



Travel Survey for Northern Ireland In-depth Report

2016-2018



Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast

Issue No: 18

Theme: Transport and Travel

Reporting period: 1 January 2016 to
31 December 2018

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Published: 13th February 2020



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About this publication

TSNI In-depth Report 2016-2018

This is the second release of 2016-2018 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on trends in personal travel for Northern Ireland residents, how they travel (modes), why they travel (purposes) and includes urban-rural breakdowns of key tables. It contains more detailed analysis on journeys taken by the Northern Ireland population over the time period 2016 to 2018 (including breakdowns by age and gender) and some trend comparisons over the last 10 years. Further information about the survey is available in the User Information section on page 63.

Changes from previous In-depth Reports

Following a user consultation in 2019 (see page 63 of User Information section), the TSNI In-depth Report has been completely redesigned for the 2016-2018 edition. The report has been updated to reflect current statistical and data visualisation methods to make it more user-friendly and accessible. We have also reorganised the information into themed sections relating to different travel modes, journey purposes and an urban-rural section so users can easily identify the data they are most interested in.

To make the results more digestible, travel modes have been grouped from 14 categories into 5 commonly used modes: Walk, Bicycle, Car, Public transport, Other. Similarly journey purposes have been grouped from 15 categories into 6 commonly used purposes: Commuting & Business, Leisure & Other, Personal business, Shopping, Education & Escort Education, Other escort. Where there are a large number of answer options to a question, we have reported on selected responses.

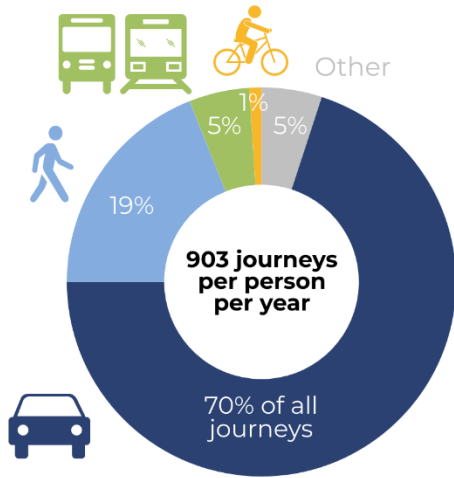
All the tables from previous In-depth Reports are available in the spreadsheet accompanying this report, including analysis by 14 travel modes, 15 journey purposes and a full breakdown of all responses given to a question. For ease of comparison, numbering matches the tables in previous In-depth Reports.

Accessibility

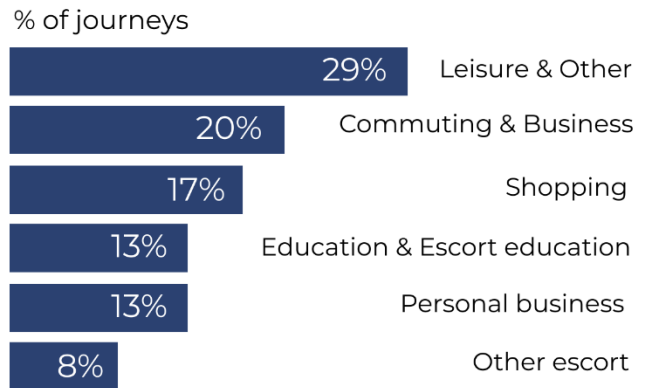
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TSNI Key facts 2016-2018

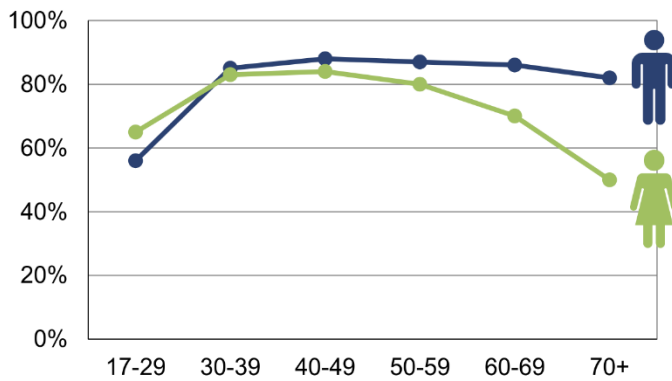
Average journeys by main mode



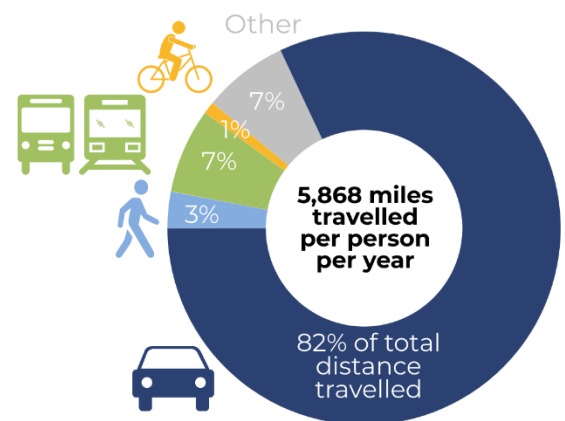
Why people travel



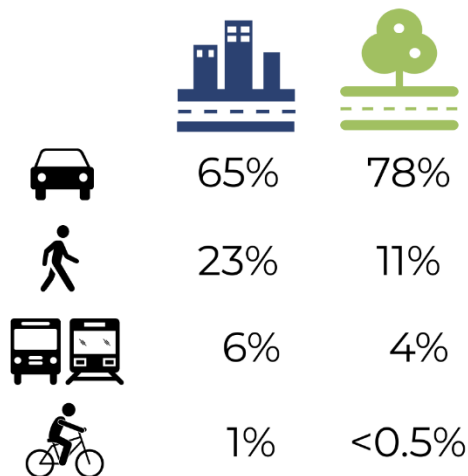
Driving licence holders by age and sex



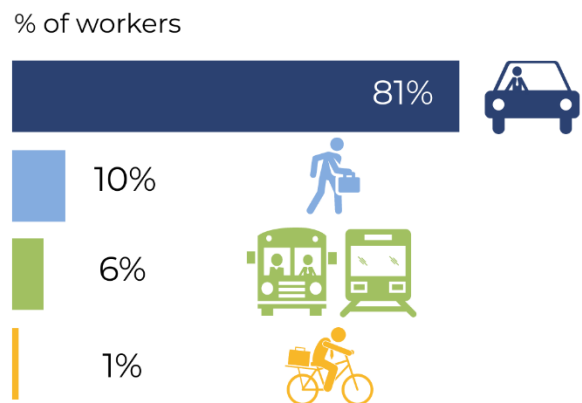
Average distance travelled by mode



Journeys by urban-rural split*



Travelling to work



*Urban-rural information is based on the areas where respondents live

For further information:



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



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Key Points

- Each person travelled, on average, 5,868 miles per year during 2016-2018, around the same as 10 years ago (6,032 miles per person per year in 2006-2008).
- On average, there were 903 journeys made per person per year over the period 2016-2018, a decrease from 2006-2008 (926 journeys per person per year).
- In 2016-2018, the average time each person spent travelling was 304 hours per year, around the same as in 2006-2008 (306 hours per person per year).
- On average, people living in urban areas made around the same number of journeys each year as people living in rural areas (urban: 908; rural: 894). However, rural residents travelled further per year (urban: 4,813 miles; rural: 7,500 miles) and spent more time travelling per year (urban: 298 hours; rural: 312 hours) than urban residents.
- In 2016-2018, 70% of all journeys were made by car, 19% by walking, 5% by public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways, Black Taxi) and 1% by cycling. Walking has increased from 17% in 2006-2008 to 19% of all journeys in 2016-2018. There has been no real change from 10 years ago for the other travel modes.
- Nearly one sixth (16%) of all journeys were less than one mile long. Just under two thirds (66%) of these short journeys were on foot and 31% were by car. The car was the dominant mode of transport (77%) for all journeys one mile or over.
- In 2016-2018, 29% of all journeys were made for leisure and other purposes (visiting friends, entertainment, social activities, sports activities, holiday, day trips, just walking, other), 20% for commuting and business and 17% for shopping. Shopping has decreased from 21% in 2006-2008 to 17% of all journeys in 2016-2018. Leisure and other has increased from 26% in 2006-2008 to 29% of all journeys in 2016-2018.
- Just under two thirds (66%) of all respondents took a walk lasting at least 20 minutes once a week or more.
- One in ten (10%) of all respondents in 2016-2018 cycled once a week or more.
- Just under one sixth (16%) of all respondents travelled on a bus once a week or more. Around 1 in 30 (3%) of all respondents travelled on a train once a week or more.

Section 1: All travel modes

In 2016-2018:



On average, Northern Ireland residents travelled 5,868 miles per year



The average number of journeys made per person per year was 903



The average time spent travelling was 304 hours per year



Trends in distance, journeys and time spent travelling

Looking at the recent trends, travel habits have not changed considerably.

Northern Ireland residents travelled, on average, 5,868 miles per person per year in 2016-2018, around the same as 10 years ago (6,032 miles in 2006-2008).

On average, 903 journeys were made per person per year over the period 2016-2018 (just over 2 journeys per day), a decrease from 2006-2008 (926 journeys per person per year).

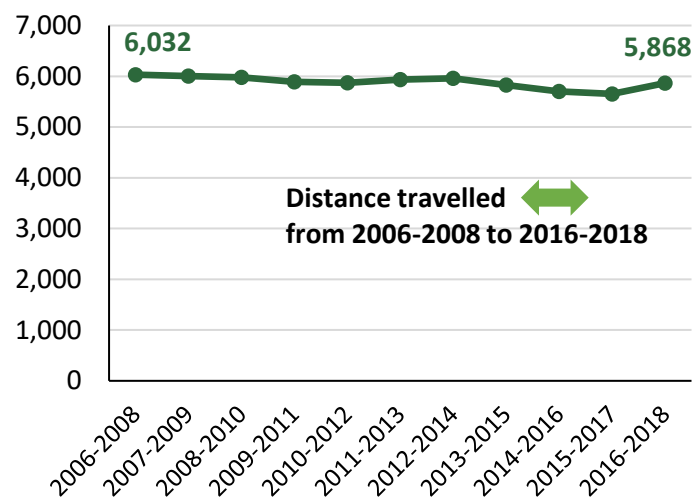
In 2016-2018, the average journey length was 6.5 miles.

The average time each person spent travelling in 2016-2018 was 304 hours per year (approximately 50 minutes per day), no real difference from 10 years ago (306 hours in 2006-2008). The average journey time in 2016-2018 was 20 minutes.

Figures 1.1 to 1.3: Trends in distance, journeys and time spent travelling – all modes

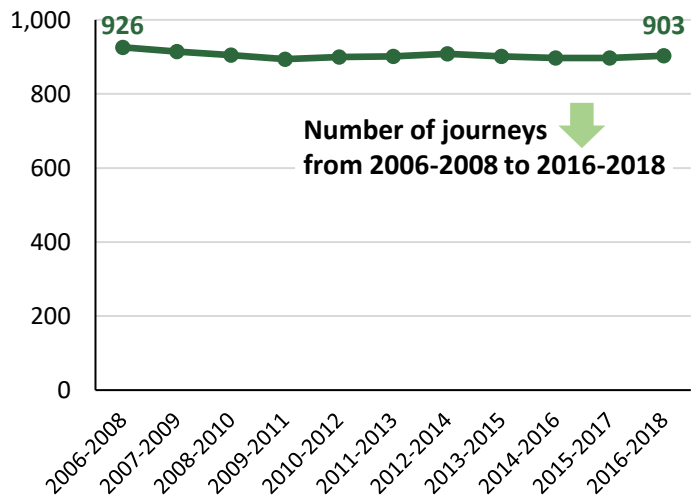
Distance 2006-2008 to 2016-2018 (all modes)

Average miles travelled per person per year



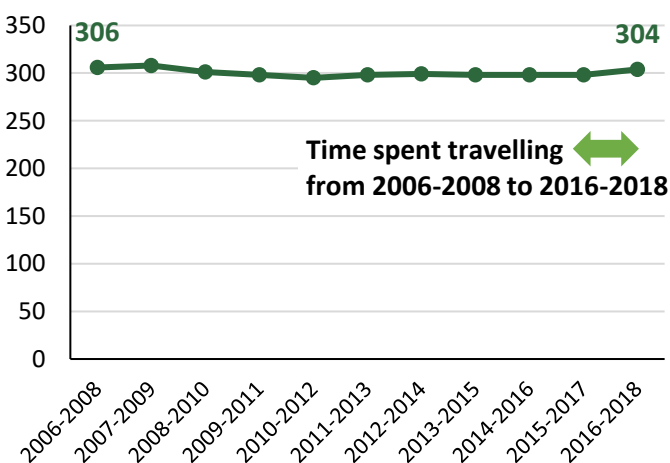
Journeys 2006-2008 to 2016-2018 (all modes)

Average journeys per person per year






Time 2006-2008 to 2016-2018 (all modes)

Average hours spent travelling per person per year



Comparing with ten years ago

-  Increase* from 2006-2008 to 2016-2018
-  No real change* from 2006-2008 to 2016-2018
-  Decrease* from 2006-2008 to 2016-2018

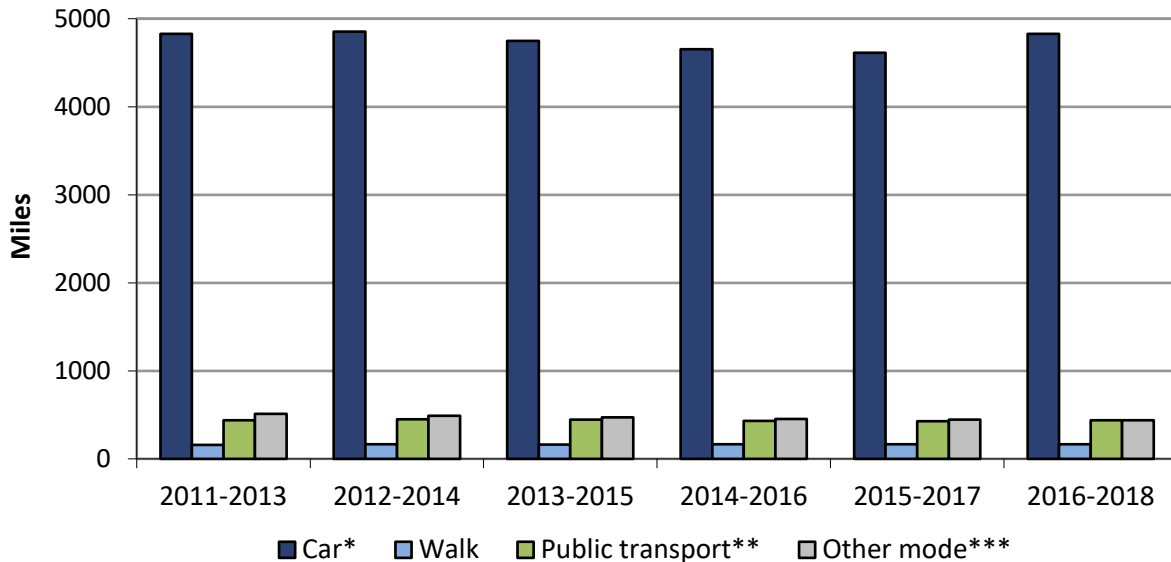
*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Comparison of travel modes

Comparing results from 2011-2013 to 2016-2018, there has been no significant modal shift (change from one mode of travel to another).

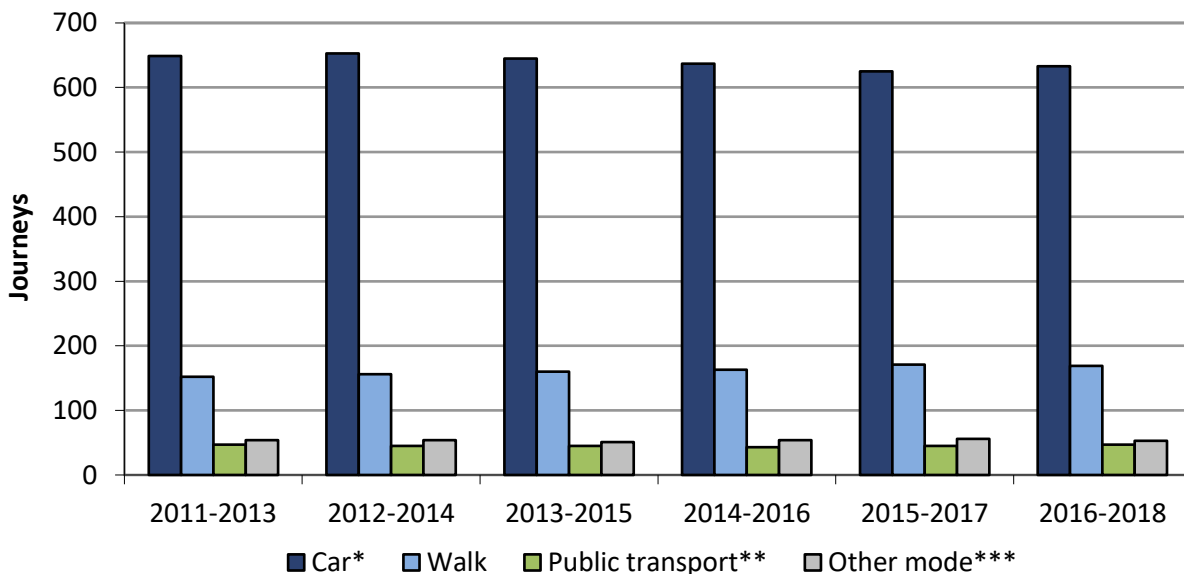
Car travel made up the majority of miles travelled per person per year with just over four fifths (82%) of total distance travelled by car in 2016-2018. Public transport made up 7% of total distance travelled. Walks accounted for 3% of total distance travelled.

Figure 1.4: Average distance travelled per person per year by mode: 2011-2013 to 2016-2018



Car journeys made up the majority of all journeys taken. Seven in ten journeys (70%) were by car during 2016-2018. Walking accounted for just under two in ten journeys (19%). Public transport made up 5% of all journeys.

Figure 1.5: Average number of journeys per person per year by main mode: 2011-2013 to 2016-2018



* Car includes 'Car driver', 'Car passenger' and 'Car undefined'

** Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'

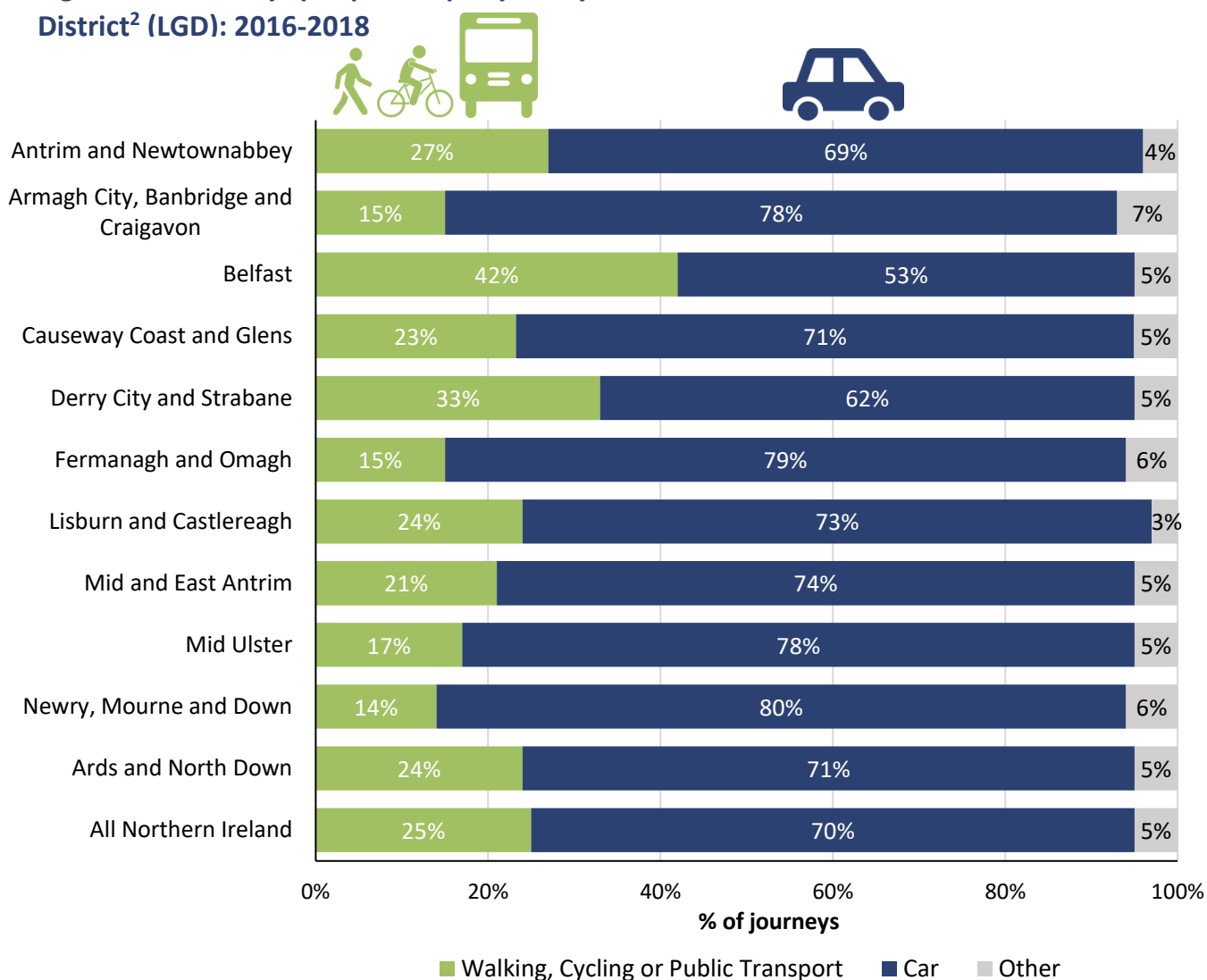
*** Other modes includes 'Bicycle', 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Journeys by Local Government District (LGD)

In 2016-2018, the highest proportion of all journeys taken by walking, cycling or public transport was by residents of Belfast LGD (42%).

Looking at the proportion of all journeys made by car, those living in Belfast LGD (53%) had the lowest proportion of car journeys followed by Derry City and Strabane LGD (62%).

Figure 1.6: Journeys per person per year by main mode¹ and Local Government District² (LGD): 2016-2018



¹ See Definitions section on page 75 for definitions of individual travel modes. For a further breakdown of modes, see Table 3.5 in the accompanying spreadsheet.

In this table:

Walking, Cycling or Public Transport includes 'Walk', 'Bicycle', 'Metro and Ulsterbus', 'NI Railways', 'Black Taxi'

Car includes 'Car driver', 'Car passenger' and 'Car undefined'

Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

² Data has been assigned to Local Government Districts based on where the respondent lives

Looking at the proportion of all journeys which were walks, residents of Belfast LGD (29%) and Derry City and Strabane LGD (28%) had the highest proportions of walking journeys among all Local Government Districts in 2016-2018.

Average number of journeys by distance

Nearly one sixth (16%) of all journeys were less than one mile long in 2016-2018. Just under two thirds (66%) of these short journeys were on foot and 31% were by car.

Nearly one fifth (19%) of all journeys were 1 mile to less than 2 miles long. Just over three fifths (61%) of these journeys were by car and a further 31% were on foot.

The car was the dominant mode of transport (77%) for all journeys one mile or over.

The majority of journeys were less than 10 miles long (80% of all journeys in 2016-2018).

Table 1.1: Journeys per person per year by distance and main mode¹: 2016-2018

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	94	53	21	1	-	-	-	169
Bicycle	-	2	3	1	1	-	-	7
Car ²	45	106	204	126	110	32	9	633
Public transport ³	1	4	15	13	11	2	1	47
Other ⁴	3	8	15	10	7	3	1	47
All modes	143	173	258	151	128	38	11	903

¹ See Definitions section on page 75 for definitions of individual travel modes. A further breakdown of modes can be found in Table 3.3 of the accompanying spreadsheet.

² Car includes 'Car driver', 'Car passenger' and 'Car undefined'

³ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'

⁴ Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Variations in travel by age and sex

Looking at those aged 16 and over, women made more journeys each year (937 journeys) than men (893 journeys). However, men travelled 20% further than women, averaging 6,869 miles per year, compared to 5,708 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 38% more than women on average.

The car was the most commonly used main mode of transport for both men (68%) and women (73%).

Children (aged 0-15) made 9% fewer journeys than adults. Nearly two thirds (66%) of these journeys were by car while most of the rest were on foot (20%). For adults (aged 16+), a higher proportion of journeys were made by car (71%) while a similar proportion of journeys were made on foot (19%).

Overall, children made more of their journeys by public transport (10%) than adults (4%).

Table 1.2: Journeys per person per year by main mode¹, age and sex: 2016-2018

Travel modes*	Percentage/Journeys/Miles										
	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	20%	22%	15%	22%	18%	21%	18%	20%	19%	19%	19%
Bicycle	1%	2%	1%	1%	1%	1%	0%	0%	0%	1%	1%
Car ²	66%	58%	70%	68%	68%	66%	76%	70%	73%	71%	70%
Public transport ³	10%	11%	3%	3%	4%	9%	3%	6%	5%	4%	5%
Other ⁴	4%	7%	11%	6%	9%	4%	2%	3%	3%	5%	5%
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Journeys	830	739	949	882	893	837	1,098	724	937	917	903
Distance travelled (miles)	3,944	5,998	8,254	5,178	6,869	5,809	6,881	3,762	5,708	6,241	5,868

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2016-2018 for Confidence Ranges)

¹ See Definitions section on page 75 for definitions of individual travel modes. A further breakdown of modes can be found in Table 3.6 of the accompanying spreadsheet.

² Car includes 'Car driver', 'Car passenger' and 'Car undefined'

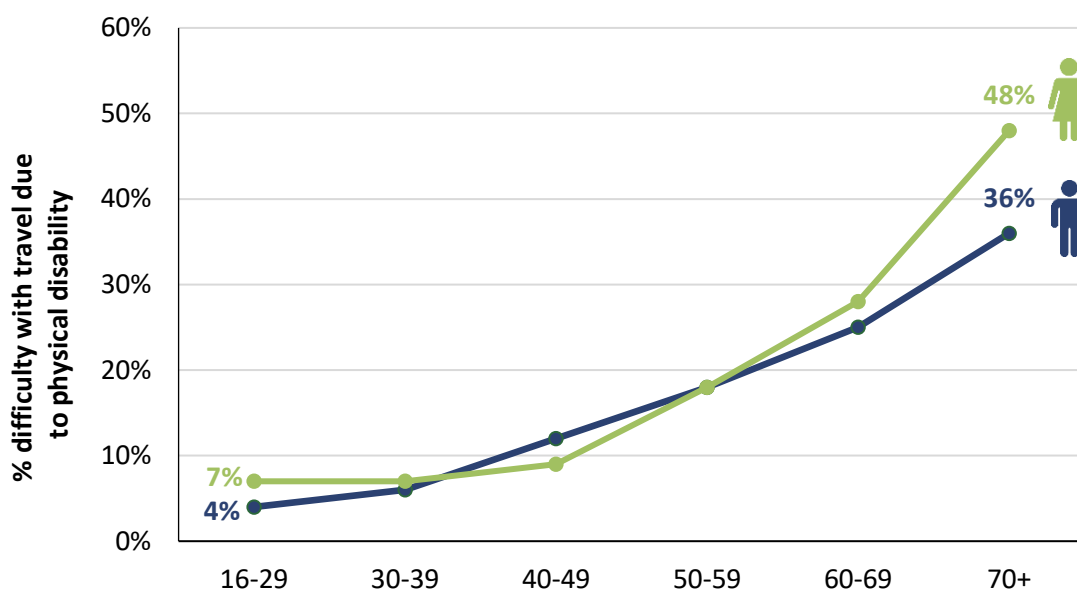
³ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'

⁴ Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

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

Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 77). There was no real difference between males and females except in the 70+ age group: more women aged 70+ had difficulty with travel (48%) than men aged 70+ (36%).

Figure 1.7: Difficulty with travel due to physical disability by age and sex: 2016-2018



As expected, difficulty with travel due to a physical disability or long-standing health problem increases with age: 6% of 16-29 year olds had difficulty with travel compared to 42% of those aged 70 and over.

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 2.1: Distance, journeys & hours travelled per person per year
- Figure 2.1: Average distance travelled per person per year by mode
- Figure 2.2: Average number of journeys per person per year by main mode
- Table 3.1: Average distance travelled per person per year by travel mode
- Table 3.2: Average number of journeys per person per year and average journey length by main mode
- Table 3.3: Journeys per person per year by distance and main mode
- Table 3.4: Journey time by main mode
- Table 3.5: Journeys per person per year by main mode and Local Government District
- Table 3.6: Journeys per person per year by main mode, age and sex
- Table 5.1: Difficulty with travel due to physical disability by age and sex

Section 2: Walking

In 2016-2018:



On average, people living in Northern Ireland walked 165 miles per year



The average number of walking journeys made per person per year was 169



The average time spent walking was 54 hours per year



Trends in walking

During 2016-2018, walking accounted for 3% of total distance travelled. Over the last 10 years, average distance walked per person per year has increased from 143 miles in 2006-2008 to 165 miles in 2016-2018.

Just under one fifth (19%) of all journeys in 2016-2018 were walks, an increase from 17% of all journeys in 2006-2008. There were 169 journeys walked per person per year in 2016-2018, similar to 10 years ago (160 in 2006-2008).

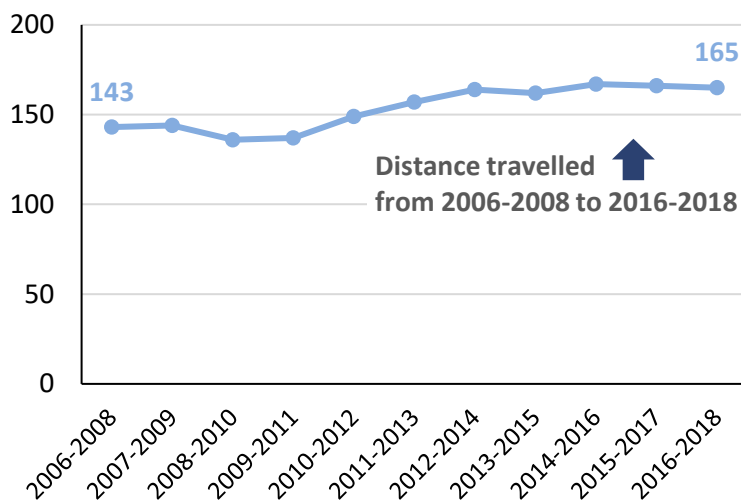
On average, walks were 0.9 miles in length in 2016-2018.

Walking accounted for 18% of total time spent travelling in 2016-2018. Average time spent walking per person per year has increased from 49 hours in 2006-2008 to 54 hours in 2016-2018, around 9 minutes per day. The average walk lasted 19 minutes in 2016-2018.

Figures 2.1 to 2.3: Trends in distance, journeys and time spent travelling – walking

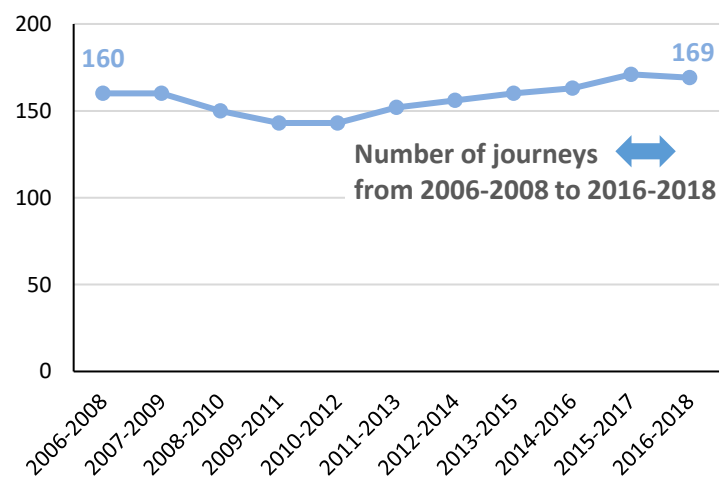
Distance walked 2006-2008 to 2016-2018

Average miles travelled per person per year



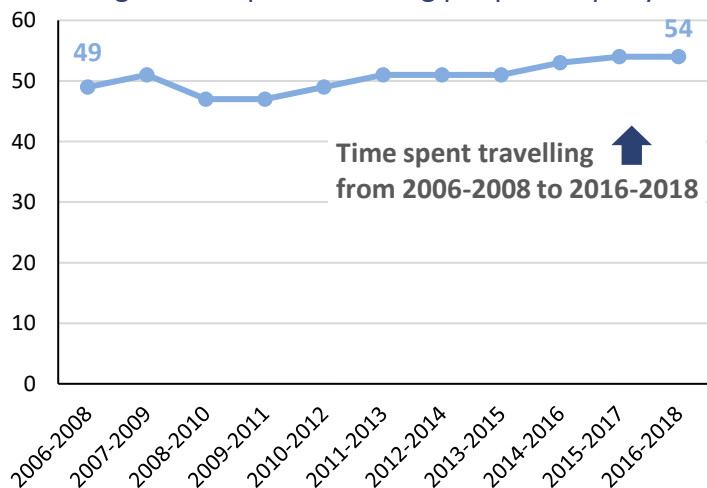
Walking journeys 2006-2008 to 2016-2018

Average journeys per person per year






Time spent walking 2006-2008 to 2016-2018

Average hours spent travelling per person per year



Comparing with ten years ago

-  Increase* from 2006-2008 to 2016-2018
-  No real change* from 2006-2008 to 2016-2018
-  Decrease* from 2006-2008 to 2016-2018

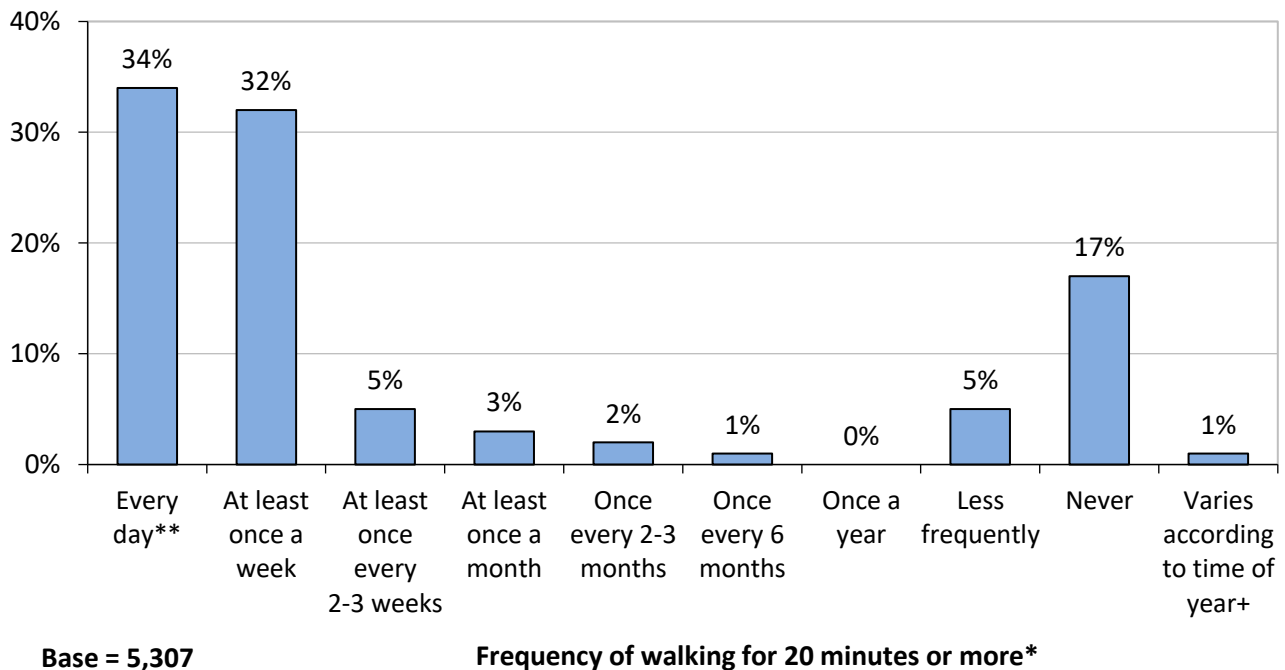
*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Walking frequency

Just under two thirds (66%) of all respondents (everyone taking part in the survey) took a walk lasting at least 20 minutes once a week or more, with a further 8% walking this length of time at least once a month (but less than once a week).

Just over one third (34%) of 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 around twice as many as those who never walked for 20 minutes or more (17%).

Figure 2.4: How often do you walk anywhere for 20 minutes or more?*: 2016-2018



*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.

+ Spontaneous answer

Looking only at those who walked for 20 minutes or more (i.e. did not state "never"), 79% walked this length of time once a week or more and a further 10% walked this length of time at least once a month (but less than once a week).

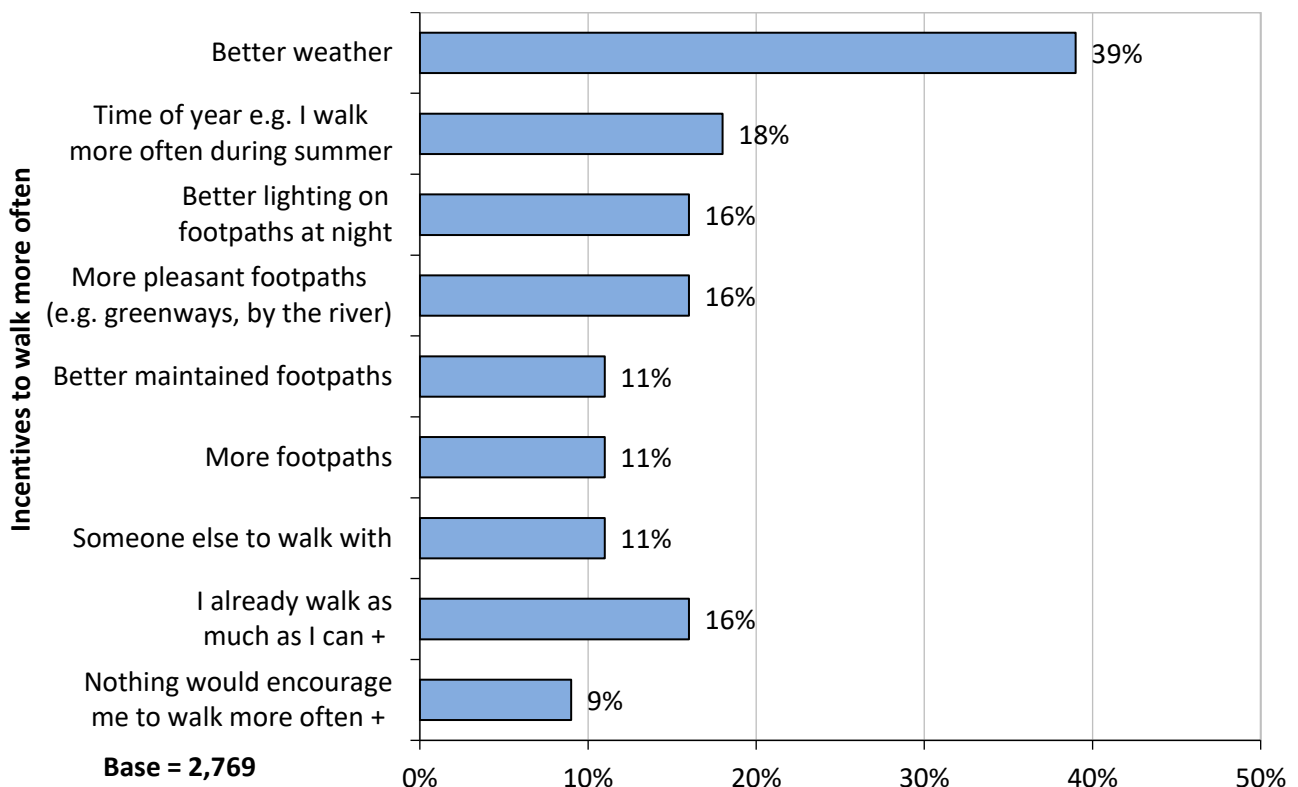
Incentives to walk more often

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” (39%) was the most commonly mentioned incentive that would encourage the respondent to walk more often, followed by “time of year” (18%) and then “better lighting on footpaths at night” and “more pleasant footpaths” (both 16%).

16% stated that they already walk as much as they can and a further 9% said that nothing would encourage them to walk more often.

Figure 2.5: What would encourage you to walk more often?: 2016-2018
(selected responses*)



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

* Respondents have 20 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

+ Spontaneous answer

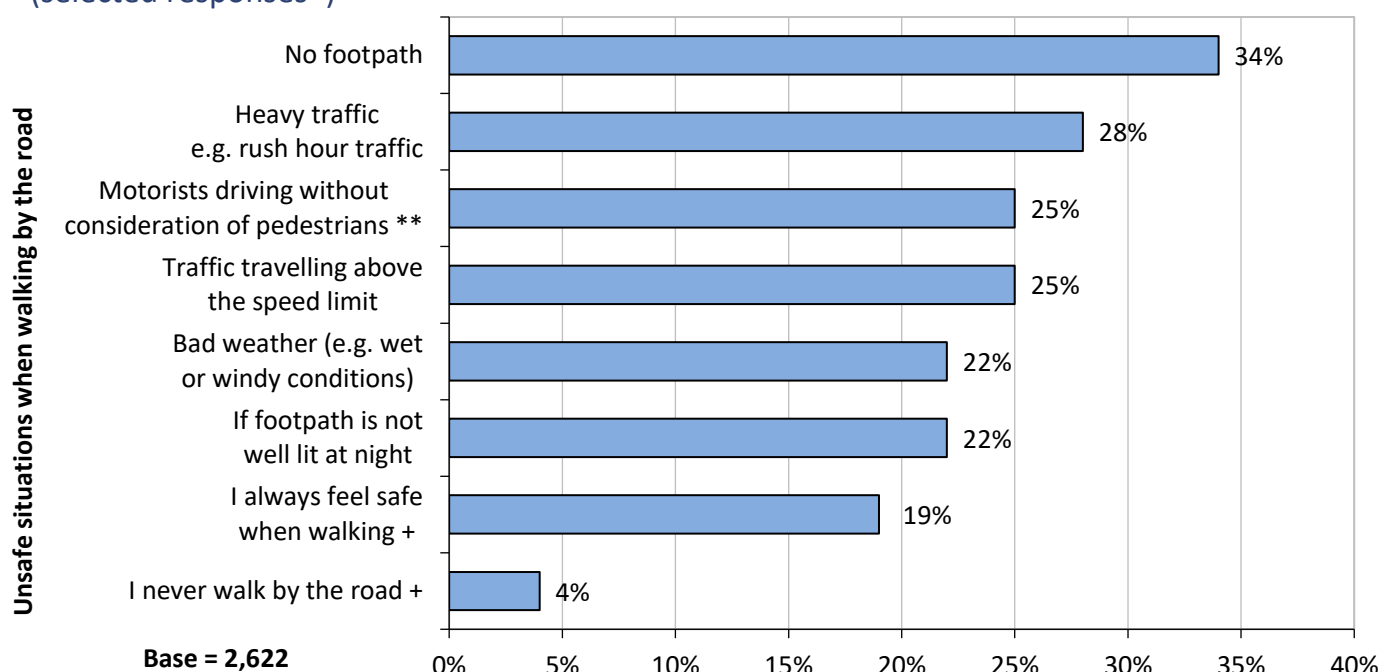
Unsafe situations when walking by the road

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” (34%) was the most frequently stated situation that made the respondent feel unsafe, followed by “heavy traffic” (28%) and then “motorists driving without consideration of pedestrians” and “traffic travelling above speed limit” (both 25%).

Almost one fifth (19%) stated that they always feel safe when walking and an additional 4% said that they never walk by the road.

Figure 2.6: Which situations make you feel unsafe when walking by the road?: 2016-2018 (selected responses*)



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

* Respondents have 15 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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

+ Spontaneous answer

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 3.1: Average distance travelled per person per year by travel mode
- Table 3.2: Average number of journeys per person per year and average journey length by main mode
- Table 3.4: Journey time by main mode
- Figure 5.7: How often do you walk anywhere for 20 minutes or more?
- Figure 5.8: What would encourage you to walk more often?
- Figure 5.9: Which situations make you feel unsafe when walking by the road?

Section 3: Cycling

In 2016-2018:



On average, Northern Ireland residents cycled 32 miles per year



The average number of cycling journeys made per person per year was 7



The average time spent cycling was 3 hours per year



Trends in cycling

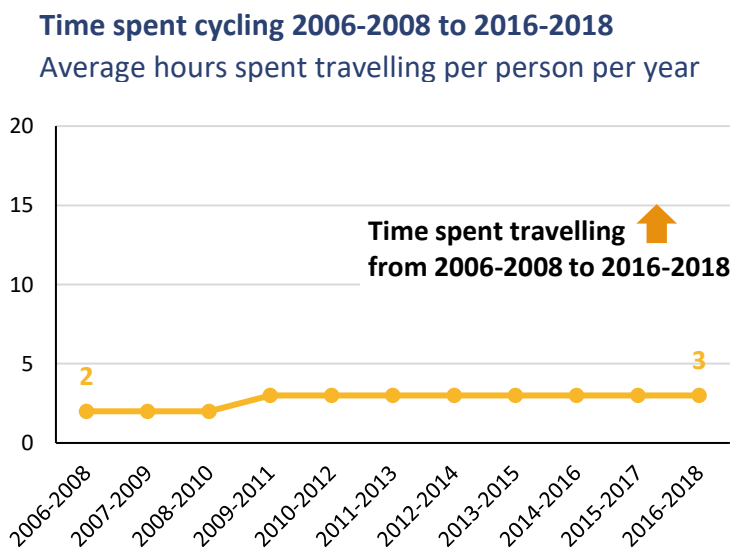
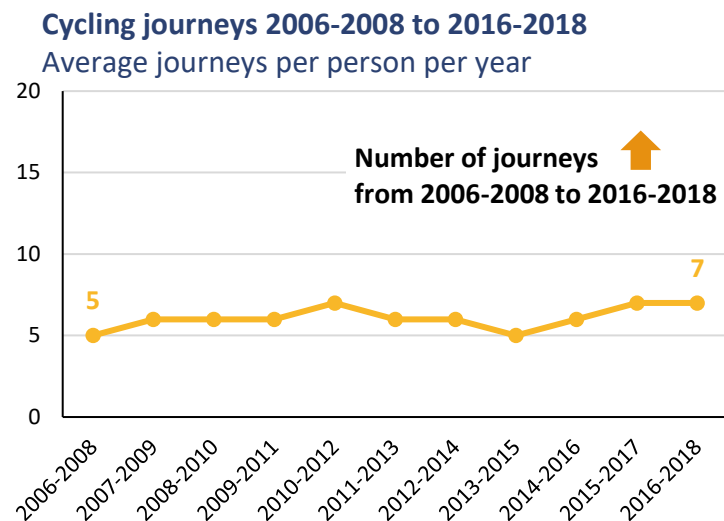
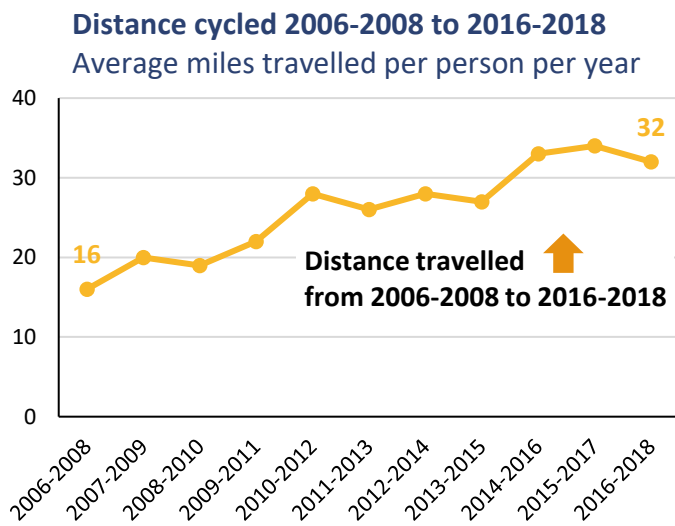
During 2016-2018, cycling accounted for 1% of total distance travelled. Over the last 10 years, average distance cycled per person per year has doubled from 16 miles in 2006-2008 to 32 miles in 2016-2018.

1% of all journeys in 2016-2018 were cycle rides, the same as in 2006-2008. There were 7 journeys cycled per person per year in 2016-2018, an increase from 10 years ago (5 in 2006-2008).




On average, bicycle journeys were 4.7 miles in length in 2016-2018.

Cycling accounted for 1% of total time spent travelling in 2016-2018. Average time spent cycling per person per year has increased from 2 hours in 2006-2008 to 3 hours in 2016-2018. The average bicycle journey lasted 30 minutes in 2016-2018.

Figures 3.1 to 3.3: Trends in distance, journeys and time spent travelling – cycling



Comparing with ten years ago

-  Increase* from 2006-2008 to 2016-2018
-  No real change* from 2006-2008 to 2016-2018
-  Decrease* from 2006-2008 to 2016-2018

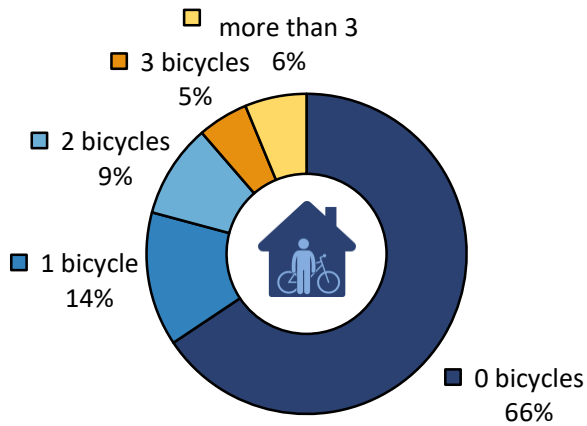
*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Bicycle ownership

In 2016-2018, 14% of households have one bicycle, 21% have two bicycles or more, while almost two thirds (66%) of households did not own any bicycles.

Just over a third of households (34%) in Northern Ireland own at least one bicycle, similar to 10 years ago (35% in 2006-2008).

Figure 3.4: Household bicycle ownership 2016-2018



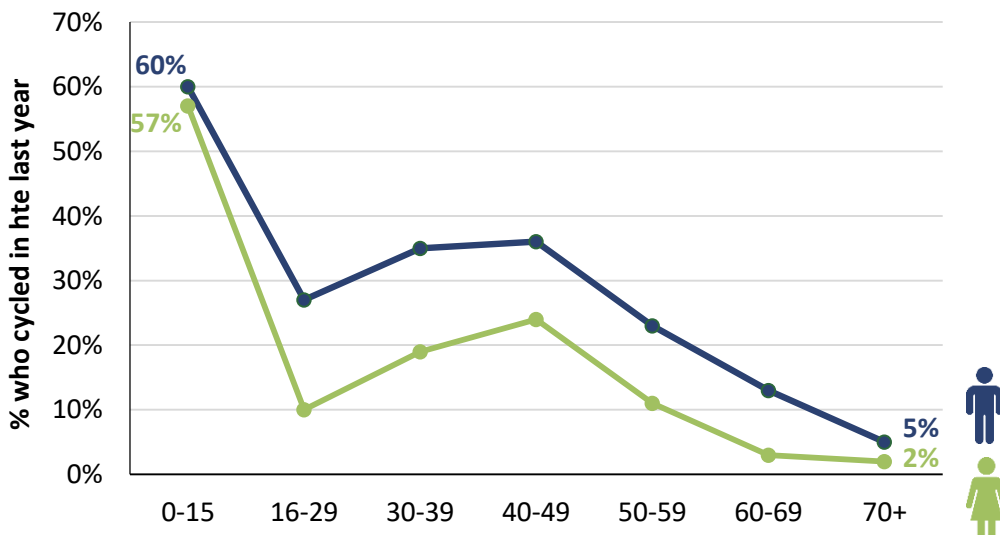
Bicycle usage

This question is asked to everyone taking part in the survey (all ages, face to face and proxy interviews). In 2016-2018, nearly one quarter (24%) had cycled in the last 12 months.

The majority (59%) 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: 30% of males had cycled in the last 12 months compared with 18% of females. The exception to this is the 0-15 age group where usage is the around the same: 60% of males and 57% of females aged 0-15 had cycled in the last year.

Figure 3.5: Cycled in the last 12 months by age and sex: 2016-2018



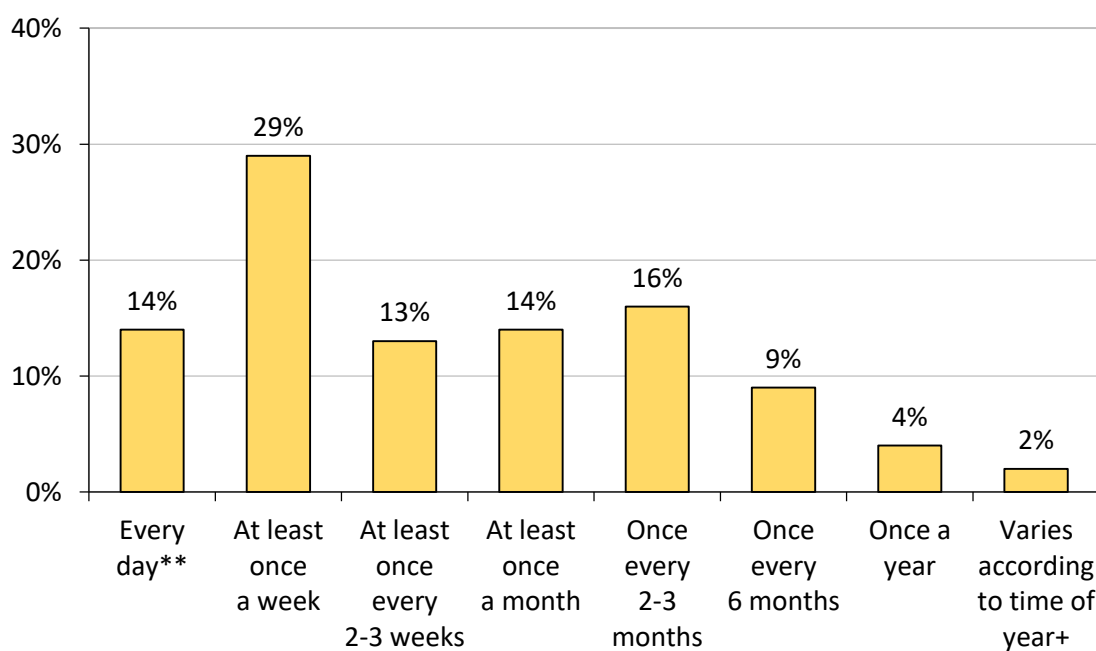
Cycling frequency

Respondents who had cycled in the last 12 months (referred to as cyclists in this report) were asked a follow up question to determine how often they cycled.

14% of cyclists reported that they cycle every day (including those that cycle every working day/school day but not at weekends), more than three times as many as those who only cycle once a year (4%).

More than two fifths (43%) of all cyclists cycled once a week or more and an additional 27% cycled at least once a month (but less than once a week).

Figure 3.6: How often do you cycle?*: 2016-2018



Base = 1,235

Frequency of cycling journeys*

* 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

+ Spontaneous answer

Looking at all respondents, including those who hadn't cycled in last 12 months, 10% cycled once a week or more and a further 6% cycled at least once a month (but less than once a week). Just over three quarters (76%), cycled less than once a year or never.

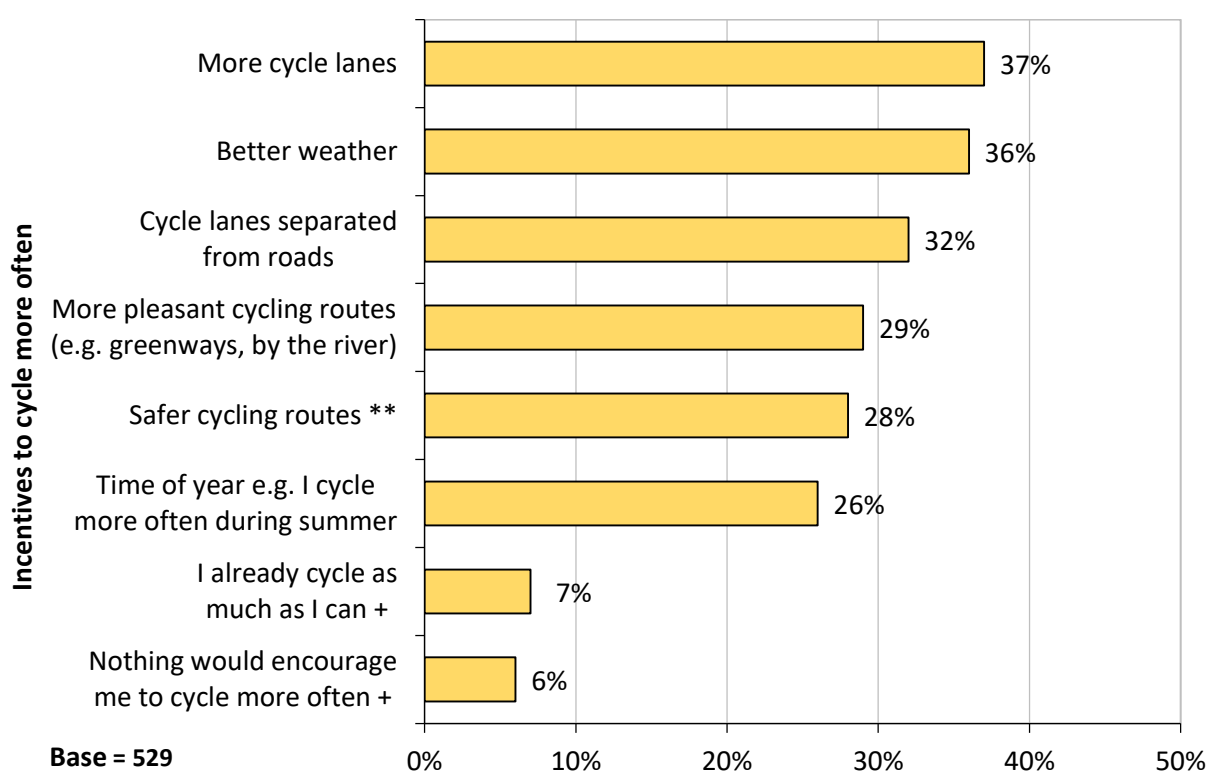
Incentives to cycle more often

Cyclists (those who had cycled during the last 12 months) aged 16 and over giving a face to face interview were asked what would encourage them to cycle more often.

The incentives highlighted most frequently by cyclists that would encourage them to cycle more often were “more cycle lanes” (37%), “better weather” (36%) and “cycle lanes separated from roads” (32%).

Less than one tenth (7%) of cyclists said that they already cycle as much as they can and a further 6% said that nothing would encourage them to cycle more often.

Figure 3.7: What would encourage you to cycle more often?: 2016-2018
(selected responses*)



Percentages sum to more than 100% due to multiple responses

* Respondents have 19 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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

+ Spontaneous answer

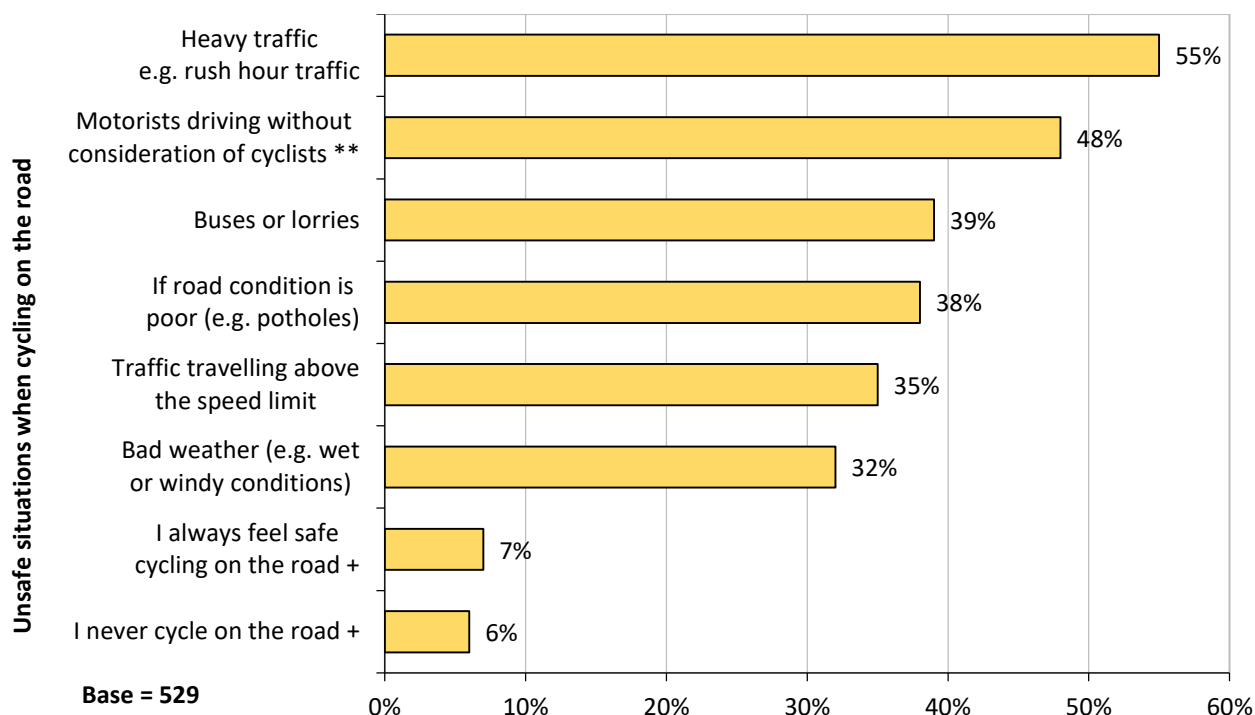
Unsafe situations when cycling on the road

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 situation that made cyclists feel unsafe was “heavy traffic” (55%), followed by “motorists driving without consideration of cyclists” (48%).

Less than one tenth of cyclists (7%) stated that they always feel safe cycling on the road and an additional 6% said that they never cycle on the road.

Figure 3.8: Which situations make you feel unsafe when cycling on the road?: 2016-2018 (selected responses*)



Percentages sum to more than 100% due to multiple responses

* Respondents have 14 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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

+ Spontaneous answer

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 3.1: Average distance travelled per person per year by travel mode
- Table 3.2: Average number of journeys per person per year and average journey length by main mode
- Table 3.4: Journey time by main mode
- Table 5.3: Household bicycle ownership
- Table 5.4: Cycled in the last 12 months by age and sex
- Figure 5.4: How often do you cycle?
- Figure 5.5: What would encourage you to cycle more often?
- Figure 5.6: Which situations make you feel unsafe when cycling on the road?

Section 4: Public transport

In 2016-2018:



On average, Northern Ireland residents travelled 438 miles per year on public transport



The average number of public transport journeys made per person per year was 47



The average time spent travelling on public transport was 28 hours per year



Trends in public transport⁺

During 2016-2018, public transport accounted for 7% of total distance travelled. Over the last 10 years, average distance travelled by public transport per person per year has remained around the same (430 miles in 2006-2008, 438 miles in 2016-2018).

5% of all journeys in 2016-2018 were on public transport, the same as in 2006-2008. There were 47 public transport journeys per person per year in 2016-2018, similar to 10 years ago (49 in 2006-2008).

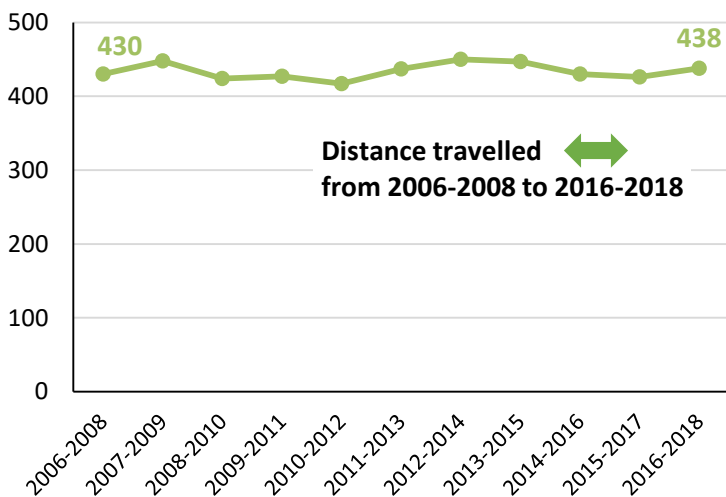
On average, public transport journeys were 9.8 miles in length in 2016-2018.

Public transport accounted for just under one tenth (9%) of the total time spent travelling in 2016-2018. On average, 28 hours per person per year were spent travelling by public transport in 2016-2018, around 5 minutes per day. There has been no real change over the last 10 years (27 hours in 2006-2008). The average public transport journey lasted 36 minutes.

Figures 4.1 to 4.3: Trends in distance, journeys and time spent travelling – public transport⁺

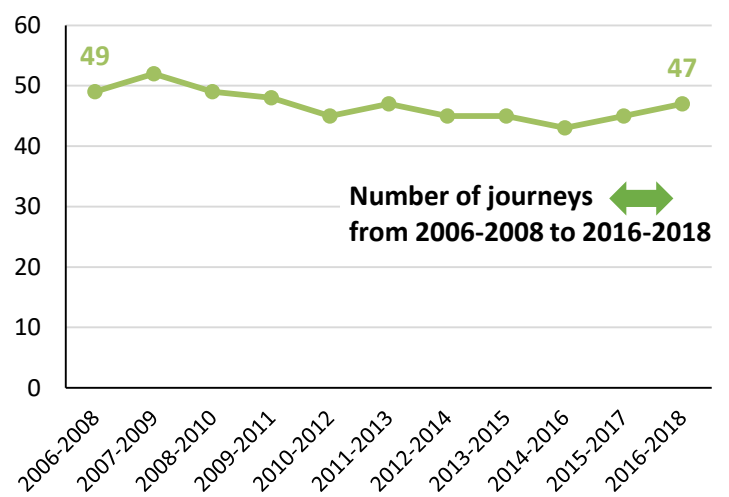
Distance by public transport⁺ 2006-2008 to 2016-2018

Average miles travelled per person per year



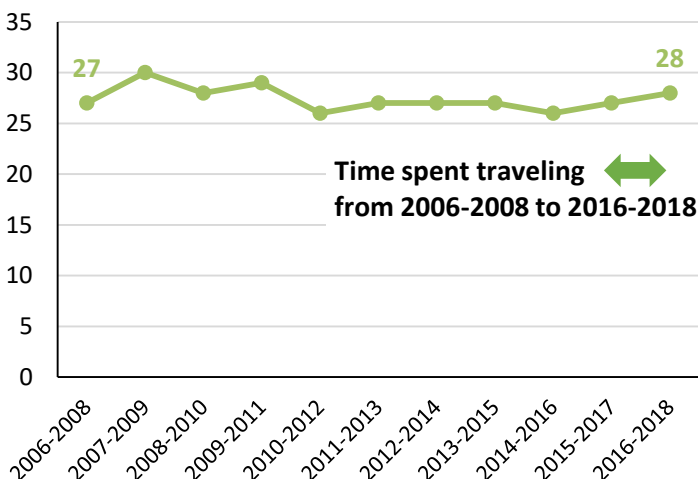
Public transport⁺ journeys 2006-2008 to 2016-2018

Average journeys per person per year



Time spent on public transport⁺ 2006-2008 to 2016-2018

Average hours spent travelling per person per year



⁺ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'.

Comparing with ten years ago



Increase* from 2006-2008 to 2016-2018



No real change* from 2006-2008 to 2016-2018



Decrease* from 2006-2008 to 2016-2018

*Determined by a test of statistical significance. For full details see Statistical significance subsection.

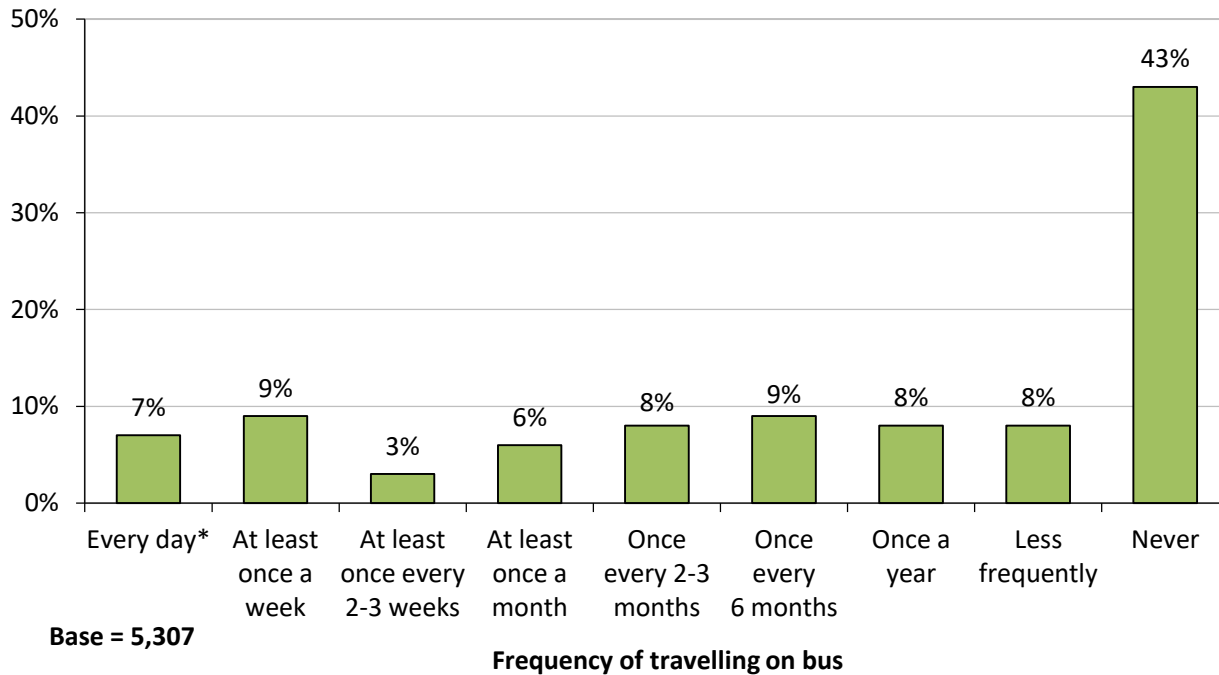
Frequency of bus use

Just under one sixth (16%) 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).



Over 4 in 10 respondents (43%) stated that they never travelled by bus.

Figure 4.4: How often do you travel on a bus?: 2016-2018



* "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.

Looking only at bus users (i.e. those who did not state that they never travelled by bus), almost 3 in 10 (28%) took a bus once a week or more and a further 15% travelled by bus at least once a month (but less than once a week).

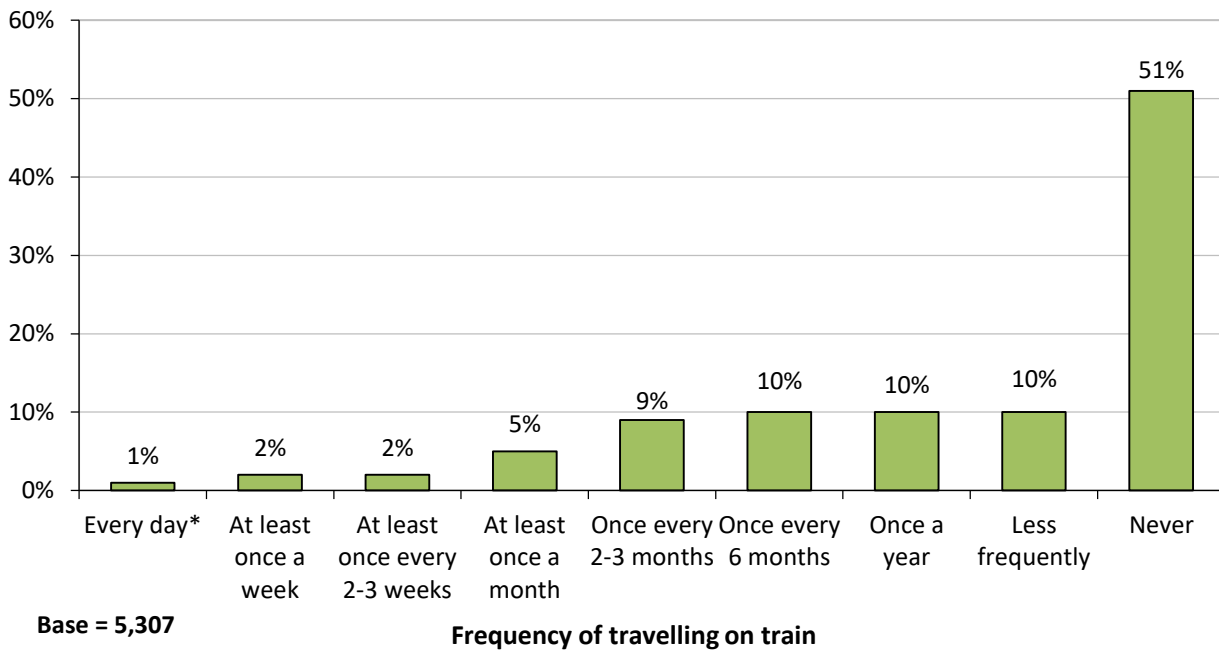
Frequency of train use

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 7% travelled by train at least once a month (but less than once a week).

Just over half of respondents (51%) stated that they never travelled by train.



Figure 4.5: How often do you travel on a train?: 2016-2018



* "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

Looking only at train users (i.e. those who did not state that they never travelled by train), 7% took a train once a week or more and an additional 13% travelled by train at least once a month (but less than once a week).

Comparison of bus and train usage

There are more bus users (57%) than train users (49%).

Frequency of bus usage is higher than train usage. Looking at everyone taking part in the survey, around five times as many respondents take a bus once a week or more (16%) as 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 under two fifths (39%) said they don't use local public transport. Of those who used local public transport, just under three quarters (74%) said they were satisfied with their local public transport services.



Incentives to use local public transport more often

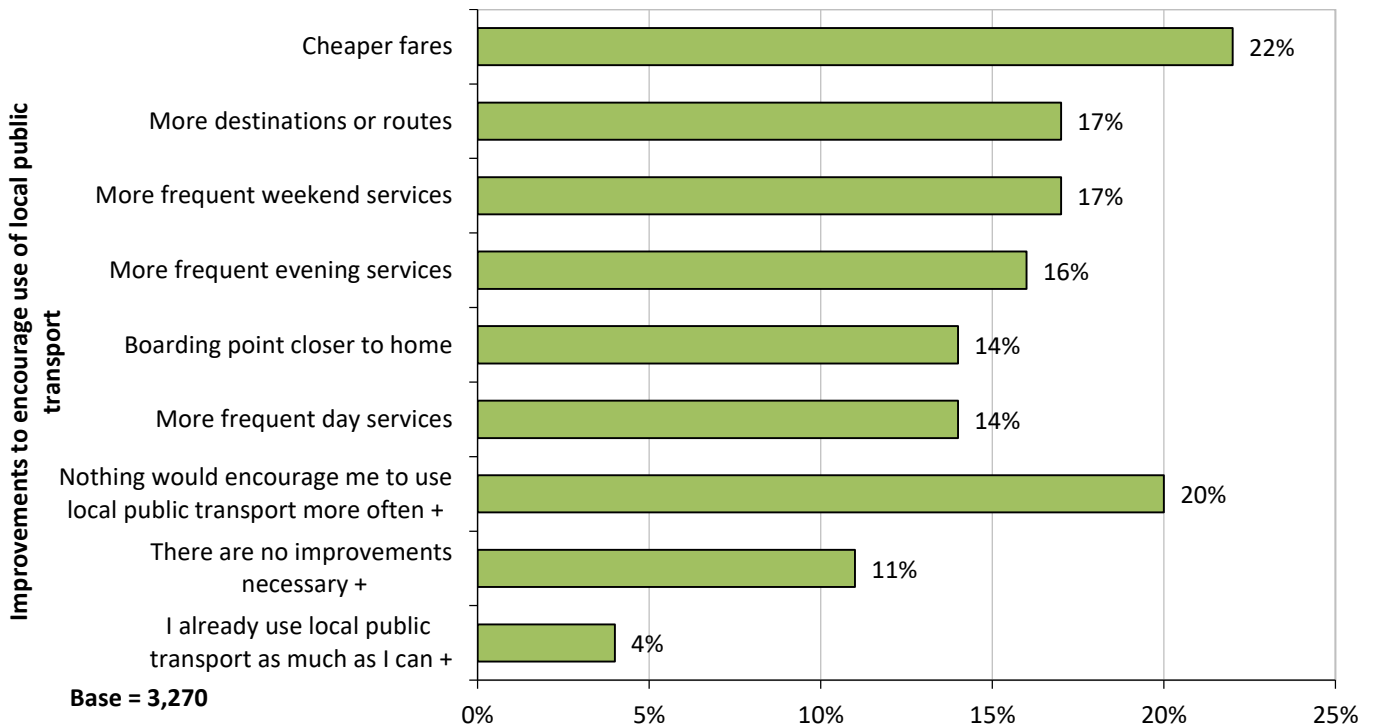
Respondents aged 16 and over, giving a face to face interview, were asked what improvements would encourage them to use local public transport services more often.

The most popular improvement to local public transport services was “cheaper fares”, stated by over one fifth of respondents (22%). This was followed by “more destinations or routes” (17%), “more frequent weekend services” (17%), and “more frequent evening services” (16%).

In addition, one fifth (20%) 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 4.6: What improvements could be made to encourage you to use local public transport services more often?: 2016-2018

(selected responses*)



Percentages sum to more than 100% due to multiple responses

* Respondents have 15 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

+ Spontaneous answer

Access to public transport

In 2016-2018, 15% 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 12% in 2006-2008. Just over 3 in 10 households (31%) said they did not know how often they could get a bus from their nearest stop.

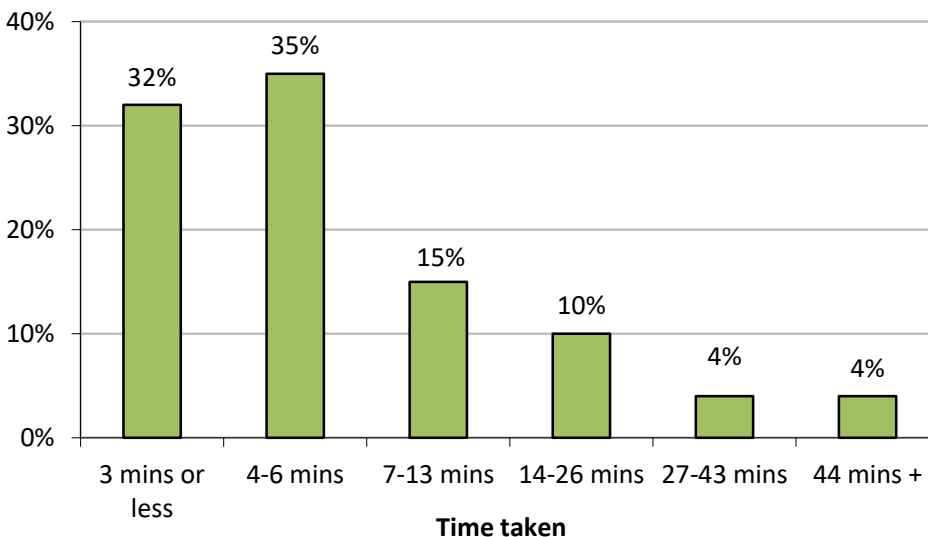
Table 4.1: Bus service frequency 2006-2008, 2011-2013, 2015-2017 and 2016-2018

Percentage of households

Frequency of service	2006-2008	2011-2013	2015-2017	2016-2018
At least once every quarter-hour	12%	13%	15%	15%
At least once every half-hour	16%	18%	15%	14%
At least once an hour	23%	21%	22%	22%
About 3 times a day	18%	15%	14%	15%
At least once a day	5%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know	25%	28%	30%	31%
All households	100%	100%	100%	100%

One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2016-2018, two thirds of households (67%) lived within six minutes walk of a bus stop or place where they could get a bus.

Figure 4.7: Time taken to walk to nearest bus stop: 2016-2018*



* Note that 'Time taken to walk to nearest bus stop' figures are comparable with figures in the In-depth Reports back to 2007-2009

In 2016-2018, 82% of households had a frequent rail service throughout the day, an increase from 67% in 2006-2008. 14% of households didn't know the frequency of rail service from their nearest NI Railways station.

Table 4.2: Rail service frequency*: 2006-2008, 2011-2013, 2015-2017 and 2016-2018

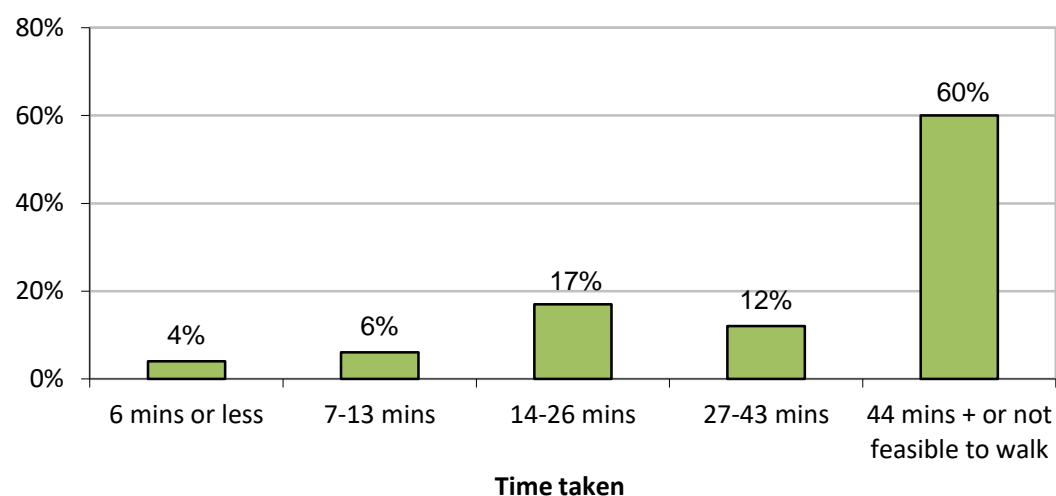
Percentage of households

Frequency of service*	2006-2008	2011-2013	2015-2017	2016-2018
Frequent service throughout day (at least once per hour)	67%	74%	80%	82%
Frequent service only during rush hour (at least once per hour)	4%	3%	2%	3%
Less frequent service	6%	1%	1%	1%
Not applicable	5%	1%	1%	1%
Don't know	18%	20%	16%	14%
All households	100%	100%	100%	100%

* The frequency of rail service question is only asked if households did not state 'Not applicable' to the time taken to walk to nearest NI Railways station question

Relatively few households were close to a train station. Three fifths (60%) said it would take them 44 minutes or more to walk to their nearest station or that it was not feasible to walk.

Figure 4.8: Time taken to walk to nearest NI Railways station: 2016-2018*



* Note that 'Time taken to walk to nearest NI Railways station' figures are comparable with figures in the In-depth Reports back to 2006-2008

Households were more likely to live closer to a bus stop than a railway station. Over 8 in 10 households (83%) lived within a 13 minute walk of their nearest bus stop compared to 1 in 10 households (10%) who lived within a 13 minute walk of their nearest train station.

However, rail services tended to be more frequent. Excluding households who stated "don't know" or "not applicable", 96% of households had a rail service of at least one per hour throughout the day from their nearest train station compared to 72% of households with a bus service of at least one an hour from their nearest bus stop.

Park & Ride

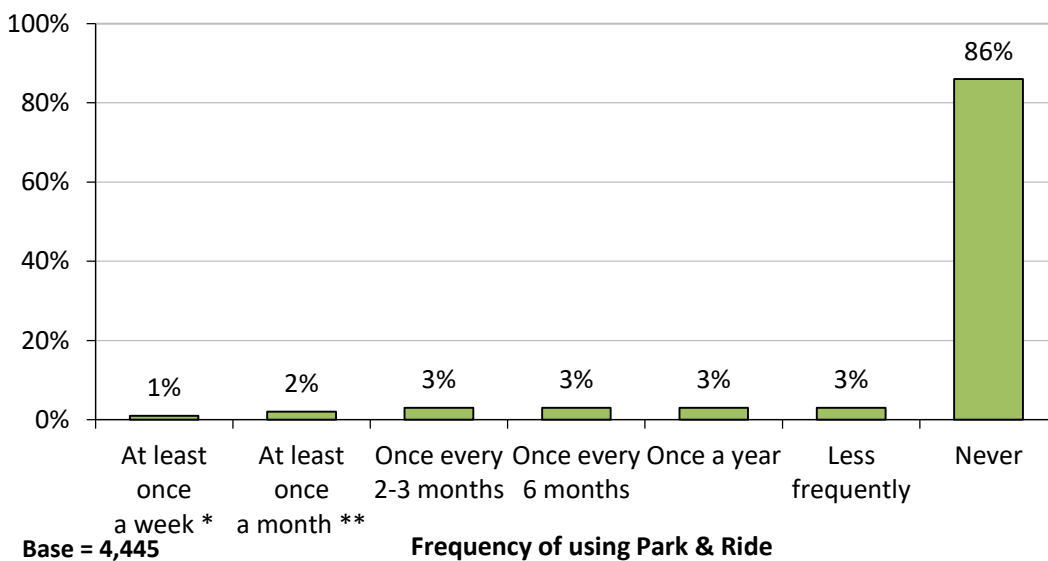
Frequency of using Park & Ride

Park & Ride is the term used when the vehicle you are travelling in is parked in a designated Park & 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 & Ride. This question applied whether they were a driver or a passenger in the vehicle.

1% of respondents used Park & Ride once a week or more with a further 2% using it at least once a month (but less than once a week).

Just over 17 in 20 respondents (86%) said they never used Park & Ride.

Figure 4.9: How often do you use Park & Ride?: 2016-2018



* "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 & Ride every working day but not at weekends as well as if they use Park & Ride every day.

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

Looking only at Park & Ride users (i.e. those who did not state that they never used Park & Ride), 7% used it once a week or more with a further 16% using it at least once a month (but less than once a week).

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 3.1, Table 3.2 & Table 3.4
- Figure 5.10: How often do you travel on a bus? & Figure 5.11: How often do you travel on a train?
- Figure 5.12: What improvements could be made to encourage you to use local public transport services more often?
- Table 5.5: Bus service frequency & Table 5.6: Rail service frequency
- Figure 5.13: Time taken to walk to nearest bus stop & Figure 5.14: Time taken to walk to nearest NIR station
- Figure 5.15: How often do you use Park & Ride?

Section 5: Driving, driver and passenger trips

In 2016-2018:



On average, people living in Northern Ireland travelled 4,827 miles per year by car



The average number of car journeys made per person per year was 633



The average time spent travelling by car was 202 hours per year



Trends in car+ travel

During 2016-2018, just over four fifths (82%) of the total distance travelled in Northern Ireland was by car. There has been no real change in the average distance travelled by car per person per year over the last 10 years (4,915 miles in 2006-2008, 4,827 miles in 2016-2018).

Seven in ten journeys (70%) during 2016-2018 were by car, similar to 2006-2008 (71%). There were 633 car journeys per person per year in 2016-2018, a decrease from 10 years ago (659 in 2006-2008).

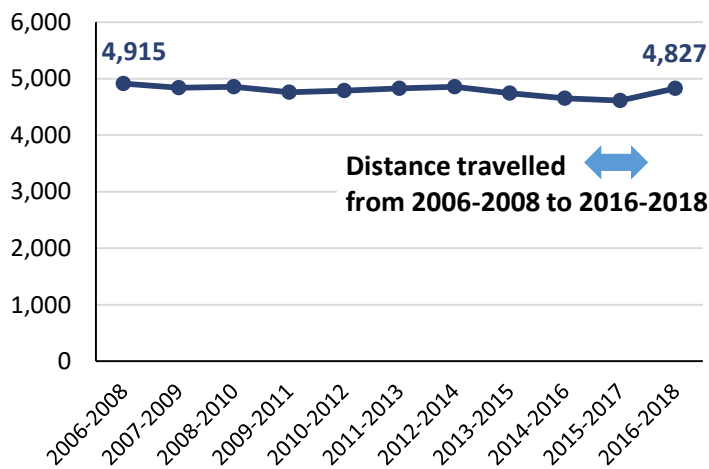
On average, car journeys were 7.6 miles in length in 2016-2018.

Car travel accounted for just under two thirds (66%) of total time spent travelling in 2016-2018. On average, 202 hours per person per year were spent travelling by car in 2016-2018, around 33 minutes per day. There has been no real change over the last 10 years (207 hours in 2006-2008). The average car journey lasted 19 minutes in 2016-2018.

Figures 5.1 to 5.3: Trends in distance, journeys and time spent travelling – car+ travel

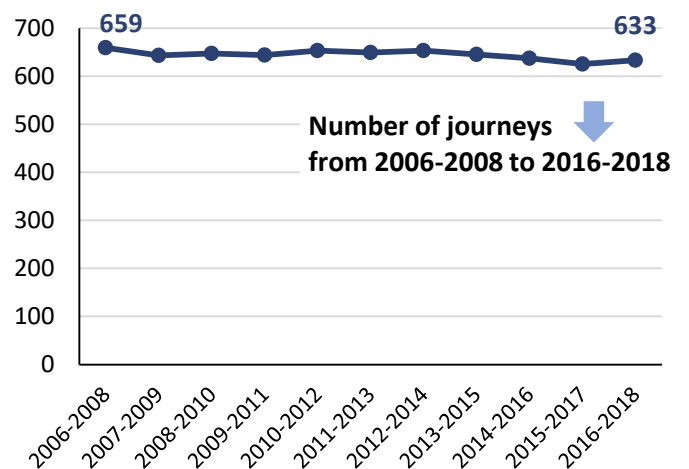
Distance by car+ 2006-2008 to 2016-2018

Average miles travelled per person per year



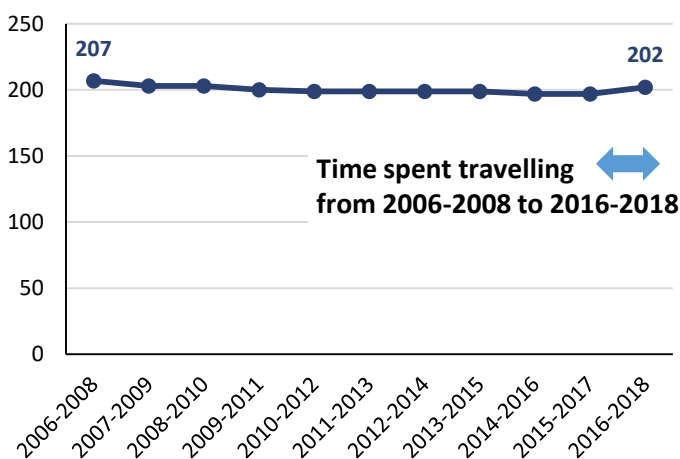
Car+ journeys 2006-2008 to 2016-2018

Average journeys per person per year



Time spent travelling by car+ 2006-2008 to 2016-2018

Average hours spent travelling per person per year



+ Car includes 'Car driver', 'Car passenger' and 'Car undefined'.

Comparing with ten years ago



Increase* from 2006-2008 to 2016-2018



No real change* from 2006-2008 to 2016-2018



Decrease* from 2006-2008 to 2016-2018

*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Trends in car ownership

A similar proportion of households had access to a car in 2016-2018 (78%) compared to 2006-2008 (77%).

The proportion of one car households is around the same as 10 years ago (44% in 2006-2008, 42% in 2016-2018). In contrast, over the same time period, the proportion of households with access to two or more cars has increased from 33% in 2006-2008 to 37% in 2016-2018.

Average number of cars per household has increased from 1.18 cars in 2006-2008 to 1.26 cars in 2016-2018.

Table 5.1: Household car ownership: 2016 to 2018; 2006-2008, 2011-2013, 2015-2017 and 2016-2018

	No car	One car	Two cars	Three or more cars	All households	Cars per household
2016	21%	41%	29%	8%	100%	1.28
2017	22%	42%	28%	8%	100%	1.28
2018	22%	43%	27%	8%	100%	1.23
2006-2008 ^r	23%	44%	27%	6%	100%	1.18
2011-2013 ^r	20%	44%	30%	6%	100%	1.24
2015-2017	21%	43%	28%	8%	100%	1.26
2016-2018	22%	42%	28%	8%	100%	1.26

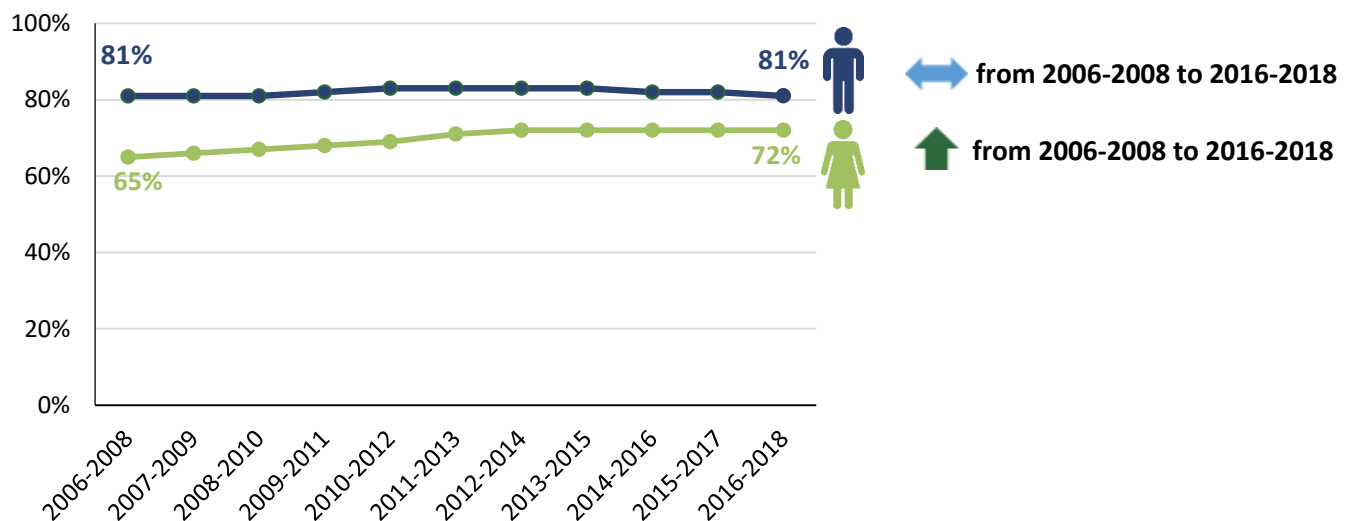
^r Following a review of the analysis for this table last year, it was decided to remove households with missing vehicle type information. If vehicle type is not recorded, it cannot be determined if the vehicle is a car and therefore total number of cars available to the household is not known. In analysis prior to 2015-2017, missing vehicle type was “not a car”. Analysis has been re-run for 2006-2008 and 2011-2013 and revised data appear in the table.

Trends in driving licence holding (persons aged 17+)

Comparing 2006-2008 to 2016-2018, there has been an increase in the proportion holding a full car driving licence from 72% to 76%.

Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 65% in 2006-2008 to 72% in 2016-2018, whereas there has been no change in the proportion of men holding a licence during this time period (81% in 2006-2008 and 2016-2018). The gap between men and women has reduced over this time period but there is still a higher proportion of men (81%) who hold full car driving licences than women (72%) in 2016-2018.

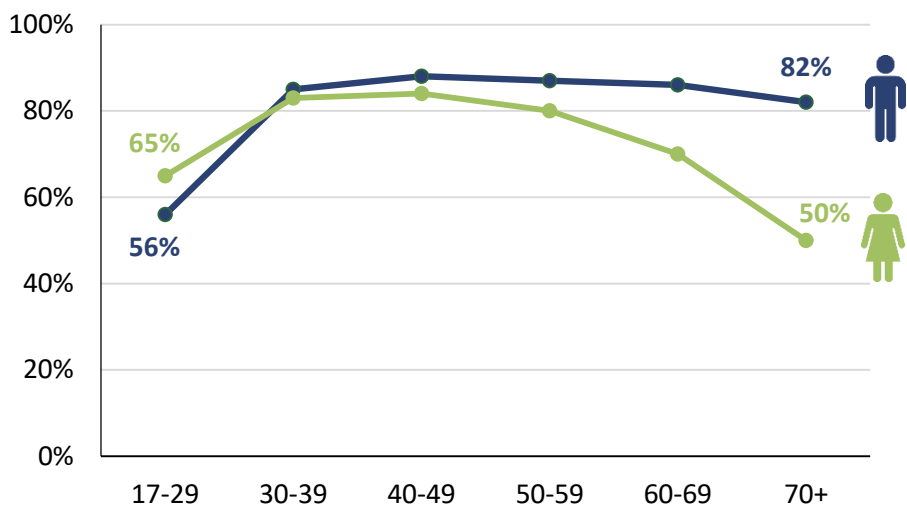
Figure 5.4: Driving licence¹ holders 2006-2008 to 2016-2018
% aged 17+ holding driving licences¹ by sex



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

Only the 17-29 age group has a higher proportion of women driving licence holders (65%) than men (56%). There is no real difference between men and women in the 30-39 and 40-49 age groups. In the older age groups, there is a higher proportion of men holding a driving licence than women. The gender gap most noticeable in the 70+ age group with a difference of 32 percentage points between men (82%) and women (50%).

Figure 5.5: Driving licence¹ holders by age and sex 2016-2018
 % holding driving licences¹ age and by sex



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

Annual vehicle mileage and reason for vehicle use

Around three quarters (73%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2006-2008 (74%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 39% in 2006-2008 to 30% in 2016-2018.

Table 5.2: Annual vehicle mileage: 2006-2008, 2011-2013, 2015-2017 and 2016-2018

Miles per year	Percentage of vehicles			
	2006-2008	2011-2013	2015-2017	2016-2018
0-1,999	3%	3%	4%	3%
2,000-4,999	10%	12%	13%	14%
5,000-6,999	15%	17%	19%	19%
7,000-8,999	12%	14%	14%	13%
9,000-11,999	21%	22%	22%	20%
12,000-14,999	16%	14%	13%	13%
15,000-17,999	9%	8%	8%	8%
18,000-20,999	7%	5%	4%	5%
21,000-29,999	3%	3%	2%	2%
30,000 or over	3%	2%	2%	3%
All vehicles	100%	100%	100%	100%

Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2016-2018, 44% of vehicles in these households were used to take someone in the household to school.

Over one half of all vehicles in the survey (53%) were used to take someone in the household to work. Of the vehicles that were used for work journeys, excluding those respondents who didn't answer the question, 66% were parked in a "private or firm's car park" during work hours, with most of the rest (25%) parked "in a non-payment area".

One quarter of vehicles (25%) that were used to take someone in the household to work were also used in the course of work.

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 2.2: Household car ownership
- Table 2.3: Driving licence holders by age and sex
- Table 3.1: Average distance travelled per person per year by travel mode
- Table 3.2: Average number of journeys per person per year and average journey length by main mode
- Table 3.4: Journey time by main mode
- Table 5.2: Annual vehicle mileage

Section 6: Journey purpose

In 2016-2018:



32% of the total distance travelled was for commuting & business purposes



29% of all journeys made were for leisure and other purposes



The longest journeys were for commuting & business (10.3 miles) and the



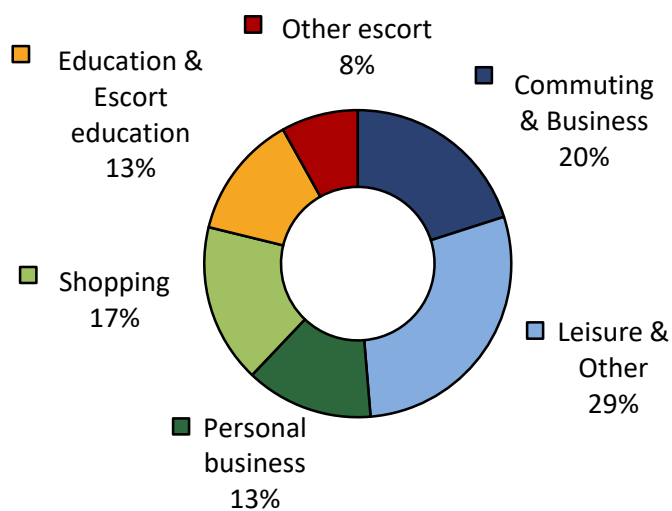
shortest journeys were for education & escort education (3.3 miles)



Travel and trends by journey purpose

In 2016-2018, 29% of all journeys were made for leisure and other purposes (to visit friends, to take part in entertainment, social activities or sports activities, to go on holiday/day trips, just walking, other), 20% for commuting and business and 17% for shopping. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 13% of all journeys, as did education and escort education journeys (e.g. a schoolchild going to school, a student going to college/university, a mother taking a child to school).

Figure 6.1: Number of journeys per person per year 2016-2018:
Proportion in each journey purpose group¹



¹ See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes ‘Visit friends at private home’, ‘Visit friends elsewhere’, ‘Entertainment/public social activities’, ‘Sport participate’, ‘Holiday base’, ‘Day trip’, ‘Other including just walk’ and ‘Undefined purpose’.

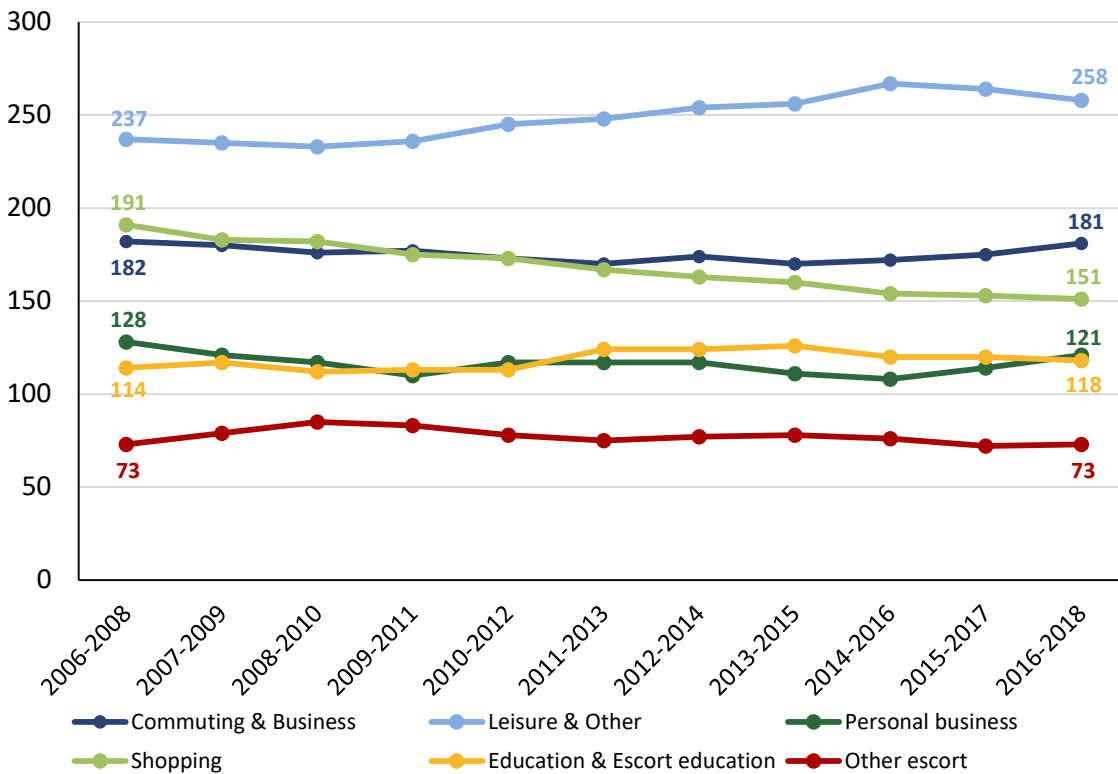
Looking only at single journey purposes, the most popular reasons for residents making a journey were shopping (17%) and commuting (16%).

Over the last 10 years, shopping has decreased from 21% of all journeys in 2006-2008 to 17% of all journeys in 2016-2018. Over the same period, journeys made for leisure and other purposes have increased from 26% of all journeys in 2006-2008 to 29% of all journeys in 2016-2018.



Figure 6.2: Journeys by purpose¹ 2006-2008 to 2016-2018

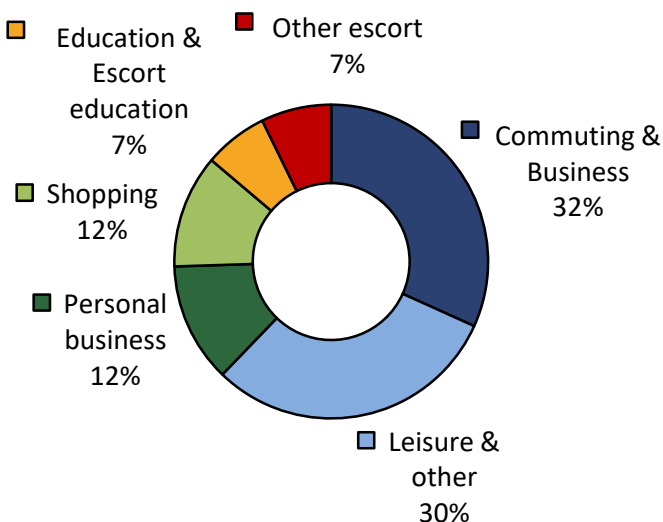
Average journeys per person per year



In terms of miles travelled, just under a third (32%) of the total distance travelled was for commuting and business, 30% for leisure and other purposes, 12% for shopping and 12% for personal business.

Figure 6.3: Distance travelled per person per year 2016-2018:

Proportion in each journey purpose group¹



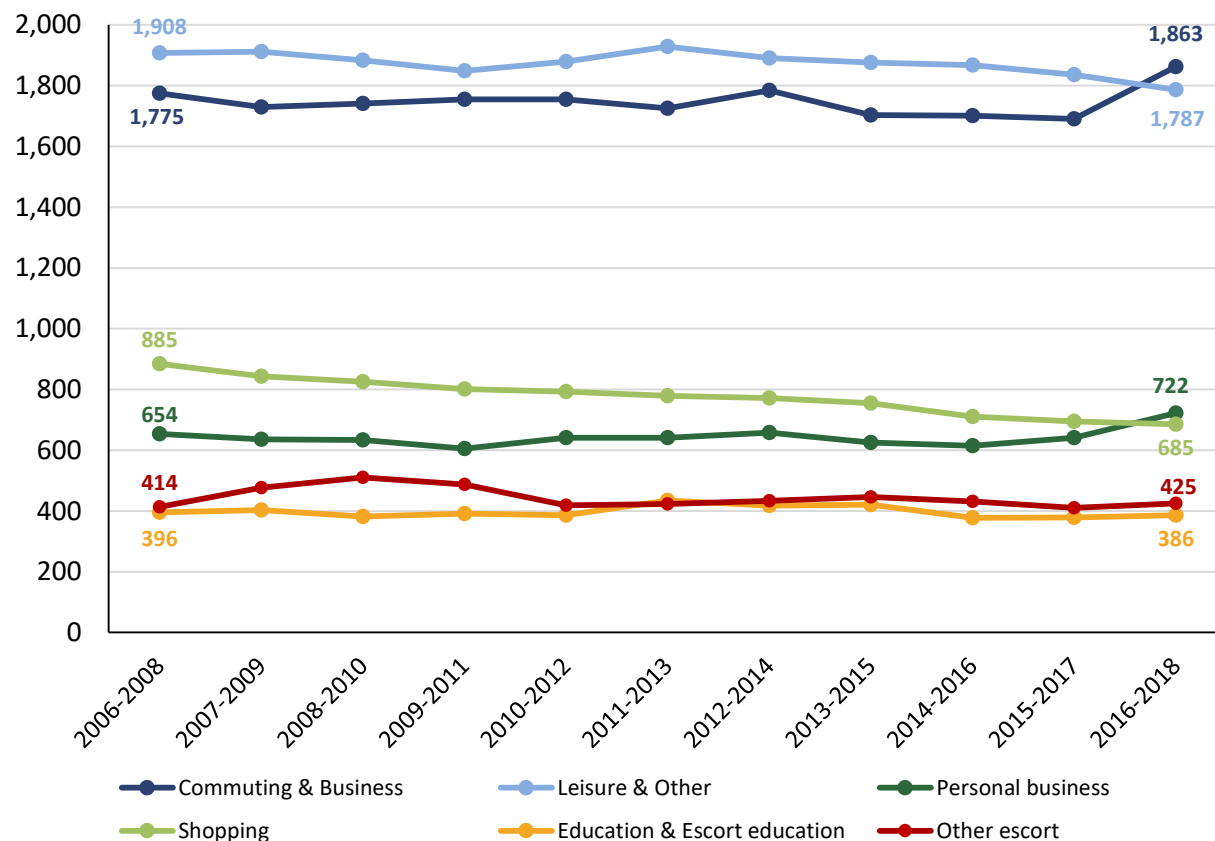
¹ See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Over the last 10 years, distance travelled for commuting and business has increased from 29% in 2006-2008 to 32% of the total miles travelled in 2016-2018, while over the same period leisure and other purposes has decreased from 32% in 2006-2008 to 30% of the total distance travelled in 2016-2018. Distance travelled for shopping has also decreased from 15% in 2006-2008 to 12% in 2016-2018.



Figure 6.4: Distance travelled by purpose¹ 2006-2008 to 2016-2018

Average miles travelled per person per year

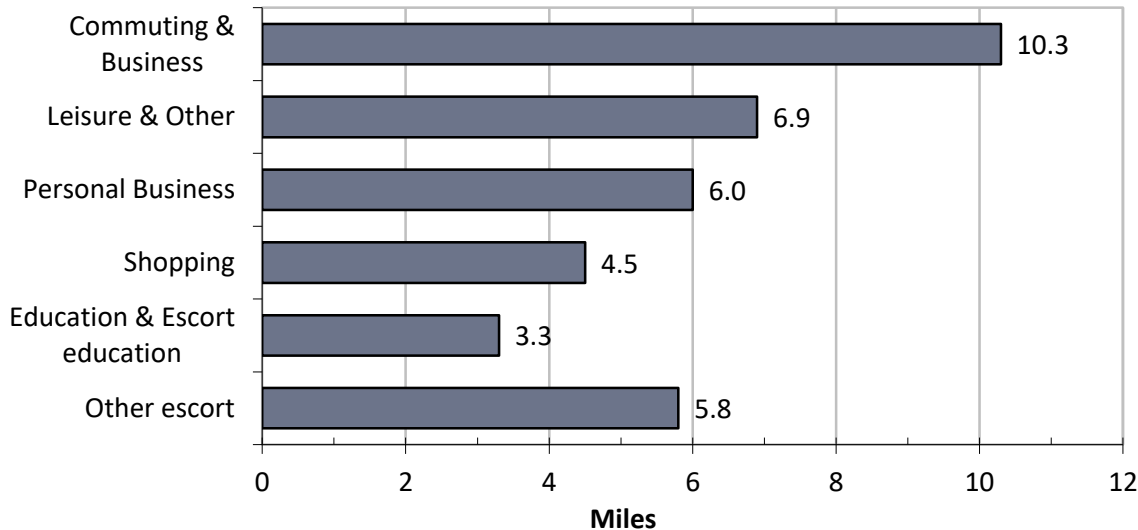


¹ See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Average journey length

In 2016-2018 the longest journeys were those made for commuting and business (10.3 miles) while the shortest journeys were those made for education and escort education (3.3 miles).

Figure 6.5: Average journey length by purpose¹: 2016-2018



¹ See Definitions section on page 73 for types of journey purpose. . Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Purpose of travel by age and sex

Women made a higher proportion of shopping journeys (20%) than men (17%) whereas men made a higher proportion of commuting and business journeys (29%) than women (19%). Women also made a higher proportion of education and escort education journeys (10%) compared to men (6%).

Looking only at single journey purposes, the most common reason for men making a journey was commuting (22%). For women, the most popular reason for making a journey was for going to and from the shops (20%). The most frequently given reason for journeys made by children under 16 was education (32%).

Men and women made the same 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, 54% of journeys were for shopping or personal business compared to 25% for women aged 16-29.

Table 6.1: Journeys per person per year by age, sex and purpose¹: 2016-2018

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 & Business	0%	36%	38%	11%	29%	27%	23%	6%	19%	24%	20%
Leisure & Other ²	29%	31%	25%	33%	28%	30%	26%	35%	29%	29%	29%
Personal business	9%	7%	12%	21%	14%	10%	12%	23%	14%	14%	13%
Shopping	5%	10%	13%	27%	17%	15%	17%	31%	20%	19%	17%
Education & Escort education	40%	13%	6%	3%	6%	13%	13%	3%	10%	8%	13%
Other escort	16%	3%	7%	6%	6%	5%	9%	3%	7%	7%	8%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of journeys	830	739	949	882	893	837	1,098	724	937	917	903
Distance travelled (miles)	3,944	5,998	8,254	5,178	6,869	5,809	6,881	3,762	5,708	6,241	5,868

(See Table 6.5 in the Travel Survey for Northern Ireland Technical Report 2016-2018 for Confidence Ranges)

¹ See Definitions section on page 73 for types of journey purpose

² Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Women aged under 60 were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men in the same age group: 11% of all journeys made by women aged 16-59 are for escort education compared to 5% for men aged 16-59.

Women made more journeys (16%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (10%).

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 4.1: Travel per person per year by journey purpose
- Figure 4.1: Average journey length by purpose
- Figure 4.2: Number of journeys per person per year: proportion in each journey purpose group
- Figure 4.3: Distance travelled per person per year: proportion in each journey purpose group
- Table 4.2: Journeys per person per year by age, sex and purpose

Section 7: Travelling to work

In 2016-2018:



On average, workers living in Northern Ireland travelled 2,901 miles per year commuting



The average number of commuting journeys made per worker per year was 310



The majority of workers (81%) travelled to work by car or van



Trends in commuting

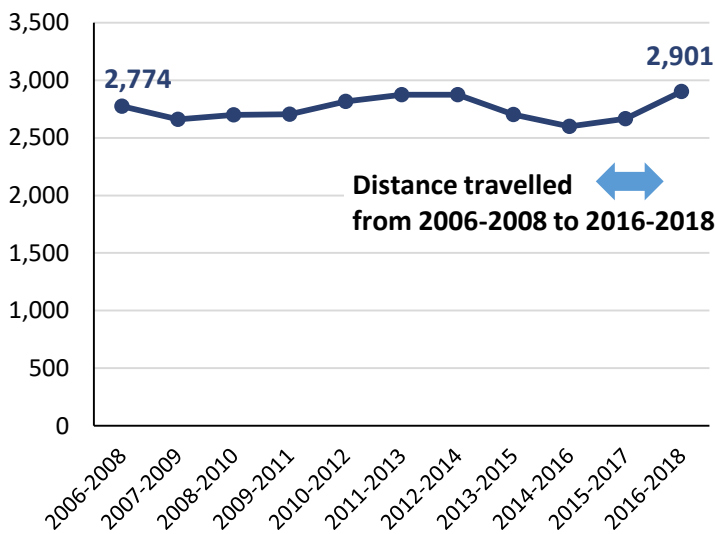
On average, workers living in Northern Ireland travelled 2,901 miles per year to go to or from work in 2016-2018. This is around the same as 10 years ago (2,774 miles per worker per year in 2006-2008).

In 2016-2018, the average number of commuting journeys made per worker per year was 310, no real change from 2006-2008 (320 journeys per worker per year).

Figures 7.1 to 7.2: Trends in distance and journeys – commuting

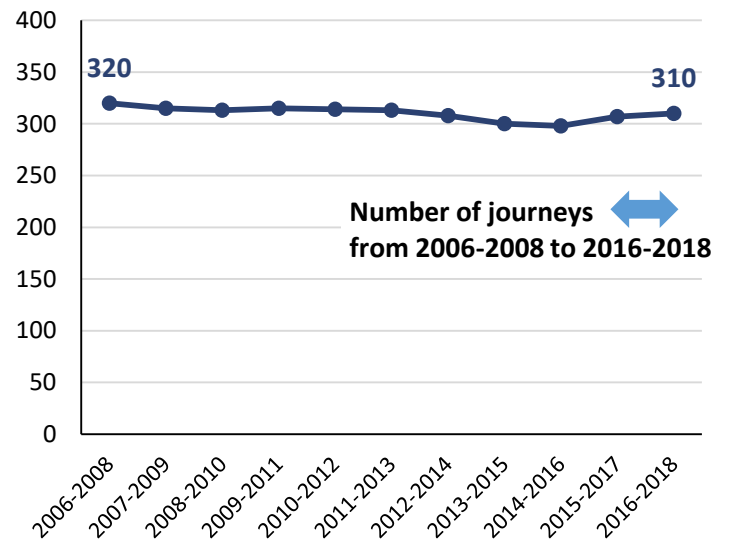
Distance for commuting 2006-2008 to 2016-2018

Average miles travelled per worker+ per year



Commuting journeys 2006-2008 to 2016-2018

Average journeys per worker+ per year



+ Averages have been calculated based on number of workers: respondents who stated they were in paid employment last week

Comparing with ten years ago

- Increase* from 2006-2008 to 2016-2018
- No real change* from 2006-2008 to 2016-2018
- Decrease* from 2006-2008 to 2016-2018

*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Method of travel to work

In addition to filling in a diary of their actual travel, respondents are asked their 'usual' mode of travel to work. There has been little change over the last 10 years in the stated method of travel to work:

The majority of workers (81%) usually travelled to work by car or van in 2016-2018, the same as 10 years ago (81% in 2006-2008).

One in ten workers (10%) usually walked to work in 2016-2018 and in 2006-2008.

In 2016-2018, 6% of workers travelled to work by public transport (bus or train), the same as 2006-2008 (6%).

Table 7.1: Method of travel to work: 2006-2008, 2011-2013, 2015-2017 and 2016-2018

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2006-2008	2011-2013	2015-2017	2016-2018
Car/van	81%	83%	80%	81%
Motorbike/moped/scooter	0%	0%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	4%	5%	5%
NIR train	1%	1%	2%	2%
Walk	10%	8%	10%	10%
Taxi/minicab*	1%	1%
Other*	2%	2%	0%	0%
All methods of travel	100%	100%	100%	100%

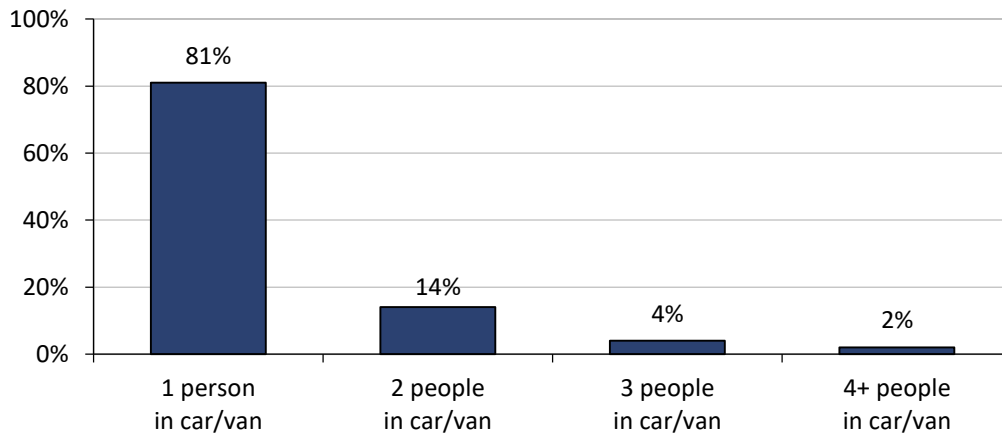
* The "Taxi/minicab" category was first added in the 2012 survey. Prior to this, travel to work by taxi was included in the "Other" category.

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

The workers who usually travelled to work by car/van 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 (81%). 14% travelled to work with one other person in the car/van and the rest (6%) had 2 or more other people in the car/van when they travelled to work.

Figure 7.3: How many people would normally be in the car/van when you are travelling to work (including the respondent)?*: 2016-2018



Base = 1,865 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.

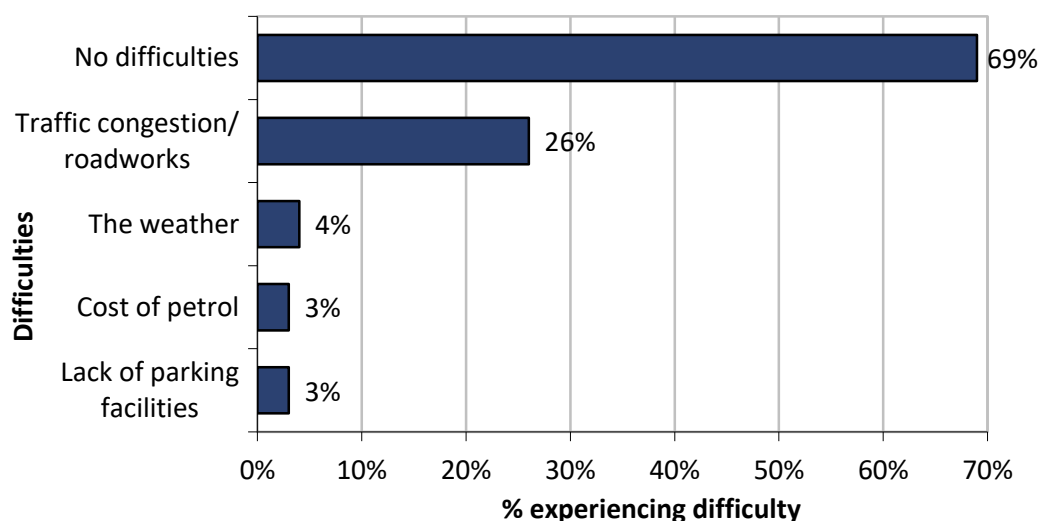
Difficulties travelling to work - car, van or motorcycle users

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 (69%) 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 26% of respondents).

Figure 7.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2016-2018 (Selected responses*)



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

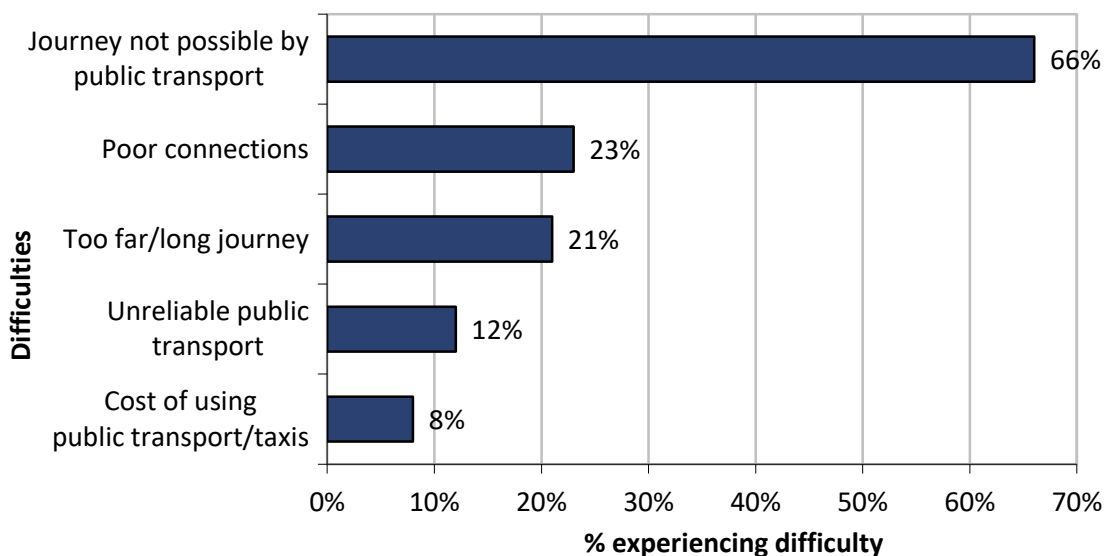
* Respondents have 10 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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, 55% 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” (66%), followed by “poor connections” (23%) and “too far/long journey” (21%).

Figure 7.5: Difficulties travelling to or from work if not using car, van or motorcycle: 2016-2018
(Selected responses*)



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

* Respondents have 13 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

Difficulties travelling to work – users of other forms of transport

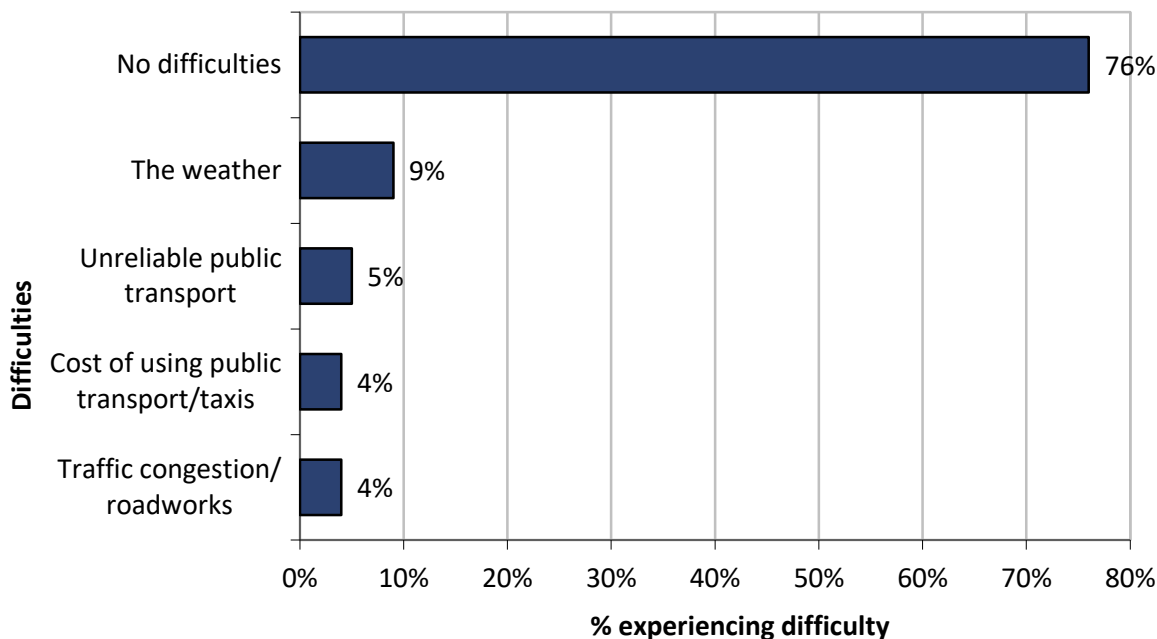
Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle, taxi or another form of transport. The majority (76%) reported that they had no difficulties.

A higher proportion of users of other forms of transport (76%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (69%). However, it should be noted that fewer respondents used other forms of transport to travel to work (19%) compared to those using cars, vans or motorcycles (81%).

The most frequently mentioned difficulty was “the weather” but this was highlighted by less than one in ten (9%) of those who travelled to work by other forms of transport.

Figure 7.6: Difficulties experienced travelling to or from work by other forms of transport: 2016-2018

(Selected responses*)



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

* Respondents have 13 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 4.1: Travel per person per year by journey purpose
- Table 4.3: Method of travel to work
- Figure 4.4: How many people would normally be in the car/van when you are travelling to work (including the respondent)?
- Figure 4.5: Difficulties experienced travelling to or from work by car, van or motorcycle
- Figure 4.6: Difficulties travelling to or from work if not using car, van or motorcycle
- Figure 4.7: Difficulties experienced travelling to or from work by other forms of transport

Section 8: Shopping

In 2016-2018:



On average, people living in Northern Ireland travelled 685 miles per year for shopping



The average number of shopping journeys made per person per year was 151



The majority of those who did the main food shopping used a car or van (75%)



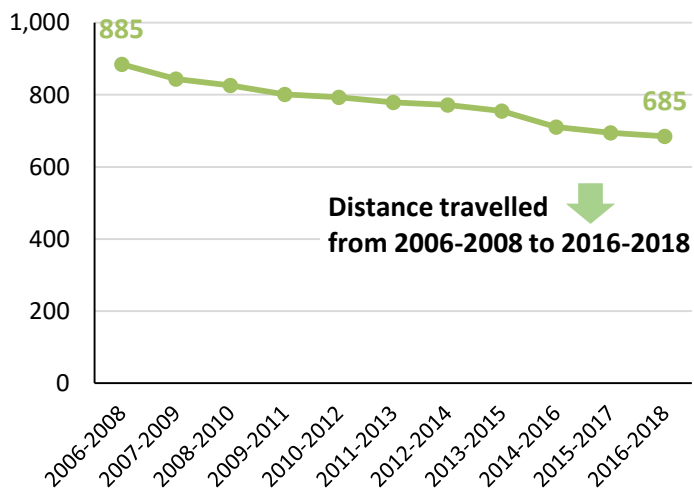
Trends in shopping

The average distance travelled for shopping was 685 miles per person per year in 2016-2018. This is a decrease from 10 years ago (885 miles per person per year in 2006-2008).

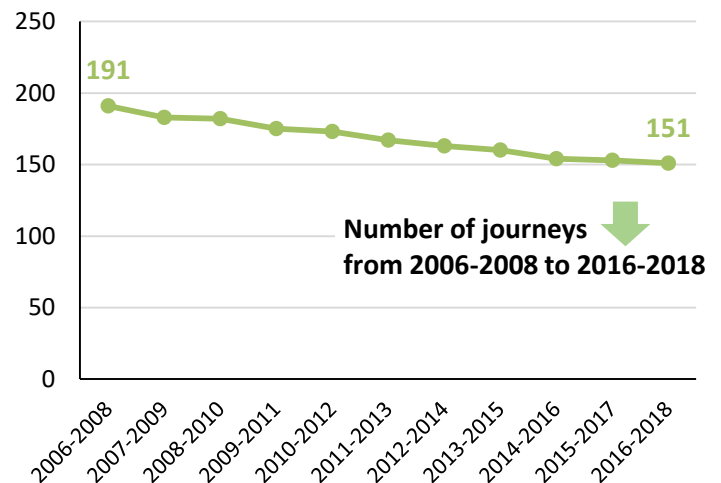
In 2016-2018, the average number of shopping journeys made per person per year was 151, a decrease from 2006-2008 (191 journeys per person per year).

Figures 8.1 to 8.2: Trends in distance and journeys – shopping

Distance for shopping 2006-2008 to 2016-2018
Average miles travelled per person per year



Shopping journeys 2006-2008 to 2016-2018
Average journeys per person per year



Comparing with ten years ago



Increase* from 2006-2008 to 2016-2018



No real change* from 2006-2008 to 2016-2018



Decrease* from 2006-2008 to 2016-2018

*Determined by a test of statistical significance. For full details see Statistical significance subsection.

Travelling to do main food shopping

The person in the household who did the main food shopping was asked some questions about how they travelled and if they experienced any difficulties.

The majority of those who did the main food shopping used a car or van (75%).

The next most common answers were having their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) (9%) and walking to do the main food shop (8%).

Table 8.1: Method of travel to do main food shopping: 2016-2018

Percentage of main food shoppers

Method of travel to do main food shop	2016-2018
Car/van	75%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	8%
Taxi/minicab	4%
Does shopping online/Shopping is delivered/Shopping is done by friend, relative or carer*	9%
Other	0%
All methods of travel	100%

* “Does shopping online / shopping is delivered / shopping done by friend, relative or carer” option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to the house. The category “Respondent buys main food shopping online” was first included in the 2010 survey. In 2011, this was expanded to include both “Does shopping online” and “Shopping is delivered”. In 2014, the option was clarified further with the addition of “shopping is done by friend, relative or carer”.

The proportion of people who had their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) has increased from 5% in 2011-2013 to 9% in 2016-2018.

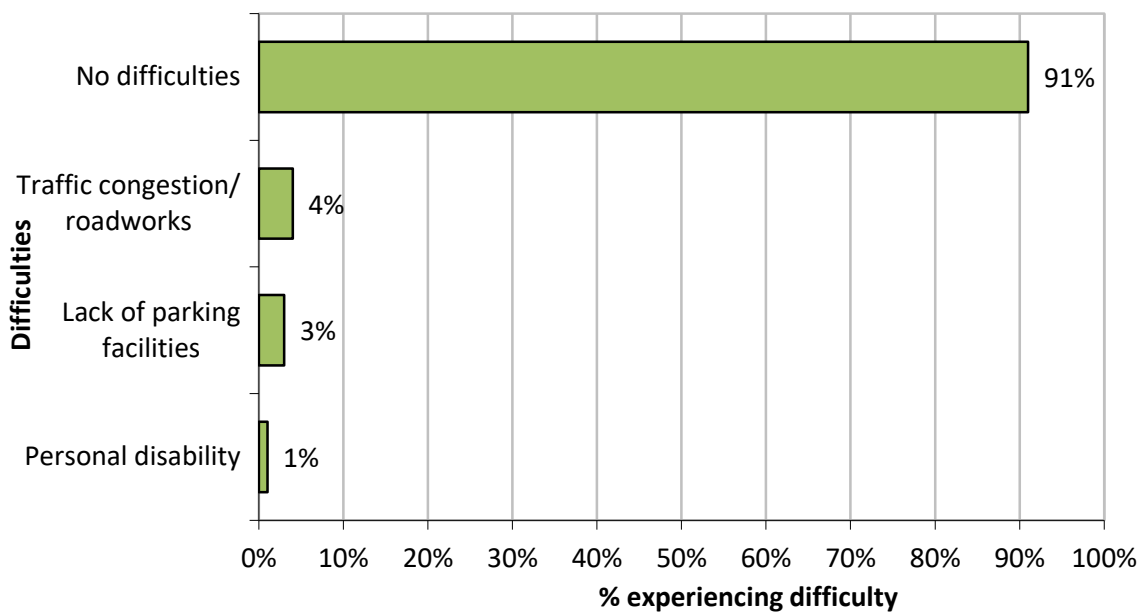
Difficulties travelling to do main food shopping - car, van or motorcycle users

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 (91%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.

The most common difficulties when travelling by car, van or motorcycle to do the main food shopping were “traffic congestion/roadworks” (mentioned by 4% of respondents) and “lack of parking facilities” (3%).

Figure 8.3: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2016-2018
(selected responses*)



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

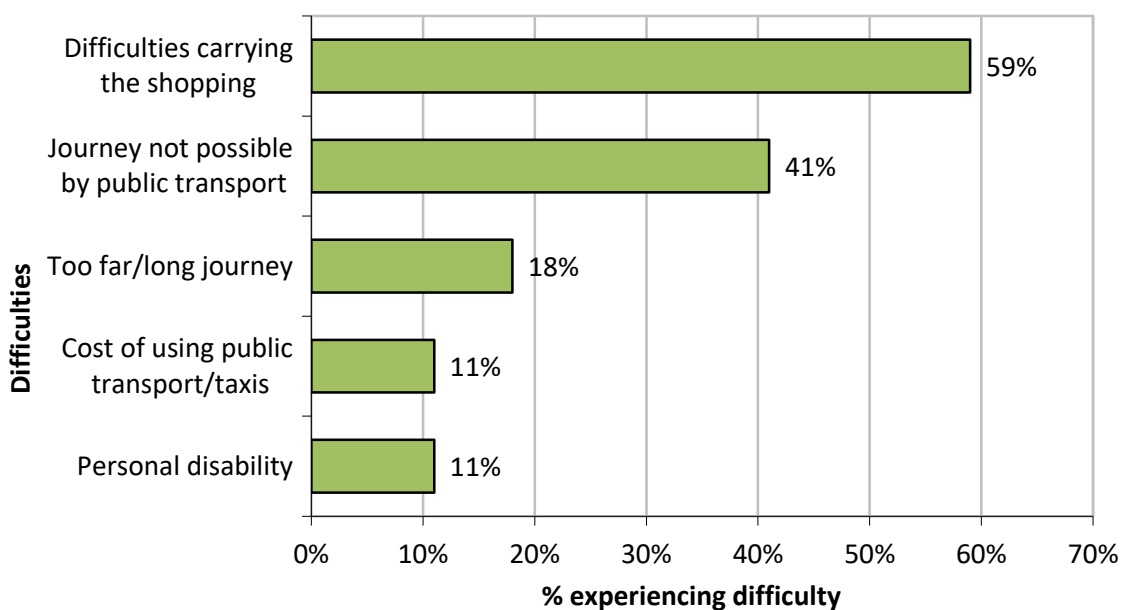
* Respondents have 10 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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, 43% 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” (59%), followed by “journey not possible by public transport” (41%).

Figure 8.4: Difficulties if car, van or motorcycle not used to do main food shopping: 2016-2018 (selected responses*)



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

* Respondents have 14 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

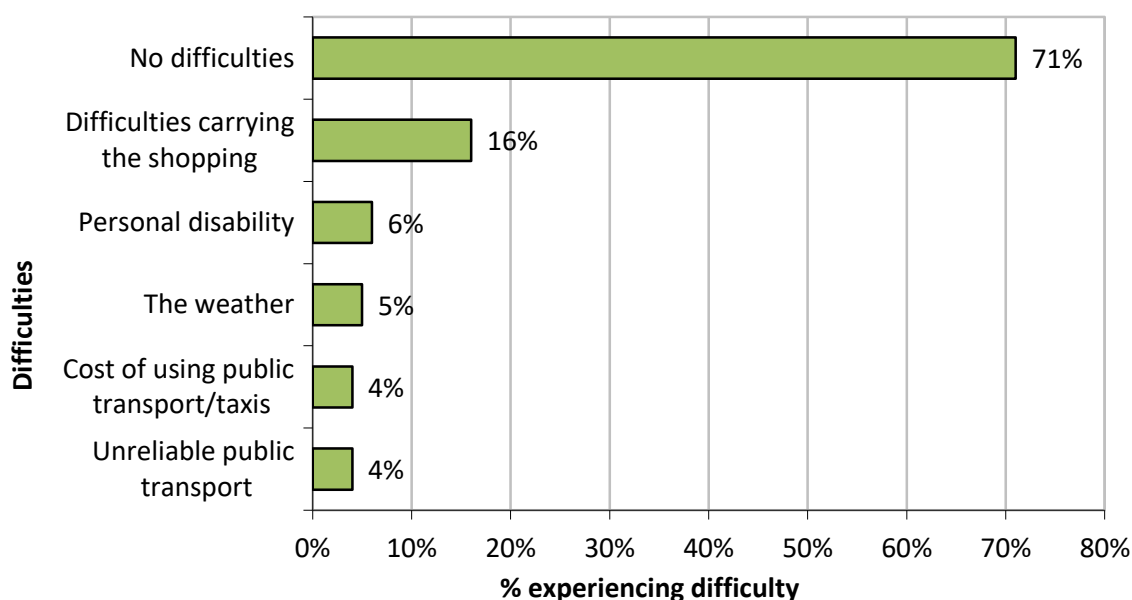
Difficulties travelling to do main food shopping – users of other forms of transport

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 (71%) 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 (91%).

The most common difficulty experienced when using other forms of transport to travel to do the main food shopping was “difficulties carrying the shopping” (16%).

Figure 8.5: Difficulties experienced travelling by other forms of transport to do main food shopping: 2016-2018
(selected responses*)



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

* Respondents have 15 answer options (including “Other”) to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 4.1: Travel per person per year by journey purpose
- Table 4.4: Method of travel to do main food shopping
- Figure 4.8: Difficulties experienced travelling by car, van or motorcycle to do main food shopping
- Figure 4.9: Difficulties if car, van or motorcycle not used to do main food shopping
- Figure 4.10: Difficulties experienced travelling by other forms of transport to do main food shopping

Section 9: Key tables by urban-rural

In 2016-2018:



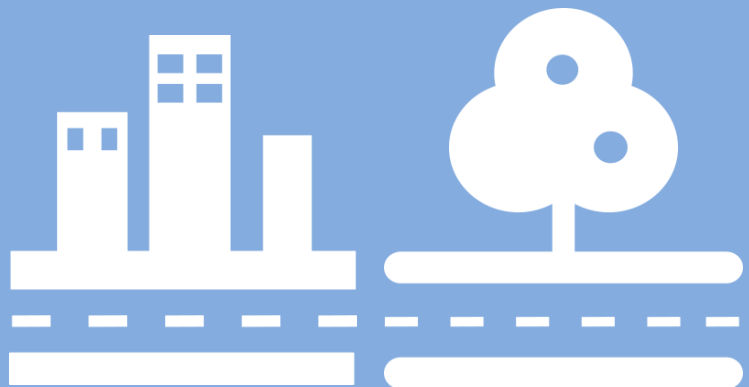
Rural residents travelled further per year (7,500 miles) than urban residents (4,813 miles)



Urban residents took around the same number of journeys per year (908) as rural residents (894)



On average, rural residents spent more time travelling per year (312 hours) than urban residents (298 hours)



Distance travelled by mode and urban-rural split

People living in rural areas travelled further per year (7,500 miles) than people living in urban areas (4,813 miles) in 2016-2018.

For urban residents 4% of total distance travelled was on foot, higher than rural residents (1%). Similarly, urban residents walked more than twice the distance per year (212 miles) that rural residents walked (92 miles).

For rural residents 85% of total distance travelled was by car, higher than urban residents (80%). Rural residents also travelled more miles by car (6,364 miles per year) than urban residents (3,834 miles per year).

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, the average distance travelled by public transport per person per year was around the same for those living in urban areas (445 miles) and those living in rural areas (427 miles).

Table 9.1: Average distance travelled per person per year by travel mode¹ and urban-rural split²: 2016-2018

Travel mode ¹	Miles per person per year		
	Urban areas	Rural areas	All Northern Ireland
Walk	212	92	165
Bicycle	34	27	32
Car ³	3,834	6,364	4,827
Public transport ⁴	445	427	438
Other ⁵	287	590	406
All modes	4,813	7,500	5,868

¹ See Definitions section on page 75 for definitions of individual travel modes

² See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

³ Car includes 'Car driver', 'Car passenger' and 'Car undefined'

⁴ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'

⁵ Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Number and length of journeys by main mode and urban-rural split

In 2016-2018, residents of urban areas took around the same number of journeys per year (908) as residents of rural areas (894). However, on average, journeys taken by people living in rural areas tend to be longer (8.4 miles) than journeys taken by people living in urban areas (5.3 miles).

Nearly one quarter (23%) of all journeys taken by urban residents were walks, more than rural residents (11%). Similarly, urban residents made more than double the number of walking journeys per year (212) that rural residents made (103).

Looking at car journeys as a proportion of all journeys, nearly four fifths (78%) of all rural residents' journeys were by car, higher than for urban residents (65%). Rural residents also took more car journeys each year (698) than urban residents (590).

6% of the all journeys taken by people living in urban areas were on public transport, higher than people living in rural areas (4%). Looking at the average number of public transport journeys per person per year, urban residents took more of these type of journeys (54) than rural residents (36).

Table 9.2: Average number of journeys per person per year and average journey length by main mode¹ and urban-rural split²: 2016-2018

Main mode of travel ¹	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	212	103	169	0.9	0.8	0.9
Bicycle	8	4	7	4.1	7.0	4.7
Car ³	590	698	633	6.5	9.1	7.6
Public transport ⁴	54	36	47	8.6	12.6	9.8
Other ⁵	43	52	47	6.6	11.4	8.7
All modes	908	894	903	5.3	8.4	6.5

¹ See Definitions section on page 75 for definitions of individual travel modes

² See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

³ Car includes 'Car driver', 'Car passenger' and 'Car undefined'

⁴ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'

⁵ Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Time spent travelling by main mode and urban-rural split

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 298 hours per year on average (about 49 minutes per day or 12 days per year).

Average journey times were around 1 minute shorter for people living in urban areas (20 minutes) compared to people living in rural areas (21 minutes).

More than twice as much time was spent walking by people living in urban areas (69 hours per year) compared to people living in rural areas (30 hours per year).

Rural residents spent more time travelling by car (236 hours per year) than urban residents (179 hours per year).

Urban residents spent more time travelling by public transport (31 hours per year) than rural residents (22 hours per year).

Table 9.3: Time spent travelling per person per year and average journey time by main mode¹ and urban-rural split²: 2016-2018

Main mode of travel ¹	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	69	30	54	20	18	19
Bicycle	4	2	3	28	37	30
Car ³	179	236	202	18	20	19
Public transport ⁴	31	22	28	35	37	36
Other ⁵	14	21	17	20	24	22
All modes	298	312	304	20	21	20

¹ See Definitions section on page 75 for definitions of individual travel modes

² See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

³ Car includes 'Car driver', 'Car passenger' and 'Car undefined'

⁴ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'

⁵ Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Travel by purpose and urban-rural split

For people living in urban areas, 30% of all journeys were for leisure and other purposes (to visit friends, to take part in entertainment, social activities or sports activities, to go on holiday/day trips, just walking, other), 19% for commuting and business and 18% for shopping. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 12% of all journeys.

For people living in rural areas, 27% of all journeys were for leisure and other purposes, 22% for commuting and business, 15% for shopping and 15% for personal business.

Looking only at single journey purposes, the most popular reasons for urban residents making a journey were for shopping (18%) and commuting (17%). The most popular reasons for rural residents making a journey were for commuting (16%), shopping (15%) and personal business (15%).

Urban residents made an average of 161 shopping journeys each year, more than rural residents (136 shopping journeys per year). Although people who live in rural areas made fewer shopping journeys, they travelled further when going to the shops: 947 miles per rural resident per year compared to 516 miles per urban resident per year.

Urban residents took a similar number of commuting journeys per year (150) compared with rural residents (145). However, rural residents travelled further to get to work (1,692 miles per person per year) than urban residents (1,161 miles per person per year).

In terms of miles travelled, just over one third (34%) of the total distance travelled by urban residents was for leisure and other purposes, 31% for commuting and business, 11% for shopping and 11% for personal business.

In terms of miles travelled, 33% of the total distance travelled by rural residents was for commuting and business, 27% for leisure and other purposes, 13% for shopping and 13% for personal business.

Table 9.4: Travel per person per year by journey purpose¹ and urban-rural split² 2016-2018

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 & Business	174	192	181	1,469	2,472	1,863	8.4	12.8	10.3
Leisure & Other ³	270	240	258	1,631	2,028	1,787	6.0	8.5	6.9
Personal Business	113	133	121	550	989	722	4.9	7.4	6.0
Shopping	161	136	151	516	947	685	3.2	7.0	4.5
Education & Escort education	123	110	118	316	495	386	2.6	4.5	3.3
Other escort	67	83	73	331	570	425	4.9	6.9	5.8
All purposes	908	894	903	4,813	7,500	5,868	5.3	8.4	6.5

Journeys per worker per year:

Commuting & Business	376	389	381	3,197	5,097	3,972	8.5	13.1	10.4
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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 Definitions section on page 73 for definitions of types of journey purpose.

² See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

³ Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Travel to work by urban-rural split

A higher proportion of workers living in rural areas travel to work by car or van (90%) compared to workers living in urban areas (75%).

Workers who live in urban areas are more likely to walk to work (12%) than workers who live in rural areas (6%).

A higher percentage of workers living in urban areas take the bus or train to work (9%) compared to workers living in rural areas (2%).

Table 9.5: Method of travel to work by urban-rural split¹ 2016-2018

Method of travel to work	Percentage of workers ² (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	75%	90%	81%
Motorbike/Moped/Scooter	1%	0%	0%
Bicycle	2%	0%	1%
Bus	7%	1%	5%
NIR train	2%	1%	2%
Walk	12%	6%	10%
Taxi/minicab	2%	1%	1%
Other	0%	0%	0%
All methods of travel	100%	100%	100%

¹ See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

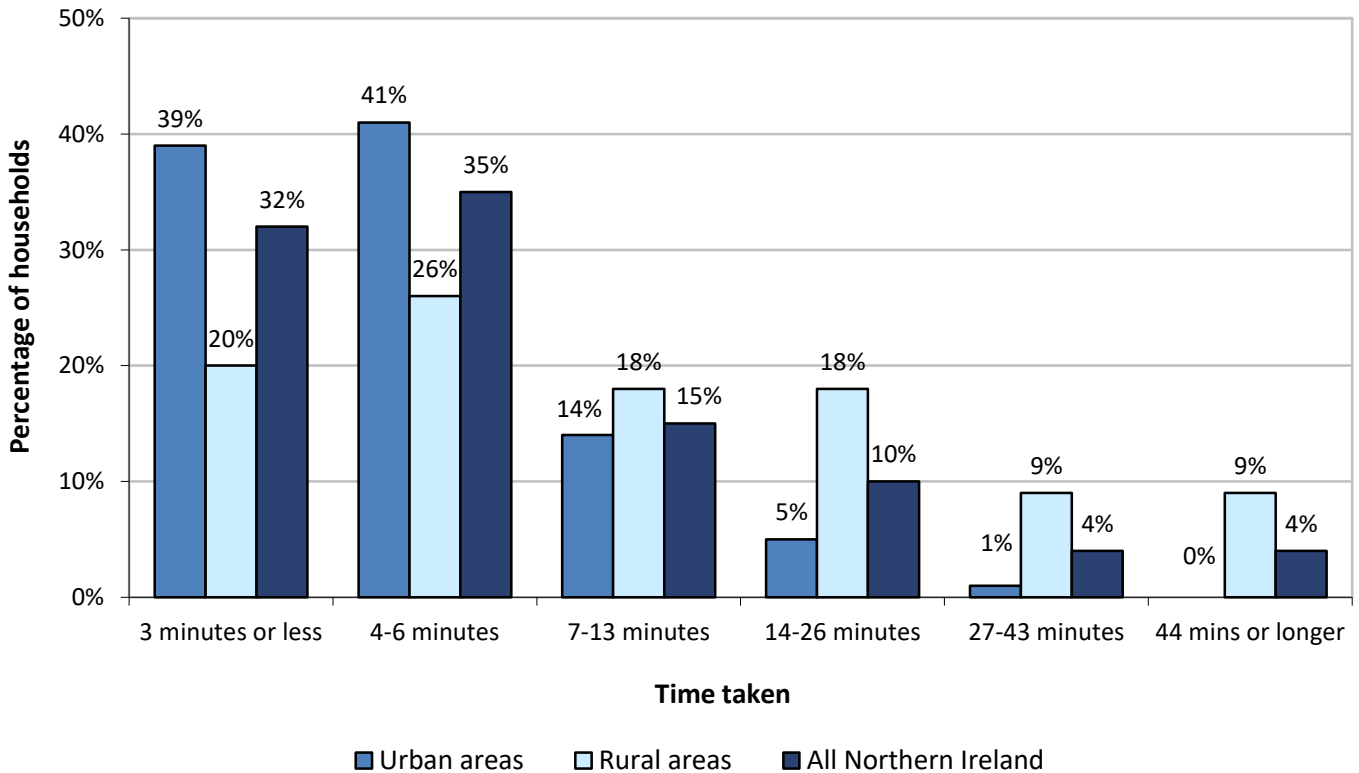
² Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday

Looking at the combined figure for travelling to work by walking, cycling and public transport, workers living in urban areas are nearly three times more likely (23%) to use these modes of transport to travel to work compared to workers living in rural areas (8%).

Access to public transport by urban-rural split

Urban households tend to have a shorter time to walk to the nearest bus stop. Just under 19 in 20 urban households (94%) lived within a 13 minute walk of their nearest bus stop whereas for rural households this went down to nearly 13 in 20 (63%). 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.

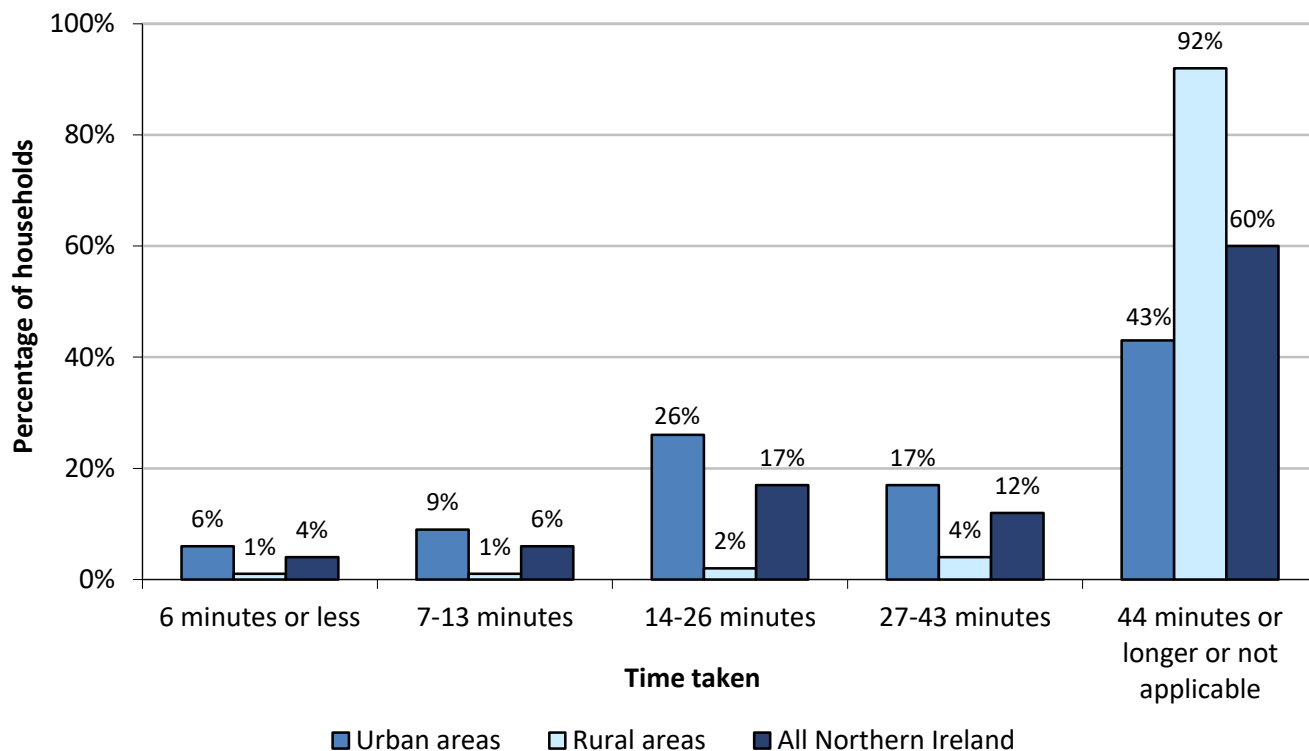
Figure 9.1: Time taken to walk to nearest bus stop by urban-rural split¹ 2016-2018



¹ See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

Similarly, urban households were more likely to live within walking distance of a train station. 15% of urban households lived within a 13 minute walk of a NI Railways station decreasing to 2% for rural households.

Figure 9.2: Time taken to walk to nearest NI Railways station by urban-rural split¹ 2016-2018



¹ See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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, 89% of urban households had a bus service of one or more per hour whereas 34% 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. Almost 9 in 20 rural households (44%) said they didn't know how often they could get a bus from their nearest bus stop compared to just under 5 in 20 urban households (23%).

Table 9.6: Bus service frequency by urban-rural split¹ 2016-2018

Percentage of households			
Frequency of service	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	23%	0%	15%
At least once every half-hour	20%	4%	14%
At least once an hour	26%	15%	22%
About 3 times a day	8%	27%	15%
At least once a day	1%	8%	4%
Less than once a day	0%	2%	1%
Don't know	23%	44%	31%
All households	100%	100%	100%

¹ See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

The frequency of rail service from the nearest NI Railways station was similar for urban and rural households. Excluding households who stated “don't know” or “not applicable”, 96% of urban households and 95% of rural households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station.

Table 9.7: Rail service frequency by urban-rural split¹ 2016-2018

Percentage of households ²			
Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	86%	73%	82%
Frequent service only during rush hour (at least once an hour)	3%	2%	3%
Less frequent service	1%	2%	1%
Not applicable	0%	1%	1%
Don't know	11%	22%	14%
All households	100%	100%	100%

¹ See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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 77% of males and 66% of females hold a full driving licence, a difference of 11 percentage points. In rural areas, 87% of males and 83% of females hold a full driving licence, a difference of 4 percentage points.

Table 9.8: Full driving licence holders¹ by age, sex and urban-rural split² 2016-2018

	Urban areas			Rural areas			All Northern Ireland		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-29	53%	60%	56%	68%	56%	65%	60%
30-59	82%	75%	78%	93%	93%	93%	87%	82%	84%
60+	81%	54%	66%	88%	68%	78%	84%	59%	71%
All adults aged 17+	77%	66%	71%	87%	83%	85%	81%	72%	76%

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

² See Definitions section on page 77 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheet](#):

- Table 6.1: Average distance travelled per person per year by travel mode and urban-rural split
- Table 6.2: Average number of journeys per person per year and average journey length by main mode and urban-rural split
- Table 6.3: Time spent travelling per person per year and average journey time by main mode and urban-rural split
- Table 6.4: Travel per person per year by journey purpose and urban-rural split
- Table 6.5: Method of travel to work by urban-rural split
- Table 6.6: Bus service frequency by urban-rural split
- Table 6.7: Rail service frequency by urban-rural split
- Figure 6.1: Time taken to walk to nearest bus stop by urban-rural split
- Figure 6.2: Time taken to walk to nearest NI Railways station by urban-rural split
- Table 6.8: Full driving licence holders by age, sex and urban-rural split

Appendix A – User Information

User engagement

In 2018, ASRB conducted a series of [TSNI user engagement meetings with key users](#). Following on from this, in 2019 ASRB conducted a review of the content and format of the current TSNI reports in order to develop a more concise, accessible and relevant set of reports whilst ensuring that they continue to meet our users' needs.

As part of this, an eight week [user consultation](#) was carried out, closing on 2 July 2019. An online survey was used to collect responses. 93 full and partial responses were received. The [results of this survey](#) were published in September 2019, alongside a [Statement of User Needs](#) indicating future work that will be carried out on TSNI outputs.

Changes to the report

Following on from the user consultation, we committed to developing a new format In-depth Report for the 2016-2018 TSNI data. The report has been updated to reflect current statistical and data visualisation methods to make it more user-friendly and accessible, while retaining all information previously reported.

In addition, the proposal receiving the most positive response in the consultation was the production of themed publications. We have therefore reorganised the information into themed sections. These relate to different travel modes, journey purposes and an urban-rural section so users can easily identify the data they are most interested in. These new themed sections also better reflect current policy needs and interests.

To make the results more digestible, large tables and charts have been reduced in size:

- Travel modes were grouped from 14 categories into 5 commonly used modes: Walk, Bicycle, Car, Public transport, Other.
- Journey purposes were grouped from 15 categories into 6 commonly used purposes: Commuting & Business, Leisure & Other, Personal business, Shopping, Education & Escort Education, Other escort.
- Where there are a large number of answer options to a question, selected responses have reported on.

All the tables from previous In-depth Reports are available in the spreadsheet accompanying this report, including analysis by the 14 separate travel modes, the 15 separate journey purposes and a full breakdown of all responses given to a question. For ease of comparison, the table numbers in the spreadsheet match the table numbers in previous In-depth Reports.

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 (may) 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”.

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

Respondents – The travel diary and some individual interview 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. In addition, some individuals completed a travel diary but not an individual interview. The majority of the individual interview questions have been asked to a subgroup of the full sample as children are only included in a small number of questions. Where it is not clear, it is highlighted in the bullet points 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

Men and women

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

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



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).

Analysis by area - For LGD and urban-rural tables, area has been assigned based on where the respondent lives.

Statistical significance

Only those differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report and are denoted in the text as increase/decrease, higher/lower etc. In the charts, they are indicated by  or . 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. In the charts, this is denoted by .

Grouped travel modes and journey purposes

Travel modes and Journey purposes have been grouped as follows:

Category in current report	Categories in previous reports
Walk	Walk
Bicycle	Bicycle
Car	Car driver, Car passenger, Car undefined
Public transport	Metro and Ulsterbus, Other bus, NI Railways, Black Taxi
Other	Motorcycle, Other private, Taxi, Other public, Undefined mode
Commuting & Business	Commuting, Business
Leisure & Other	Visit friends at private home, Visit friends elsewhere, Entertainment/public social activities, Sport participate, Holiday base, Day trip, Other including just walk, Undefined purpose
Personal business	Personal business
Shopping	Shopping
Education & Escort education	Education, Escort Education
Other escort	Other escort

See spreadsheet accompanying this report for analysis by the 14 separate travel modes and the 15 separate journey purposes.

Selected responses – For charts where there are a large number of answer options, we have reported on selected responses. See spreadsheet accompanying this report for a full breakdown of all responses given to a question.

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.

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 2016-2018 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, for certain stable groups of the sample where it is established that there is a large enough sample size, it is possible to report limited information for shorter (one year) periods of time.

Topics covered in this report

This report covers the following: All travel modes (Section 1), Walking (Section 2), Cycling (Section 3), Public transport (Section 4), Driving, driver and passenger trips (Section 5), Journey purpose (Section 6), Travelling to work (Section 7), Shopping (Section 8) and Key tables by urban–rural (Section 9).

National Statistics

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

The Travel Survey for Northern Ireland (TSNI) statistics were designated as National Statistics in March 2011 following a [full assessment](#) against the [Code of Practice for Statistics](#).

Since the assessment by the Office for Statistics Regulation, we have continued to comply with the [Code of Practice for Statistics](#), and have made the following improvements:

- Following the TSNI user consultation in 2019, the 2016-2018 edition of the report has been completely redesigned and reformatted to make the report more accessible and user friendly, while retaining all information previously reported. Further details are available in the 'Changes to the Report' section on page 63.
- Published a Background Quality Report in September 2018.
- Included tables that were previously published separately in the Additional tables report, from the 2014-2016 edition onwards.
- Included tables that were previously published separately in the Urban-Rural report, from the 2015-2017 edition onwards.

Added a summary page of infographics to summarise the key points in the report in an easily accessible format from the 2015-2017 report onwards.

- Moved from a 2 star to a 3 star rating on the Tim Berners-Lee 5-star rating of linked open data. This was achieved by making the publication tables available in ODS (Open Document Spreadsheet) format from the 2014-2016 report onwards.

Current developments

Two reports have been published based on analysis of the 2016-2018 TSNi data. The first, the headline report, containing key figures was published in July 2019.

A review of the content and format of the Travel Survey for Northern Ireland publications was carried out in Summer 2019. A report on the results and a Statement of User Needs were published in September 2019. Further details are available in 'User Engagement' section on page 63.

A technical report was published in November 2019 containing information on 2016-2018 survey response rates and confidence ranges.

This report, the in-depth report, contains more detailed results including trend data and age and gender breakdowns. The report has been completely redesigned following the TSNi user consultation and details are given in the 'Changes to the report' section on page 63.

The next report will be the TSNi Headline Report, based on 2017-2019 results, and publication is planned for July 2020. A redesign of the Headline Report is planned for this edition.

One of the key projects to develop the TSNi is the review of the current database structure. In its current format the TSNi has an extremely complex structure which makes it difficult to analyse. Detailed knowledge of what to include and exclude and how to interpret the output is required. Each time a new piece of analysis is run there is a time consuming checking process to ensure the data are correct. A number of alternatives are being considered and the chosen option will be implemented once it has been determined which provides the most clear-cut database structure and the most efficient way to run queries. Once in place, this will enable dissemination of the TSNi database via the University of Essex Data Archive and the Open Data Portal allowing access to researchers for secondary analysis. A date for this will be determined once the project has commenced.

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 1,890 addresses in 2018 (1,740 in previous years) was drawn from the Land & Property Services (LPS) list of private addresses using a methodology that is designed to provide representative geographical coverage across Northern Ireland. 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. The sample size was increased across a number of surveys in 2018 due to lower response rates than previous years.

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

2,776 households and 5,344 persons were interviewed for the TSNI over the time period 1 January 2016 to 31 December 2018.

Uses of the TSNI

The TSNI is the only source of information on how, over the region as a whole, people use different forms of transport to meet their travel needs as individuals or family groups. It provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the draft Programme for Government 2016-2021. It provides information on areas such as active travel, safe and sustainable travel, accessible transport and equality monitoring. Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes the annual NI Transport Statistics publication (from 2013-14), NI Road Safety Strategy to 2020 Annual Statistical Report (from 2016) and the annual NI Environmental Statistics report.

Data quality assessment

A Background Quality Report has been published on the Travel Survey for Northern Ireland and is available at <https://www.infrastructure-ni.gov.uk/publications/background-quality-report-travel-survey-northern-ireland>.

Data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record

and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Code of Practice for Official Statistics (<https://www.statisticsauthority.gov.uk/code-of-practice/>).

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 2016-2018 (pages 11 to 15): <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population.

This variance from the true population value is measured using a confidence interval. The confidence intervals published for TSNi data are 95% confidence intervals. This means there is a 95% probability that the true population value is contained within the range of values given.

Data validation

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

Mode of travel/Main mode of travel

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

Average distance travelled

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

Note that there was a change to the travel diary in 2018, adding in a tick box to indicate if the journey crossed the border. Only the portion of the journey distance travelled within Northern Ireland up to the border is recorded (consistent with how this information has always been reported). An increase in the average distance travelled was noted comparing single years 2017 (5,708 miles) to 2018 (6,286 miles) which may be connected to the travel diary change. Note that the proportion of all distance travelled by mode has not changed significantly. There has been some investigation of the 2018 cross-border journeys but no wide-scale issues were noted. We will continue to monitor this and see if the trend of higher average distance travelled continues in subsequent years.

Number of journeys/Average journey length/Journey time

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

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

Metro and Ulsterbus journeys

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

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

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

From Translink figures, in 2017/18 there were 28.0 million passenger journeys on Metro and 38.1 million passenger journeys on Ulsterbus. This gives a total of 66.1 million Metro and Ulsterbus passenger journeys.

Using the 2017 mid-year population estimate (1,870,834), this equates to approximately 15 Metro journeys per person per year and 20 Ulsterbus journeys per person per year.

Using the total figure of 66.1 million passenger journeys and the 2017 mid year population estimate gives a total of around 35 Metro and Ulsterbus journeys per person per year.

From the TSNI 2016-2018:

There were, on average, 18 Metro journeys per person per year and 16 Ulsterbus journeys per person per year.

Looking at Metro and Ulsterbus journeys combined, there were an average of 34 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 2016-2018 TSNI Metro journey figures and Ulsterbus journey figures separately, the individual figures are not reflective of the Translink administrative data estimates. Looking at journeys taken by Metro/Ulsterbus as a proportion of all Metro and Ulsterbus journeys, the split is approximately 54% Metro and 46% Ulsterbus from TSNI 2016-2018 data. Translink administrative figures indicate the split to be 42% Metro and 58% Ulsterbus. This would suggest that there is an element of respondent misclassification between bus types which may also include buses categorised as 'Other bus'.

Therefore, from 2009-2011, we decided to only publish combined Metro and Ulsterbus figures. We have discussed the issue of respondent misclassification of bus types with Central Survey Unit and 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 2016-2018 should note that around 58% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNI 2016-2018 combined Metro and Ulsterbus figure of 34 journeys per person per year, gives an estimate of 20 Ulsterbus journeys per person per year and 14 Metro journeys per person per year in 2016-2018.

Appendix B: Definitions

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' when analysing the data.

Types of journey purpose

Commuting and Business

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 and Escort Education

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.

Escort education journeys are made to accompany a school child or student to their school/college e.g. a mother taking her child to school.

Other escort

An *escort* code is used when the traveller has no purpose of his or her own, other than to escort or accompany another person. Escort commuting for example is escorting or accompanying someone from home to work or from work to home. Escort education journeys are presented separately, in the Education and Escort Education category, for the purposes of this report.

Shopping

Shopping includes all journeys to shops or from shops to home, even if there was no intention to buy.

Personal Business

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.

Leisure and Other

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.

Other including just walk

- *Just walk* journeys are walking journeys made just for pleasure.
- The categories “Other non escort” and “Cross country/walk/hike/mountain climbing” are also included.

Undefined purpose includes the total of the “missings” (where the journey purpose was omitted), the “social undefined” and “purpose undefined” categories.

Modes of travel

Walk

Walks of 50 metres or more are collected on day 1 and walks of 1 mile or more on days 2-7 (see information on grossing short walks in the Survey methodology section on page 67).

Bicycle

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

Car

For the purpose of this report ‘*car*’ travel includes travel in all 3 or 4-wheeled cars. Note that vans, lorries, jeeps and land rovers are included under “Other private” in the “Other” category.

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.

Public transport

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. Note that private hire taxis are included under "Taxi" in the "Other" category.

Other

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.

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.

Urban/Rural

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

In TSNi publications up to 2012-2014, 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 urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015. It is, however, worth noting that some analysis was carried out on 2013-2015 data comparing the old 2005 urban-rural classifications with the updated 2015 urban-rural classifications (see Appendix 1 in TSNi Urban-Rural Report 2013-2015). It was found that none of the comparisons were statistically significantly different meaning that, for these results, there was no real difference between the old and updated urban-rural indicators.

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?”.

Appendix C: Related Information

Related surveys carried out in other areas of Great Britain and Republic of Ireland can be found at the following links:

- The Department for Transport collect travel data for the residents of England using face to face interviews and a 7 day travel diary in their National Travel Survey. The latest release was for 2018 information and was published in July 2019:

<https://www.gov.uk/government/collections/national-travel-survey-statistics#publications>

- Transport Scotland collect personal travel data for residents of Scotland using a one day travel diary in their Scottish Household Survey. The latest release was for 2018 information and was published in October 2019:

<https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-results-from-the-scottish-household-survey-1/>

- The Welsh Government collect information on active travel as part of the National Survey for Wales, although this does not include a travel diary. The latest active travel release was for 2018-19 information and was published in November 2019:

<https://gov.wales/active-travel-walking-and-cycling-april-2018-march-2019>

- The Republic of Ireland Central Statistics Office collect detailed information on the domestic travel patterns of Irish residents in their national household survey. The latest release was for 2016 information and was published in March 2017:

<https://www.cso.ie/en/methods/transport/nationaltravelsurvey/>