

# Travel Survey for Northern Ireland (TSNI) Additional Tables Report 2013-2015

## (TSNI In-depth Report 2013-2015: Section 7)

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**Note that this report forms part of the Travel Survey for Northern Ireland In-depth Report 2013-2015 (Section 7 Additional Tables) and as such should be read in conjunction with that report.**

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



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## About this publication

### TSNI In-depth Report 2013-2015 - Section 7 Additional Tables

This report forms part of the Travel Survey for Northern Ireland In-depth Report 2013-2015 (Section 7 Additional Tables) and as such should be read in conjunction with that report. 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). Note that they will appear alongside similar tables in the 2014-2016 report and therefore may not be in Section 7.

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>

### Background to new questions asked in TSNI from 2012

A consultation of Travel Survey for Northern Ireland users was carried out in 2011. As a result a number of new questions were added to the survey from 2012. These questions cover a diverse range of areas including frequency of travel by various modes of transport, what would encourage respondents to walk/cycle more often, what situations make respondents feel unsafe when walking/cycling, satisfaction with local public transport and what improvements could be made, use of Park 'n' Ride and number in vehicle when travelling to work by car/van.

### Accessibility

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

### Contact

For any enquiries about this document, please contact Leah Ginn. Contact details are given in the Crown copyright section at the top of the page.

## 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 have the option to provide more than one response to these types of questions 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”.

**Spontaneous answers** – When there are a large number of answer options, particularly for multiple response questions, a showcard (a card with the answer options written out) is used. This enables the respondent to select all the answers that are relevant to them. A spontaneous answer is one that is available for selection by the interviewer, if the respondent gives that response, but it is not included on the showcard. These are generally one off answers such as “I already walk as much as I can” or “Nothing would encourage me to walk more often”.

**Respondents** – Some questions are asked to all persons in the household taking part in the survey (the full sample). This includes both adults and children and face to face and proxy interviews. The majority of the questions have been asked to a subgroup of the full sample. The bullet points in each section of the report highlight whether a question is asked to the full sample or a subgroup.

**Face to face interview** – An interview with the respondent in person

**Proxy interview** – An interview completed by someone else on behalf of the respondent

**Cyclists** – Persons who stated that they cycled during the last 12 months.

**Bus users** – Persons who stated that they have travelled on a bus (i.e. did not state they never travel on a bus).

**Train users** – Persons who stated that they have travelled on a train (i.e. did not state they never travel on a train).

**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:

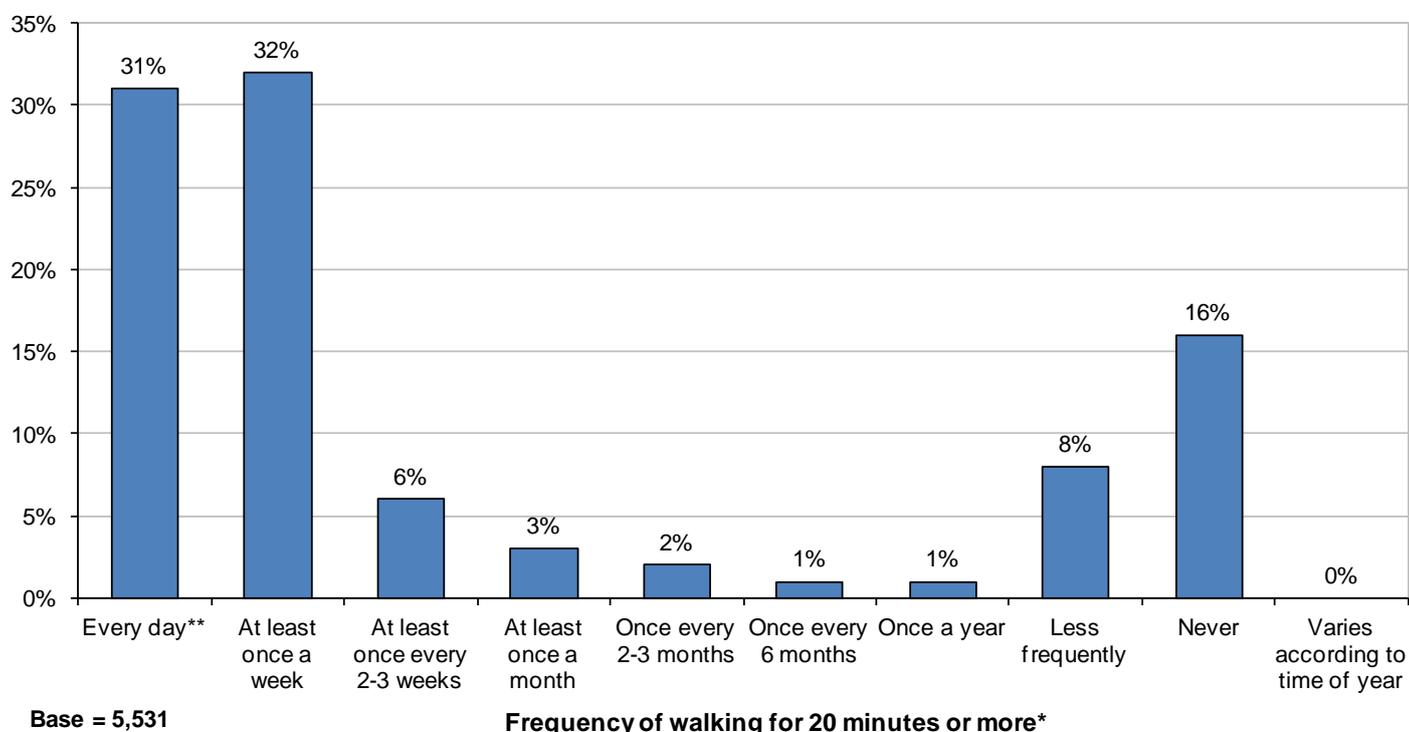
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2013-2015>

## Walking

### Walking frequency

- This question was asked to everyone taking part in the survey (all ages, face to face and proxy interviews).
- Nearly one third (31%) of all respondents stated that they walked 20 minutes or more every day (this includes those that walk this length of time every working day/school day but not at weekends). This is almost twice as many as those who never walked for 20 minutes or more (16%).
- Just under two thirds of respondents (63%) took a walk lasting at least 20 minutes once a week or more with a further 9% walking this length of time at least once a month (but less than once a week).
- Looking only at those who walked for 20 minutes or more (i.e. did not state “Never”), 86% walked this length of time once a month or more.

**Figure 7.1: How often do you walk anywhere for 20 minutes or more?\* 2013-2015**



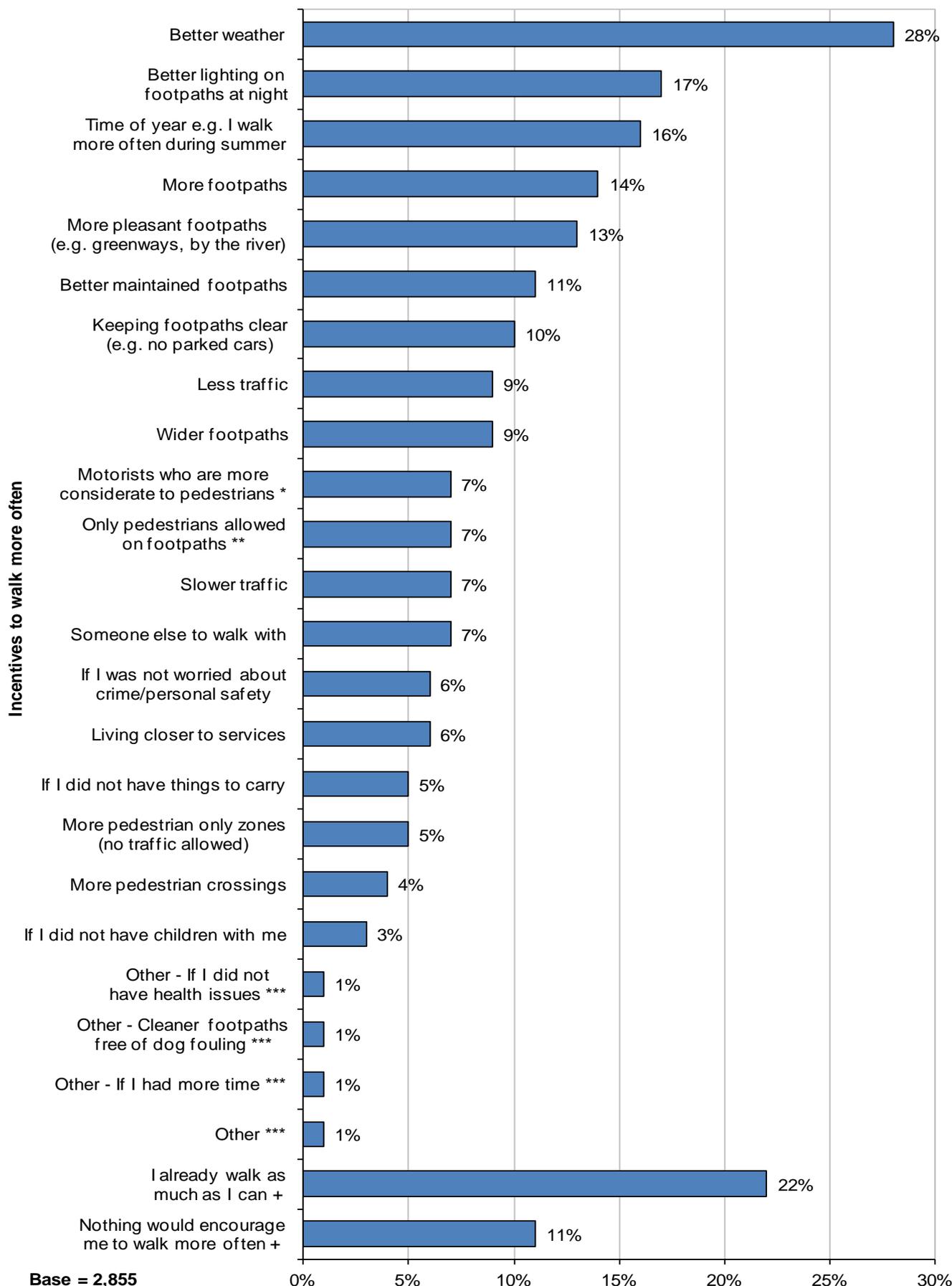
\* Includes all walks of 20 minutes or more whether for leisure or with a purpose (e.g. to go to the shops).

\*\* “Every day” is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

### Incentives to walk more often

- Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes (i.e. did not state “Never”) were asked what would encourage them to walk more often.
- “Better weather” (28%) was the most commonly mentioned incentive that would encourage the respondent to walk more often, followed by “Better lighting on footpaths at night” (17%) and “Time of year” (16%).
- Over one fifth (22%) stated that they already walk as much as they can and a further 11% said that nothing would encourage them to walk more often.

**Figure 7.2: What would encourage you to walk more often? 2013-2015**



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

\* Full answer option - Motorists who are more considerate to pedestrians (e.g. slowing down if pedestrian is crossing the road)

\*\* Full answer option - Only pedestrians allowed on footpaths (e.g. no cyclists, skateboarders or scooters allowed)

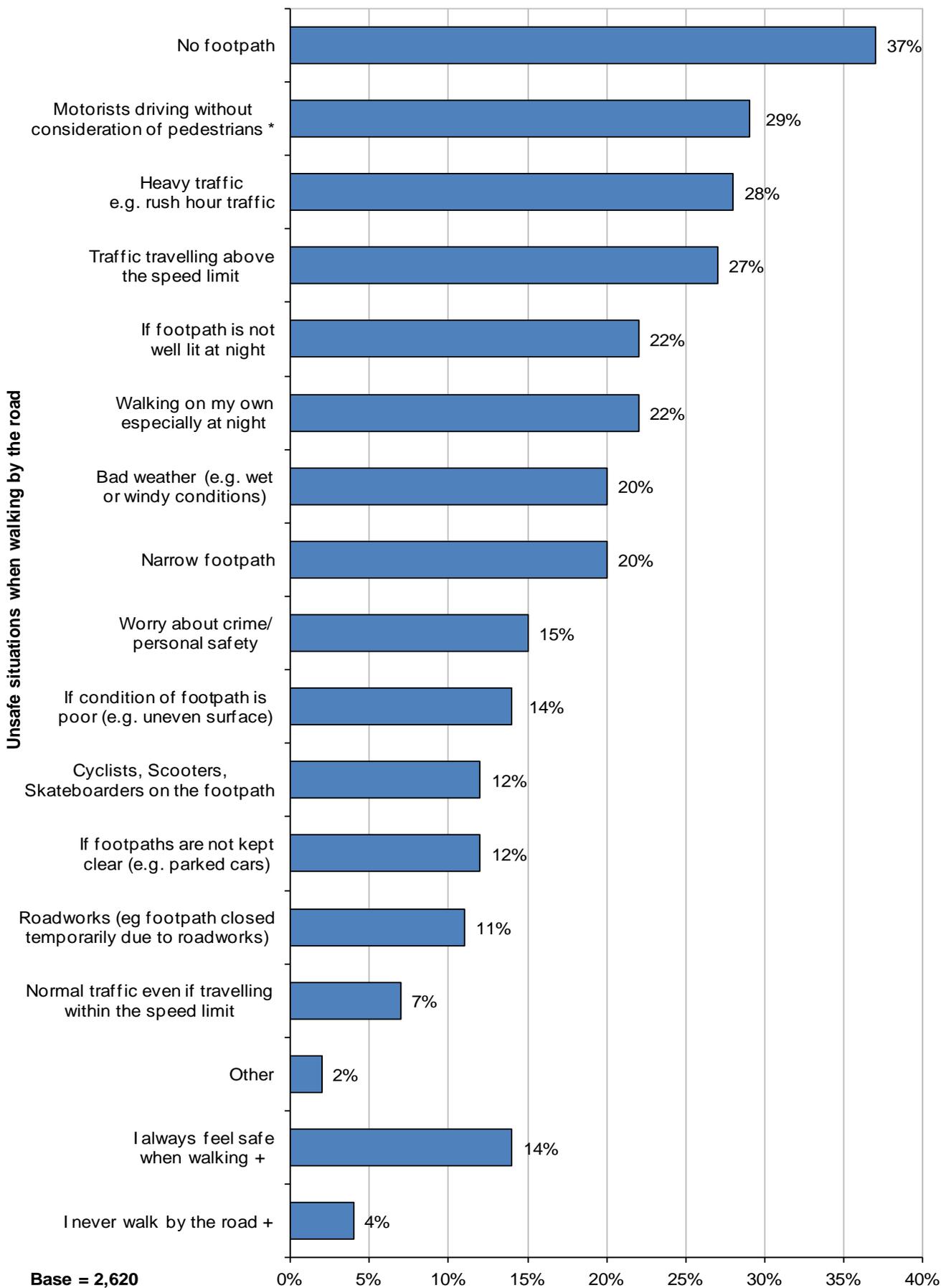
\*\*\* Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

## Unsafe situations when walking by the road

- Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes once a year or more were asked which situations made them feel unsafe when walking by the road.
- “No footpath” (37%) was the most frequently stated situation that made the respondent feel unsafe, followed by “Motorists driving without consideration of pedestrians” (29%), “Heavy traffic” (28%) and “Traffic travelling above speed limit” (27%).
- One seventh (14%) stated that they always feel safe when walking and an additional 4% said that they never walk by the road.

**Figure 7.3: Which situations make you feel unsafe when walking by the road? 2013-2015**



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

\* Full answer option - Motorists driving without consideration of pedestrians (e.g. not slowing down if pedestrian is crossing the road)

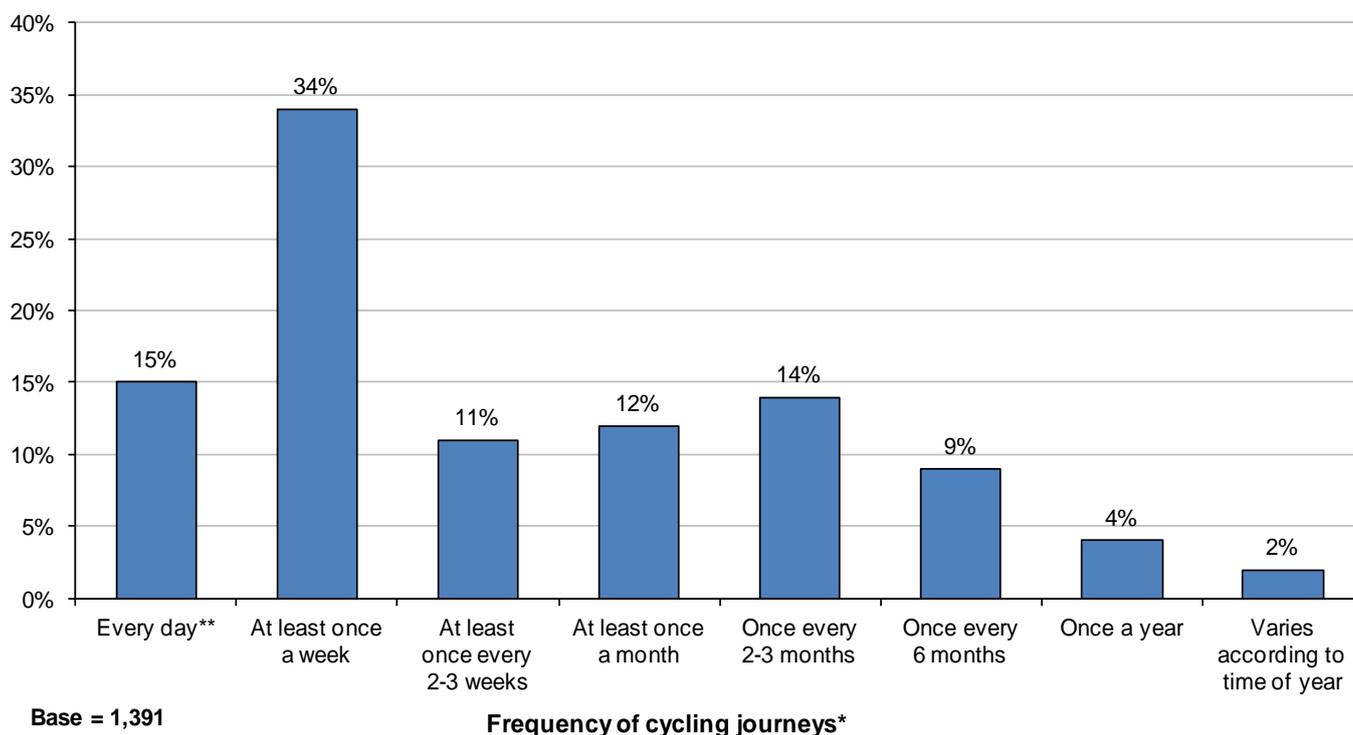
+ Spontaneous answer

## Cycling

### Cycling frequency

- In 2013-2015, 25% of all respondents (everyone taking part in the survey) said they had cycled in the last 12 months. These respondents are referred to as cyclists in this report. A follow up question was asked to determine how often they cycled.
- 15% of cyclists reported that they cycle every day (including those that cycle every working day/school day but not at weekends), almost four times as many as those who only cycle once a year (4%).
- Nearly half (48%) of all cyclists cycled once a week or more and an additional 23% cycled at least once a month (but less than once a week).

**Figure 7.4: How often do you cycle?\*** 2013-2015



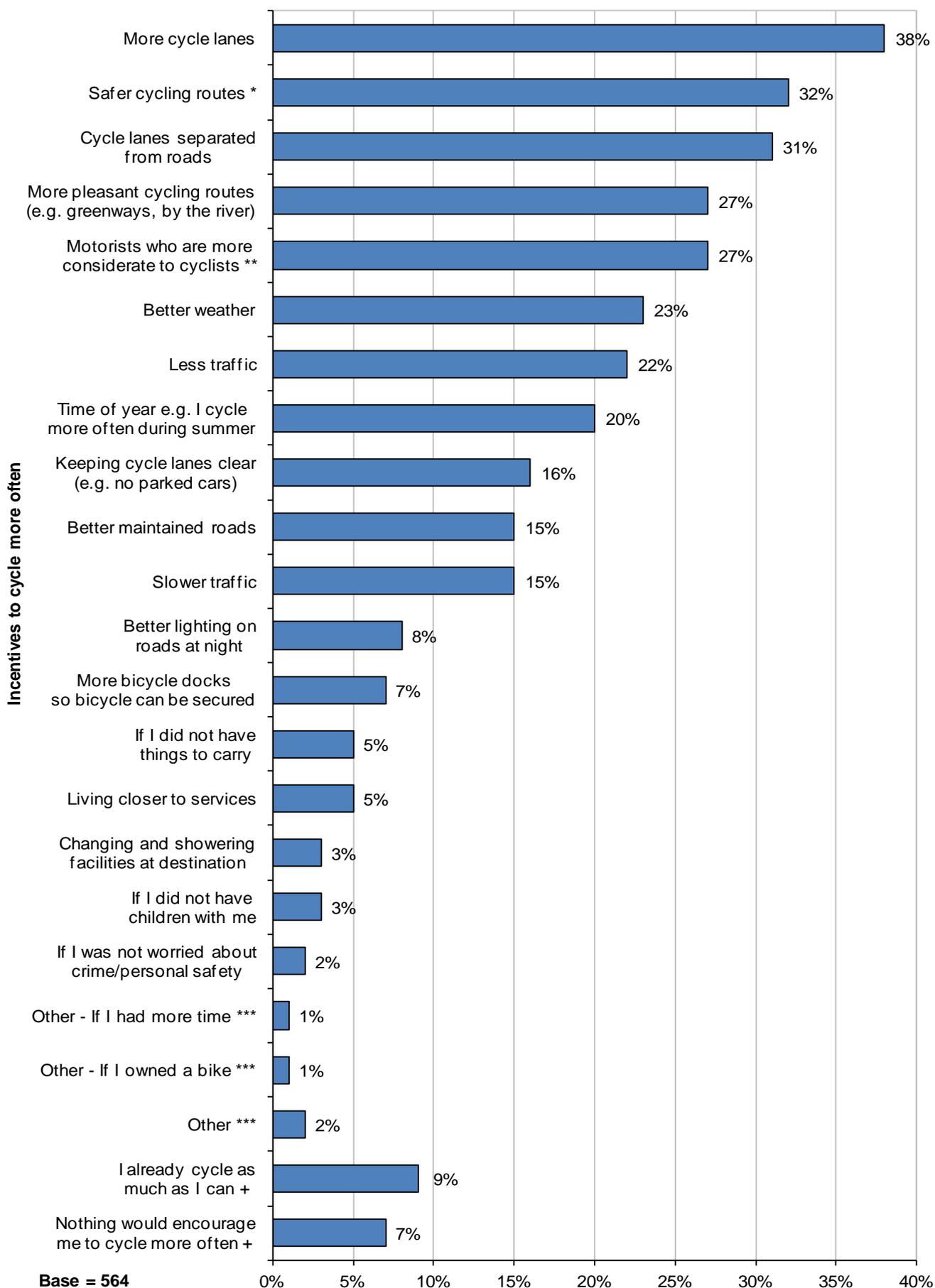
\* This question is only asked if the respondent is a cyclist i.e. has cycled in the last 12 months. Includes all cycle journeys whether for leisure or with a purpose (e.g. travelling to work). Only journeys where the bicycle is ridden independently are included i.e. it is not counted if the child is riding on a child seat on an adult's bicycle or if the child's bicycle is attached to an adult's bicycle.

\*\* "Every day" is selected if the respondent cycles every working day/school day but not at weekends as well as if they cycle every day.

### Incentives to cycle more often

- Cyclists aged 16 and over giving a face to face interview were asked what would encourage them to cycle more often.
- The most frequently stated incentive that would encourage them to cycle more often was "more cycle lanes" (38%), followed by "safer cycling routes" (32%), "cycle lanes separated from roads" (31%), "more pleasant cycling routes" (27%) and "motorists who are more considerate to cyclists" (27%).
- Almost one tenth (9%) of cyclists said that they already cycle as much as they can and a further 7% said that nothing would encourage them to cycle more often.

**Figure 7.5: What would encourage you to cycle more often? 2013-2015**



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

\* Full answer option - Safer cycling routes (e.g. more markings, signs to distinguish cycle lanes)

\*\* Full answer option - Motorists who are more considerate to cyclists (e.g. taking more care when overtaking)

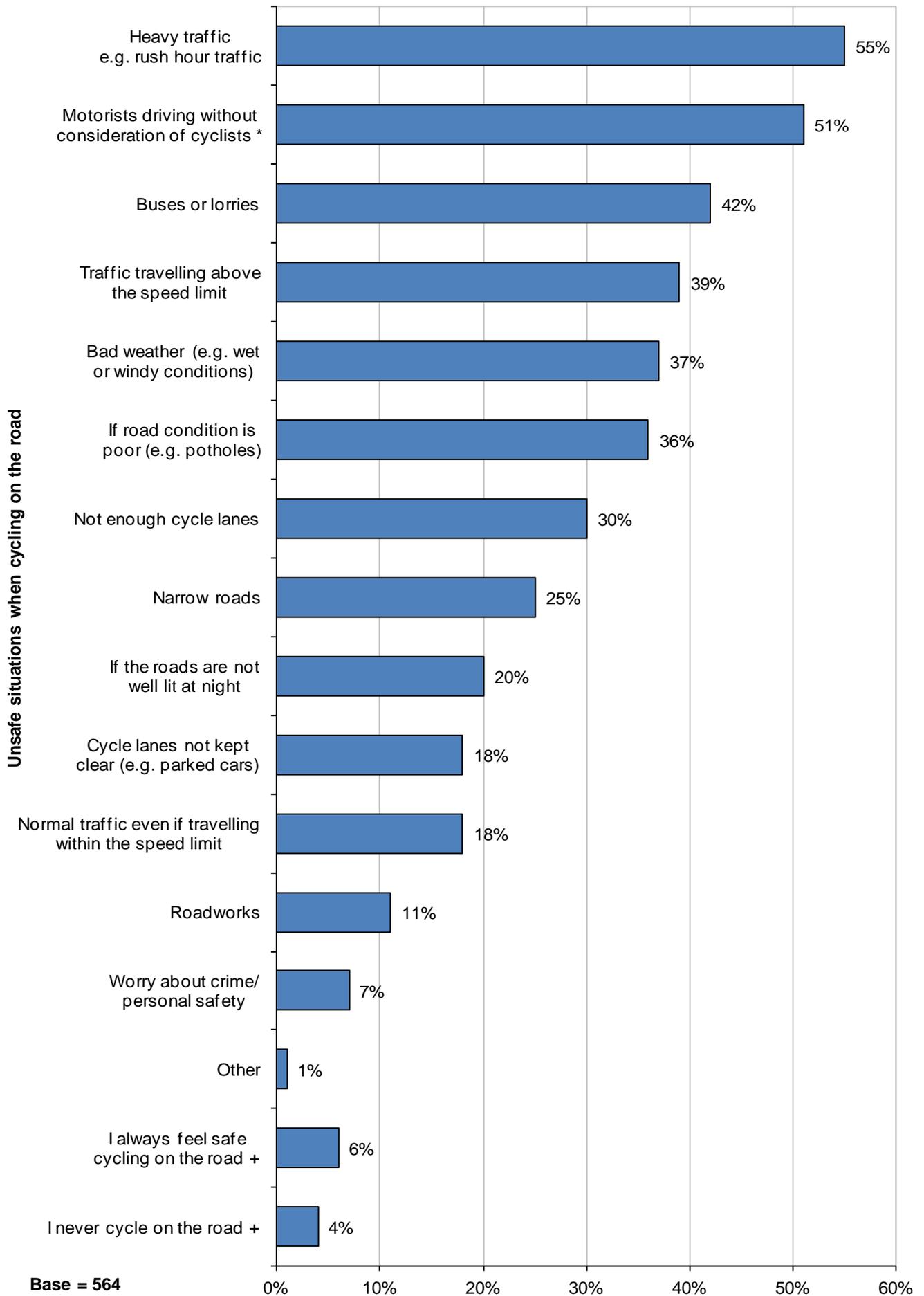
\*\*\* Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

## Unsafe situations when cycling on the road

- Cyclists aged 16 and over giving a face to face interview were asked which situations make them feel unsafe when cycling on the road.
- The most commonly stated situations that made cyclists feel unsafe were “Heavy traffic” (55%) and “Motorists driving without consideration of cyclists” (51%), followed by “Buses or lorries” (42%), “Traffic travelling above speed limit” (39%), “Bad weather” (37%) and “If road condition is poor” (36%).
- Just over 1 in 20 cyclists (6%) stated that they always feel safe cycling on the road and an additional 4% said that they never cycle on the road.

**Figure 7.6: Which situations make you feel unsafe when cycling on the road? 2013-2015**



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

\* Full answer option - Motorists driving without consideration of cyclists (e.g. dangerous overtaking)

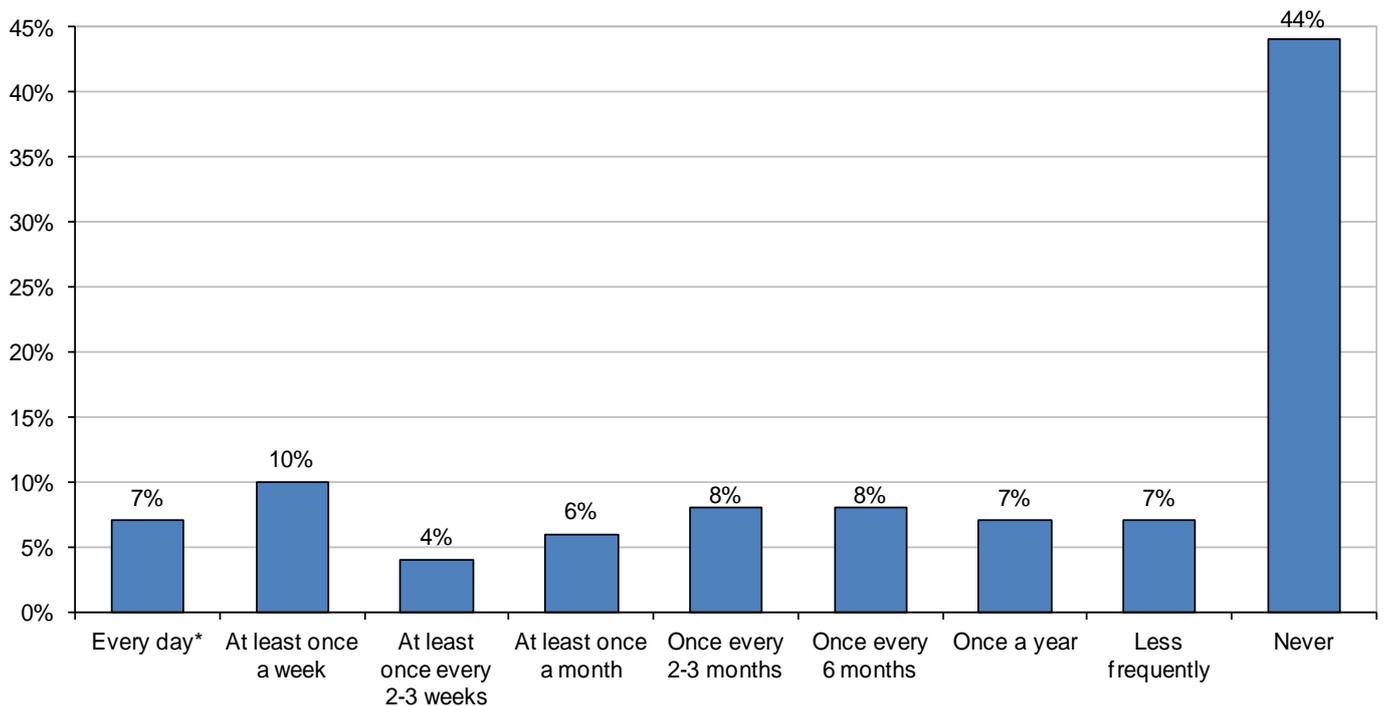
+ Spontaneous answer

## Public Transport

### Frequency of bus use

- One sixth (17%) of all respondents (everyone taking part in the survey) travelled on a bus once a week or more and a further 9% travelled by bus at least once a month (but less than once a week).
- 44% stated that they never travelled by bus.
- Looking only at bus users (i.e. those who did not state that they never travelled by bus), just under one half (48%) took a bus once a month or more. Slightly more bus users (52%) travelled by bus less than once a month.

**Figure 7.7: How often do you travel on a bus? 2013-2015**



Base = 5,530

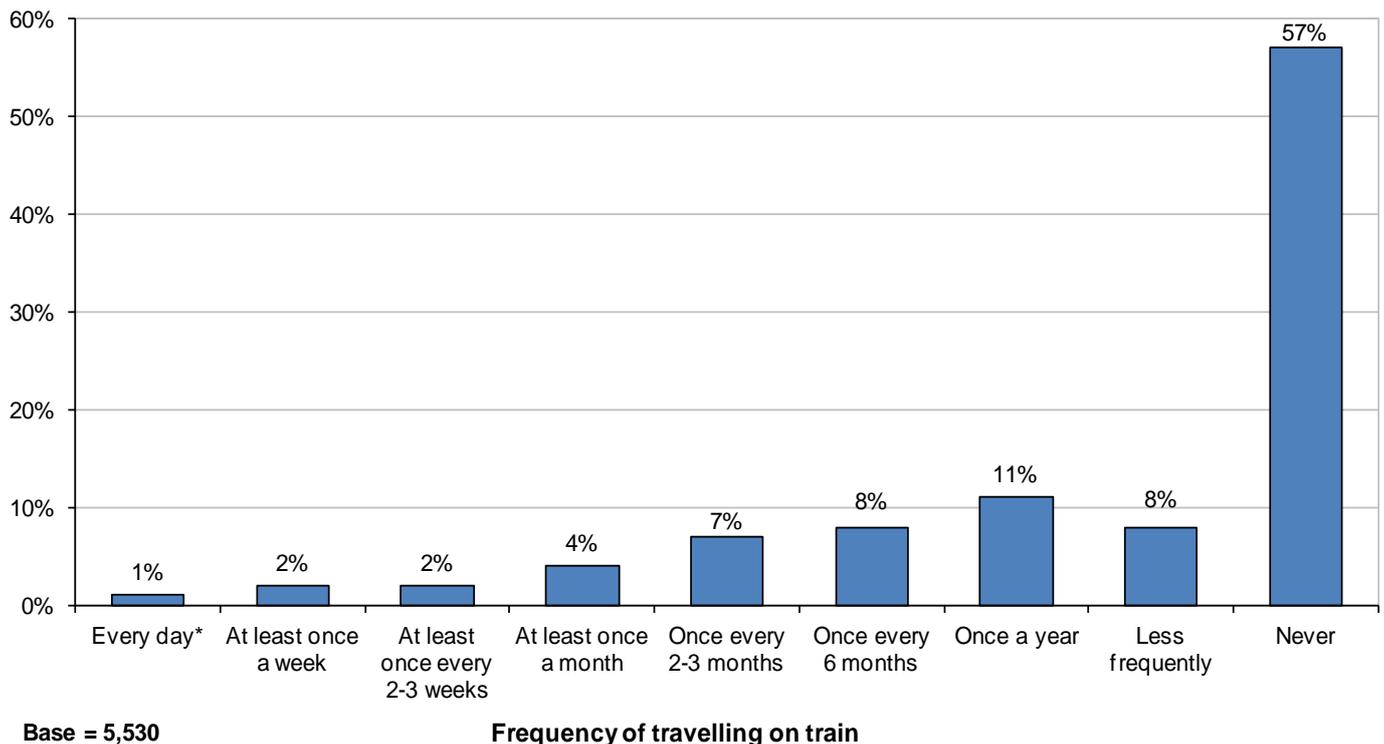
#### Frequency of travelling on bus

\* "Every day" is selected if the respondent travels on a bus every working day/school day but not at weekends as well as if they travel on a bus every day.

## Frequency of train use

- Around 1 in 30 (3%) of all respondents (everyone taking part in the survey) travelled on a train once a week or more and an additional 6% travelled by train at least once a month (but less than once a week).
- Just under 6 in 10 (57%) stated that they never travelled by train.
- Looking only at train users (i.e. those who did not state that they never travelled by train), around one fifth (21%) took a train once a month or more. Almost four times as many train users (79%) travelled by train less than once a month.

**Figure 7.8: How often do you travel on a train? 2013-2015**



\* "Every day" is selected if the respondent travels on a train every working day/school day but not at weekends as well as if they travel on a train every day.

## Comparison of bus and train usage

- There are more bus users (56%) than train users (43%).
- Frequency of bus usage is higher than train usage. Looking at everyone taking part in the survey, more respondents take a bus once a week or more (17%) than take a train once a week or more (3%).

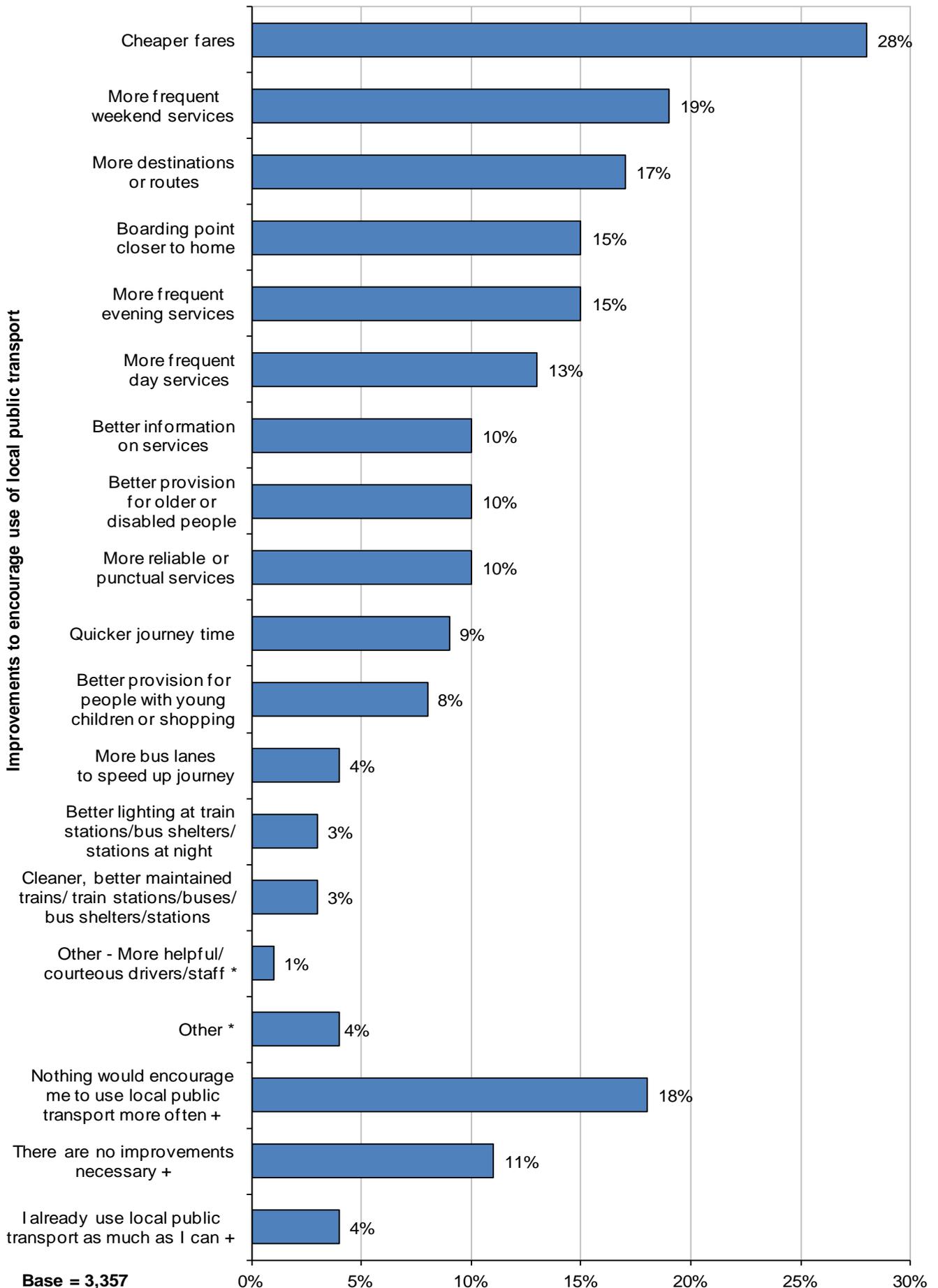
### **Satisfaction with local public transport**

- Respondents aged 16 and over, giving a face to face interview, were asked how satisfied they were with public transport services which operate near their home. Just over two fifths (42%) said they don't use local public transport.
- Of those who used local public transport, three quarters (75%) said they were satisfied with their local public transport services.

### **Incentives to use local public transport more often**

- Respondents aged 16 and over, giving a face to face interview, were asked what improvements would encourage them to use local public transport services more often.
- The most popular improvement to local public transport services was "Cheaper fares" (28%), followed by "More frequent weekend services" (19%).
- In addition, just under one fifth (18%) said nothing would encourage them to use local public transport more often, another 11% stated that no improvements were necessary and a further 4% said that they already use local public transport as much as possible.

**Figure 7.9: What improvements could be made to encourage you to use local public transport services more often? 2013-2015**



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

\* Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

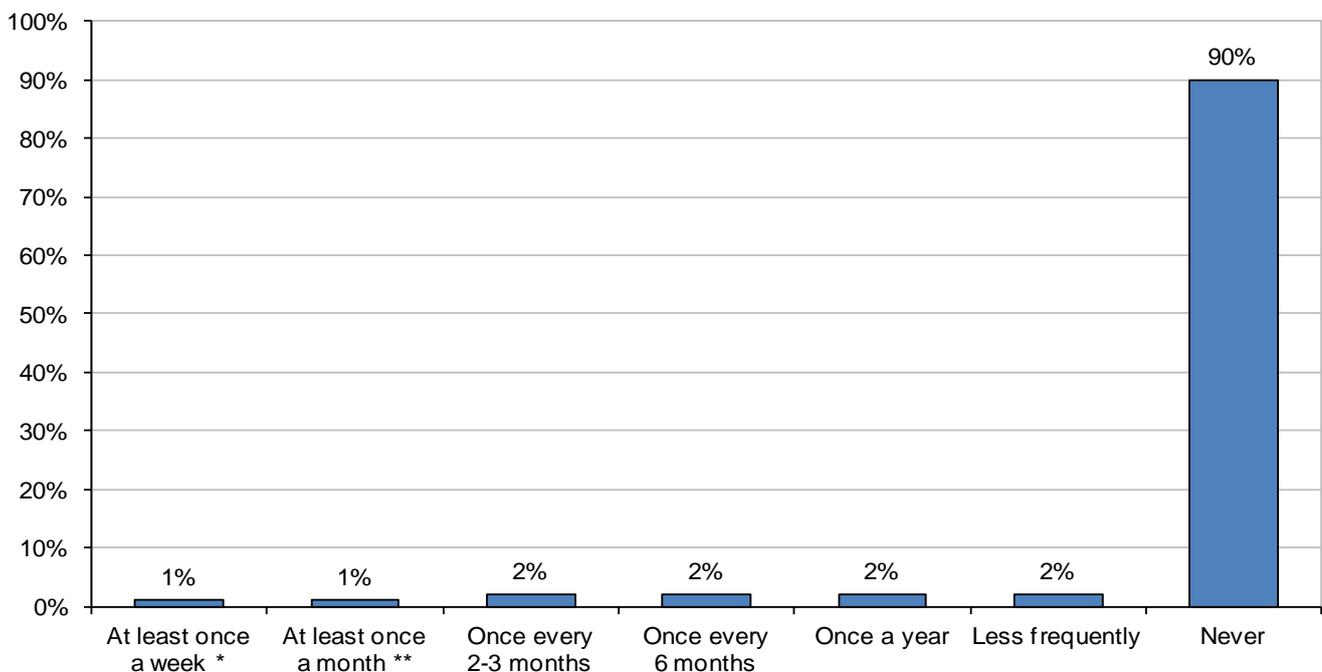
+ Spontaneous answer

## Park 'n' Ride

### Frequency of using Park 'n' Ride

- Park 'n' Ride is the term used when the vehicle you are travelling in is parked in a designated Park 'n' Ride car park and a train or a bus is then taken to your destination. For respondents aged 16 and over, a question was asked on how often they used Park 'n' Ride. This question applied whether they were a driver or a passenger in the vehicle.
- 1% of respondents used Park 'n' Ride once a week or more with a further 1% using it at least once a month (but less than once a week).
- 9 in 10 respondents (90%) said they never used Park 'n' Ride.
- Looking only at Park 'n' Ride users (i.e. those who did not state that they never used Park 'n' Ride), 22% used it once a month or more, a further 57% used it at least once a year (but less than once a month) and another 21% used Park 'n' Ride less frequently.

**Figure 7.10: How often do you use Park 'n' Ride? 2013-2015**



**Base = 4,597**

#### **Frequency of using Park 'n' Ride**

\* "At least once a week" combines the answers "Every day" and "At least once a week". "Every day" is selected if the respondent uses Park 'n' Ride every working day but not at weekends as well as if they use Park 'n' Ride every day.

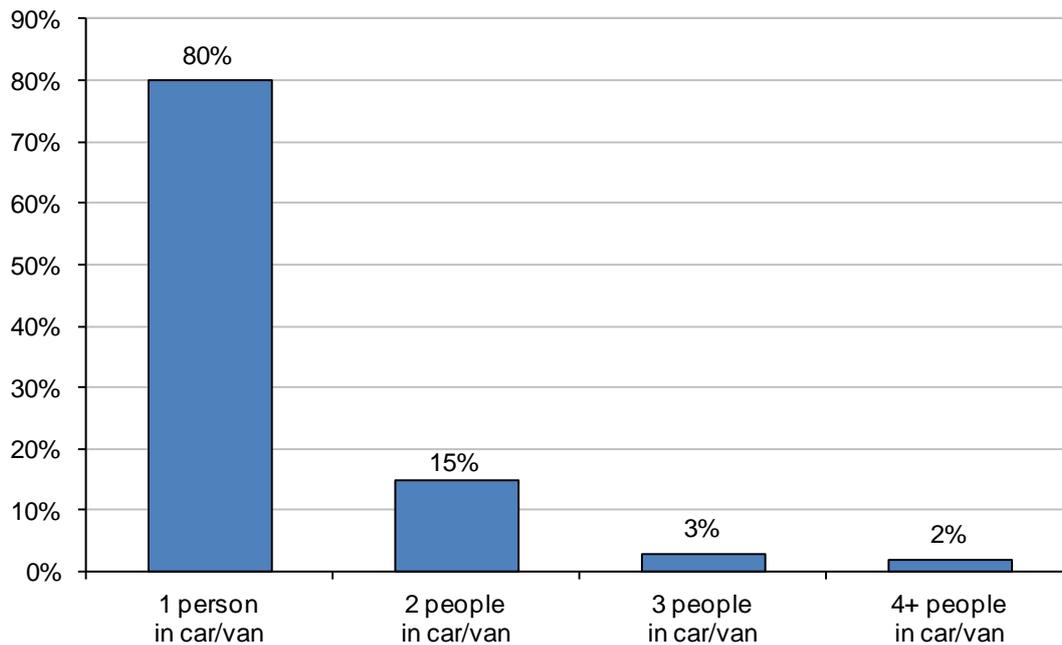
\*\* "At least once a month" combines the answers "At least once every 2-3 weeks" and "At least once a month".

## Travel to work – Number in car/van

### Number of people in vehicle when travelling to work by car/van

- In 2013-2015, 82% of workers travelled to work by car/van. They were asked a follow up question to determine the number of persons travelling in the car/van (including the respondent) when going to work. The number includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work).
- The majority drove to work on their own (80%). 15% travelled to work with one other person in the car/van and the rest (5%) had 2 or more other people in the car/van when they travelled to work.

**Figure 7.11: How many people would normally be in the car/van when you are travelling to work (including the respondent)?\* 2013-2015**



**Base = 1,851**      **Travel to work - Number of people travelling in car/van\***

\* Includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work, adults sharing the journey into work). If the number in the vehicle varies during the journey, the maximum number during the journey is recorded. If the number varies during the week, the number of persons who make the journey at least 3 days a week are recorded. If the number varies from week to week, the number who travelled in the car/van during the week of the survey is recorded.