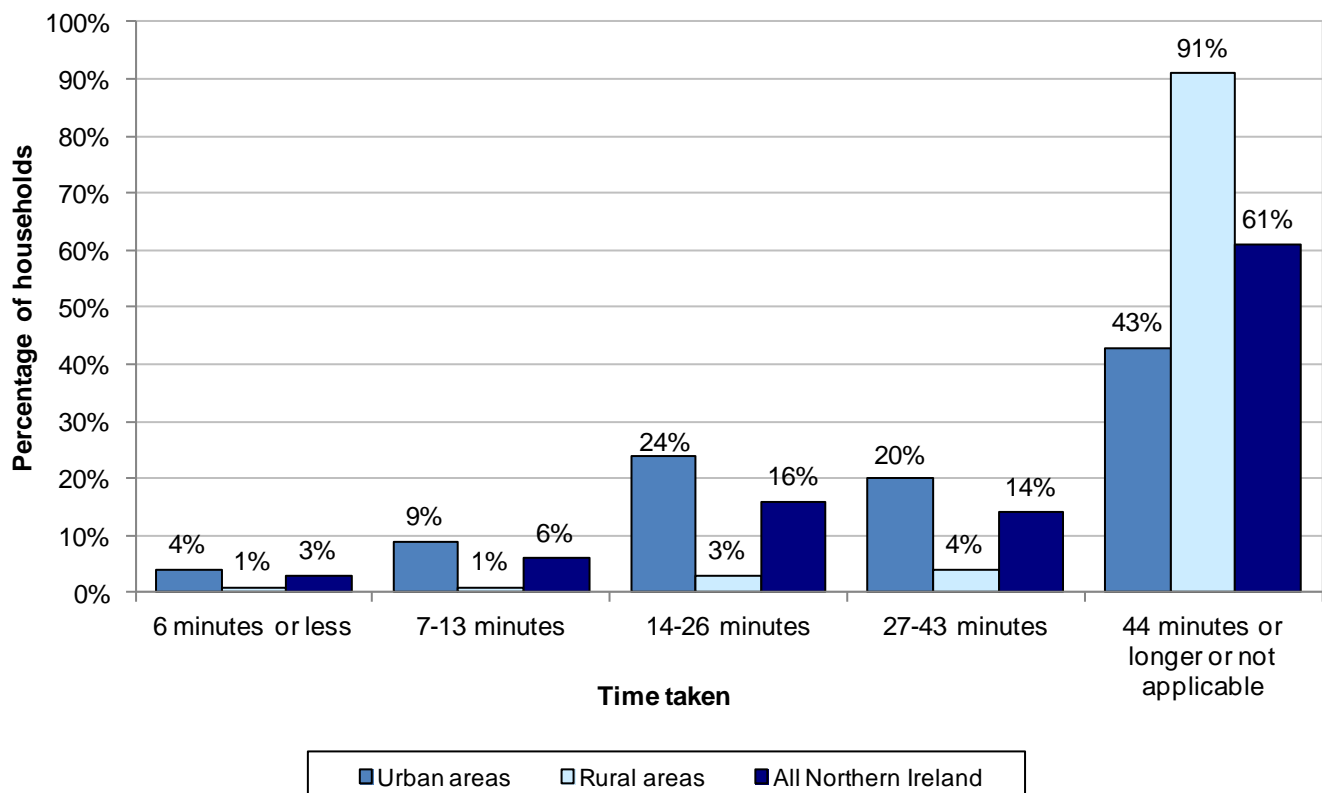
Table 6.6: Bus service frequency by urban-rural split¹ 2013-2015

Percentage of households

Frequency of service	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	20%	0%	13%
At least once every half-hour	26%	4%	17%
At least once an hour	24%	17%	21%
About 3 times a day	7%	29%	15%
At least once a day	1%	9%	4%
Less than once a day	0%	2%	1%
Don't know	23%	38%	29%
All households	100%	100%	100%

1 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

Figure 6.2: Time taken to walk to nearest NI Railways station by urban-rural split¹ 2013-2015



1 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

Table 6.7: Rail service frequency by urban-rural split¹ 2013-2015Percentage of households²

Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	83%	66%	77%
Frequent service during rush hour (at least once an hour)	3%	3%	3%
Less frequent service	1%	2%	1%
Not applicable	0%	2%	1%
Don't know	13%	28%	18%
All households	100%	100%	100%

1 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

2 The rail service frequency question was only asked if the household did not answer 'not applicable' to the time taken to walk to nearest NI Railways station question.

Driving licence holders by urban-rural split (Table 6.8)

- Rural residents aged 17+ are more likely to hold a full driving licence (85%) than urban residents aged 17+ (71%). This pattern of a higher proportion of rural residents holding a full driving licence than urban residents remains true across each of the age groups in the table (17-29, 30-59 and 60+).
- In both urban and rural areas, males aged 17+ are more likely to have a full driving licence than females aged 17+. However the gender gap in licence holding is most noticeable in urban areas where 79% of males and 65% of females hold a full driving licence, a difference of 14 percentage points. In rural areas, 88% of males and 83% of females hold a full driving licence, a difference of 5 percentage points.

Table 6.8: Full driving licence holders¹ by age, sex and urban-rural split² 2013-2015

	Urban Areas			Rural Areas			All Northern Ireland		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-29	57%	53%	55%	76%	69%	72%	64%	59%	61%
30-59	85%	76%	80%	94%	91%	92%	88%	82%	85%
60+	81%	54%	65%	83%	77%	80%	82%	63%	72%
All adults aged 17+	79%	65%	71%	88%	83%	85%	83%	72%	77%

1 Not including provisional licences, Passenger Carrying Vehicle (PCV) licences or Large Goods Vehicle (LGV) licences

2 See Definitions section on page 15 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in this report are based on the updated 2015 settlement classifications. Previous reports used the 2005 settlement classifications. Therefore caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 on page 17 contains comparisons of 2005 and 2015 urban-rural indicators.

Definitions

For a full set of definitions (including types of modes of travel, types of journey purpose), see the Travel Survey for Northern Ireland In-depth Report 2013-2015. This report is available at:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2013-2015>

Urban/Rural

Data has been assigned to urban or rural areas based on where the respondent lives.

In previous TSNi publications, the urban-rural classification was based on the 2005 Report of the Inter-Departmental Urban-Rural Definition Group (<https://www.nisra.gov.uk/publications/urban-rural-definition-group>).

A review of the classification and delineation of settlements was carried out in 2015. There were number of changes including updating the settlement classifications previously based on Census 2001 populations to Census 2011 populations and changing the threshold between settlements classed as urban and those classed as rural from a population of 4,500 to 5,000. Full details are available in the Review of the Statistical Classification and Delineation of Settlements report published in March 2015 available at: <https://www.nisra.gov.uk/publications/review-statistical-classification-and-delineation-settlements>

From 2013-2015, the urban-rural breakdown in the TSNi reports is based on these updated 2015 classifications:

Bands A to E = Urban (settlements with a population of 5,000 or more)

Bands F to H = Rural (settlements with a population of less than 5,000 or open countryside)

Caution should be taken when comparing 2013-2015 urban-rural figures with urban-rural figures in previous reports. Appendix 1 (page 17) contains some analysis which has been carried out on 2013-2015 data comparing the old 2005 urban-rural classifications with the updated 2015 urban-rural classifications. None of the comparisons are statistically significantly different meaning that, for these results, there is no real difference between the old and updated urban-rural indicators.

If you require 2013-2015 data based on the old 2005 urban-rural classification, please contact us (contact details on page 2 of the report).

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 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.

Distance travelled

The length of any journey stage is the distance actually covered by the traveller and not the distance 'as the crow flies'.

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.

Example of mode of travel

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 the "walk" mode of travel and 10 miles to the "NI Railways" mode of travel.

Example of main mode of travel

Looking at the same 2 stage journey as above, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode and therefore the journey is assigned to the "NI Railways" category.

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'.

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). Children's play is excluded.

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.

Appendix 1: Comparison of 2005 and 2015 urban-rural indicators

The 2013-2015 TSNI Urban-Rural Report is the first to use the updated 2015 settlement classifications to assign data to urban and rural areas. See full details in the Definitions section on page 15.

Old 2005 urban-rural indicator: In previous Travel Survey for Northern Ireland urban-rural reports, the urban-rural indicator was based on the settlement classifications developed in 2005 and published in the Report of the Inter-Departmental Urban-Rural Definition Group (<https://www.nisra.gov.uk/publications/urban-rural-definition-group>).

Updated 2015 urban-rural indicator: The 2005 settlement classifications were updated in 2015 following a review. The Review of the Statistical Classification and Delineation of Settlements report is available at <https://www.nisra.gov.uk/publications/review-statistical-classification-and-delineation-settlements>. These updated 2015 settlement classifications have been used in this report.

Comparing key data

In order to give an idea of the difference between the old urban-rural indicator and the updated urban-rural indicator, some tables of key data containing the results for both urban-rural indicators have been produced including the 95% confidence intervals for the updated 2015 urban-rural indicator. If the result for the old urban-rural indicator is within the 95% confidence interval for the updated urban-rural indicator, there is no statistically significant difference and the results are considered to be around the same. For example:

Total average distance travelled per person per year by those living in urban areas (updated 2015 indicator) = 4,886 miles
95% confidence interval = ± 178 miles
= 4,708 miles to 5,064 miles

Total average distance travelled per person per year by those living in urban areas (old 2005 indicator) = 4,859 miles

4,859 miles is within the range 4,708 to 5,604 miles. Therefore the old urban-rural indicator result is not statistically significantly different from updated 2015 urban-rural result and it can be said that the results are around the same.

No statistically significant differences

Looking at Tables A1 to A9 containing the comparisons (pages 18-20), there were no statistically significant differences noted comparing the old 2005 urban-rural indicator and the updated 2015 urban-rural indicator (all the old 2005 indicator results are within the 95% confidence intervals for the updated 2015 indicator results). It can therefore be said that, for these results, there is no real difference between the old and updated urban-rural indicators.

Table A1: Average distance travelled per person per year by mode and old and updated urban-rural indicators 2013-2015

Miles

Travel mode	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) Average	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) Average
	Average	95% C.I + / -		Average	95% C.I + / -	
Walk	200	12	201	108	11	106
Car ¹	3,949	167	3,914	5,886	231	5,961
Public Transport ²	448	53	448	447	70	447
All modes	4,886	178	4,859	7,172	249	7,240

1 "Car driver", "Car passenger" and "Car undefined" have been combined to create the category "Car"

2 "Metro and Ulsterbus", "Other bus", "NI Railways" and "Black Taxi" have been combined to create the category "Public Transport"

Table A2: Average number of journeys per person per year by main mode and old and updated urban-rural indicators 2013-2015

Journeys

Travel mode	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) Average	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) Average
	Average	95% C.I + / -		Average	95% C.I + / -	
Walk	195	13	197	110	12	106
Car ¹	616	18	616	686	21	687
Public Transport ²	49	4	49	39	5	39
All modes	901	19	903	902	22	898

1 "Car driver", "Car passenger" and "Car undefined" have been combined to create the category "Car"

2 "Metro and Ulsterbus", "Other bus", "NI Railways" and "Black Taxi" have been combined to create the category "Public Transport"

Table A3: Average time spent travelling per person per year by main mode and old and updated urban-rural indicators 2013-2015

Hours

Travel mode	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) Average	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) Average
	Average	95% C.I + / -		Average	95% C.I + / -	
Walk	62	4	62	37	4	36
Car ¹	182	6	182	223	8	225
Public Transport ²	29	3	29	24	4	25
All modes	288	7	288	312	9	314

1 "Car driver", "Car passenger" and "Car undefined" have been combined to create the category "Car"

2 "Metro and Ulsterbus", "Other bus", "NI Railways" and "Black Taxi" have been combined to create the category "Public Transport"

Table A4: Average number of journeys per person per year by journey purpose and old and updated urban-rural indicators 2013-2015

Journeys

Journey purpose	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) Average	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) Average
	Average	95% C.I + / -		Average	95% C.I + / -	
Commuting	141	8	143	130	9	128
Shopping	163	7	163	154	9	155
Leisure ¹	214	8	214	207	10	207
All purposes	901	19	903	902	22	898

1 "Visit friends at private home", "Visit friends elsewhere", "Entertainment/public social activities", "Sport participate", "Holiday base" and "Day trip" have been combined to create the category "Leisure"

Table A5: Average distance travelled per person per year by journey purpose and old and updated urban-rural indicators 2013-2015

Miles

Journey purpose	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) Average	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) Average
	Average	95% C.I + / -		Average	95% C.I + / -	
Commuting	1,083	102	1,080	1,404	140	1,412
Shopping	569	34	564	1,022	65	1,034
Leisure ¹	1,671	89	1,638	2,011	113	2,063
All purposes	4,886	178	4,859	7,172	249	7,240

1 "Visit friends at private home", "Visit friends elsewhere", "Entertainment/public social activities", "Sport participate", "Holiday base" and "Day trip" have been combined to create the category "Leisure"

Table A6: Method of travel to work by old and updated urban-rural indicators 2013-2015

% of workers¹

Mode of travel to work	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) %	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) %
	%	95% C.I + / -		%	95% C.I + / -	
Car/van	77%	2%	77%	91%	2%	91%
Bus or Train ²	8%	1%	8%	2%	1%	2%
Walk	11%	2%	11%	5%	1%	5%

1 Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday

2 "Bus" and "NIR train" have been combined to create the category "Bus or Train"

Table A7: Time taken to walk to nearest bus stop by old and updated urban-rural indicators 2013-2015

% of households

Time to walk	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) %	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) %
	%	95% C.I + / -		%	95% C.I + / -	
6 minutes or less ¹	78%	2%	79%	47%	3%	46%
7 - 26 minutes ²	21%	2%	21%	36%	3%	36%
27 minutes or longer ³	1%	0%	1%	17%	2%	17%

1 "3 minutes or less" and "4-6 minutes" have been combined to create the category "6 minutes or less"

2 "7-13 minutes" and "14-26 minutes" have been combined to create the category "7 - 26 minutes or less"

3 "27-43 minutes" and "44 minutes or longer" have been combined to create the category "27 minutes or longer"

Table A8: Bus service frequency by old and updated urban-rural indicators 2013-2015

% of households

Frequency of service	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) %	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) %
	%	95% C.I + / -		%	95% C.I + / -	
One or more per hour ¹	70%	2%	70%	22%	2%	21%
One or more per day but less than one per hour ²	7%	1%	7%	38%	3%	39%
Less than one per day	0%	0%	0%	2%	1%	2%
Don't know	23%	2%	23%	38%	3%	38%

1 "At least once every quarter-hour", "At least once every half-hour" and "At least once an hour" have been combined to create the category "One or more per hour"

2 "About 3 times a day" and "At least once a day" have been combined to create the category "One or more per day but less than one per hour"

Table A9: Full driving licence holders¹ by age group and old and updated urban-rural indicators 2013-2015

% of persons

Age group	Urban Areas (based on updated 2015 indicator)		Urban Areas (based on old 2005 indicator) %	Rural Areas (based on updated 2015 indicator)		Rural Areas (based on old 2005 indicator) %
	%	95% C.I + / -		%	95% C.I + / -	
17-29	55%	5%	54%	72%	6%	72%
30-59	80%	2%	80%	92%	2%	93%
60+	65%	3%	66%	80%	3%	80%
All adults aged 17+	71%	2%	71%	85%	2%	86%

1 Not including provisional licences, Passenger Carrying Vehicle (PCV) licences or Large Goods Vehicle (LGV) licences