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Northern Ireland
Statistics and Research Agency

Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde





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About this publication

TSNI Headline Report 2014-2016

This is the first release of 2014-2016 Travel Survey for Northern Ireland (TSNI) results. It contains key information on journeys taken by Northern Ireland residents by mode of travel and purpose of journey. For more detailed information about the TSNI, including details about the publication of future 2014-2016 reports, please see the User Information section on page 12.

Changes from previous Headline reports

Walking journeys section removed

A section on walking journeys including comparisons of Belfast Metropolitan Area (BMA) and non-BMA data has been removed. The BMA classification was based on the old 26 Local Government Districts which were superseded by the new 11 LGDs in April 2015. There is no equivalent of the old BMA based on the new LGDs. If you require walking journeys data based on the old BMA, which were published in previous TSNI Headline reports, please contact us (contact details are on the front cover of the report).

Journeys made by walking, cycling or public transport section added

A section has been added on TSNI data used for monitoring Indicator 25 of the draft Programme for Government (PfG) framework: the proportion of all journeys which are made by walking, cycling or public transport.

Accessibility

If this document is not in a format that meets your needs, please contact us to discuss your requirements (contact details are on the front cover of the report).

Acknowledgements

The Survey was carried out on behalf of the Department for Infrastructure by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Thanks are due to the Unit whose hard work has produced the Survey.

Thanks are also due to the interviewers for conducting the fieldwork.

Finally, the help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

Key Points

Overall

- Over the time period 2014-2016, each person in Northern Ireland travelled on average 5,704 miles per year (approximately 16 miles travelled per person per day), similar to 2013-2015 (5,827 miles).
- On average, there were 897 journeys made per person per year over the period 2014-2016 (more than 2 journeys per person per day). There was no real difference when compared to 2013-2015 (901 journeys per person per year).
- The average journey length for the period 2014-2016 was 6.4 miles, around the same as 2013-2015 (6.5 miles).

Mode of travel used for journeys

- On average, 637 car journeys were taken per person per year in 2014-2016. This equates to 71% of all journeys made, around the same as previous years (back to 2011-2013).
- There were 163 walking journeys per person per year in 2014-2016. This represents 18% of all journeys made, similar to previous years (back to 2011-2013).
- In 2014-2016, 43 public transport journeys were made per person per year. This equates to 5% of all journeys made, around the same as recent years (back to 2011-2013).
- During 2014-2016, the longest journey length was for train journeys, averaging 20.2 miles. In contrast, the shortest journeys were walks which were 1.0 mile on average.

Purpose of journeys

- In 2014-2016, 24% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 15% for commuting and 12% for personal business (for services such as bank, doctor or library). The proportion of shopping journeys has decreased from 19% in 2011-2013 to 17% in 2014-2016. All other results are in line with those of recent years (back to 2011-2013).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes (see definition above), 21% for commuting, 12% for shopping and 11% for personal business. These results are similar to recent years (back to 2011-2013).

Journeys to and from school

- In 2014-2016, the most commonly used main method of travel to or from school for the 4-11 age group was car, van or taxi (55%), followed by walking or cycling (34%) and then bus (11%).
- In 2014-2016, the most commonly used main methods of travel to or from school for the 12-18 age group were bus (43%) and car, van or taxi (39%), followed by walking or cycling (16%).

Journeys made by walking, cycling or public transport

- Indicator 25 of the draft Programme for Government (PfG) framework is the proportion of all journeys which are made by walking, cycling or public transport. This is monitored using Travel Survey for Northern Ireland data for single years. In 2016, nearly one quarter (24%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2016 to the baseline year (25% in 2015).

Symbols and Conventions

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

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

Symbols

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

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

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

Conversion factors for miles and kilometres

The following conversion factors may be of use:

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

Statistical significance

Only differences which are statistically significant ($p < 0.05$) are included in this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

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. 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.

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

For further information, there is a User Information section on page 12 and a Definitions section on page 16.

Overall results for 2014-2016

- Over the time period 2014-2016, each person in Northern Ireland travelled on average 5,704 miles per year (approximately 16 miles travelled per person per day), similar to 2013-2015 (5,827 miles).
- On average, there were 897 journeys made per person per year over the period 2014-2016 (more than 2 journeys per person per day). There was no real difference when compared to 2013-2015 (901 journeys per person per year).
- The average journey length for the period 2014-2016 was 6.4 miles, around the same as 2013-2015 (6.5 miles).

Mode of Travel used for Journeys (Tables 1 and 2)

Distance travelled by Mode (Table 1)

- During 2014-2016, 4,653 miles per person per year were travelled by car (as a driver or passenger), 82% of the total distance travelled. The average distance travelled by car per person per year in 2014-2016 is around the same as 2011-2013 (4,828 miles).
- 8% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). An average of 430 miles per person per year was travelled on public transport in 2014-2016, similar to 2011-2013 (437 miles).
- Walking accounted for 3% of the total distance travelled. On average, 167 miles were walked per person per year in 2014-2016, no real difference from 2011-2013 (157 miles).

**Table 1: Average distance travelled per person per year by travel mode*:
2011-2013 to 2014-2016**

Miles

Travel mode *	Miles per person per year				
	2011-2013	2012-2014	2013-2015	2014-2016	
				Average distance	%
Walk	157	164	162	167	3%
Bicycle	26	28	27	33	1%
Car Driver	3,349	3,393	3,282	3,227	57%
Car Passenger	1,478	1,460	1,463	1,425	25%
Car Undefined	..	..	..	..	..
Motorcycle	6	11	14	14	0%
Other private**	426	399	380	353	6%
Metro and Ulsterbus***	280	274	251	237	4%
Other bus	54	64	67	64	1%
NI Railways	100	111	128	127	2%
Black taxi	..	..	..	..	..
Taxi	51	50	50	53	1%
Other public	..	..	..	..	..
Undefined mode	..	..	..	..	..
All modes	5,932	5,958	5,827	5,704	100%

* See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2013-2015)

*** See User Information section (page 14), for details about the combined Metro and Ulsterbus figure.

Number and Length of Journeys by Main Mode (Table 2)

- Over the 2014-2016 period, each person took, on average, 897 journeys each year. This result is consistent with recent years included in the table.
- On average, 637 car journeys were taken per person per year in 2014-2016. This equates to 71% of all journeys made, around the same as previous years (back to 2011-2013).
- There were 163 walking journeys per person per year in 2014-2016. This represents 18% of all journeys made, similar to previous years (back to 2011-2013).
- In 2014-2016, 43 public transport journeys were made per person per year. This equates to 5% of all journeys made, around the same as recent years (back to 2011-2013).
- During 2014-2016, the longest journey length was for train journeys, averaging 20.2 miles. In contrast, the shortest journeys were walks which were 1.0 mile on average.

Table 2: Average number of journeys per person per year and average journey length by main mode*: 2011-2013 to 2014-2016

Journeys / Miles

Travel mode*	Journeys per person per year					Average journey length			
	2011-2013	2012-2014	2013-2015	2014-2016		2011-2013	2012-2014	2013-2015	2014-2016
				Average Number	%				
Walk	152	156	160	163	18%	1.0	1.0	0.9	1.0
Bicycle	6	6	5	6	1%	4.8	5.0	5.1	5.2
Car Driver	450	453	445	437	49%	7.4	7.5	7.4	7.4
Car Passenger	198	200	200	200	22%	7.4	7.3	7.3	7.1
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	-	1	1	1	0%	..	13.1	15.4	16.6
Other private**	36	35	32	33	4%	11.9	11.4	11.9	10.6
Metro and Ulsterbus***	35	33	31	29	3%	8.2	8.5	8.3	8.3
Other bus	6	6	7	6	1%	9.7	11.3	9.9	11.3
NI Railways	5	6	7	7	1%	20.6	21.5	21.5	20.2
Black taxi	-	-	-	-	-	..	..	..	..
Taxi	12	13	13	14	2%	4.0	3.9	3.7	3.8
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	901	908	901	897	100%	6.6	6.6	6.5	6.4

* See Travel Survey for Northern Ireland In-depth Report 2013-2015 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2013-2015)

*** See User Information section (page 14), for details about the combined Metro and Ulsterbus figure.

Purpose of Journeys (Table 3)

- In 2014-2016, 24% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 15% for commuting and 12% for personal business (for services such as bank, doctor or library). The proportion of shopping journeys has decreased from 19% in 2011-2013 to 17% in 2014-2016. All other results are in line with those of recent years (back to 2011-2013).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes (see definition above), 21% for commuting, 12% for shopping and 11% for personal business. These results are similar to recent years (back to 2011-2013).
- 6% of all journeys taken were by school children/students going to or from school/college. A further 7% of all journeys were 'escort education' journeys. These are journeys made to accompany a school child/student to their school/college.
- The shortest journeys, which were 1.3 miles on average, were "other" types of journey including walking for pleasure. The longest journeys were those made to go on holiday (within Northern Ireland), averaging out at 36.0 miles.

Table 3: Travel per person per year by journey purpose*: 2011-2013 to 2014-2016

Number of Journeys/Miles

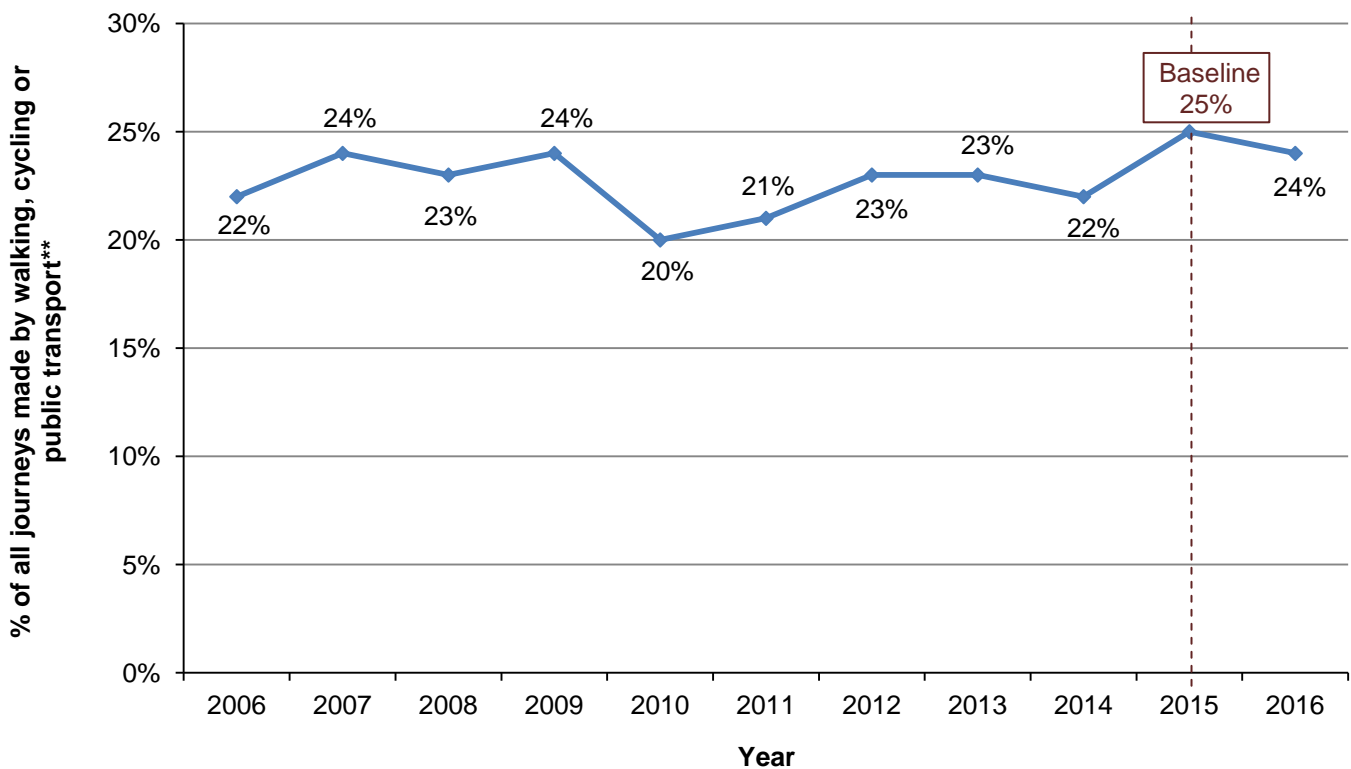
Journey Purpose*	Journeys per person per year					Miles per person per year					Average journey length			
	2011-2013	2012-2014	2013-2015	2014-2016		2011-2013	2012-2014	2013-2015	2014-2016		2011-2013	2012-2014	2013-2015	2014-2016
				Average number	%				Average distance	%				
Commuting	138	140	137	138	15%	1,260	1,291	1,215	1,198	21%	9.1	9.2	8.9	8.7
Business	31	34	34	34	4%	465	493	488	504	9%	14.9	14.6	14.5	15.0
Education	59	57	57	54	6%	273	263	256	230	4%	4.6	4.6	4.5	4.2
Escort Education	66	66	69	65	7%	162	156	165	149	3%	2.5	2.3	2.4	2.3
Shopping	167	163	160	154	17%	779	772	755	711	12%	4.7	4.7	4.7	4.6
Other escort	75	77	78	76	8%	423	434	446	431	8%	5.7	5.6	5.7	5.7
Personal business	117	117	111	108	12%	641	658	625	615	11%	5.5	5.6	5.6	5.7
Visit friends at private home	90	92	95	95	11%	703	701	710	690	12%	7.8	7.6	7.5	7.2
Visit friends elsewhere	38	37	36	39	4%	317	308	283	293	5%	8.4	8.2	7.7	7.5
Entertainment/ public social activities	27	25	24	25	3%	215	187	171	183	3%	8.0	7.5	7.0	7.4
Sport participate	28	28	29	31	3%	153	149	140	158	3%	5.5	5.3	4.9	5.1
Holiday base	7	6	6	5	1%	214	211	224	194	3%	30.8	33.7	38.0	36.0
Day trip	20	19	21	22	2%	264	262	283	268	5%	13.3	13.7	13.5	12.3
Other including just walk	38	45	45	48	5%	61	69	62	63	1%	1.6	1.5	1.4	1.3
Undefined purpose	-	-	-	2	0%	..	..	..	17	0%	..	..	..	9.1
All purposes	901	908	901	897	100%	5,932	5,958	5,827	5,704	100%	6.6	6.6	6.5	6.4
Journeys per worker per year:														
Commuting	313	308	300	298		2,874	2,875	2,702	2,600		9.2	9.3	9.0	8.7
Business	74	78	77	75		1,105	1,133	1,125	1,134		14.9	14.6	14.6	15.0

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

Journeys made by walking, cycling or public transport (Figure 1, Table 4)

- Indicator 25 of the draft Programme for Government (PfG) framework is the proportion of all journeys which are made by walking, cycling or public transport. This is monitored using Travel Survey for Northern Ireland data for single years. The baseline year is 2015. For comparison purposes, data have been included for the last 10 years in Figure 1 and Table 4.
- In 2016, nearly one quarter (24%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2016 to the baseline year (25% in 2015).
- Compared to 5 years ago, there has been an increase in the proportion of journeys taken by walking, cycling or public transport from 21% in 2011 to 24% in 2016.
- The proportion of journeys taken by walking, cycling or public transport in 2016 (24%) is similar to 10 years ago (22% in 2006)
- Looking at the individual travel modes separately, in 2016 the proportion of all journeys made by walking was 19%, by cycling 1% and by public transport 5%. These proportions are the same as 2015, the baseline year.
- Compared to 5 years ago, there has been an increase in the proportion of journeys taken by walking from 16% in 2011 to 19% in 2016. However, there has been no change in the proportion of journeys taken by cycling (1% in both 2011 and 2016) or by public transport (5% in both 2011 and 2016).

Figure 1: Proportion of all journeys where the main mode of travel* is walking, cycling or public transport: 2006 to 2016**



* Main mode is the form of transport used for the greatest length of the journey. For example, if the journey had 2 stages, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode and therefore the journey is assigned to the "public transport" category.

** Public Transport includes Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Table 4: Proportion of all journeys where the main mode of travel* is walking, cycling or public transport: 2006 to 2016**

Percent of all journeys

	Walking	Cycling	Public Transport**	Walking, Cycling or Public Transport**
2006	17%	0%	5%	22%
2007	18%	1%	6%	24%
2008	17%	1%	5%	23%
2009	17%	1%	6%	24%
2010	15%	1%	5%	20%
2011	16%	1%	5%	21%
2012	17%	1%	5%	23%
2013	17%	0%	5%	23%
2014	17%	1%	5%	22%
2015	19%	1%	5%	25%
2016	19%	1%	5%	24%

* Main mode is the form of transport used for the greatest length of the journey. For example, if the journey had 2 stages, walking 1 mile to the train station and then taking a 10 mile train journey, the train would be the main mode and therefore the journey is assigned to the "public transport" category.

** Public Transport includes Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Journeys to and from school (Table 5 to Table 8)

- In 2014-2016, the most commonly used main method of travel to or from school for the 4-11 age group was car, van or taxi (55%), followed by walking or cycling (34%) and then bus (11%).
- In 2014-2016, the most commonly used main methods of travel to or from school for the 12-18 age group were bus (43%) and car, van or taxi (39%), followed by walking or cycling (16%).
- Looking at the proportion of school journeys which were walked, this was higher in the 4-11 age group (34%) than in the 12-18 age group (16%).
- Comparing 2011-2013 to 2014-2016 for the 4-11 age group, there has been an increase in the proportion of school journeys taken by walking or cycling from 27% to 34%. There are no real differences in the other results for this age group over the same time period.
- Comparing 2011-2013 to 2014-2016 for the 12-18 age group, there has been an increase in the proportion of education journeys taken by car, van or taxi from 32% to 39%. In contrast, there has been a decrease in the proportion of education journeys taken by bus from 52% to 43%. Over the same time period, there has been no real change in the proportion of education journeys taken by walking or cycling by this age group (15% in 2011-2013, 16% in 2014-2016).

Table 5: Main mode of travel¹ to or from school² for 4-11 year olds: 2011-2013 to 2014-2016

Percent of school journeys²

Age group	Travel mode	2011-2013	2012-2014	2013-2015	2014-2016
4-11	Walk or Bicycle	27%	27%	31%	34%
	Bus	13%	13%	14%	11%
	Car, Van or Taxi ³	60%	60%	55%	55%
	Other ⁴	0%	0%	0%	0%
	All modes	100%	100%	100%	100%
Number of persons in sample aged 4-11		511	464	468	459

- 1 Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.
- 2 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 3 'Car, Van or Taxi' includes car passenger, van or lorry, black taxi and taxi minicab.
- 4 'Other' includes motorcycle, NIR train, other private, other public and undefined modes of travel.

Table 6: Percentage of journeys to or from school¹ by walking/cycling² for 4-11 year olds: 2011-2013 to 2014-2016

Percent of school journeys¹

Age group	Travel mode	2011-2013	2012-2014	2013-2015	2014-2016
4-11	Walk	26%	27%	30%	34%
	Bicycle	0%	0%	0%	1%
	All modes	100%	100%	100%	100%

- 1 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 2 Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

Table 7: Main mode of travel¹ to or from school² for 12-18 year olds: 2011-2013 to 2014-2016

Percent of school journeys²

Age group	Travel mode	2011-2013	2012-2014	2013-2015	2014-2016
12-18	Walk or Bicycle	15%	17%	18%	16%
	Bus	52%	48%	48%	43%
	Car, Van or Taxi ³	32%	34%	33%	39%
	Other ⁴	0%	0%	1%	2%
	All modes	100%	100%	100%	100%
Number of persons in sample aged 12-18		419	414	379	375

- 1 Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.
- 2 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 3 'Car, Van or Taxi' includes car driver, car passenger, van or lorry, black taxi and taxi minicab.
- 4 'Other' includes motorcycle, NIR train, other private, other public and undefined modes of travel.

Table 8: Percentage of journeys to or from school¹ by walking/cycling² for 12-18 year olds: 2011-2013 to 2014-2016

Percent of school journeys¹

Age group	Travel mode	2011-2013	2012-2014	2013-2015	2014-2016
12-18	Walk	15%	17%	18%	16%
	Bicycle	0%	0%	0%	0%
	All modes	100%	100%	100%	100%

- 1 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 2 Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

User information

Background to the Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2014-2016 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.

National Statistics

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is a producer's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

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

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

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

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

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

Current developments

The TSNI Headline Report 2014-2016 is the first publication based on the 2014-2016 TSNI data. The headline report contains key results for 2014-2016 and is produced and published

as soon as the data have been processed and quality assured. A technical report, supplementary to this report, will be published in September 2017. This will contain information on 2014-2016 survey response rates and confidence ranges. A further report, the TSNi In-depth Report 2014-2016, will be published in November 2017. This will contain more detailed results including longer term trends, cross-tabulations by variables such as area, age and gender and results from other questions asked in the survey. It is intended that the urban-rural tables and the additional tables that have previously been published in separate reports will be published within the main TSNi In-depth Report for 2014-2016.

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 these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for early 2018). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

Information for the survey is collected using two methods. Individuals complete a seven day travel diary, which collects information on all journeys 50 metres or more. Details collected for each journey include the purpose of the journey, the length of the journey and the method of travel. Personal information is also collected in a computer interview. This allows details such as age, sex, working status, etc. to be linked to the journey data.

In order to minimise the burden of completing the travel diary, information on short walks (i.e. under one mile in length) are only collected on day one. The data on short walks are then grossed for the full travel week so that results in this report include short walks for the full seven day period.

Sample design

A sample of 1,740 addresses per year is drawn from the Land & Property Services (LPS) list of private addresses using a methodology 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.

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

2,982 households and 5,599 persons were interviewed for the TSNi over the time period 1 January 2014 to 31 December 2016.

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 New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy 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) and the annual NI Environmental Statistics report.

Data quality assessment

Very good – data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Code of Practice for Official Statistics (<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>).

Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results. This error will be reasonably small for the majority of Northern Ireland level results using three years combined data 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. For similar reasons, data analysis for single years 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?

- 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.
- These will be available in the technical report published in September: <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

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 2015/16 there were 26.4 million passenger journeys on Metro and 38.8 million passenger journeys on Ulsterbus. This gives a total of 65.2 million Metro and Ulsterbus passenger journeys.
- Using the 2015 mid-year population estimate (1,851,621), this equates to approximately 14 Metro journeys per person per year and 21 Ulsterbus journeys per person per year.
- Using the total figure of 65.2 million passenger journeys and the 2015 mid year population estimate gives a total of around 35 Metro and Ulsterbus journeys per person per year.

From the TSNi 2014-2016:

- There were, on average, 15 Metro journeys per person per year and 15 Ulsterbus journeys per person per year.
- Looking at Metro and Ulsterbus journeys combined, there were an average of 29 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 2014-2016 TSNi Metro journey figures and Ulsterbus journey figures separately, although the Metro figure is similar, the Ulsterbus figure is 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 50% Metro and 50% Ulsterbus from TSNi 2014-2016 data. Translink administrative figures indicate the split to be 40% Metro and 60% 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 will discuss possible ways of addressing the issue of respondent misclassification of bus types with Central Survey Unit to improve future TSNi estimates. We will only publish a breakdown of TSNi Metro and Ulsterbus figures once the data more closely mirror Translink's.

In the meantime, users who wish to approximate the number of Ulsterbus journeys per person per year and number of Metro journeys per person per year for 2014-2016 should note that around 60% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNi 2014-2016 combined Metro and Ulsterbus figure of 29 journeys per person per year, gives an estimate of 17 Ulsterbus journeys per person per year and 12 Metro journeys per person per year in 2014-2016.

Definitions

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

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

Geographical coverage

Only travel within Northern Ireland (and inshore islands) is included. This means for a journey to Dublin for example, only the portion of the journey to the border is included.

Journeys

A journey is defined as a one-way course of travel having a single main purpose. Outward and return portions of a journey are treated as two separate journeys. A journey cannot have two separate purposes. A brief call is a relatively incidental stop for a subsidiary purpose e.g. stopping for petrol. If only a brief call is made the journey is not broken up into smaller journeys.

Stages

A journey consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Distance travelled

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

Mode of travel/Main mode of travel

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

Example of mode of travel

If a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to the "walk" mode of travel and 10 miles to the "NI Railways" mode of travel.

Example of main mode of travel

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

Journey purpose

The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means for example the purpose of a journey from the shops to home is 'shopping'.

Journeys excluded

The survey is only concerned with travel involving a person moving from one place to another in order to reach that destination. Travel involving the movement of freight and for people paid to walk (e.g. policemen, postmen, etc.) is excluded.

Travel in the course of work for certain occupational groups is therefore excluded (e.g. bus drivers, conductors, taxi drivers, crew of public transport vehicles, crew of public vehicles such as fire engines or ambulances); travel in industrial or agricultural equipment (cranes, bulldozers, tractors, etc.); travel in specially equipped vehicles used in the course of a person's work (police patrol cars, AA/RAC repair vehicles, Post Office vans, etc.).

Leisure travel which is not competitive to public transport is also excluded (e.g. a boat trip for pleasure). Children's play is excluded.

Generally travel off the public highway (i.e. on private land) is excluded. An exception to this is cross-country walking, running, hiking or mountain climbing which is included even if on private land. Travel in public parks and on greenways is included.