



Travel Survey for Northern Ireland Headline Report 2016-2018



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About this publication

TSNI Headline Report 2016-2018

This is the first release of 2016-2018 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 2016-2018 reports, please see the [User Information](#) section on page 11 and the [Definitions](#) section on page 15.

Changes from previous Headline reports

Journeys to and from school tables

The tables for journeys to and from school (Table 5 to Table 8 in previous Headline reports) have been combined into one table for this edition of the Headline report (Table 5). The mode of travel categories have also been amended to bring them into line with similar tables in TSNI publications, e.g. there is now a Public Transport category which contains bus, train and black taxi modes of travel. If you require journeys to and from school based on the mode of travel categories used in previous reports, please contact us (contact details are on the front cover of the report).

Accessibility

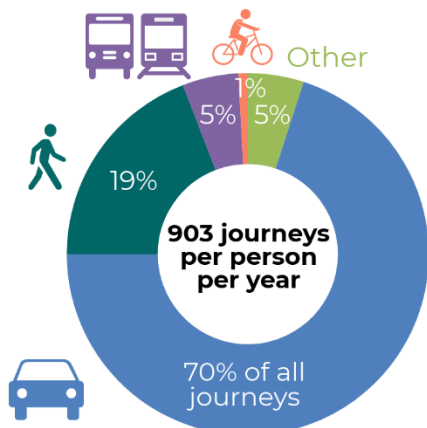
If this document is not in a format that meets your needs, please contact us to discuss your requirements (contact details are on the front cover of the report).

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.

TSNI Key facts 2016-2018

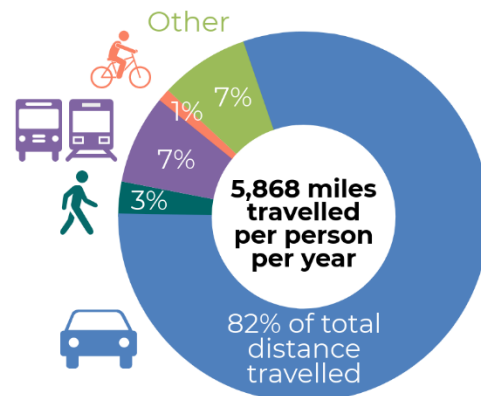
Average journeys by main mode



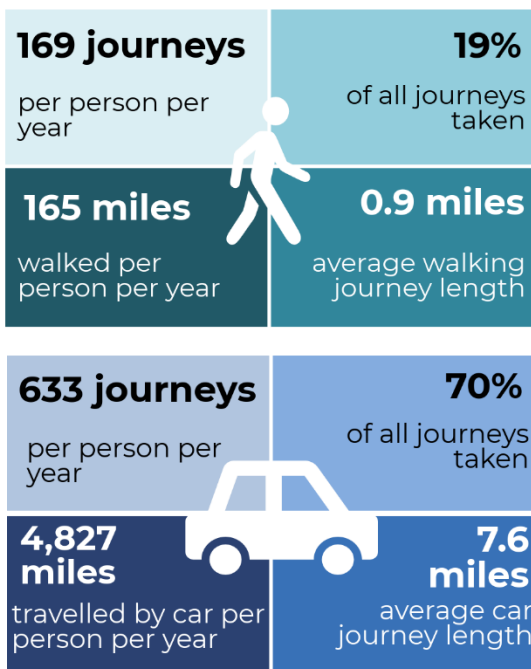
Why people travel



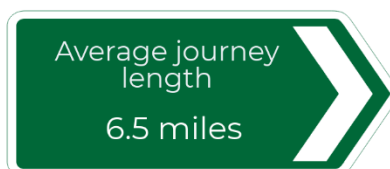
Average distance travelled by mode



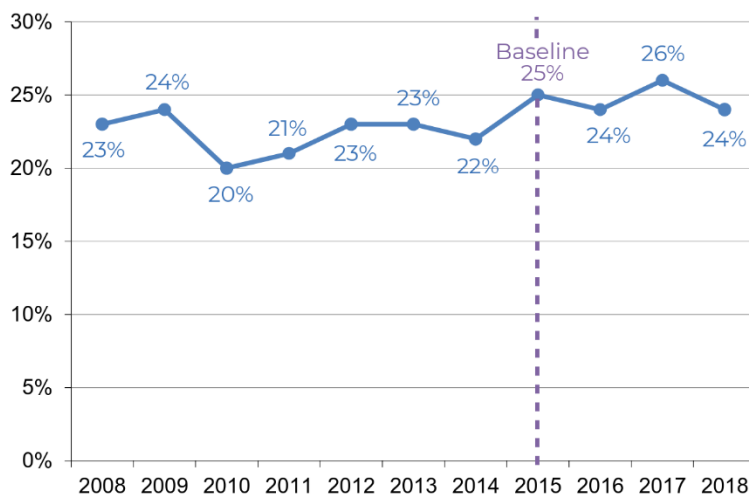
Key facts: walking and car journeys



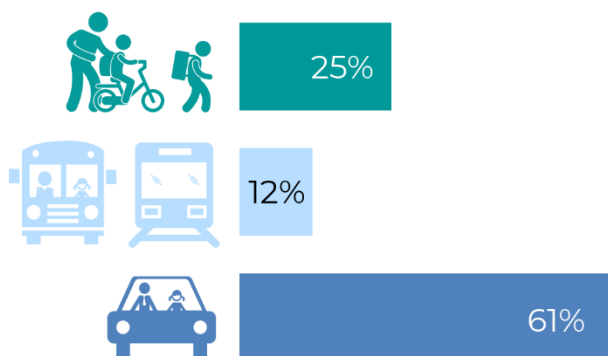
How far people travel



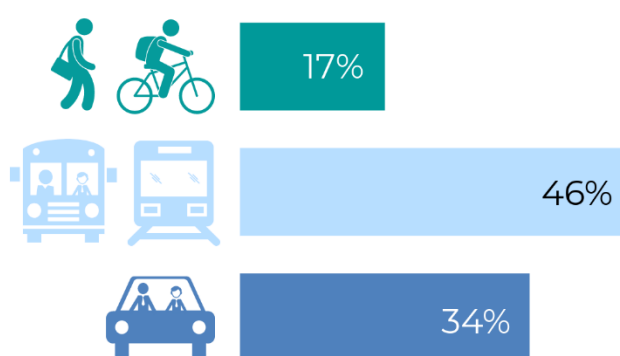
Proportion of journeys where main mode is walking, cycling or public transport



School travel: 4-11 year olds



School travel: 12-18 year olds



For further information:



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Key Points

Overall

- Over the time period 2016-2018, each person in Northern Ireland travelled on average 5,868 miles per year (approximately 16 miles travelled per person per day), similar to 2015-2017 (5,653 miles) and to 2013-2015 (5,827 miles).
- On average, there were 903 journeys made per person per year over the period 2016-2018 (just over 2 journeys per person per day), similar to 2015-2017 (897 journeys per person per year) and to 2013-2015 (901 journeys per person per year).
- The average journey length for the period 2016-2018 was 6.5 miles, an increase from 2015-2017 (6.3 miles), but the same as 2013-2015.

Mode of travel used for journeys

- On average, 633 car journeys were taken per person per year in 2016-2018. This equates to 70% of all journeys made, a decrease from 72% in 2013-2015.
- There were 169 walking journeys per person per year in 2016-2018. This represents 19% of all journeys made, similar to previous years (back to 2013-2015).
- In 2016-2018, 47 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 2013-2015).
- During 2016-2018, the longest journey length was for train journeys, averaging 19.4 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.

Purpose of journeys

- In 2016-2018, 23% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with recent results (back to 2013-2015).
- In terms of miles travelled, 29% of the total distance travelled was for leisure purposes (see definition above), 23% for commuting, 12% for shopping and 12% for personal business. Over the time period 2013-2015 to 2016-2018, the proportion of distance travelled for leisure purposes has decreased from 31% to 29% and the proportion of distance travelled for commuting has increased from 21% to 23%.

Journeys to and from school

- In 2016-2018, the most commonly used main method of travel to or from school for the 4-11 age group was car or van (61%), followed by walking (23%) and then public transport (12%).
- In 2016-2018, the most commonly used main method of travel to or from school for the 12-18 age group was public transport (46%), followed by car or van (34%) and then walking (17%).

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 2018, just under one quarter (24%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2018 to the baseline year (25% in 2015).

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

Distance travelled by Mode (Table 1)

- During 2016-2018, 4,827 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 2016-2018 is around the same as 2013-2015 (4,747 miles).
- 7% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). An average of 438 miles per person per year was travelled on public transport in 2016-2018, similar to 2013-2015 (447 miles).
- Walking accounted for 3% of the total distance travelled. On average, 165 miles were walked per person per year in 2016-2018, no real difference from 2013-2015 (162 miles).

Table 1: Average distance travelled per person per year by travel mode*: 2013-2015 to 2016-2018

Miles

Travel mode *	Miles per person per year				
	2013-2015	2014-2016	2015-2017	2016-2018	
				Average distance	%
Walk	162	167	166	165	3%
Bicycle	27	33	34	32	1%
Car Driver	3,282	3,227	3,212	3,434	59%
Car Passenger	1,463	1,425	1,399	1,390	24%
Car Undefined	..	..	..	..	..
Motorcycle	14	14	14	11	0%
Other private**	380	353	342	342	6%
Metro and Ulsterbus***	251	237	248	262	4%
Other bus	67	64	61	63	1%
NI Railways	128	127	116	112	2%
Black taxi	..	..	1	..	..
Taxi	50	53	56	52	1%
Other public	..	..	..	..	..
Undefined mode	..	..	..	..	..
All modes	5,827	5,704	5,653	5,868	100%

* See Travel Survey for Northern Ireland In-depth Report 2015-2017 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 2015-2017)

*** See [User Information](#) section (page 13), for details about the combined Metro and Ulsterbus figure.

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

- Over the 2016-2018 period, each person took, on average, 903 journeys each year. This result is consistent with recent years included in the table.
- On average, 633 car journeys were taken per person per year in 2016-2018. This equates to 70% of all journeys made, a decrease from 72% in 2013-2015.
- There were 169 walking journeys per person per year in 2016-2018. This represents 19% of all journeys made, similar to previous years (back to 2013-2015).
- In 2016-2018, 47 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 2013-2015).
- During 2016-2018, the longest journey length was for train journeys, averaging 19.4 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.

Table 2: Average number of journeys per person per year and average journey length by main mode*: 2013-2015 to 2016-2018

Journeys / Miles

Travel mode*	Journeys per person per year					Average journey length			
	2013-2015	2014-2016	2015-2017	2016-2018		2013-2015	2014-2016	2015-2017	2016-2018
				Average Number	%				
Walk	160	163	171	169	19%	0.9	1.0	0.9	0.9
Bicycle	5	6	7	7	1%	5.1	5.2	4.8	4.7
Car Driver	445	437	429	439	49%	7.4	7.4	7.5	7.8
Car Passenger	200	200	195	194	21%	7.3	7.1	7.1	7.1
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	1	1	1	1	0%	15.4	16.6	12.8	10.3
Other private**	32	33	33	32	4%	11.9	10.6	10.3	10.7
Metro and Ulsterbus***	31	29	32	34	4%	8.3	8.3	7.9	7.9
Other bus	7	6	6	6	1%	9.9	11.3	11.0	11.0
NI Railways	7	7	7	7	1%	21.5	20.2	19.0	19.4
Black taxi	-	-	-	-	-	..	..	..	..
Taxi	13	14	14	13	1%	3.7	3.8	3.8	3.9
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	901	897	897	903	100%	6.5	6.4	6.3	6.5

* See Travel Survey for Northern Ireland In-depth Report 2015-2017 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 2015-2017)

*** See [User Information](#) section (page 13), for details about the combined Metro and Ulsterbus figure.

Purpose of Journeys (Table 3)

- In 2016-2018, 23% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with results from recent years (back to 2013-2015).
- In terms of miles travelled, 29% of the total distance travelled was for leisure purposes (see definition above), 23% for commuting, 12% for shopping and 12% for personal business. Over the time period 2013-2015 to 2016-2018, the proportion of distance travelled for leisure purposes has decreased from 31% to 29% and the proportion of distance travelled for commuting has increased from 21% to 23%.
- 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 1.4 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 35.6 miles.

Table 3: Travel per person per year by journey purpose*: 2013-2015 to 2016-2018

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year					Miles per person per year					Average journey length			
	2013-2015	2014-2016	2015-2017	2016-2018		2013-2015	2014-2016	2015-2017	2016-2018		2013-2015	2014-2016	2015-2017	2016-2018
				Average number	%				Average distance	%				
Commuting	137	138	143	148	16%	1,215	1,198	1,230	1,369	23%	8.9	8.7	8.6	9.2
Business	34	34	31	33	4%	488	504	461	493	8%	14.5	15.0	14.7	15.0
Education	57	54	55	57	6%	256	230	228	243	4%	4.5	4.2	4.2	4.3
Escort Education	69	65	65	61	7%	165	149	150	143	2%	2.4	2.3	2.3	2.3
Shopping	160	154	153	151	17%	755	711	695	685	12%	4.7	4.6	4.5	4.5
Other escort	78	76	72	73	8%	446	431	410	425	7%	5.7	5.7	5.7	5.8
Personal business	111	108	114	121	13%	625	615	641	722	12%	5.6	5.7	5.6	6.0
Visit friends at private home	95	95	91	88	10%	710	690	650	633	11%	7.5	7.2	7.1	7.2
Visit friends elsewhere	36	39	41	38	4%	283	293	298	298	5%	7.7	7.5	7.4	7.8
Entertainment/ public social activities	24	25	24	22	2%	171	183	189	189	3%	7.0	7.4	7.8	8.5
Sport participate	29	31	33	34	4%	140	158	183	218	4%	4.9	5.1	5.6	6.4
Holiday base	6	5	5	4	0%	224	194	189	157	3%	38.0	36.0	35.7	35.6
Day trip	21	22	21	19	2%	283	268	245	200	3%	13.5	12.3	11.9	10.8
Other including just walk	45	48	48	50	6%	62	63	61	70	1%	1.4	1.3	1.3	1.4
Undefined purpose	-	2	2	2	0%	..	17	20	22	0%	..	9.1	8.8	9.2
All purposes	901	897	897	903	100%	5,827	5,704	5,653	5,868	100%	6.5	6.4	6.3	6.5
Journeys per worker per year:														
Commuting	300	298	307	310		2,702	2,600	2,666	2,901		9.0	8.7	8.7	9.4
Business	77	75	70	71		1,125	1,134	1,036	1,071		14.6	15.0	14.8	15.0

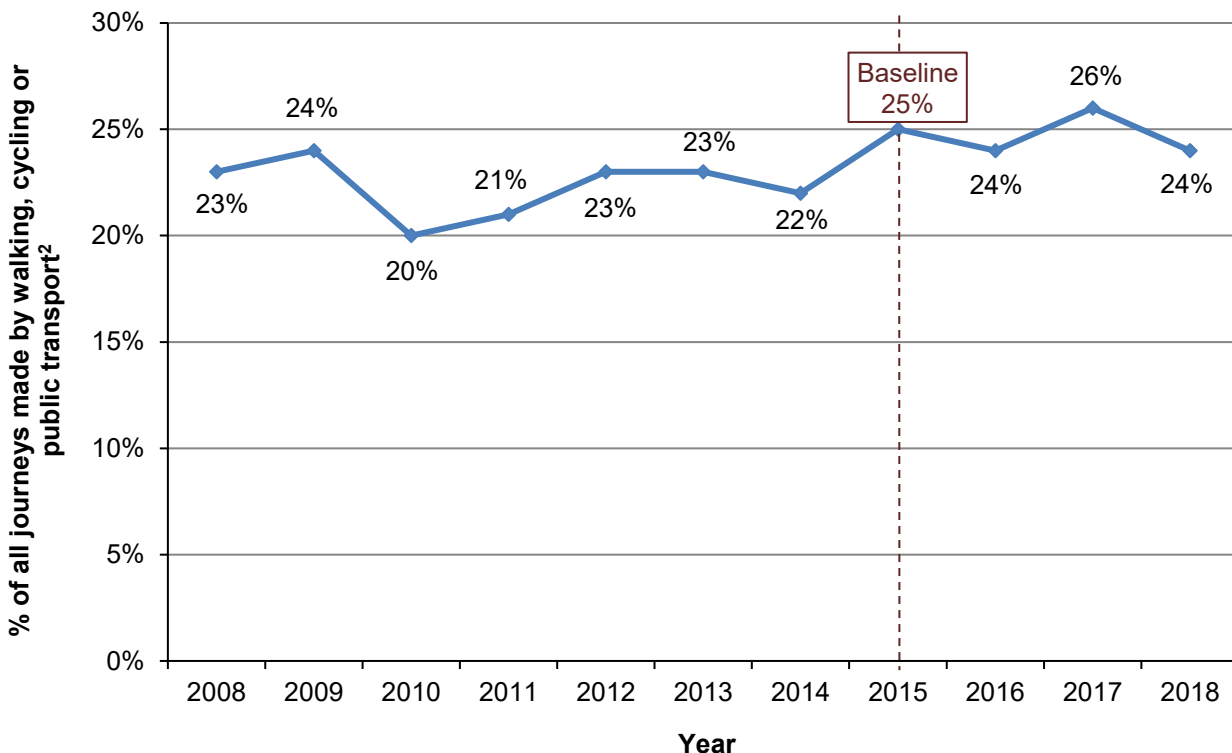
* See Travel Survey for Northern Ireland In-depth Report 2015-2017 for definitions of journey purpose

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 2018, just under one quarter (24%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2018 to the baseline year (25% in 2015) i.e. the difference is not statistically significant*.
- The proportion of journeys taken by walking, cycling or public transport in 2018 (24%) is similar to 5 years ago (23% in 2013) and 10 years ago (23% in 2008).
- Looking at the individual travel modes separately, in 2018 the proportion of all journeys made by walking was 18%, by cycling 1% and by public transport 5%. These proportions are similar to 2015, the baseline year (19%, 1% and 5% respectively).
- Similarly, considering the proportions of journeys taken by walking, by cycling and by public transport separately, there has been no real change compared to 5 years ago and also compared to 10 years ago.

* For an explanation of terms used when comparing the data, see the [Statistical significance](#) subsection (Page 10).

Figure 1: Proportion of all journeys where the main mode of travel¹ is walking, cycling or public transport²: 2008 to 2018



¹ 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.

² Public Transport includes Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Table 4: Proportion of all journeys where the main mode of travel¹ is walking, cycling or public transport²: 2008 to 2018

Percent of all journeys

	Walking	Cycling	Public Transport²	Walking, Cycling or Public Transport²
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 (Baseline)	19%	1%	5%	25%
2016	19%	1%	5%	24%
2017	20%	1%	6%	26%
2018	18%	1%	5%	24%

¹ 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.

² Public Transport includes Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi.

Journeys to and from school (Table 5)

- In 2016-2018, the most commonly used main method of travel to or from school for the 4-11 age group was car or van (61%), followed by walking (23%) and then public transport (12%).
- In 2016-2018, the most commonly used main method of travel to or from school for the 12-18 age group was public transport (46%), followed by car or van (34%) and then walking (17%).
- Looking at the proportion of school journeys which were walked, this was higher in the 4-11 age group (23%) than in the 12-18 age group (17%). Conversely, the proportion of school journeys by public transport was lower in the 4-11 age group (12%) than in the 12-18 age group (46%).
- The proportion of school journeys by walking, cycling or public transport was higher in the 12-18 age group (63%) than in the 4-11 age group (38%).
- There has been a decrease in the proportion of school journeys taken by walking, cycling or public transport by 4-11 year olds from 45% in 2013-2015 to 38% in 2016-2018. However, there has been no real change in this proportion for 12-18 year olds over same time period (67% in 2013-2015, 63% in 2016-2018).
- For the 4-11 age group, the proportion of school journeys taken by walking has decreased from 30% in 2013-2015 to 23% in 2016-2018. In contrast, over the same time period, the proportion of school journeys taken by bicycle for this age group has increased from 0% to 2%.
- For the 12-18 age group, the 2016-2018 figures are around the same as results from recent years (back to 2013-2015).

Table 5: Main mode of travel¹ to or from school² for 4-11 and 12-18 year olds: 2013-2015 to 2016-2018

Percent of school journeys²

Age group	Travel mode	2013-2015	2014-2016	2015-2017	2016-2018
4 - 11	Walk	30%	34%	30%	23%
	Bicycle	0%	1%	1%	2%
	Public Transport ³	14%	11%	12%	12%
	Car/Van ⁴	55%	54%	55%	61%
	Taxi/minicab	1%	0%	1%	1%
	Other ⁵	0%	0%	0%	0%
	All modes	100%	100%	100%	100%
12 - 18	Walk	18%	16%	17%	17%
	Bicycle	0%	0%	0%	0%
	Public Transport ³	49%	45%	44%	46%
	Car/Van ⁴	32%	38%	37%	34%
	Taxi/minicab	2%	2%	2%	2%
	Other ⁵	0%	0%	0%	1%
	All modes	100%	100%	100%	100%

Number of persons in sample aged 4-11	468	459	470	470
Number of persons in sample aged 12-18	379	375	362	368

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

⁴ 'Car/Van' includes car driver, car passenger, van or lorry.

⁵ 'Other' includes motorcycle, other private, other public and undefined modes of travel.

Please note: Main mode of travel to and from school table for 4-11 and 12-18 year olds has changed from previous Headline Reports. Table 5 above combines data from Table 5 to Table 8 in previous reports. The travel modes have been amended to bring them into line with similar tables in TSNi publications. See section on "[Changes from previous Headline Reports](#)" at the front of the report for details.

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 and are denoted in the text as increase/decrease, higher/lower etc. 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', 'in line with' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

Travel included in the survey

Only travel within Northern Ireland (and inshore islands) is included.

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 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.

National Statistics status

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:

- Added a section on journeys to and from school, from the 2010-2012 edition onwards, following a user request for these data to assist with performance monitoring. This section has been further revised for the 2016-2018 edition to enhance usability.
- Added a summary page of infographics to summarise the key points in the report in an easily accessible format from the 2012-2014 report onwards.
- Added a section on journeys made by walking, cycling or public transport, from the 2014-2016 edition onwards, to monitor Indicator 25 of the draft Programme for Government.
- 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

The TSNI Headline Report 2016-2018 is the first publication based on the 2016-2018 TSNI data. The headline report contains key results for 2016-2018 and is produced and published as soon as the data have been processed and some initial quality assurance carried out. A technical report, supplementary to this report, will be published in autumn 2019. This will contain information on 2016-2018 survey response rates and confidence ranges.

A review of the content and format of the Travel Survey for Northern Ireland publications is currently taking place. An eight week user consultation closed on 2 July 2019. We will use the responses collected by the online survey to determine how best to develop future TSNI reports to make them more accessible and relevant. The first report to be reviewed taking into account the findings from the consultation will be the TSNI In-depth Report 2016-2018 which will be published in January 2020. The current In-depth Report contains more detailed results than the Headline Report including longer term trends, urban-rural tables, cross-tabulations by variables such as area, age and gender and results from other questions asked in the survey.

One of the key projects to develop the TSNI is the review of the current database structure to enable the data to be made available for secondary analysis to researchers. 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.

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

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 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 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 the autumn: <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 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.

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 2015-2017:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2015-2017>

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' when analysing the data.

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.