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Travel Survey for Northern Ireland In-depth Report 2021



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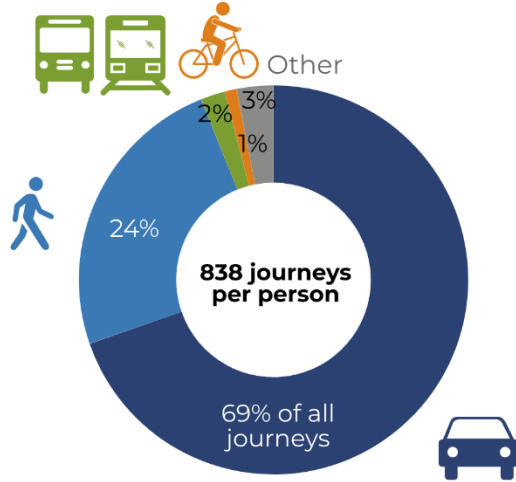
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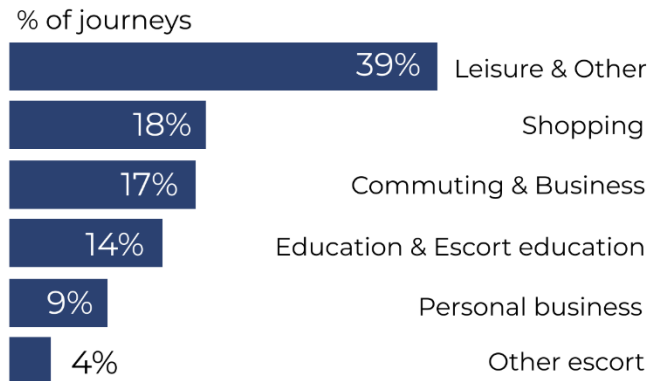
Key Points

- Each person travelled, on average, 4,940 miles in 2021 (approximately 13.5 miles per day), no real change from 2020 (4,550 miles per person).
- On average, 838 journeys were made per person in 2021 (just over two journeys per day), around the same as 2020 (826 journeys per person).
- In 2021, the average time each person spent travelling was 291 hours (approximately 48 minutes per day), similar to 2020 (279 hours per person).
- On average, in 2021, people living in urban areas made around the same number of journeys as people living in rural areas (urban: 840 journeys; rural: 836 journeys). However, rural residents travelled further (urban: 3,967 miles; rural: 6,292 miles) and spent more time travelling than urban residents (urban: 274 hours; rural: 314 hours).
- In 2021, 69% of all journeys were made by car, 24% by walking and 2% by public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways, Black Taxi), similar to 2020.
- More than one third (36%) of all journeys were less than two miles long in 2021. Half (50%) of these journeys were on foot and a similar proportion (47%) were by car. The car was the dominant mode of transport (82%) for journeys of two miles and over.
- In 2021, nearly two fifths (39%) of all journeys were made for leisure and other purposes (visiting friends, entertainment, social activities, sports activities, holiday, day trips, just walking, other), 18% for shopping and 17% for commuting and business, no real change from 2020.
- Just over three quarters (76%) of all respondents took a walk lasting at least 20 minutes once a week or more.
- In 2021, 15% of all respondents cycled once a week or more.
- Around five times as many respondents travelled on the bus once a week or more (11%) as travelled on the train once a week or more (2%).

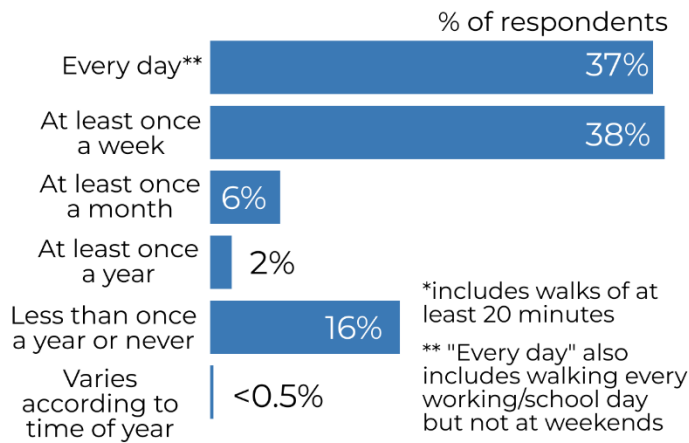
Average journeys by main mode



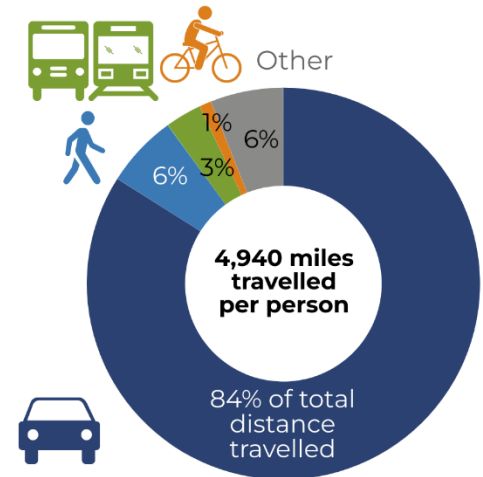
Why people travel



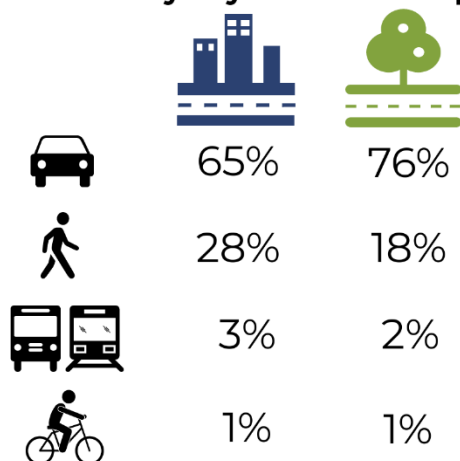
How often people walk*



Average distance travelled by mode

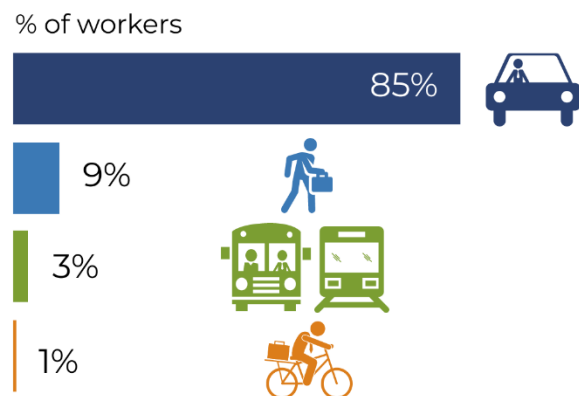


Journeys by urban-rural split*



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

Travelling to work



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About this publication

TSNI In-depth Report 2021

This is the second release of 2021 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on 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 in 2021 (including breakdowns by gender and by age). Further information about the survey is available in the [User Information](#) section on page 73. Due to changes to the survey methodology from 2020, there have been a number of changes to the report detailed in the next section.

How the COVID-19 pandemic has affected data collection and reporting from 2020

Data collection for the TSNI changed from April 2020 due to the COVID-19 pandemic. The key effects this has had on reporting the data are highlighted below along with what this means for the 2021 report.

Survey methodology changes mean 2020 & 2021 results are not directly comparable with previous years

There were a number of significant changes to the survey methodology from 2020 in response to the pandemic to ensure the data could continue to be collected safely. More details of the changes are given in [Changes to data collection methodology from 2020](#) (page 78) in User Information. Therefore, 2020 and 2021 results are not directly comparable to those of previous years and caution should be taken in reaching any conclusions if making these comparisons. More information about this is given in [Appendix D](#) (page 92).

What this means for the 2021 report:

The commentary contained in the report is focussed on 2021 data and comparisons are only made with 2020 data. Each chart highlights that the survey methodology changed in 2020.

2020 data weighted/ 2021 data unweighted

In 2020, the data was weighted by quarter to ensure an even spread over the whole year as the achieved sample in the first quarter of the year (pre-pandemic) was nearly the same as that for the second, third and fourth quarters combined (during the pandemic). Further details on the investigations into weighting the 2020 data are given in the 2020 Headline report. For 2021 data, although there were some variations, overall there was a more even distribution of the achieved sample over the quarters. Weighting options by gender, age and quarter were carefully considered and investigated, however it was found that these weights made no significant difference to the results. Therefore the 2021 data have been left unweighted. Further details on the investigations into weighting the data are available in the [TSNI Technical Report 2021](#).

What this means for the 2021 report:

2020 was the first time since the survey began that the data have been weighted. For 2021, data are unweighted, the same as data prior to 2020. Unweighted 2021 and weighted 2020 data can be compared.

Reporting 2020 and 2021 as a single year

It was decided that due to the methodology changes and because 2020 is an exceptional year, it would not be appropriate to combine 2020 data with previous years. For this report, it was decided to continue to report data after the methodology change as a single year and therefore 2021 is also being reported as a single year. This has limited the analysis that can be done as the sample size is reduced by reporting only one year instead of the usual three years combined.

What this means for the 2021 report:

Single year charts (e.g. 2011 to 2021) added in 2020 have been retained. Charts with three years combined data for previous years (e.g. 2009-2011 to 2021) have also been retained to match the reporting in previous publications. The usual three year charts have retained the same number with an "a" added. Equivalent single year charts have the same number with a "b" added.

Achieved sample

The achieved sample size in 2021 of 785 households and 1,520 individuals was nearly double that of 2020 (415 households, 771 individuals). It is, however, less than achieved samples prior to 2020. This, along with the change to reporting data as a single year rather than three years combined, will limit the analysis that can be carried out.

What this means for the 2021 report:

The achieved sample for 2021 is too small to produce robust analysis for certain breakdowns normally included in this report, for example, by Local Government District (LGD), some breakdowns by age and gender. If it is not possible to produce an age and gender breakdown, data has been reported by age group only and by gender only. New charts have been created for broader age bands than usual to enable reporting by age group. Details are included in the relevant sections of the report. A list of changes to tables/figures is detailed in the section [Changes to tables and figures from previous In-depth Reports](#) in User Information (page 80).

Reporting 95% confidence intervals

With the reduction in the achieved sample and reporting a single year of data, the precision of survey estimates is reduced.

What this means for the 2021 report:

To assist with gauging the level of uncertainty in the data, 95% confidence intervals have been added to the reported data in a selection of the charts.

What is a confidence interval?

The shaded areas in the summary line charts at the start of most of the sections in this report show 95% confidence intervals. A 95% confidence interval shows the range around a central estimate that we are 95% confident* contains the true value of the population.

For example, in 2021 each person travelled, on average, 4,940 miles with a 95% confidence interval of +/- 245 miles. This means we can be 95% certain* that the true figure for the Northern Ireland population (if we surveyed everyone and not just a sample) falls between 4,695 and 5,185 miles i.e. the values indicated by the shaded area around 2021 in Figure 1.1a and Figure 1.1b (page 4).

* If 100 samples were chosen from the population giving 100 confidence intervals, we would expect 95 of these confidence intervals would contain the true population value.

Technical Report

Full details of the changes to the survey methodology and data analysis and reporting in 2021 can be found in the [TSNI Technical Report 2021](#).

Tables accompanying the report

Further information and breakdowns of the 2021 data are available in the [spreadsheet](#) accompanying this report. This includes 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 (up to 2015-2017). Relevant tables in the spreadsheet are highlighted in 'Further reading' at the end of each section.

Accessibility

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Section 1: All travel modes

In 2021:



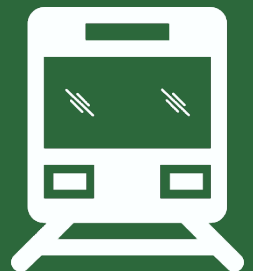
On average, Northern Ireland residents travelled 4,940 miles



The average number of journeys made per person was 838



The average time spent travelling was 291 hours per person



Distance, journeys and time spent travelling summary (all modes)

Northern Ireland residents travelled, on average, 4,940 miles per person in 2021 (approximately 13.5 miles per day), no real change from 2020 (4,550 miles per person).

On average, 838 journeys were made per person in 2021 (just over two journeys per day), around the same as 2020 (826 journeys per person).

The average journey length in 2021 was 5.9 miles.

The average time each person spent travelling in 2021 was 291 hours (approximately 48 minutes per day), similar to 2020 (279 hours per person). The average journey time in 2021 was 21 minutes.

Figure 1.1a: Distance 2009-2011 to 2021¹

Average miles travelled per person per year

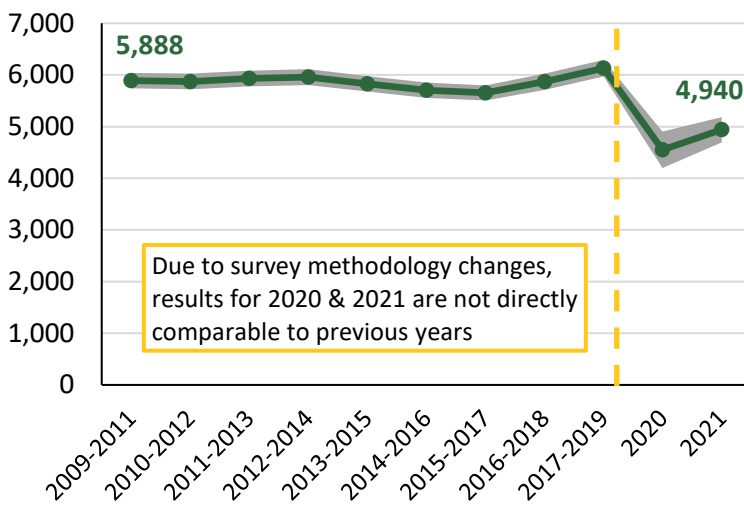


Figure 1.1b: Distance 2011 to 2021¹

Average miles travelled per person per year

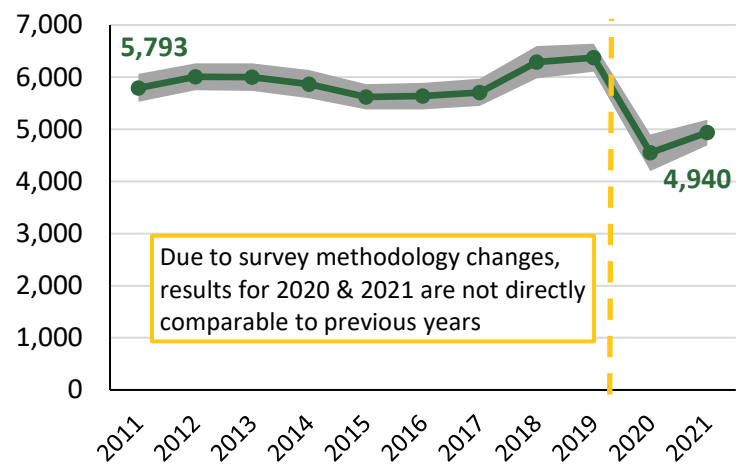


Figure 1.2a: Journeys 2009-2011 to 2021¹

Average journeys per person per year

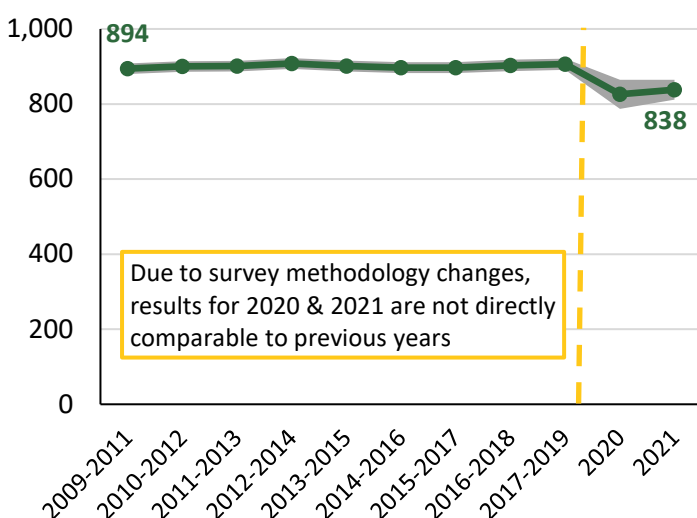
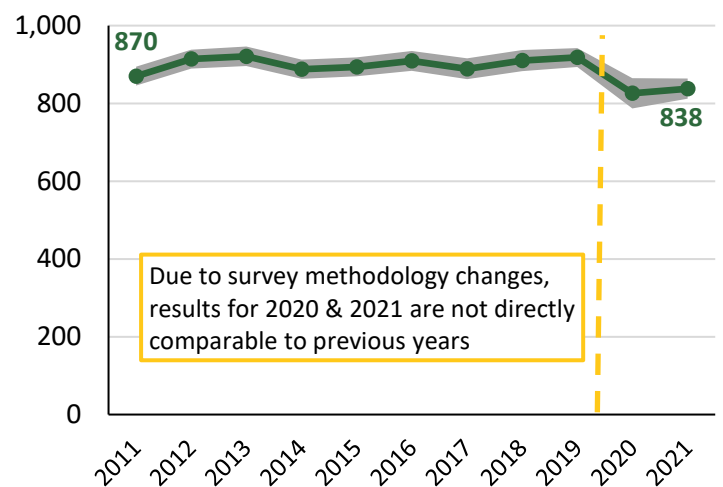


Figure 1.2b: Journeys 2011 to 2021¹

Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Figure 1.3a: Time 2009-2011 to 2021¹

Average hours spent travelling per person per year

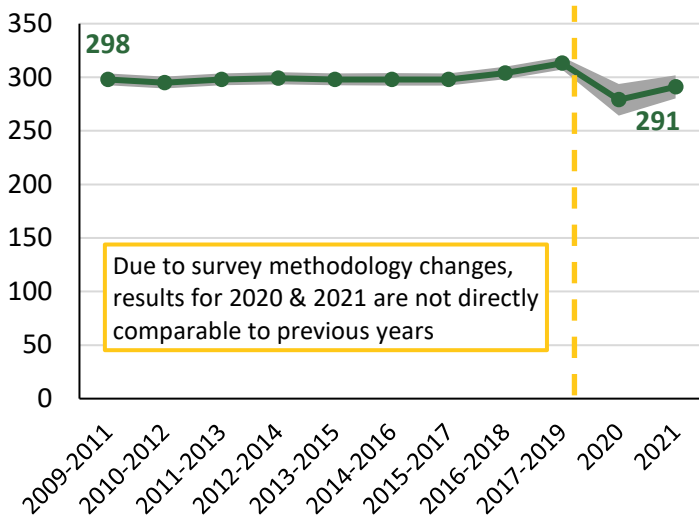
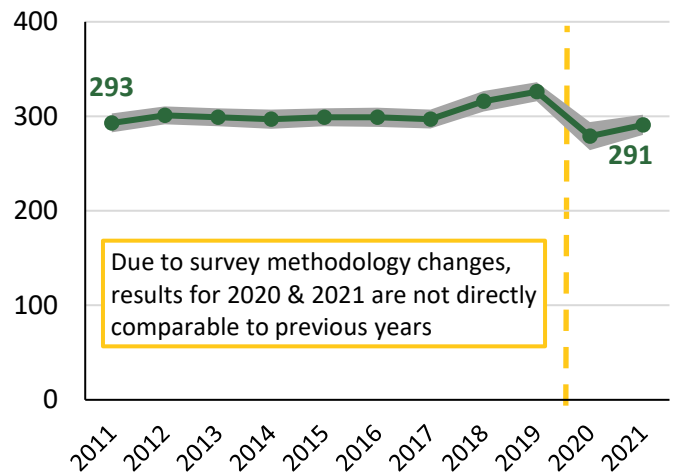


Figure 1.3b: Time 2011 to 2021¹

Average hours spent travelling per person per year

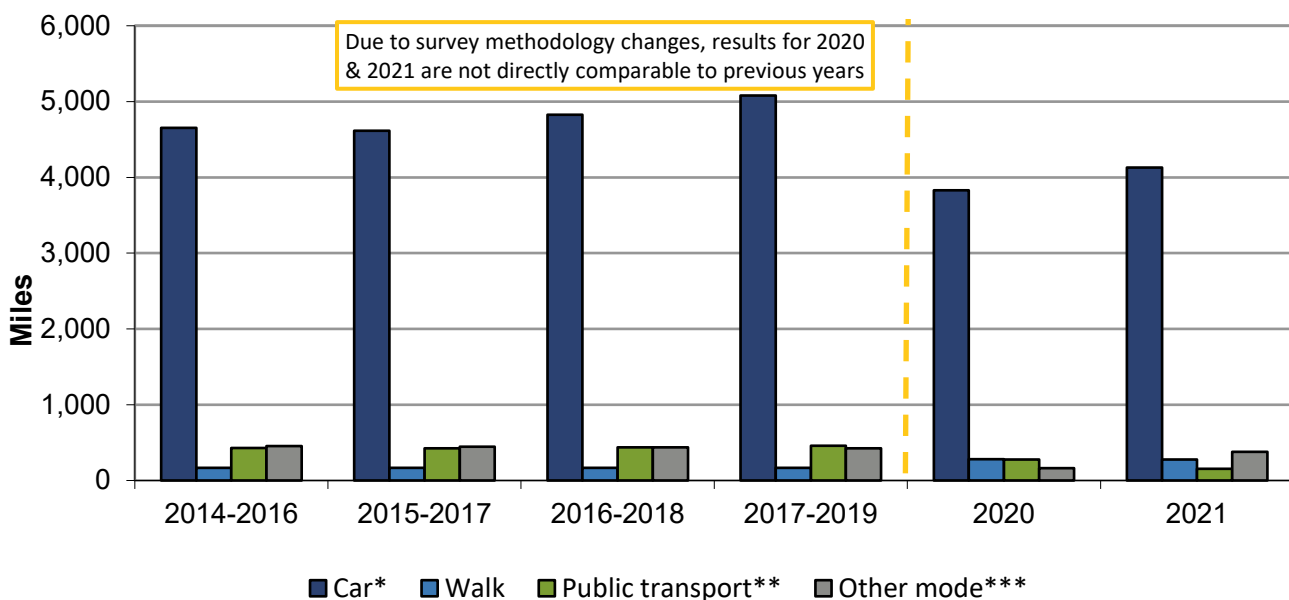


Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

Comparison of travel modes

Car travel made up the majority of miles travelled per person with more than four fifths (84%) of total distance travelled by car in 2021. Walking accounted for 6% of the total distance travelled. Public transport made up 3% of total distance travelled.

Figure 1.4a: Average distance travelled per person per year by mode: 2014-2016 to 2021¹



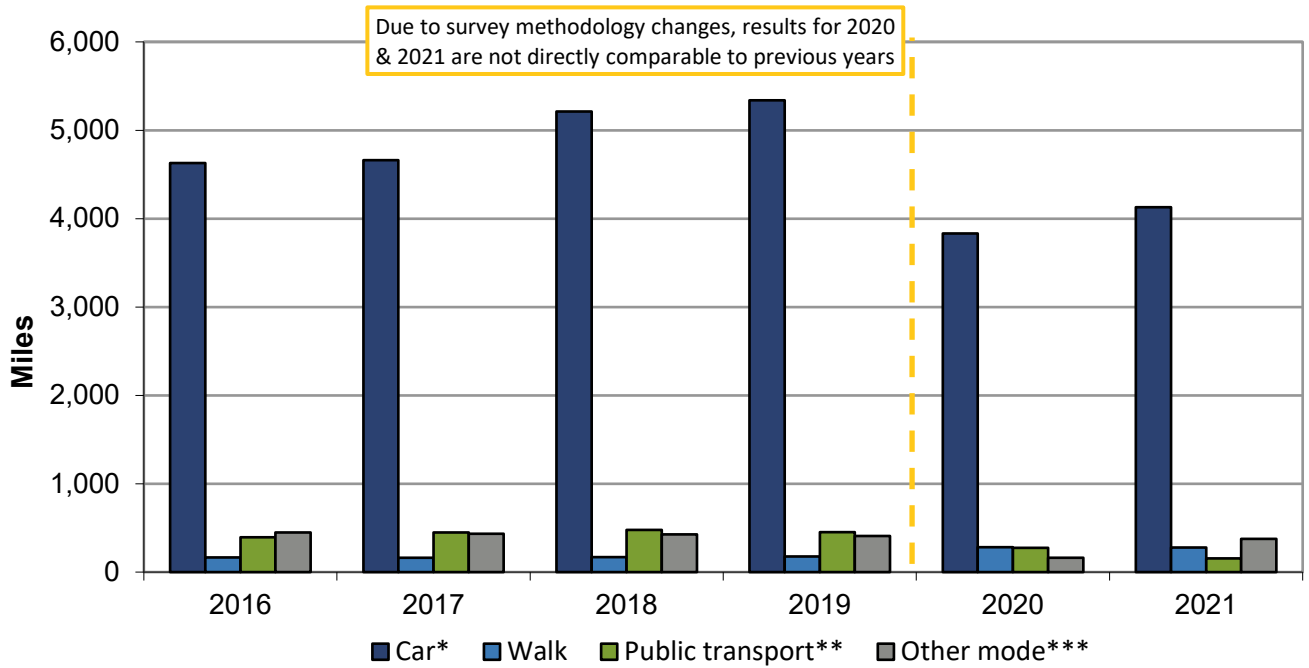
¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

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

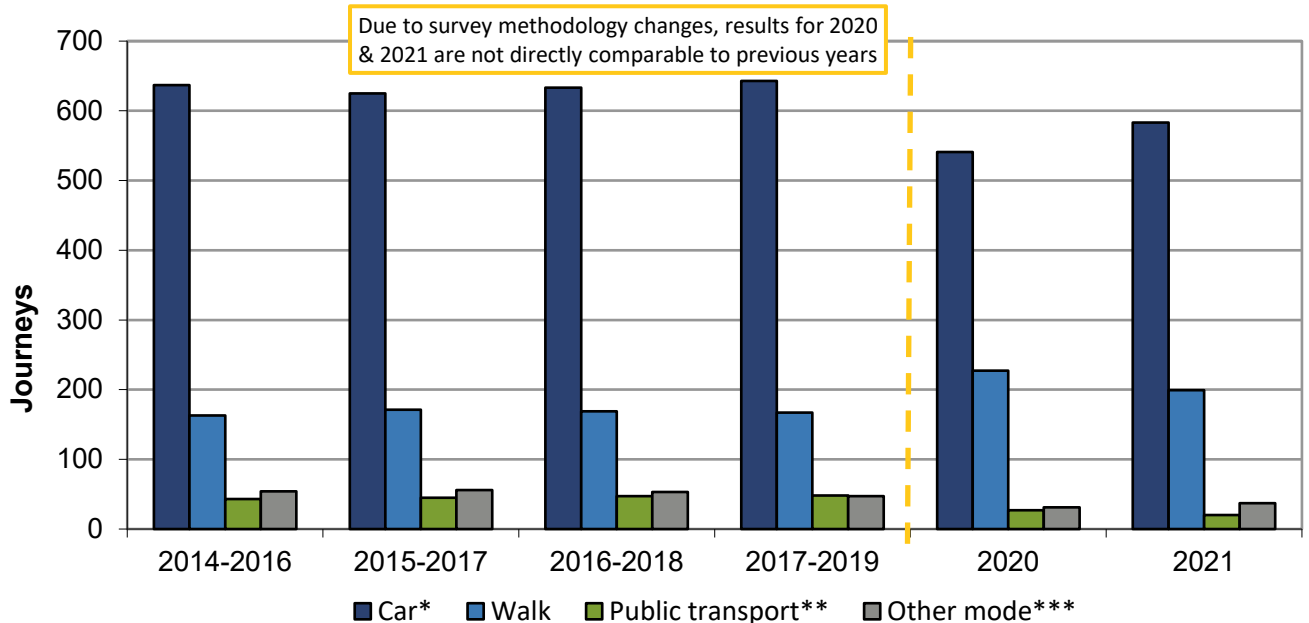
*** Other modes includes 'Bicycle', 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Figure 1.4b: Average distance travelled per person per year by mode: 2016 to 2021¹



Car journeys made up the majority of all journeys taken. Just under 7 in 10 journeys (69%) were by car during 2021. Walking accounted for almost one quarter (24%) of journeys and public transport made up 2% of all journeys.

Figure 1.5a: Average number of journeys per person per year by main mode: 2014-2016 to 2021¹



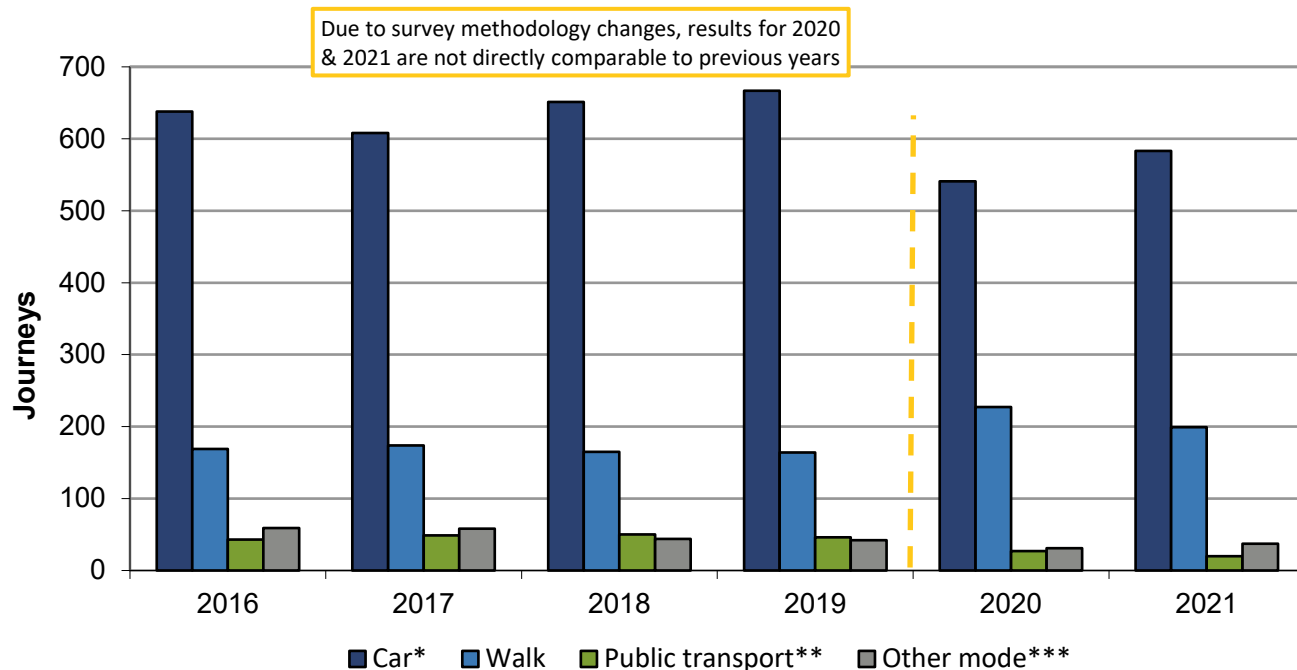
¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

* 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'

Figure 1.5b: Average number of journeys per person per year by main mode: 2016 to 2021¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

* 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)

This section, including Figure 1.6, cannot be reported for 2021 as the achieved sample is too small to produce robust analysis for the usual LGD breakdown. These data were last reported in the 2017-2019 edition of the report.

Average number of journeys by distance

More than one third (36%) of all journeys were less than two miles long. Half (50%) of these journeys were on foot and a similar proportion (47%) were by car.

Under one third (31%) of all journeys were two miles to less than five miles long. Three quarters (75%) of these journeys were by car while 18% were on foot.

The car was the dominant mode of transport (82%) for journeys of two miles and over.

The majority of journeys were less than 10 miles long (83% of all journeys in 2021).

Table 1.1: Journeys per person by distance and main mode¹: 2021

Journeys

Mode of travel ¹	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	59	91	48	1	-	-	-	199
Bicycle	1	1	3	2	2	-	-	10
Car ²	33	108	197	123	94	22	7	583
Public transport ³	-	2	8	5	4	1	-	20
Other ⁴	1	3	8	6	6	3	1	27
All modes	93	204	263	137	106	26	8	838

¹ See [Definitions](#) section on page 88 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, men made a similar number of journeys to women in 2021 (men: 830 journeys, women: 868 journeys). However, men travelled 24% further than women, averaging 5,846 miles per year, compared to 4,725 miles for women.

The car was the most commonly used main mode of transport for both men (67%) and women (71%). There was no real difference between men and women comparing the proportion of journeys made by car.

A similar proportion of journeys were made on foot by men (23%) and women (26%).

Children (aged 0-15) made 9% fewer journeys than adults (children: 772 journeys, adults: 851 journeys). Seven in ten (70%) of these journeys were by car while one fifth (20%) were on foot. Comparing adults (aged 16+) with children, a similar proportion of journeys were made by car (69%) and on foot (24%).

Overall, children made more of their journeys by public transport (6%) than adults (2%).

Table 1.2: Journeys per person by main mode¹, age and sex: 2021*

Travel mode ¹	Percentage/Journeys/Miles										
	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All men (16+)	Aged 16-29	Aged 30-59	Aged 60+	All women (16+)		
Walk	20%	..	21%	25%	23%	..	25%	27%	26%	24%	24%
Bicycle	2%	..	2%	1%	2%	..	1%	0%	0%	1%	1%
Car ²	70%	..	67%	68%	67%	..	73%	70%	71%	69%	69%
Public transport ³	6%	..	1%	2%	2%	..	1%	2%	2%	2%	2%
Other ⁴	2%	..	9%	4%	7%	..	1%	1%	1%	3%	3%
All modes	100%	..	100%	100%	100%	..	100%	100%	100%	100%	100%
Number of Journeys	772	..	899	774	830	..	1,000	722	868	851	838
Distance travelled (miles)	3,315	..	6,827	4,747	5,846	..	5,386	3,710	4,725	5,238	4,940

(See Table 8.1.4 in the [TSNI Technical Report 2021](#) for Confidence Ranges)

¹ See [Definitions](#) section on page 88 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'

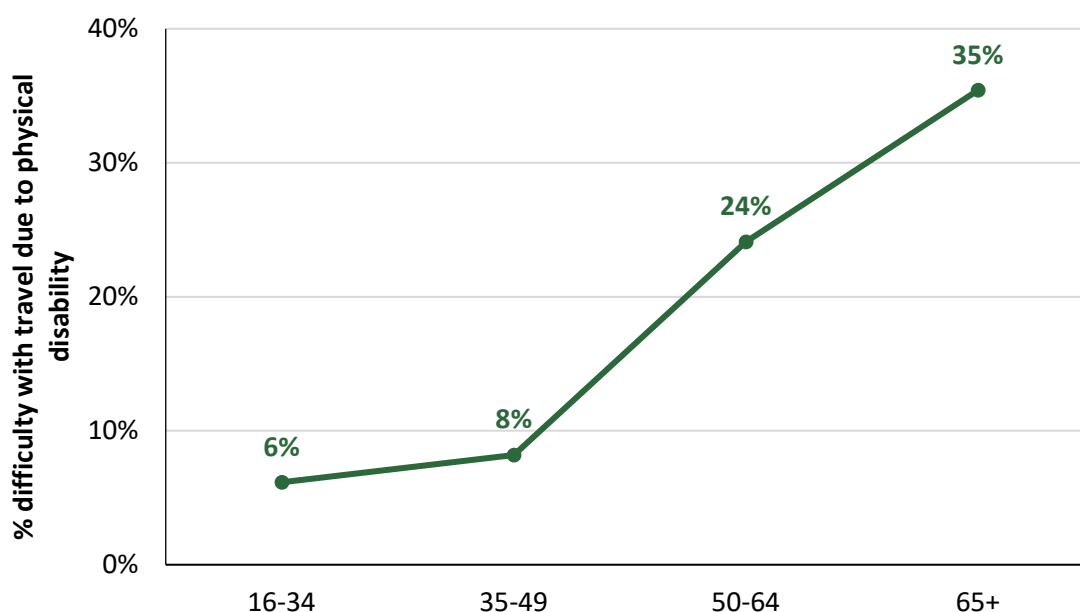
* In 2021, the achieved sample is too small to produce robust analysis for the 16-29 age group. This is indicated in the table by ".."

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

Overall, 20% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see [definition](#) on page 90). There was no difference between men (20%) and women (20%) in terms of difficulty with travel due to a physical disability or long-standing health problem.

As expected, difficulty with travel due to a physical disability or long-standing health problem increases with age: 6% of 16-34 year olds had difficulty with travel compared to 35% of those aged 65 and over.

Figure 1.7: Difficulty with travel due to physical disability by age: 2021*



* Please note, the achieved sample for 2021 is too small to produce robust analysis for the age and sex breakdown normally reported in this section and Figure 1.7. However, it is sufficient to produce separate analysis by age only (for broader age bands than usual) and by sex only and the section has been updated accordingly.

Full breakdown of individual modes of travel

Data on the individual modes of travel that make up the “Public transport” mode e.g. Metro and Ulsterbus, NI Railways and the “Other” mode e.g. Motorcycle, Taxi, as well as the “Car” mode of travel are available in the [spreadsheet accompanying the report](#) (see “Further reading” section on page 11). Please note that some individual modes of travel cannot be reported as the achieved sample in 2021 was too small for robust analysis. An example of the full breakdown of individual modes of travel is given in Table 1.3.

Looking at the full breakdown of main modes of travel for average number of journeys per person, car driver journeys accounted for almost half (49%) of all journeys made and car passenger journeys made up a further one fifth (20%). Nearly one quarter (24%) of all journeys were walks in 2021.

Table 1.3: Average number of journeys per person by main mode*: 2021

Travel mode*	Journeys per person	
	Average Number	%
Walk	199	24%
Bicycle	10	1%
Car Driver	412	49%
Car Passenger	171	20%
Car Undefined	-	-
Motorcycle	1	<0.5%
Other private**	19	2%
Metro and Ulsterbus	16	2%
Other bus	2	<0.5%
NI Railways	3	<0.5%
Black taxi	-	-
Taxi	7	1%
Other public	-	-
Undefined mode	-	-
All modes	838	100%

* See [Definitions](#) section on page 88 for definitions of individual travel modes.

** 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 2020)

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
- Figures 2.1a & 2.1b: Average distance travelled per person per year by mode
- Figures 2.2a & 2.2b: 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 3.6: Journeys per person by main mode, age and sex
- Table 5.1: Difficulty with travel due to physical disability by age and sex

Section 2: Walking

In 2021:



On average, people living in Northern Ireland walked 277 miles



The average number of walking journeys made per person was 199



The average time spent walking was 84 hours per person



Walking summary

In 2021, walking accounted for 6% of total distance travelled. On average, 277 miles were walked per person in 2021, no real difference compared to 2020 (280 miles per person).

Almost one quarter (24%) of all journeys in 2021 were walks, similar to 2020 (27%). There were 199 journeys walked per person in 2021, around the same as 2020 (227 journeys per person).

On average, walks were 1.3 miles in length in 2021.

Walking accounted for 29% of total time spent travelling in 2021. The average time spent walking per person was 84 hours in 2021 (around 14 minutes per day), similar to 2020 (89 hours per person). The average walk lasted 25 minutes in 2021.

Figure 2.1a: Distance walked 2009-2011 to 2021¹
Average miles travelled per person per year

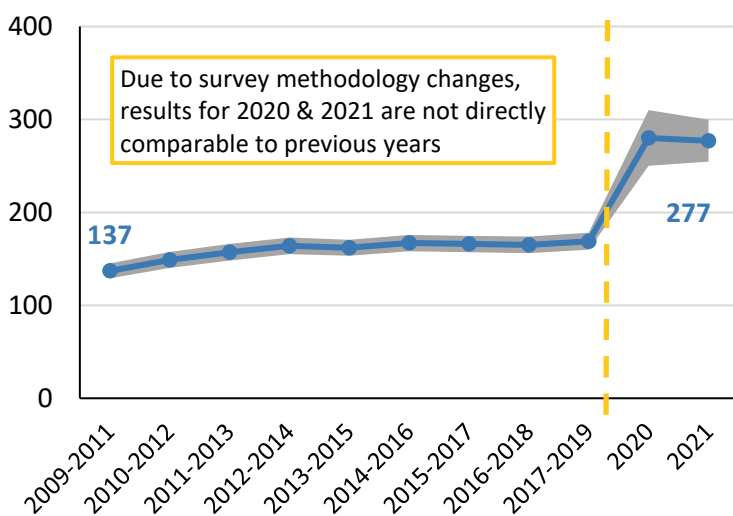


Figure 2.1b: Distance walked 2011 to 2021¹
Average miles travelled per person per year

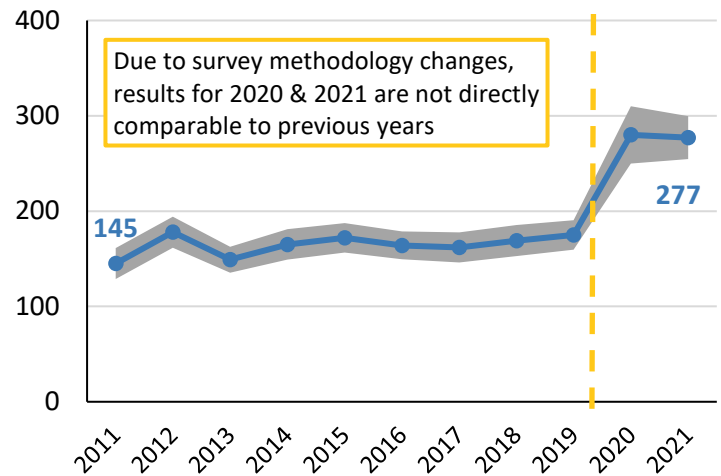


Figure 2.2a: Walking journeys 2009-2011 to 2021¹
Average journeys per person per year

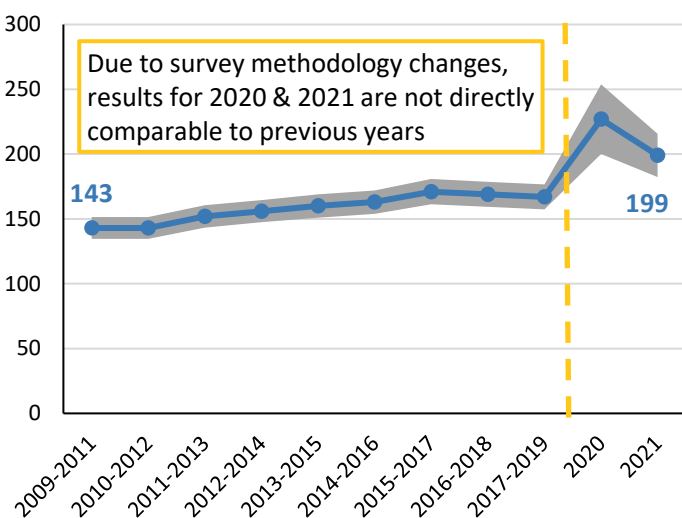
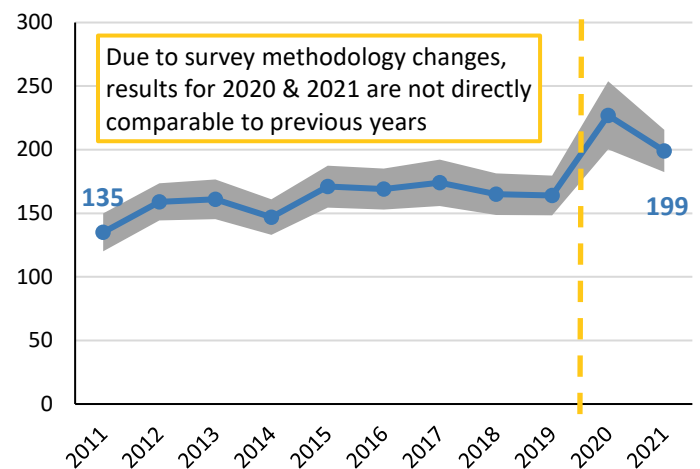


Figure 2.2b: Walking journeys 2011 to 2021¹
Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Figure 2.3a: Time spent walking 2009-2011 to 2021¹

Average hours spent travelling per person per year

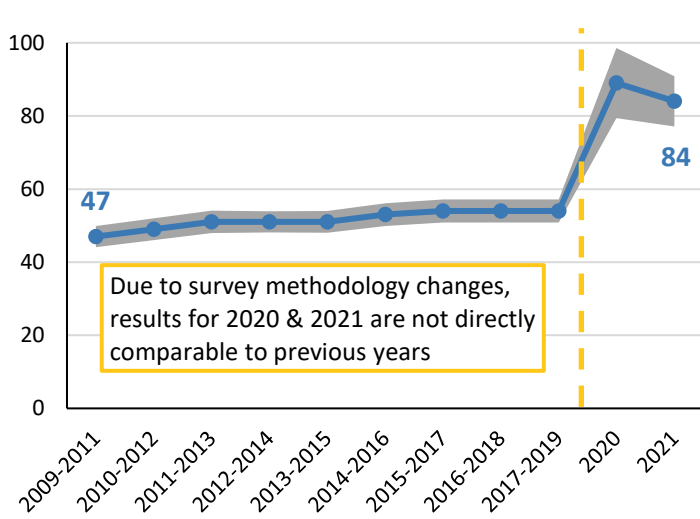
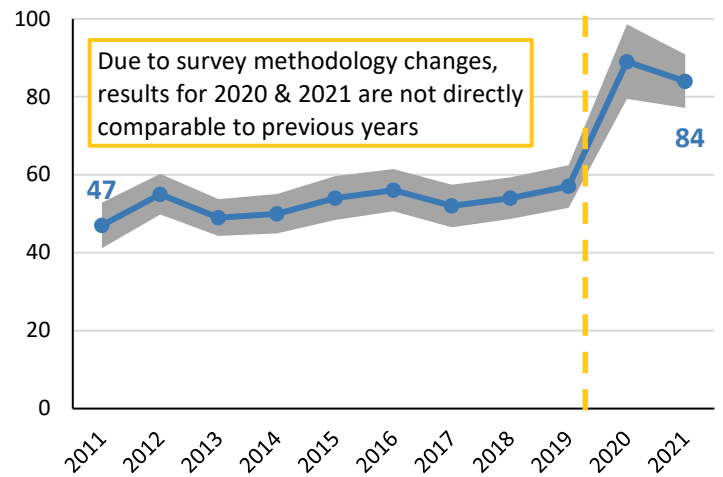


Figure 2.3b: Time spent walking 2011 to 2021¹

Average hours spent travelling per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

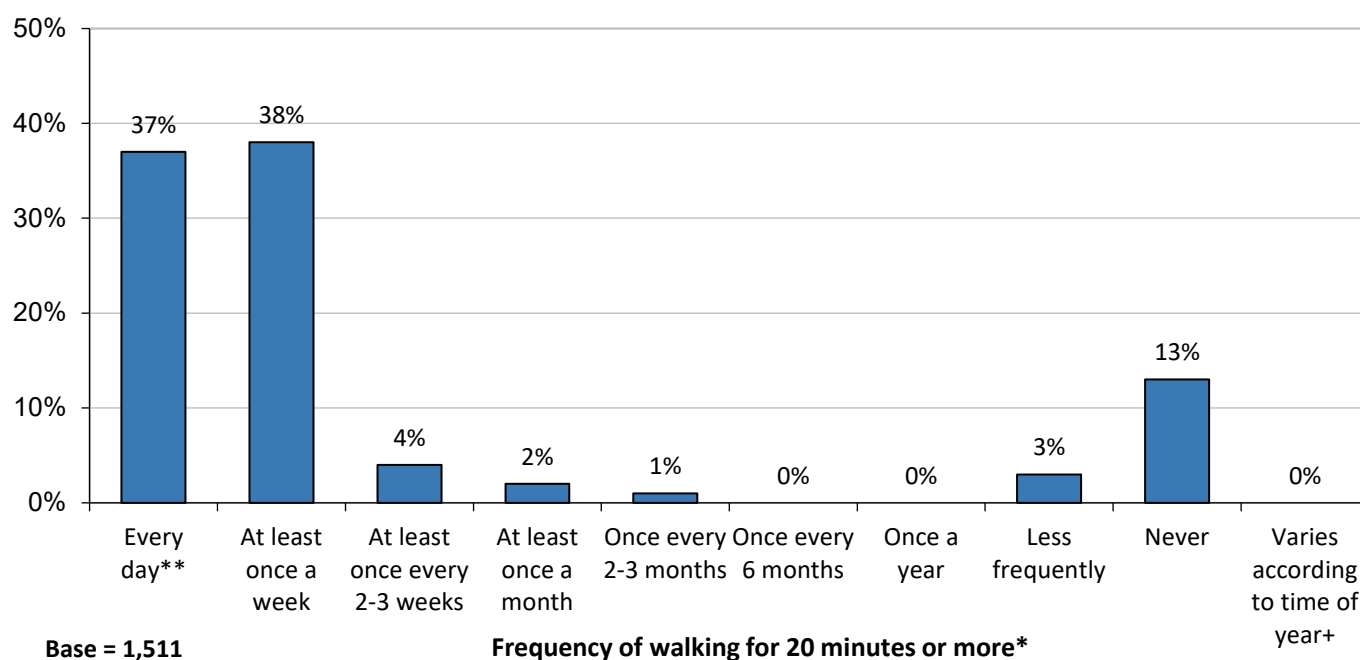
¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Walking frequency

Just over three quarters (76%) 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 6% walking this length of time at least once a month (but less than once a week).

Less than two fifths (37%) 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 almost three times as many as those who never walked for 20 minutes or more (13%).

Figure 2.4: How often do you walk anywhere for 20 minutes or more?*: 2021



* 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. This answer option was not read out but was available to code if the respondent gave the answer spontaneously.

Note that following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the answer options were read out (apart from "Varies"). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

Looking only at those who walked for 20 minutes or more (i.e. did not state "never"), 87% walked this length of time once a week or more and a further 7% walked this length of time at least once a month (but less than once a week).

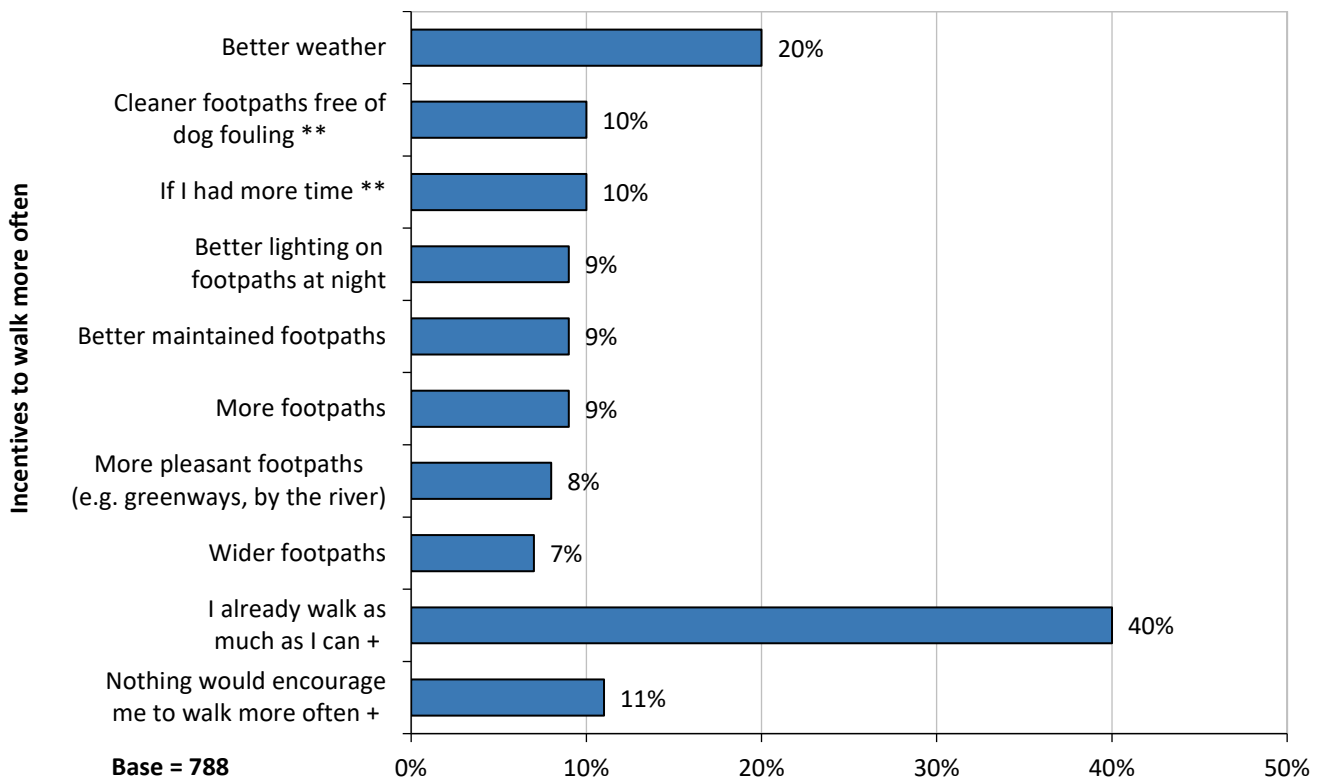
Incentives to walk more often

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” (20%) was the most commonly mentioned incentive that would encourage the respondent to walk more often.

Looking at the one-off answers, 4 in 10 respondents (40%) stated that they already walk as much as they can, the most frequently given response to this question. A further 11% said that nothing would encourage them to walk more often.

Figure 2.5: What would encourage you to walk more often?: 2021
(selected responses*)



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

* Following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. The full breakdown of 24 answer options and 2 exclusive answers is given in [accompanying spreadsheet](#). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

** Answer option added in 2017 (reported from 2017-2019).

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

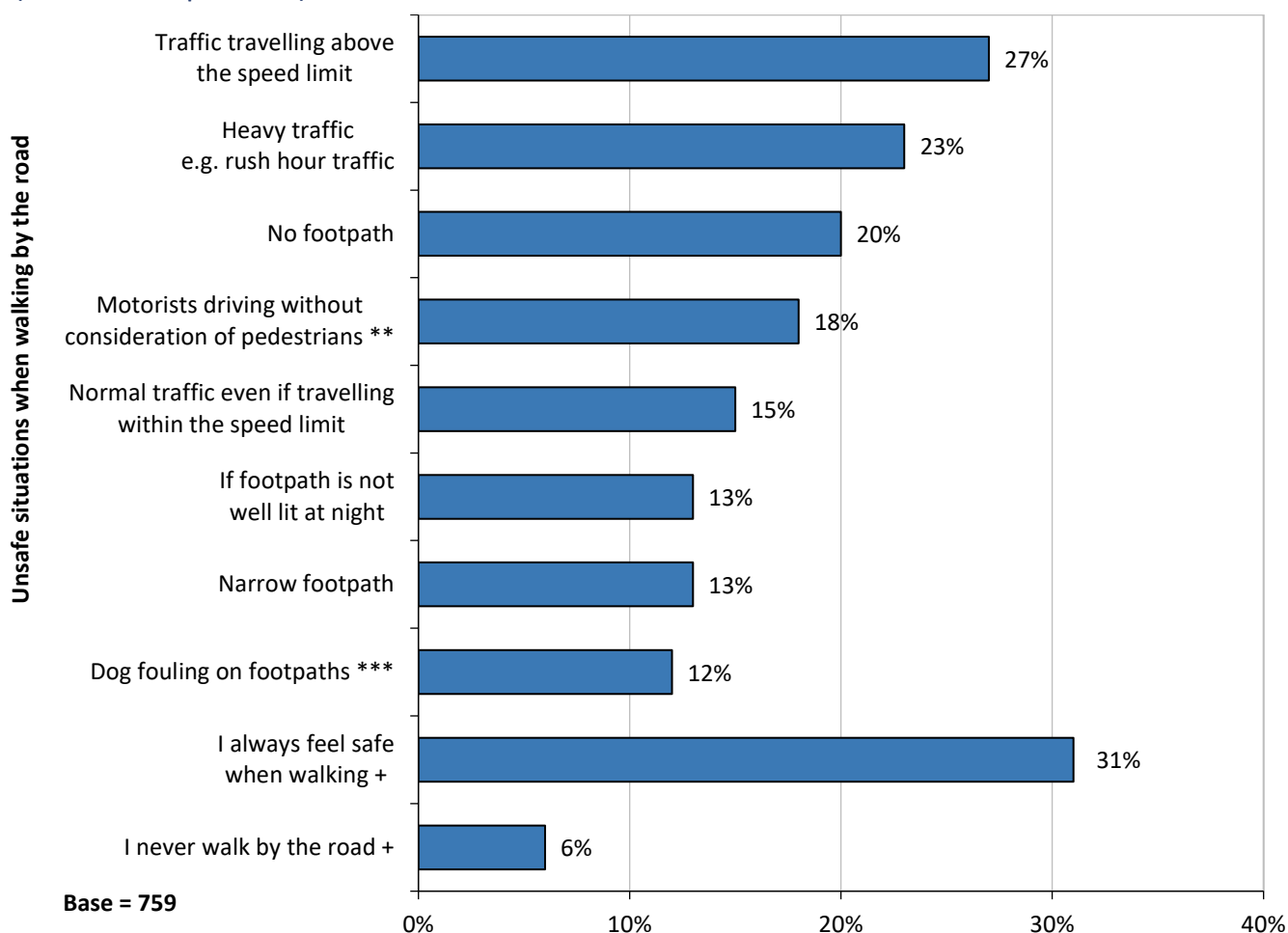
Unsafe situations when walking by the road

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.

The most frequently stated situations that made the respondent feel unsafe were “traffic travelling above speed limit” (27%) and “heavy traffic” (23%).

Looking at the one-off answers, just over 3 in 10 respondents (31%) stated that they always feel safe when walking and an additional 6% said that they never walk by the road.

Figure 2.6: Which situations make you feel unsafe when walking by the road?: 2021
(selected responses*)



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

* Following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. The full breakdown of 18 answer options and 2 exclusive answers is given in the [accompanying spreadsheet](#). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

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

*** Answer option added in 2017 (reported from 2017-2019).

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

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 2021:



On average, Northern Ireland residents cycled 60 miles



The average number of cycling journeys made per person was 10



The average time spent cycling was 5 hours per person



Cycling summary

Cycling accounted for 1% of total distance travelled in 2021. On average, 60 miles were cycled per person in 2021, no real change from 2020 (67 miles per person).

In 2021, 1% of all journeys were cycle rides, a decrease from 2% in 2020. There were 10 journeys cycled per person in 2021, similar to 2020 (16 journeys per person).

On average, bicycle journeys were 6.2 miles in length in 2021.

Cycling accounted for around 2% of total time spent travelling in 2021. Average time spent cycling per person was five hours in 2021, no real difference from 2020 (seven hours per person). The average bicycle journey lasted 34 minutes in 2021.

Figure 3.1a: Distance cycled 2009-2011 to 2021¹

Average miles travelled per person per year

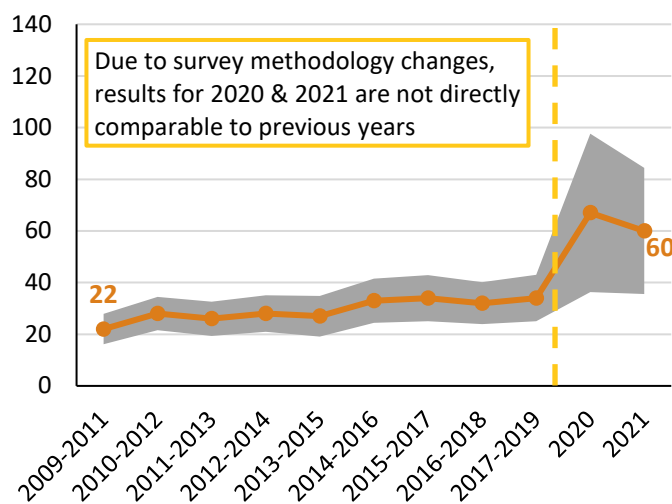


Figure 3.1b: Distance cycled 2011 to 2021¹

Average miles travelled per person per year

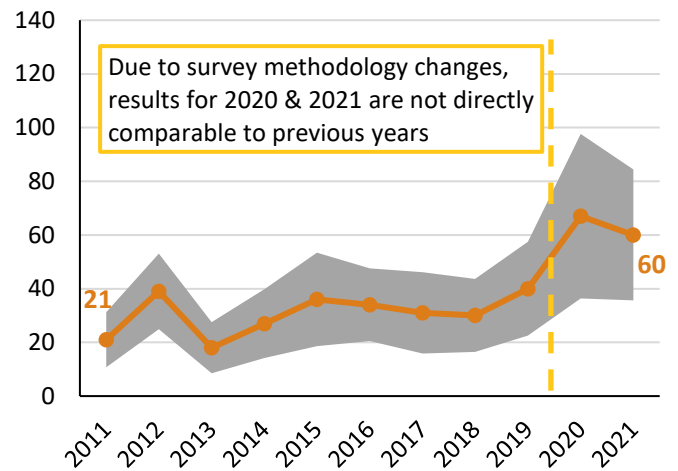


Figure 3.2a: Cycling journeys 2009-2011 to 2021¹

Average journeys per person per year

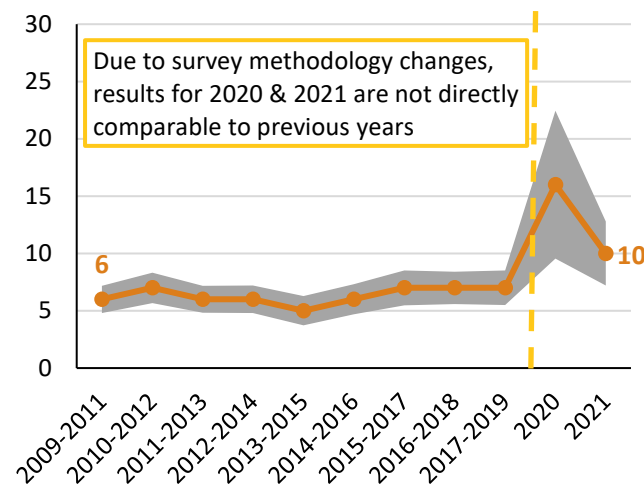
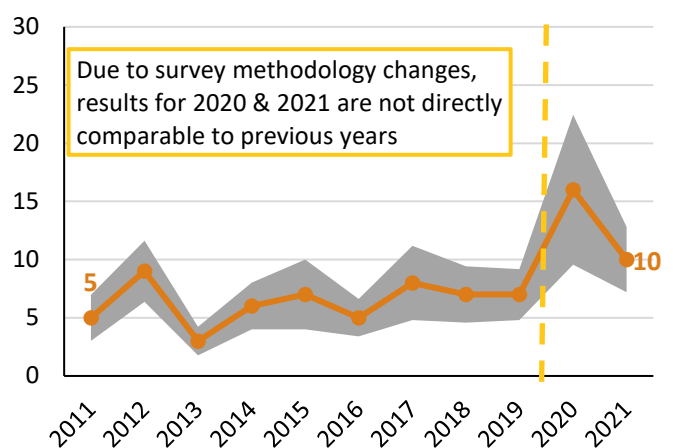


Figure 3.2b: Cycling journeys 2011 to 2021¹

Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Figure 3.3a: Time spent cycling 2009-2011 to 2021¹
Average hours spent travelling per person per year

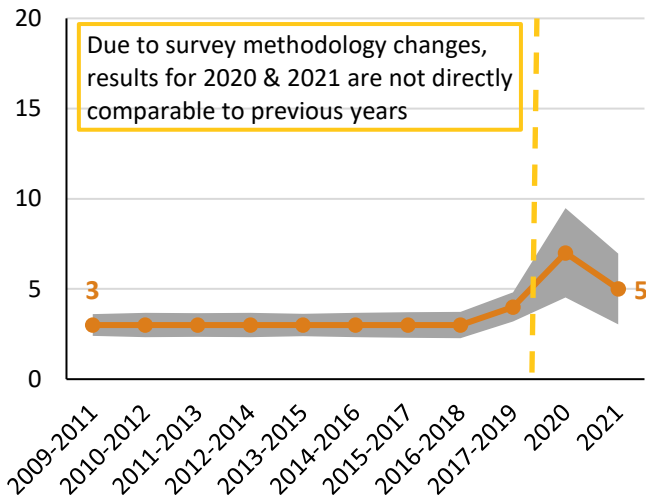
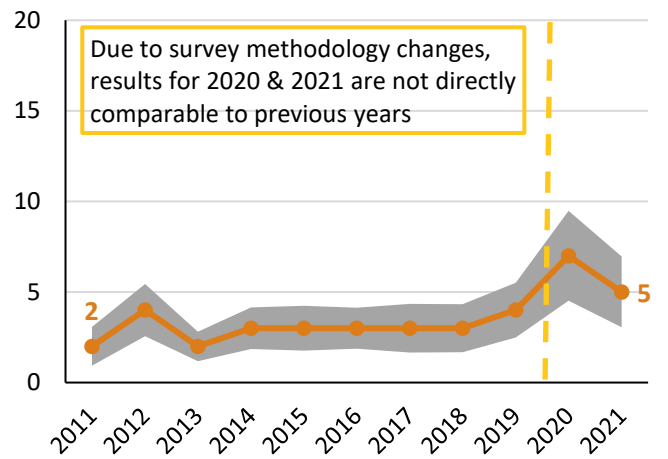


Figure 3.3b: Time spent cycling 2011 to 2021¹
Average hours spent travelling per person per year



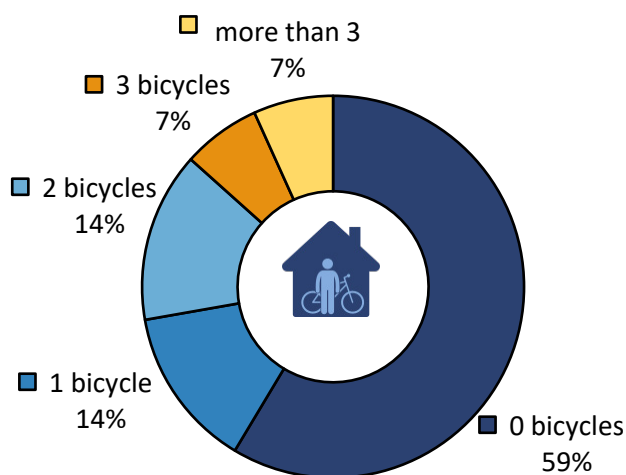
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Bicycle ownership

In 2021, just over two fifths (41%) of households in Northern Ireland own at least one bicycle: 14% of households have one bicycle, and a further 28% have two bicycles or more.

Figure 3.4: Household bicycle ownership 2021



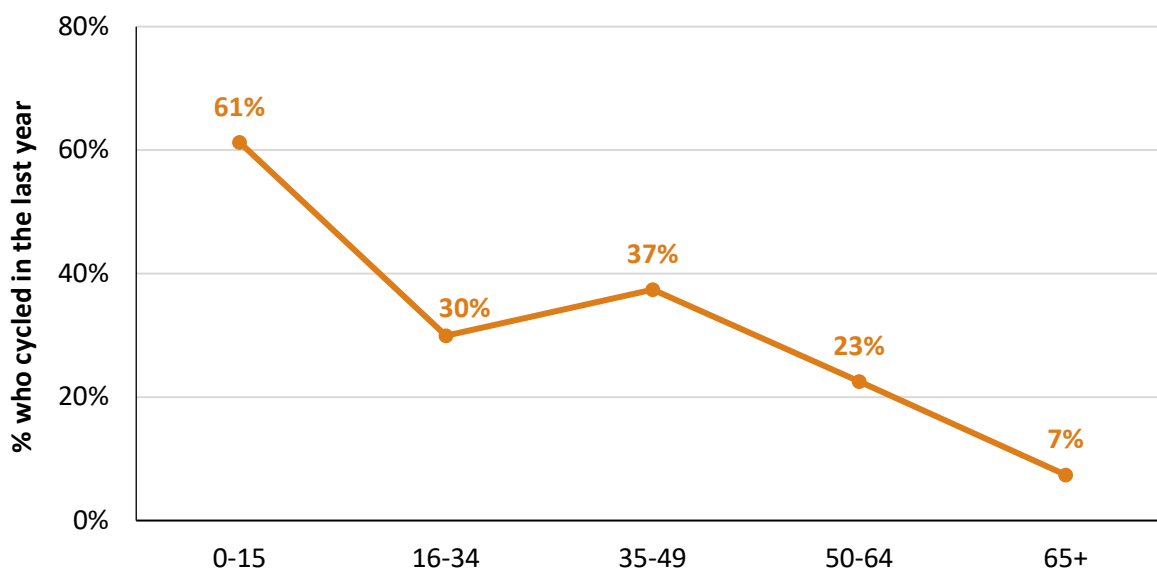
Bicycle usage*

This question is asked to everyone taking part in the survey (all ages, face to face and proxy interviews). In 2021, 3 in 10 (30%) had cycled in the last 12 months.

Cycle usage is higher among males: 35% of males had cycled in the last 12 months compared with 25% of females.

The majority (61%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.

Figure 3.5: Cycled in the last 12 months by age: 2021



* Please note, the achieved sample for 2021 is too small to produce robust analysis for the age and sex breakdown normally reported in this section and Figure 3.5. However, it is sufficient to produce separate analysis by age only (for broader age bands than usual) and by sex only and the section has been updated accordingly.

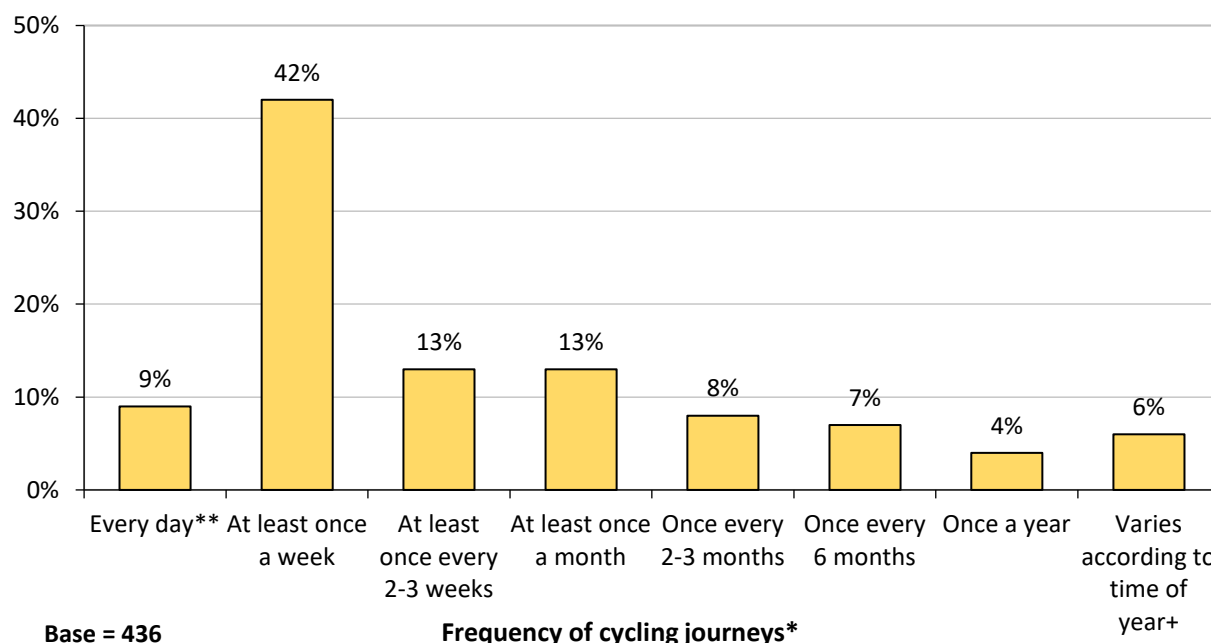
Cycling frequency

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.

Around twice as many cyclists reported that they cycle every day (9%), including those that cycle every working day/school day but not at weekends, as those who only cycle once a year (4%).

Half (50%) of all cyclists cycled once a week or more and an additional one quarter (25%) cycled at least once a month (but less than once a week).

Figure 3.6: How often do you cycle?*: 2021



* 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. This answer option was not read out but was available to code if the respondent gave the answer spontaneously.

Note that following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the answer options were read out (apart from "Varies"). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

Looking at all respondents, including those who hadn't cycled in last 12 months, 15% cycled once a week or more and a further 7% cycled at least once a month (but less than once a week). Seven in ten (70%) cycled less than once a year or never.

Incentives to cycle more often

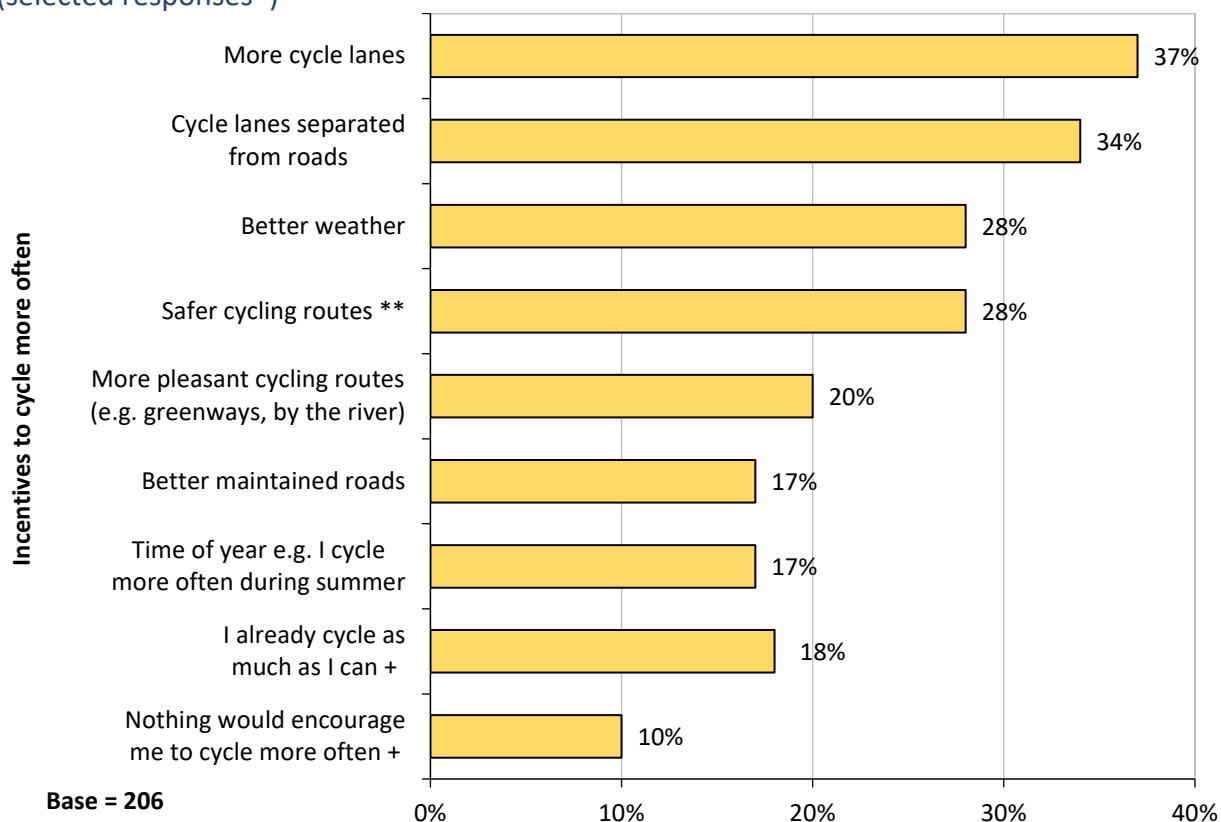
Cyclists (those who had cycled during the last 12 months) aged 16 and over giving a face to face interview were asked what would encourage them to cycle more often.

Among the most popular incentives highlighted by cyclists that would encourage them to cycle more often were “more cycle lanes” (37%), “cycle lanes separated from roads” (34%), “better weather” (28%) and “safer cycling routes” (28%).

Looking at the one-off responses⁺, almost one fifth (18%) of cyclists said that they already cycle as much as they can and a further 10% said that nothing would encourage them to cycle more often.

Figure 3.7: What would encourage you to cycle more often?: 2021

(selected responses*)



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

* Following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. The full breakdown of 19 answer options and 2 exclusive answers is given in the [accompanying spreadsheet](#). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

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

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

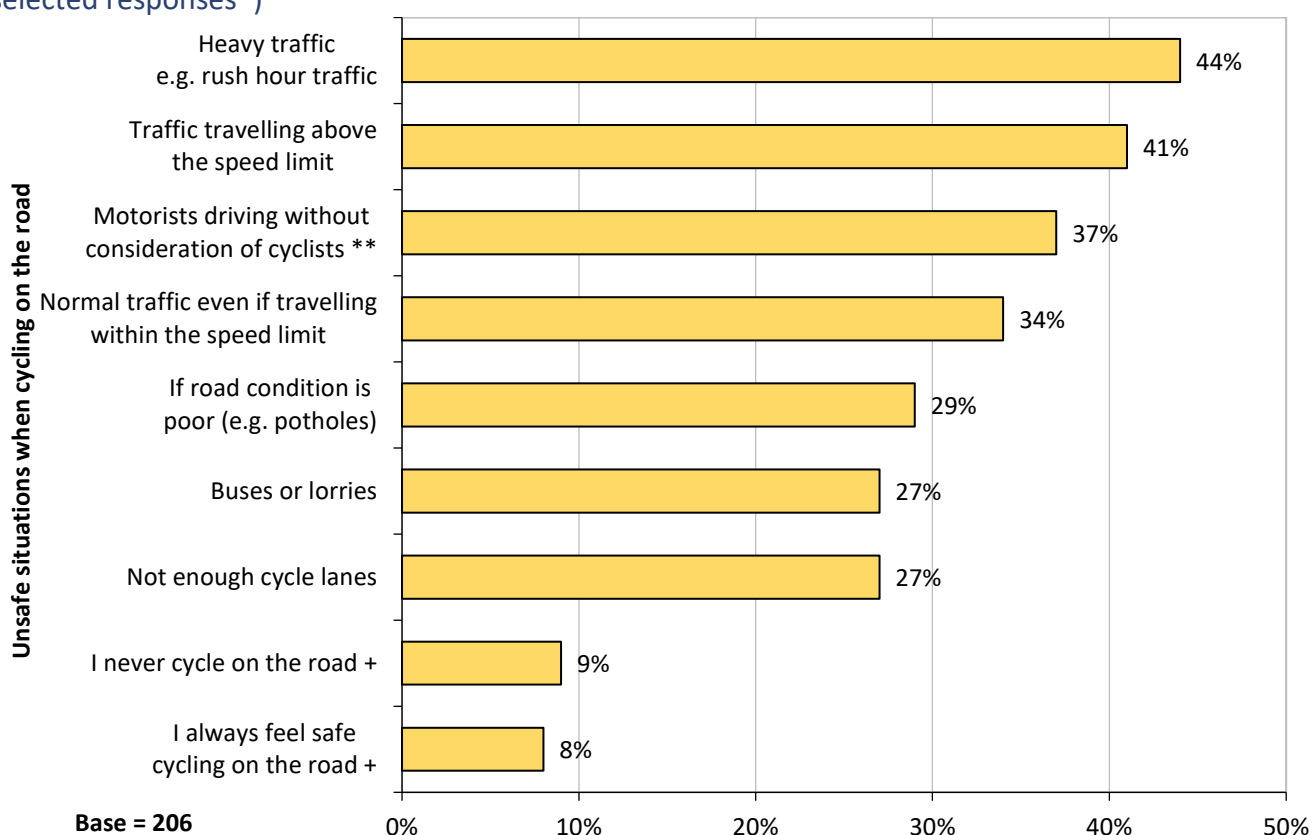
Unsafe situations when cycling on the road

Cyclists aged 16 and over giving a face to face interview were asked which situations make them feel unsafe when cycling on the road.

The most commonly stated situations that made cyclists feel unsafe were “heavy traffic” (44%), “traffic travelling above the speed limit” (41%), “motorists driving without consideration of cyclists” (37%) and “normal traffic even if travelling within the speed limit” (34%).

Looking at the exclusive answers⁺, 9% of cyclists stated that they never cycle on the road and an additional 8% said that they always feel safe cycling on the road.

Figure 3.8: Which situations make you feel unsafe when cycling on the road?: 2021
(selected responses*)



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

* Following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. The full breakdown of 14 answer options and 2 exclusive answers is given in the [accompanying spreadsheet](#). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

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

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

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: What situations make you feel unsafe when cycling on the road?

Section 4: Public transport

In 2021:



On average, Northern Ireland residents travelled 155 miles on public transport



The average number of public transport journeys made per person was 20



The average time spent travelling on public transport was 12 hours per person



Public transport+ summary

In 2021, public transport accounted for 3% of total distance travelled. On average, 155 miles were travelled per person on public transport, not a statistically significant difference compared to 2020 (276 miles per person).

In 2021, 2% of all journeys were on public transport, similar to 2020 (3%). There were 20 public transport journeys per person in 2021, around the same as 2020 (27 journeys per person). On average, public transport journeys were 8.0 miles in length in 2021.

Public transport accounted for 4% of the total time spent travelling in 2021. On average, 12 hours per person were spent travelling by public transport in 2021 (around two minutes per day), similar to 2020 (17 hours per person). The average public transport journey lasted 34 minutes.

Figure 4.1a: Distance by public transport+ 2009-2011 to 2021¹

Average miles travelled per person per year

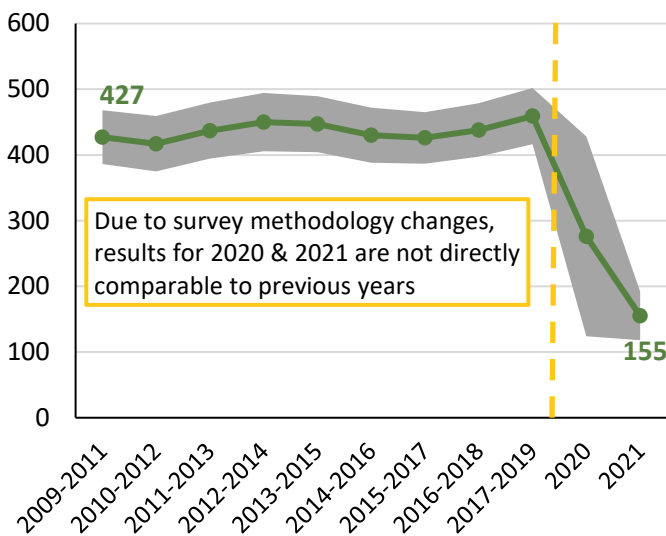


Figure 4.1b: Distance by public transport+ 2011 to 2021¹

Average miles travelled per person per year

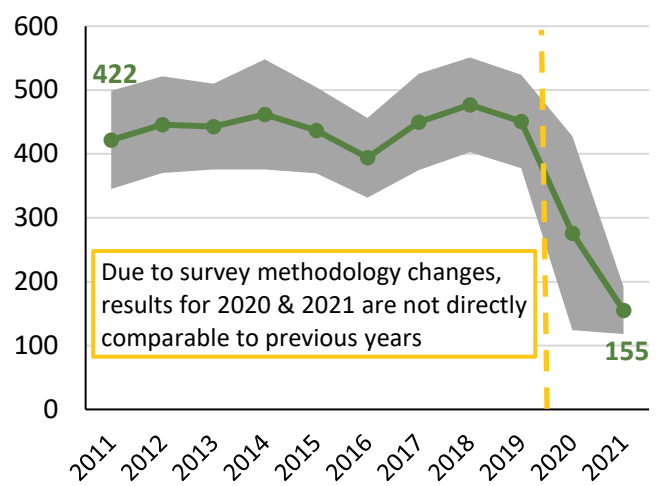


Figure 4.2a: Public transport+ journeys 2009-2011 to 2021¹

Average journeys per person per year

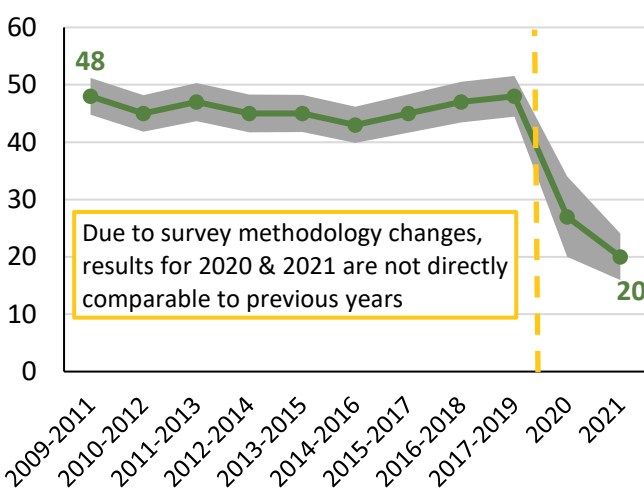
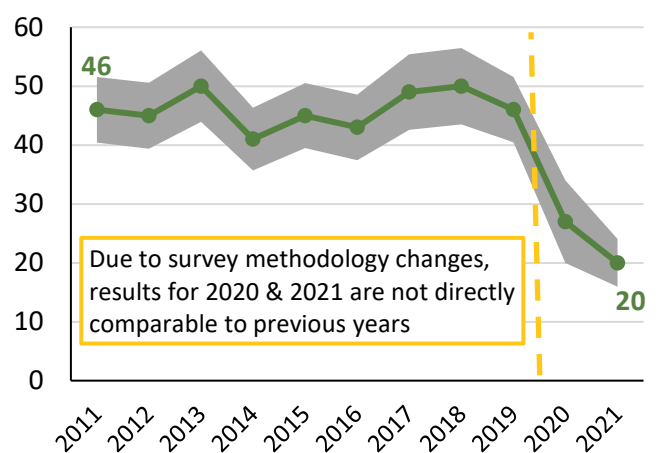


Figure 4.2b: Public transport+ journeys 2011 to 2021¹

Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

Figure 4.3a: Time spent on public transport+ 2009-2011 to 2021¹

Average hours spent travelling per person per year

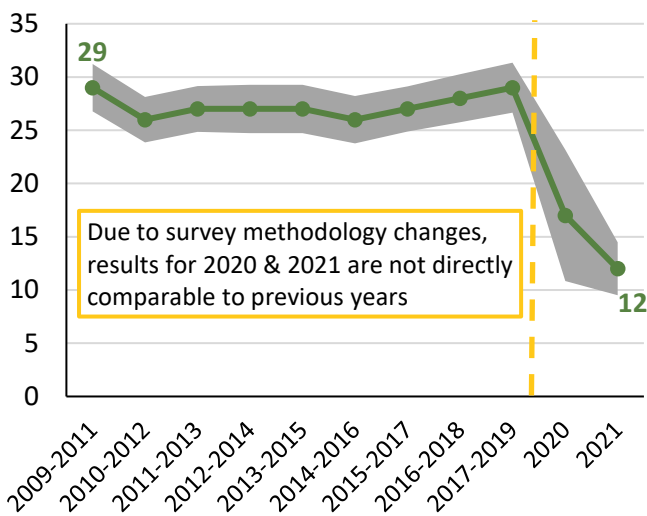
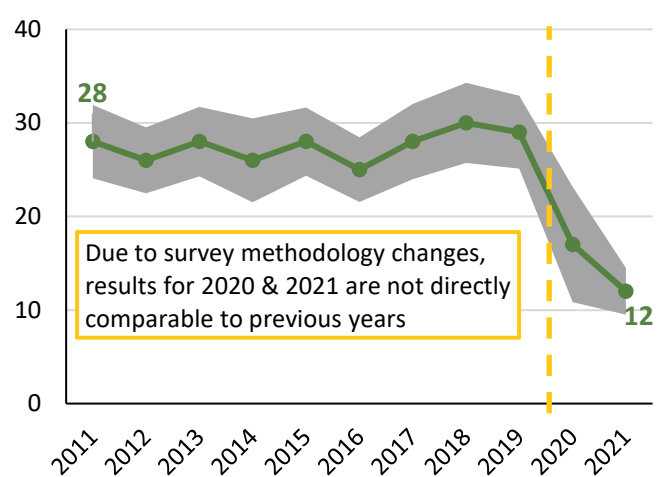


Figure 4.3b: Time spent on public transport+ 2011 to 2021¹

Average hours spent travelling per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

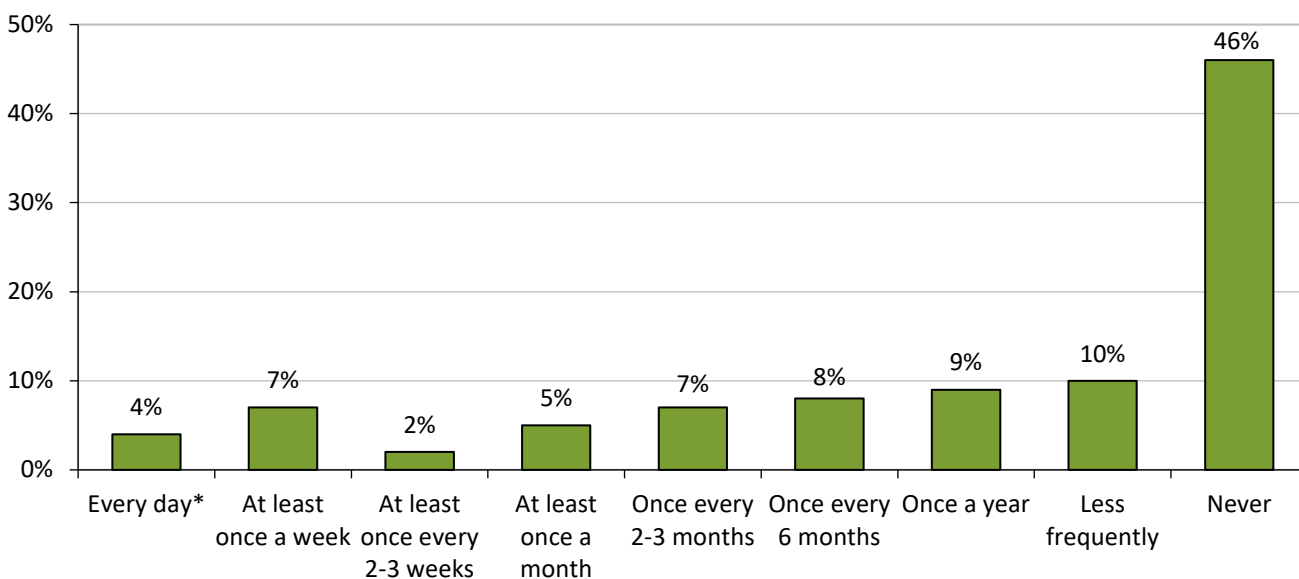
Frequency of bus use

Just over one tenth (11%) percent of all respondents (everyone taking part in the survey) travelled on a bus once a week or more and a further 7% travelled by bus at least once a month (but less than once a week).

Less than half (46%) of respondents stated that they never travelled by bus.



Figure 4.4: How often do you travel on a bus?: 2021



Base = 1,511

Frequency of travelling on bus

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

Note that following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the answer options were read out. See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

Looking only at bus users (i.e. those who did not state that they never travelled by bus), just over one fifth (21%) took a bus once a week or more and a further 14% travelled by bus at least once a month (but less than once a week).

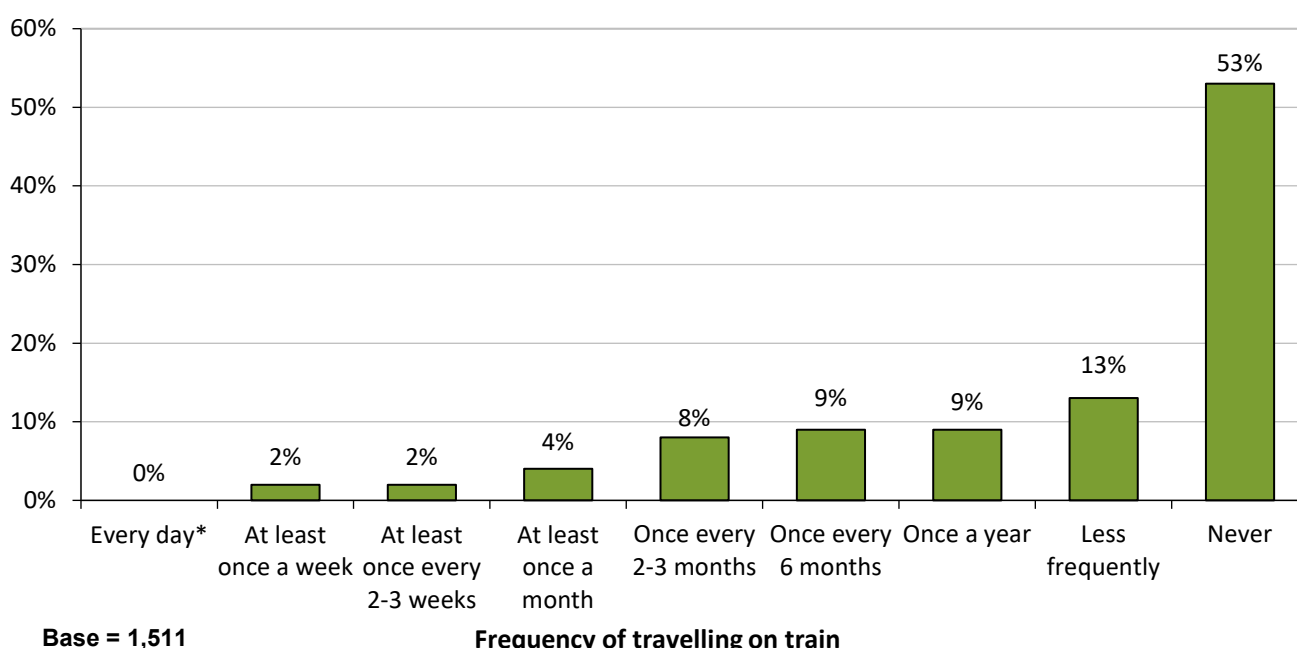
Frequency of train use

Two percent of all respondents (everyone taking part in the survey) travelled on a train once a week or more and an additional 6% travelled by train at least once a month (but less than once a week).

More than half of respondents (53%) stated that they never travelled by train.



Figure 4.5: How often do you travel on a train?: 2021



* "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

Note that following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the answer options were read out. See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

Looking only at train users (i.e. those who did not state that they never travelled by train), 5% took a train once a week or more and an additional 12% 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 (54%) than train users (47%).

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 (11%) as take a train once a week or more (2%).

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. Two fifths (40%) said they don't use local public transport. Of those who used local public transport, almost four fifths (78%) said they were satisfied with their local public transport services.



Incentives to use local public transport more often

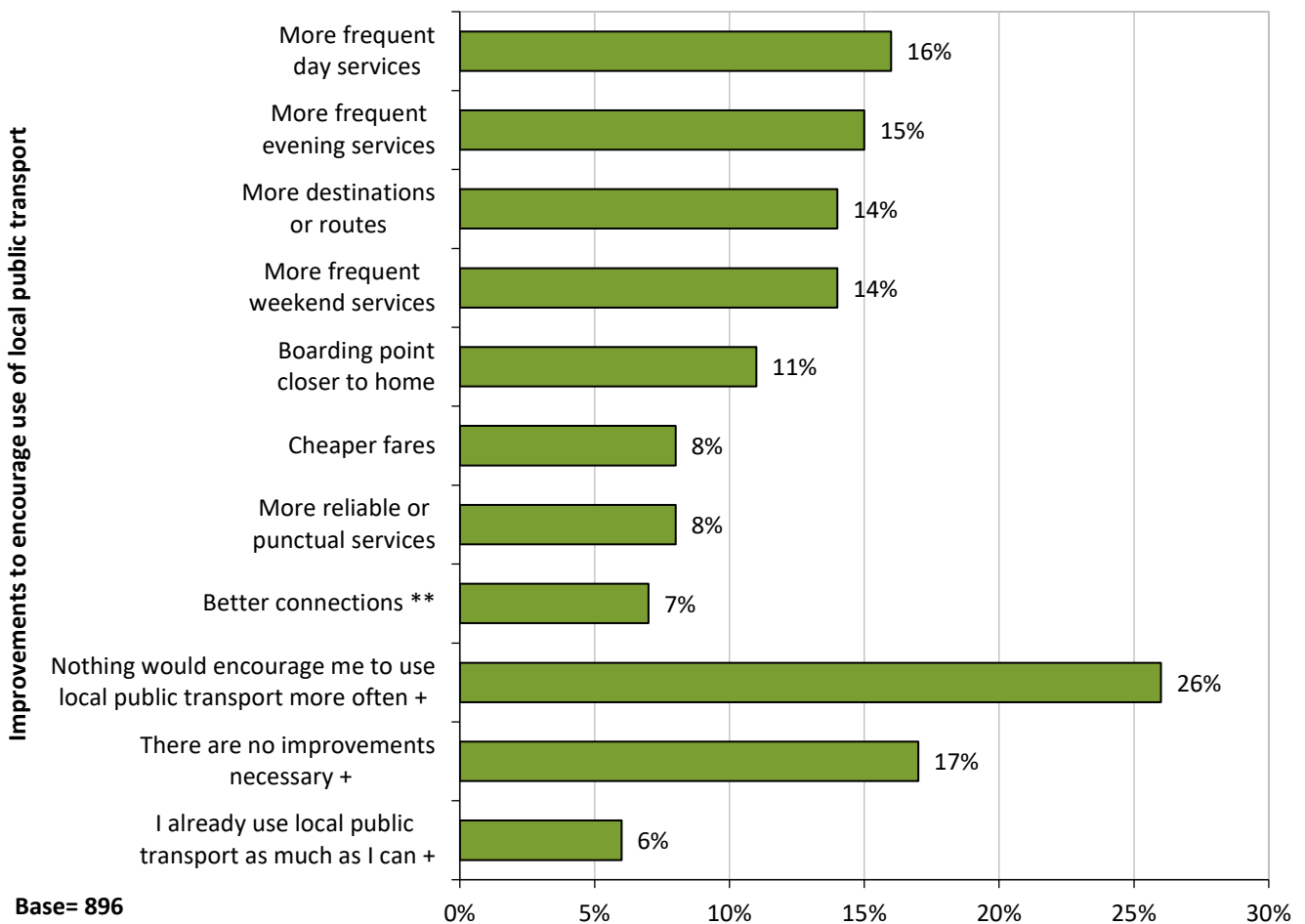
Respondents aged 16 and over, giving a face to face interview, were asked what improvements would encourage them to use local public transport services more often.

The most popular improvements to local public transport services were “more frequent day services” (16%), “more frequent evening services” (15%), “more destinations or routes” (14%) and “more frequent weekend services” (14%).

Looking at one-off responses⁺, over one quarter (26%) said nothing would encourage them to use local public transport more often, the most frequently stated answer. Another 17% stated that no improvements were necessary and a further 6% 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?: 2021

(selected responses*)



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

* Following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. The full breakdown of 22 answer options and 3 exclusive answers is given in the [accompanying spreadsheet](#). See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

** Answer option added in 2017 (reported from 2017-2019).

+ Exclusive answer - if respondent gives this answer, none of the other answer options apply.

Access to public transport

In 2021, 13% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes. Three in ten households (30%) said they did not know how often they could get a bus from their nearest stop.

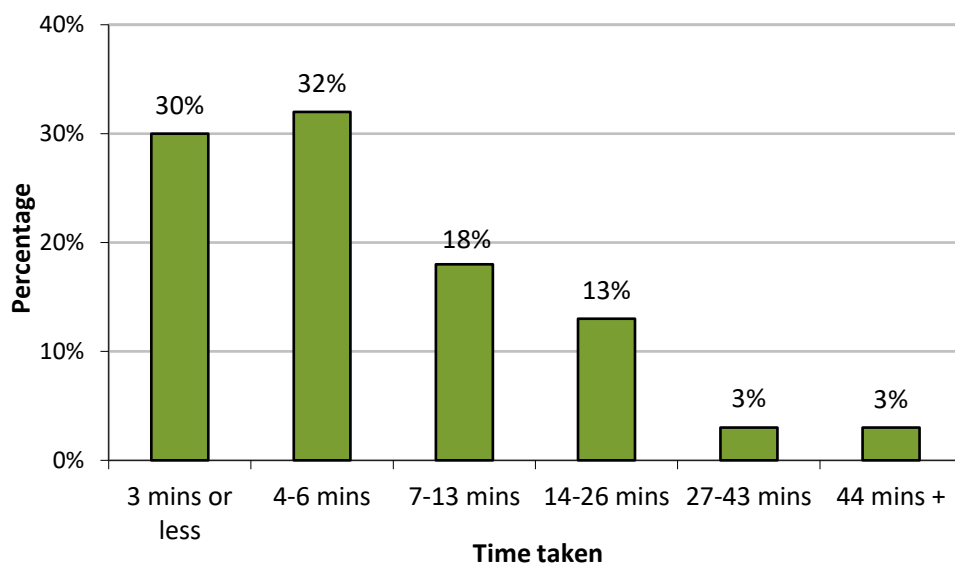
Table 4.1: Bus service frequency: 2009-2011, 2014-2016, 2017-2019 and 2021*

Frequency of service	Percentage of households			
	2009-2011	2014-2016	2017-2019	2021*
At least once every quarter-hour	15%	14%	14%	13%
At least once every half-hour	18%	16%	13%	14%
At least once an hour	19%	21%	22%	21%
About 3 times a day	17%	14%	16%	17%
At least once a day	4%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know	27%	29%	30%	30%
All households	100%	100%	100%	100%

* The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details. In 2020, the access to public transport questions were only asked from January to March and have therefore not been reported as they are not available for the whole of the survey year. They were reinstated in the 2021 questionnaire.

One member of each household was asked how long it would take to walk to the nearest bus stop. In 2021, just over 6 in 10 households (62%) 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: 2021



In 2021, 85% of households had a frequent rail service throughout the day. Just over 1 in 10 households (11%) didn't know the frequency of rail service from their nearest NI Railways station.

Table 4.2: Rail service frequency*: 2009-2011, 2014-2016, 2017-2019 and 2021**

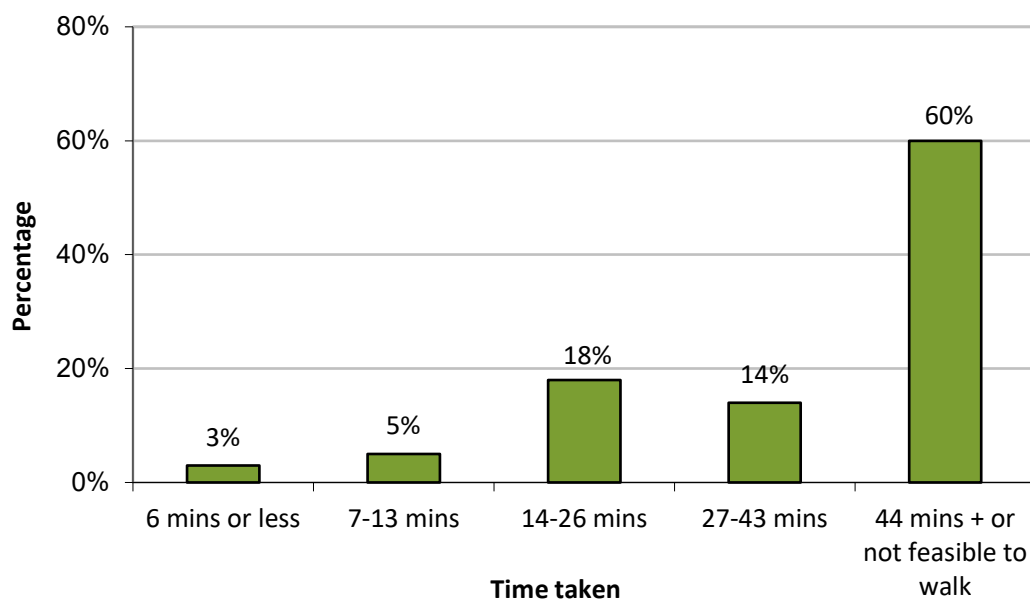
Frequency of service*	Percentage of households			
	2009-2011	2014-2016	2017-2019	2021**
Frequent service throughout day (at least once per hour)	73%	80%	82%	85%
Frequent service only during rush hour (at least once per hour)	4%	2%	3%	2%
Less frequent service	3%	1%	2%	1%
Not applicable	1%	1%	1%	1%
Don't know	20%	16%	13%	11%
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

** The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details. In 2020, the access to public transport questions were only asked from January to March and have therefore not been reported as they are not available for the whole of the survey year. They were reinstated in the 2021 questionnaire.

Relatively few households were close to a train station: 8% of households lived within a 13 minute walk of their nearest station. Three fifths of households (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: 2021



Households were more likely to live closer to a bus stop than a railway station. Eight in ten households (80%) lived within a 13 minute walk of their nearest bus stop compared to less than 1 in 10 households (8%) 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 69% of households with a bus service of at least one an hour from their nearest bus stop.

Park & Ride

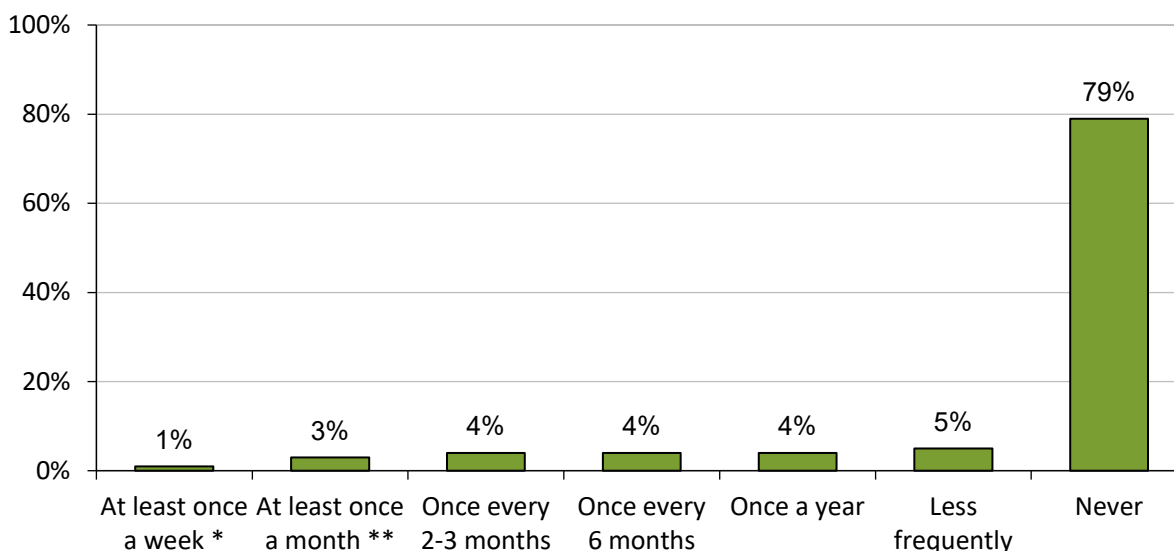
Frequency of using Park & Ride

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.

One percent of respondents used Park & Ride once a week or more with a further 3% using it at least once a month (but less than once a week).

Just under 8 in 10 respondents (79%) said they never used Park & Ride.

Figure 4.9: How often do you use Park & Ride?: 2021



Base = 1,275

Frequency of using Park & Ride

* "At least once a week" combines the answers "Every day" and "At least once a week". "Every day" is selected if the respondent uses Park & 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"

Note that following the move to telephone interviewing from April 2020, changes needed to be made to former show card questions. For this question, the answer options were read out. See [TSNI Technical Report 2021](#) for details of the changes (page 8) and for the 2021 questionnaire (Appendix A, page 23).

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 5.10: 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 2021:



On average, people living in Northern Ireland travelled 4,130 miles by car



The average number of car journeys made per person was 583



The average time spent travelling by car was 178 hours per person



Car+ travel summary

More than four fifths (84%) of the total distance travelled was by car in 2021. On average, 4,130 miles were travelled by car per person in 2021, similar to 2020 (3,831 miles per person).

Just under 7 in 10 journeys (69%) were by car in 2021, around the same as 2020 (65%). There were 583 car journeys per person in 2021, an increase from 2020 (541 journeys per person). On average, car journeys were 7.1 miles in length in 2021.

Car travel accounted for just over three fifths (61%) of total time spent travelling in 2021. On average, 178 hours per person were spent travelling by car in 2021 (around 29 minutes per day), an increase from 2020 (161 hours per person). The average car journey lasted 18 minutes in 2021.

Figure 5.1a: Distance by car+ 2009-2011 to 2021¹
Average miles travelled per person per year

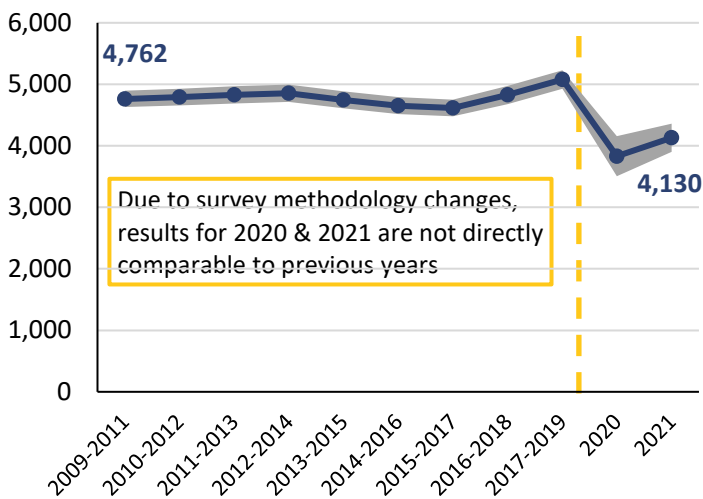


Figure 5.1b: Distance by car+ 2011 to 2021¹
Average miles travelled per person per year

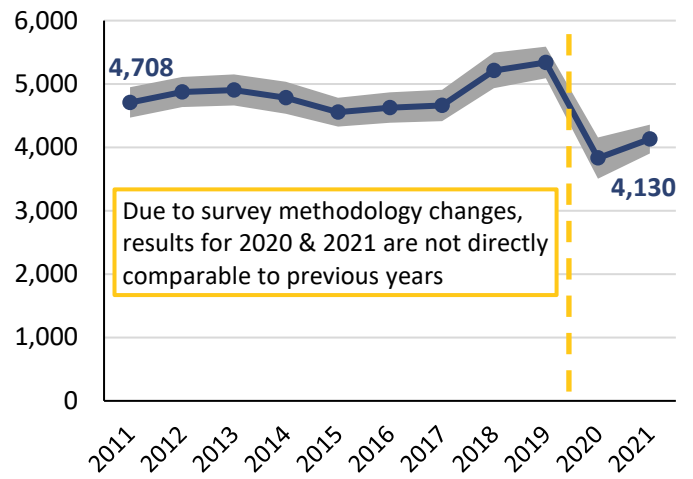


Figure 5.2a: Car+ journeys 2009-2011 to 2021¹
Average journeys per person per year

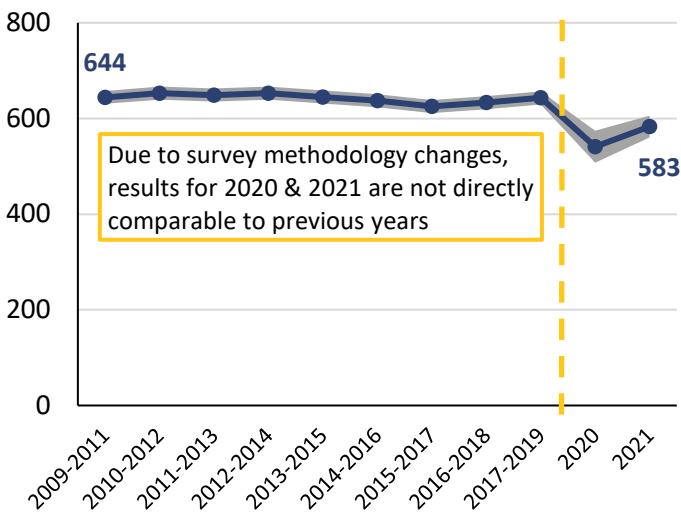
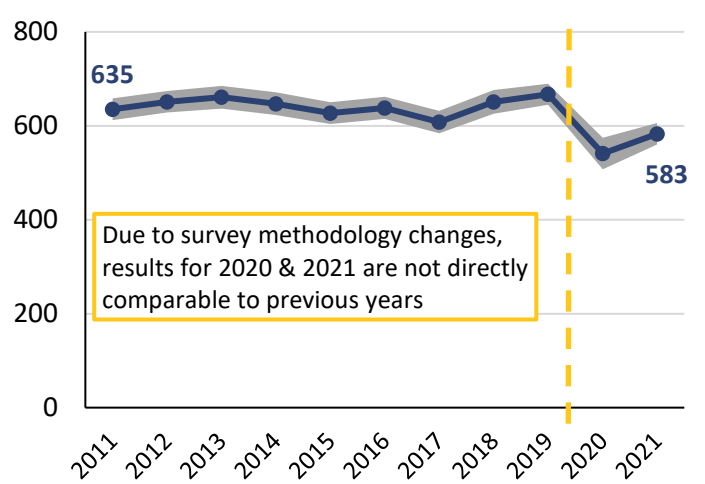


Figure 5.2b: Car+ journeys 2011 to 2021¹
Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

Figure 5.3a: Time spent travelling by car+ 2009-2011 to 2021¹

Average hours spent travelling per person per year

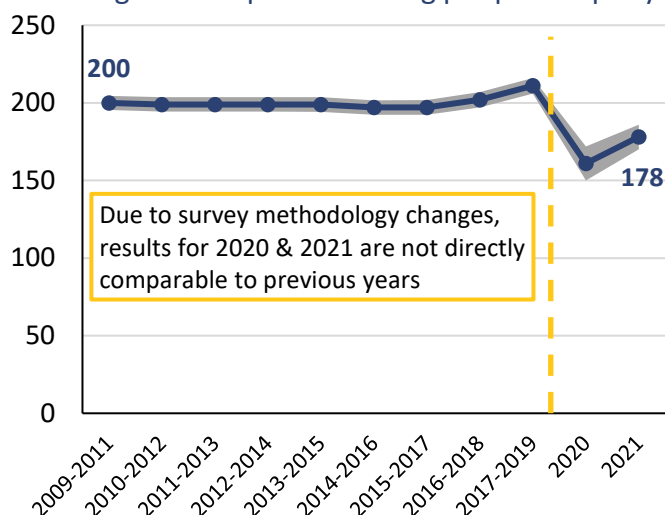
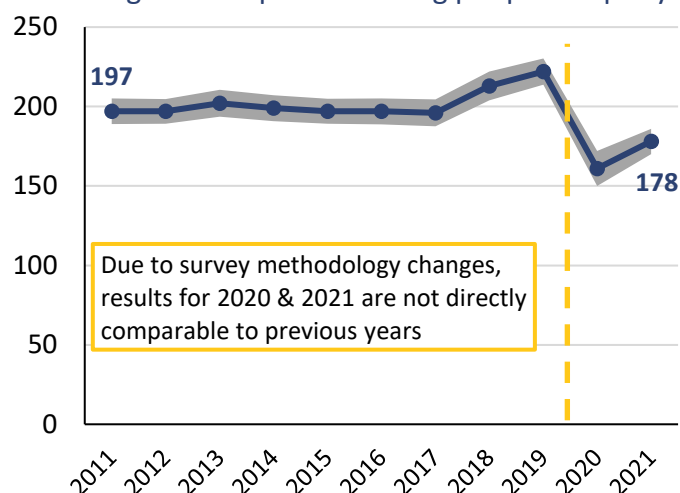


Figure 5.3b: Time spent travelling by car+ 2011 to 2021¹

Average hours spent travelling per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

Car ownership

In 2021, 85% of households that had access to a car. Two fifths of households (40%) had access to one car and a further 45% of households had access to two or more cars.

In 2021, the average number of cars per household was 1.44.

Table 5.1: Household car ownership: 2017 to 2021*

	No car	One car	Two cars	Three or more cars	All households	Cars per household
2017	22%	42%	28%	8%	100%	1.28
2018	22%	43%	27%	8%	100%	1.23
2019	18%	41%	32%	9%	100%	1.36
2020*	**	**	**	**	**	**
2021*	15%	40%	35%	10%	100%	1.44

* The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

** In 2020, the vehicle questionnaire was only asked from January to March. Therefore these data have not been reported as they are not available for the whole of the survey year. These questions were reinstated in the 2021 questionnaire.

Driving licence holding (persons aged 17+)*

In 2021, over four fifths (82%) of respondents held a full car driving licence. There was a higher proportion of men aged 17+ with a full car driving licence (85%) than women aged 17+ (79%).

Figure 5.4a: Driving licence¹ holders 2009-2011 to 2021²

% aged 17+ holding driving licences¹ by sex

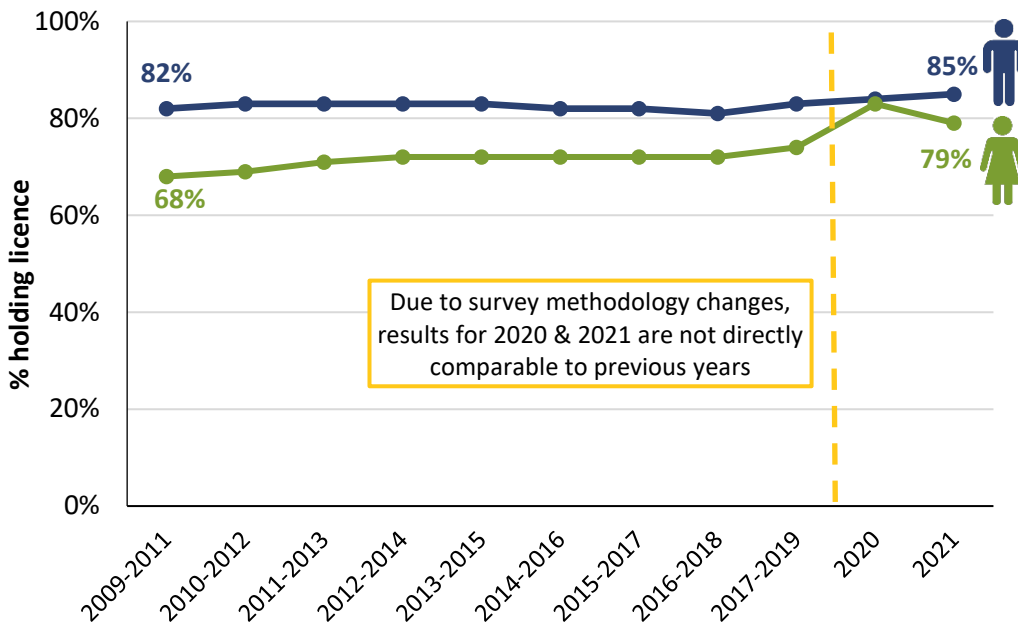
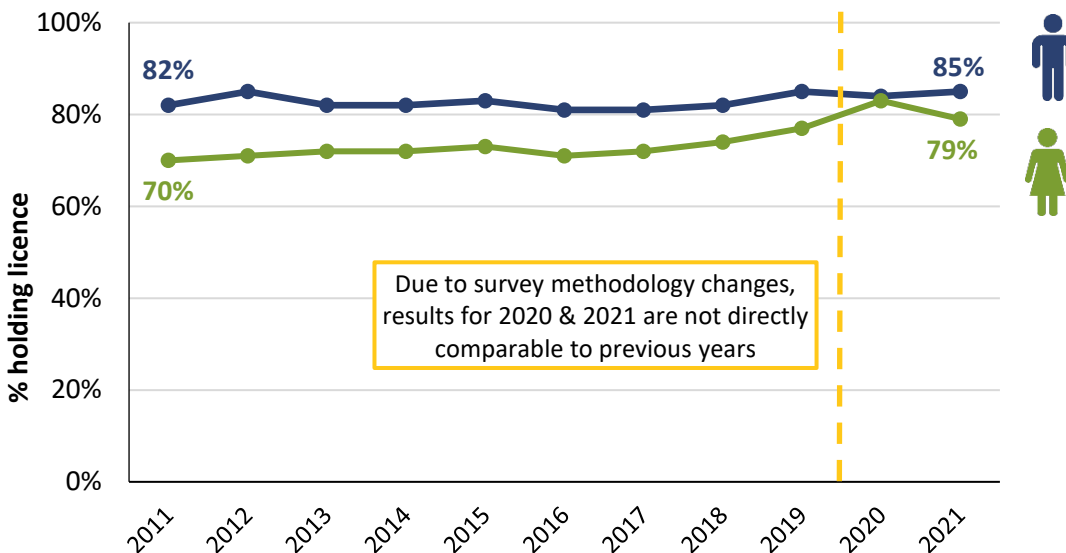


Figure 5.4b: Driving licence¹ holders 2011 to 2021²

% aged 17+ holding driving licences¹ by sex



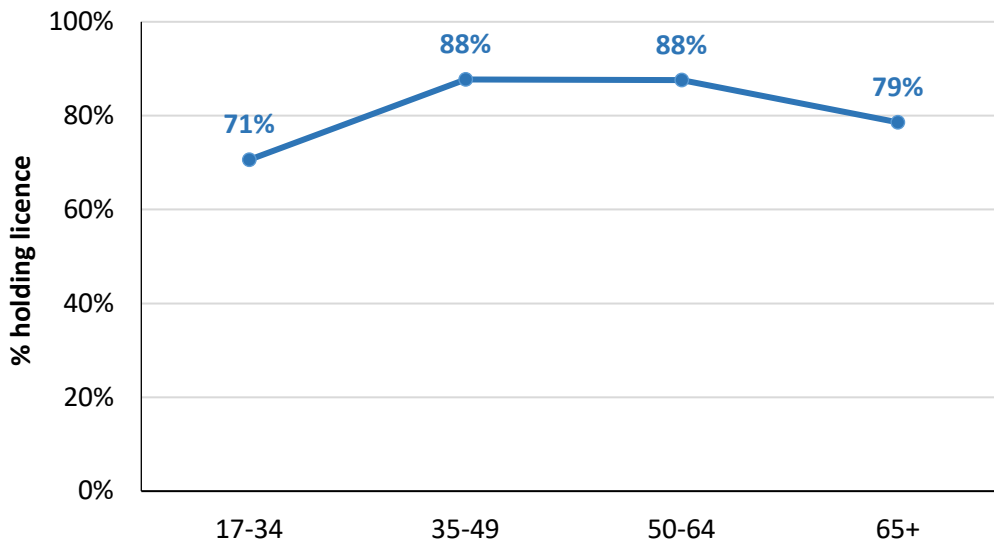
¹ Not including provisional licences, Passenger Carrying Vehicle (PCV) licences or Large Goods Vehicle (LGV) licences

² The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

* Please note, the achieved sample for 2021 is too small to produce robust analysis for the age and sex breakdown normally reported in this section and Figure 5.5. However, it is sufficient to produce separate analysis by age only (for broader age bands than usual) and by sex only and the section has been updated accordingly.

Comparing licence holders by age group*, the lowest proportion of people holding a driving licence was in the 17-34 age group (71%). This increases to 88% for both the 35-49 and 50-64 age groups. The proportion of driving licence holders then decreases from 88% in the 50-64 age group to 79% in the 65+ age group.

Figure 5.5: Driving licence¹ holders by age 2021*
% holding driving licences¹ by age



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

* Please note, the achieved sample for 2021 is too small to produce robust analysis for the age and sex breakdown normally reported in this section and Figure 5.5. However, it is sufficient to produce separate analysis by age only (for broader age bands than usual) and by sex only and the section has been updated accordingly.

Annual vehicle mileage and reason for vehicle use

The majority of vehicles surveyed in 2021 (72%) had an annual mileage of between 5,000 and 17,999 miles. Just over 2 in 10 vehicles (22%) had an annual mileage of less than 5,000 miles.

Table 5.2: Annual vehicle mileage: 2009-2011, 2014-2016, 2017-2019 and 2021*

Percentage of vehicles

Miles per year	2009-2011	2014-2016	2017-2019	2021*
0-1,999	4%	4%	4%	5%
2,000-4,999	11%	13%	14%	18%
5,000-6,999	16%	19%	18%	21%
7,000-8,999	14%	14%	13%	14%
9,000-11,999	21%	23%	20%	20%
12,000-14,999	15%	13%	13%	11%
15,000-17,999	8%	7%	8%	5%
18,000-20,999	6%	5%	5%	3%
21,000-29,999	3%	2%	2%	1%
30,000 or over	2%	2%	2%	1%
All vehicles	100%	100%	100%	100%

* The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details. In 2020, the vehicle questionnaire was only asked from January to March. Therefore these data have not been reported as they are not available for the whole of the survey year. These questions were reinstated in the 2021 questionnaire.

Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2021, just over two fifths (41%) of vehicles in these households were used to take someone in the household to school.

In 2021, 54% of all vehicles in the survey 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, 69% were parked in a "private or firm's car park" during work hours, with most of the rest (24%) 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
- Figure 2.4: Driving licence holders by age
- 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 2021:



27% of the total distance travelled was for commuting & business purposes



39% of all journeys made were for leisure and other purposes



The longest journeys were for commuting & business (9.5



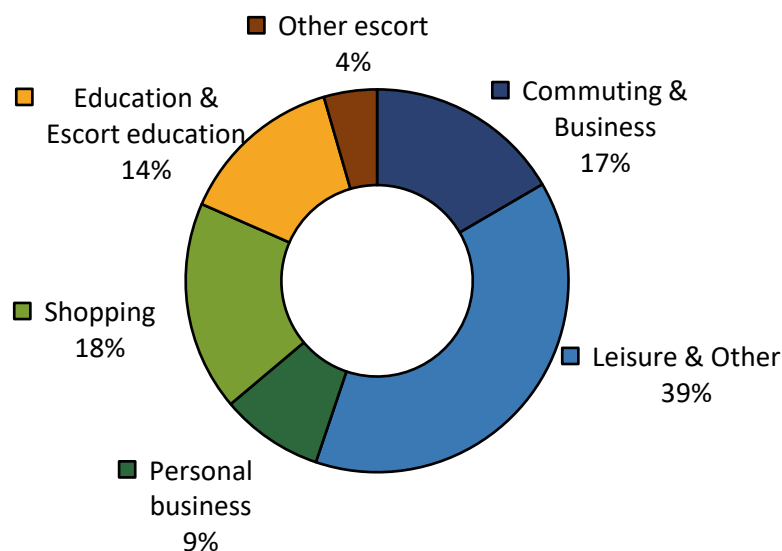
miles) and the shortest journeys were for education & escort education (2.9 miles)



Travel by journey purpose

In 2021, nearly two fifths (39%) 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), 18% for shopping and 17% for commuting and business. Education and escort education journeys (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school) accounted for 14% of all journeys. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 9% of all journeys. There were no real changes comparing the 2021 proportions of each of these journey purpose categories with the 2020 proportions.

Figure 6.1: Number of journeys per person 2021:
Proportion in each journey purpose group¹



¹ See [Definitions](#) section on page 86 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’.

Figure 6.2a: Journeys by purpose¹ 2009-2011 to 2021

Average journeys per person per year

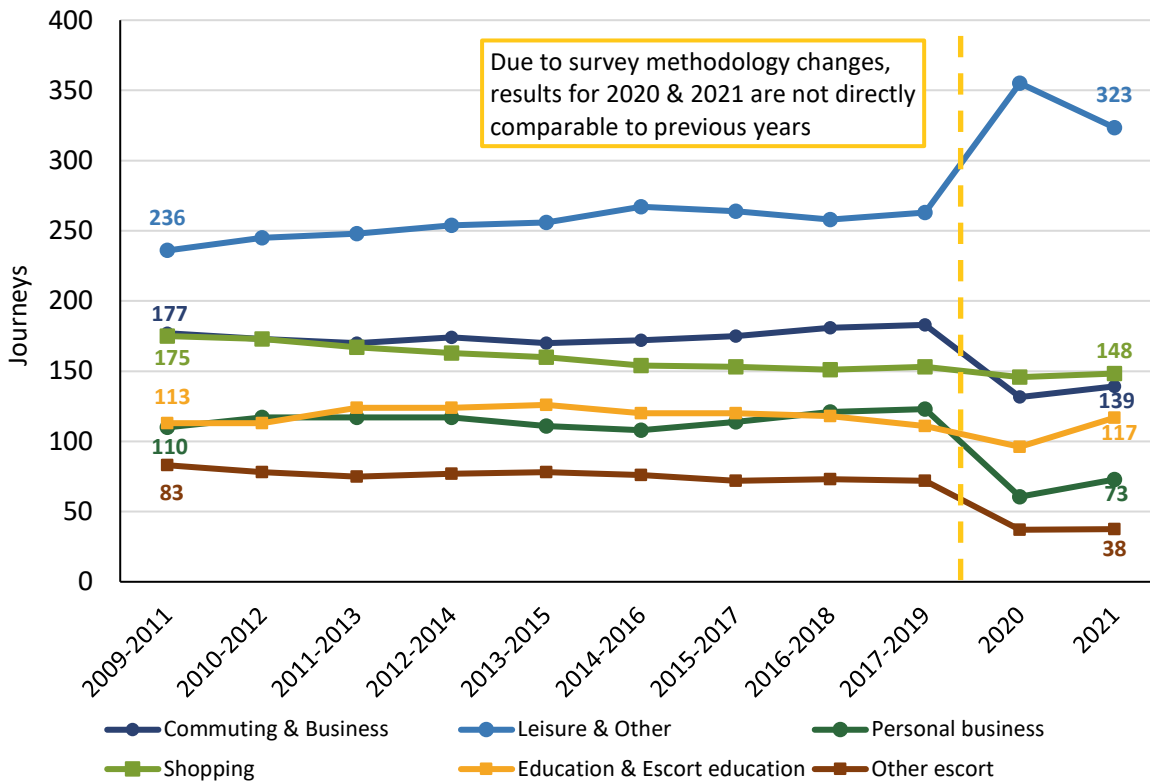
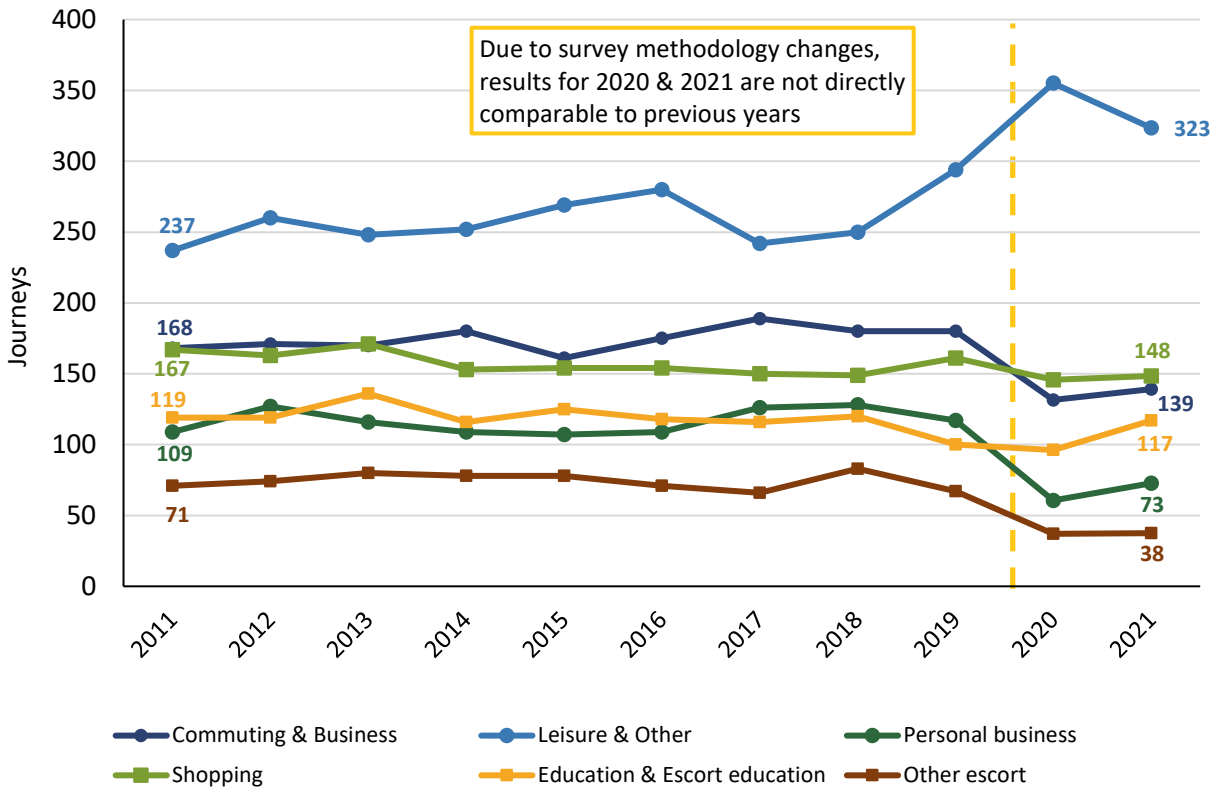


Figure 6.2b: Journeys by purpose¹ 2011 to 2021

Average journeys per person per year



¹ See [Definitions](#) section on page 86 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’.

In terms of miles travelled, almost two fifths (39%) of the total distance travelled was for leisure and other purposes, just over one quarter (27%) for commuting and business, 13% for shopping and 10% for personal business. The 2021 proportions for each category are similar to 2020.

Figure 6.3: Distance travelled per person 2021:
Proportion in each journey purpose group¹

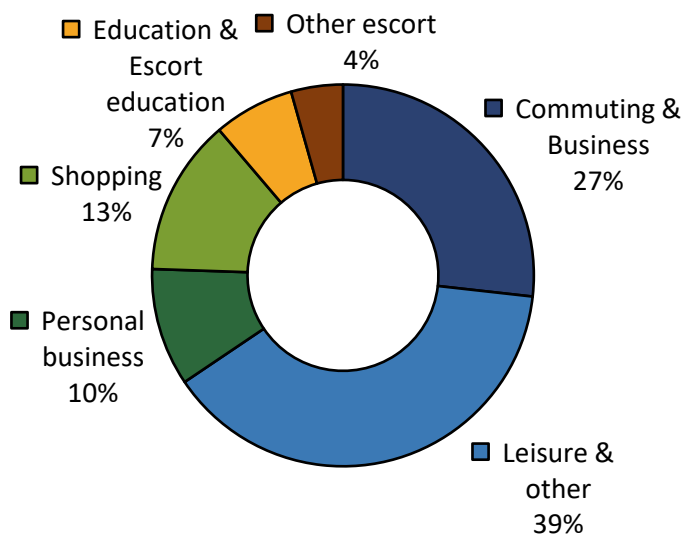
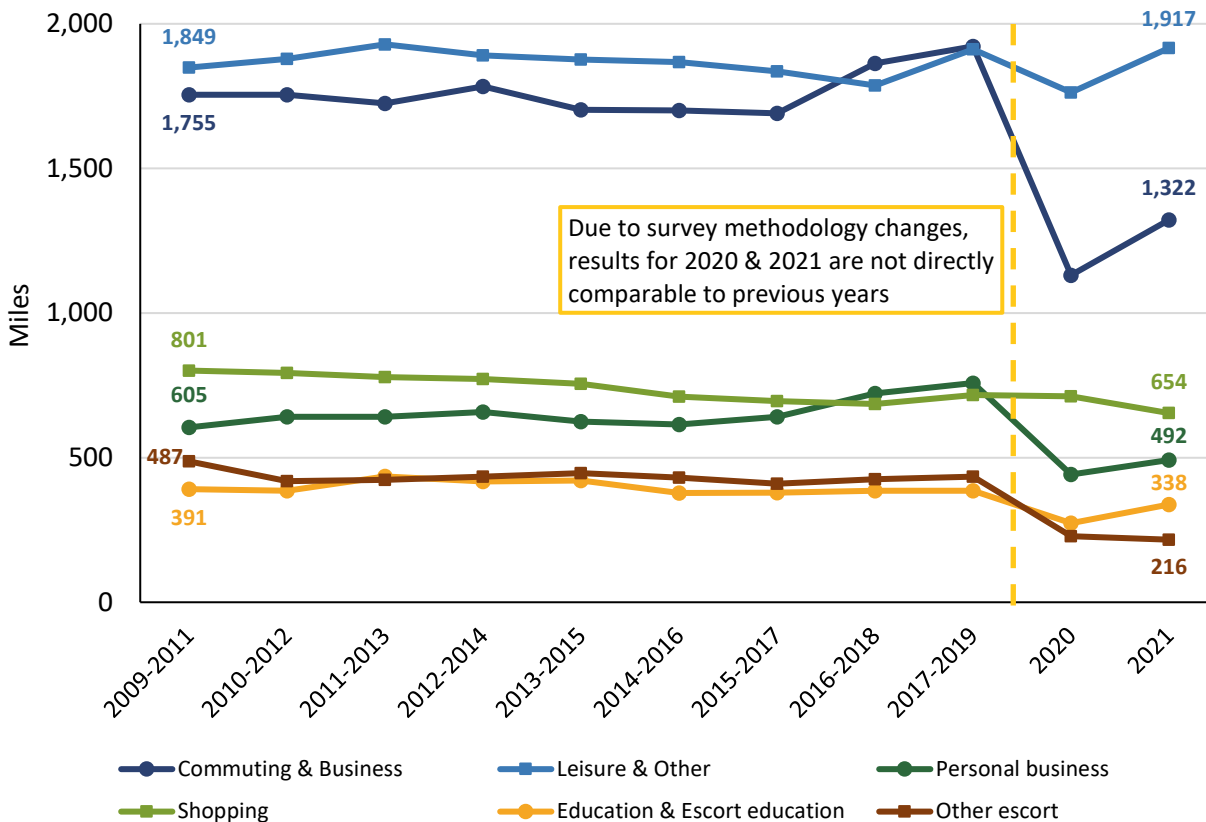


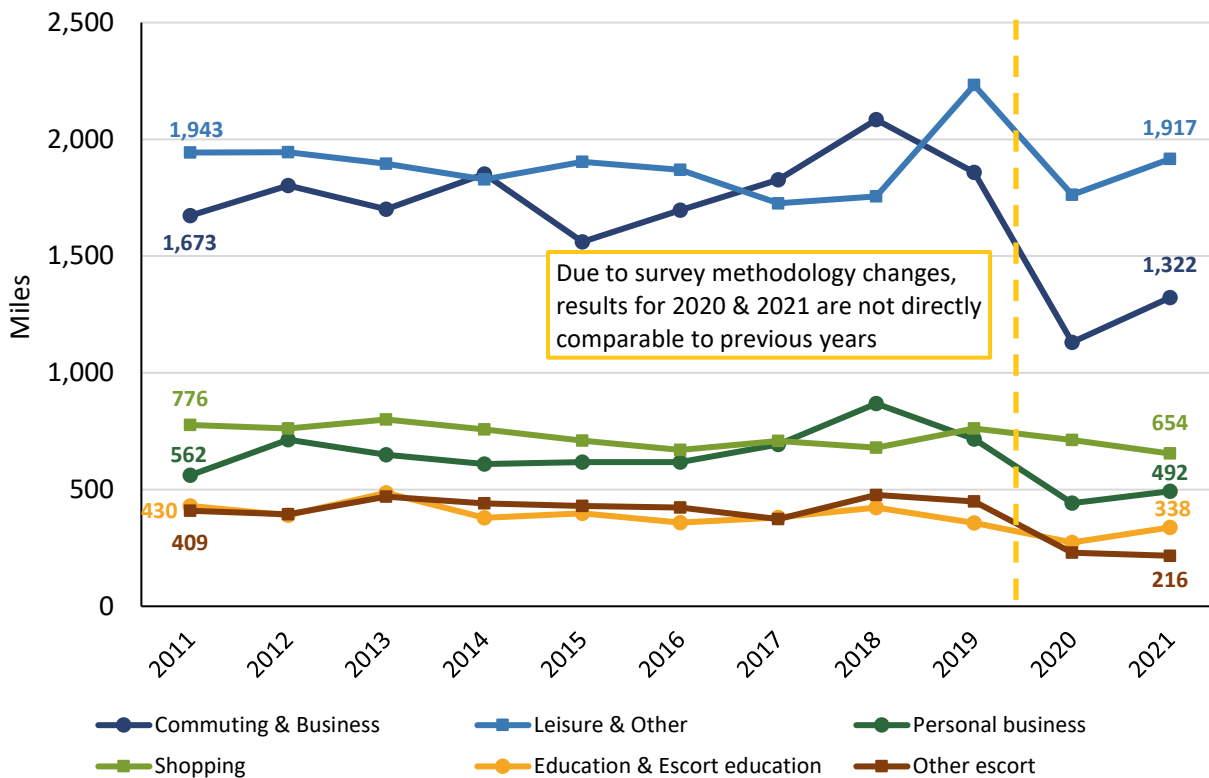
Figure 6.4a: Distance travelled by purpose¹ 2009-2011 to 2021
Average miles travelled per person per year



¹ See [Definitions](#) section on page 86 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'.

Figure 6.4b: Distance travelled by purpose¹ 2011 to 2021

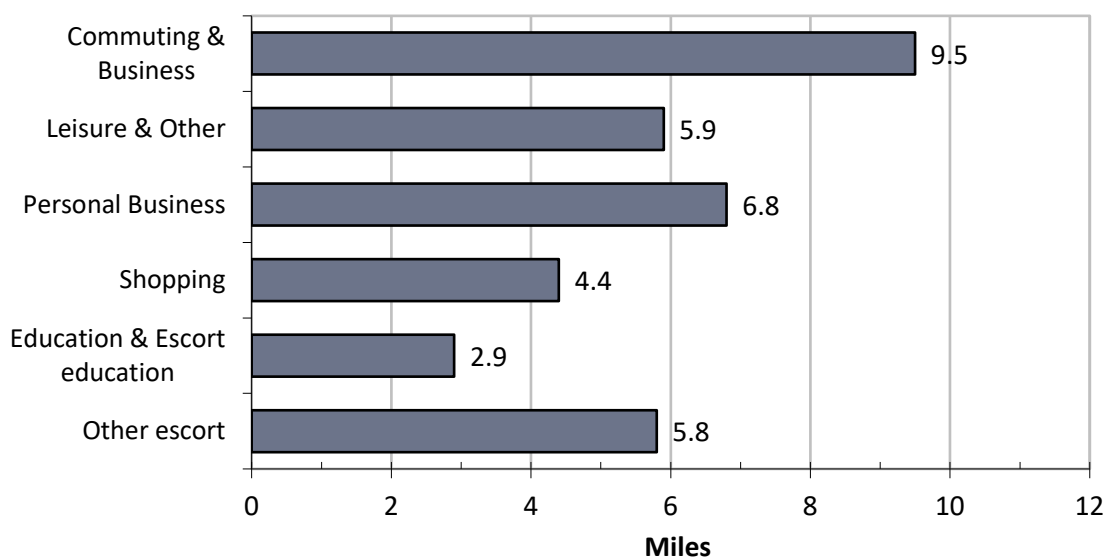
Average miles travelled per person per year



Average journey length

In 2021, the longest journeys were those made for commuting and business (9.5 miles), while the shortest journeys were those made for education and escort education (2.9 miles).

Figure 6.5: Average journey length by purpose¹: 2021



¹ See [Definitions](#) section on page 86 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*

Men made a higher proportion of commuting and business journeys (24%) than women (15%) whereas women made a higher proportion of education and escort education journeys (11%) than men (6%). Men made a similar proportion of shopping journeys (18%) to women (20%).

Looking only at single journey purposes, the most common reasons for men making a journey were commuting (19%), shopping (18%) and 'other including just walk' (16%). For women, the most popular reasons for making a journey were going to and from the shops (20%) and 'other including just walk' (17%). The most frequently given reason for journeys made by children (aged under 16) was education (31%).

Children, men and women made the around the same proportion of personal business journeys (children: 7%, men: 9%, women: 9%). 'Personal business' includes journeys to the bank, post office, library, church, playgroup, doctor or optician.

Women made more journeys (14%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (9%).

Table 6.1: Journeys per person by age, sex and purpose¹: 2021*

Journey purpose	Percentage/Number/Miles										
	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All men (16+)	Aged 16-29	Aged 30-59	Aged 60+	All women (16+)		
Commuting & Business	0%	..	31%	12%	24%	..	18%	7%	15%	19%	17%
Leisure & Other ²	36%	..	35%	45%	38%	..	37%	45%	39%	39%	39%
Personal business	7%	..	7%	12%	9%	..	8%	14%	9%	9%	9%
Shopping	7%	..	15%	26%	18%	..	17%	30%	20%	19%	18%
Education & Escort education	44%	..	8%	2%	6%	..	14%	2%	11%	9%	14%
Other escort	5%	..	4%	4%	4%	..	6%	2%	5%	4%	4%
All purposes	100%	..	100%	100%	100%	..	100%	100%	100%	100%	100%
Number of Journeys	772	..	899	774	830	..	1,000	722	868	851	838
Distance travelled (miles)	3,315	..	6,827	4,747	5,846	..	5,386	3,710	4,725	5,238	4,940

(See Table 8.1.5 in the [TSNI Technical Report 2021](#) for Confidence Ranges)

¹ See [Definitions](#) section on page 86 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'.

* In 2021, the achieved sample is too small to produce robust analysis for the 16-29 age group. This is indicated in the table by ".."

Full breakdown of single journey purposes

Data on the single journey purposes that make up the journey purpose groups are available in the [spreadsheet accompanying the report](#) (see “Further reading” section on this page). An example of the full breakdown of single journey purposes is given in Table 6.2.

The most popular reason for residents making a journey was for shopping (18%), followed by ‘other including just walk’ (15%), which are mostly made up of walking journeys made just for pleasure/exercise, and commuting (13%).

Table 6.2: Average number of journeys per person by purpose*: 2021

Journey purpose*	Journeys per person	
	Average number	%
Commuting	112	13%
Business	27	3%
Education	46	6%
Escort Education	71	8%
Shopping	148	18%
Other escort	38	4%
Personal Business	73	9%
Visit friends at private home	95	11%
Visit friends elsewhere	12	1%
Entertainment/ public social activities	16	2%
Sport participate	25	3%
Holiday base	5	1%
Day trip	41	5%
Other including just walk	128	15%
Undefined purpose	-	-
All purposes	838	100%

*See [Definitions](#) section on page 86 for types of journey purpose

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: proportion in each journey purpose group
- Figure 4.3: Distance travelled per person: proportion in each journey purpose group
- Table 4.2: Journeys per person by age, sex and purpose

Section 7: Travelling to work

In 2021:



On average, workers living in Northern Ireland travelled 1,953 miles commuting



The average number of commuting journeys made per worker was 235



The majority of workers (85%) travelled to work by car or van



Commuting summary

On average, workers living in Northern Ireland travelled 1,953 miles to go to or from work in 2021, similar to 2020 (1,841 miles per worker).

In 2021, the average number of commuting journeys made per worker was 235, around the same as 2020 (233 journeys per worker).

On average, workers' commuting journeys were 8.3 miles in length in 2021.

Figure 7.1a: Distance for commuting 2009-2011 to 2021¹

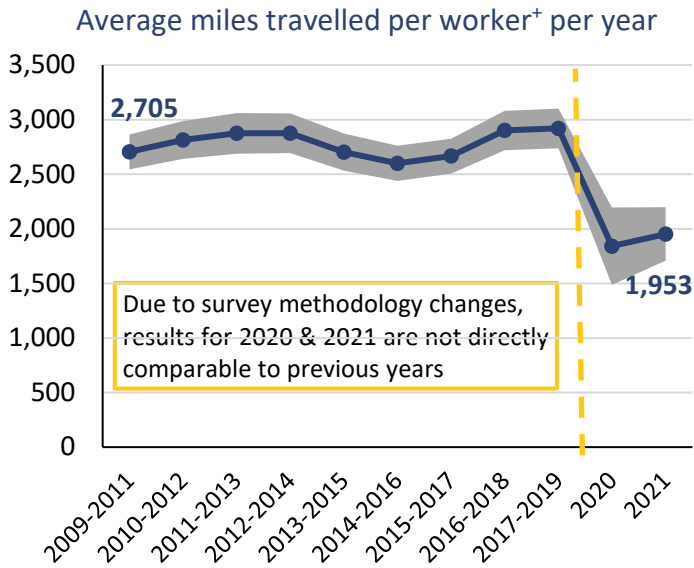


Figure 7.1b: Distance for commuting 2011 to 2021¹
Average miles travelled per worker⁺ per year

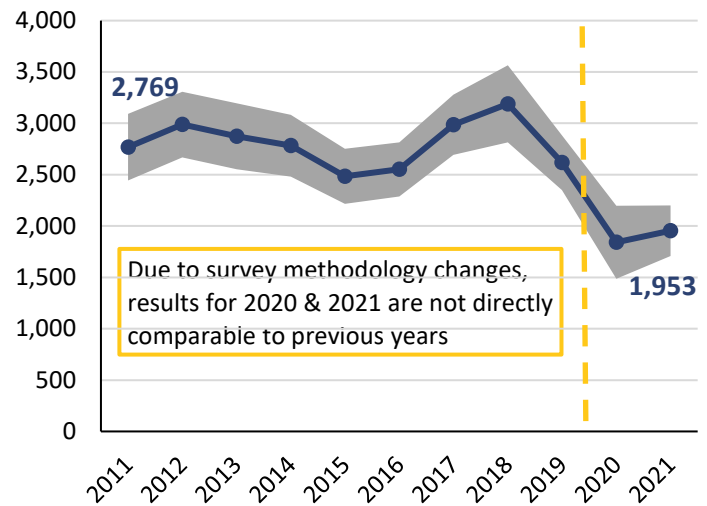


Figure 7.2a: Commuting journeys 2009-2011 to 2021¹

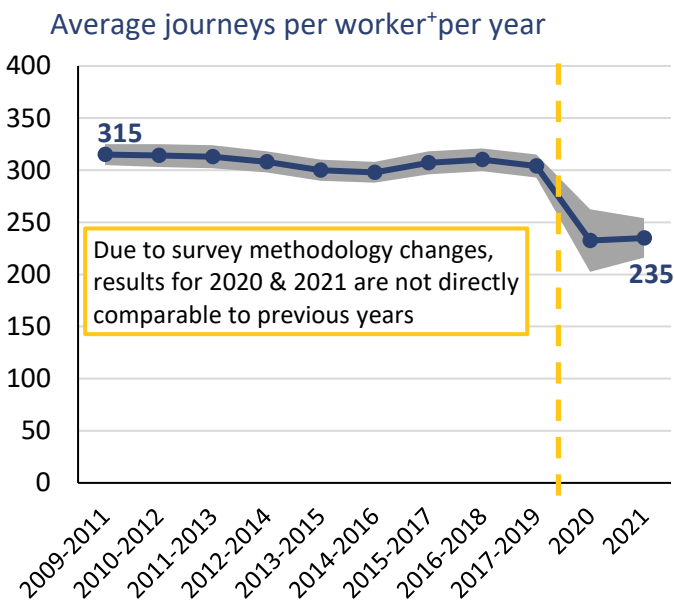
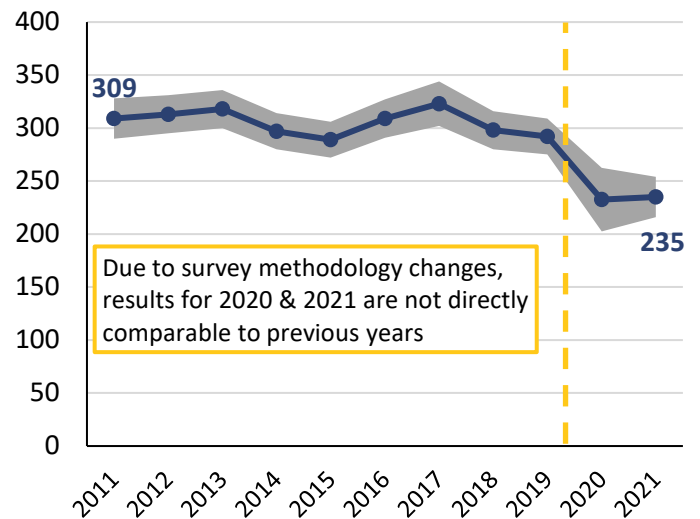


Figure 7.2b: Commuting journeys 2011 to 2021¹
Average journeys per worker⁺ per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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

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.

The majority of workers (85%) usually travelled to work by car or van in 2021.

Nearly 1 in 10 workers (9%) usually walked to work in 2021.

In 2021, 3% of workers usually travelled to work by public transport (bus or train).

Table 7.1: Method of travel to work: 2009-2011, 2014-2016, 2017-2019, 2020* and 2021*

Method of travel to work	Percentage of workers (excluding those who worked at home)				
	2009-2011	2014-2016	2017-2019	2020*	2021*
Car/van	82%	81%	82%	80%	85%
Motorbike/moped/scooter	0%	0%	0%	0%	0%
Bicycle	1%	1%	1%	4%	1%
Bus	4%	4%	5%	4%	2%
NIR train	1%	2%	2%	3%	1%
Walk	10%	10%	9%	7%	9%
Taxi/minicab**	..	2%	1%	0%	1%
Other**	2%	0%	1%	3%	1%
All methods of travel	100%	100%	100%	100%	100%

* The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

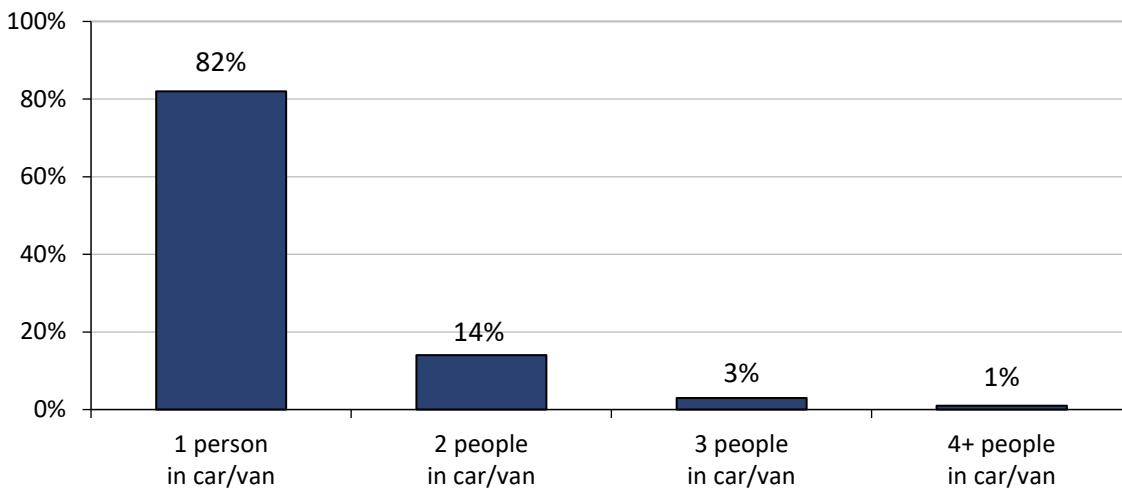
** The “Taxi/minicab” category was first added in the 2012 survey. Prior to this, travel to work by taxi was included in the “Other” category.

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 (82%), 14% travelled to work with one other person in the car/van and the rest (4%) had two 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)*: 2021



Base = 537 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.

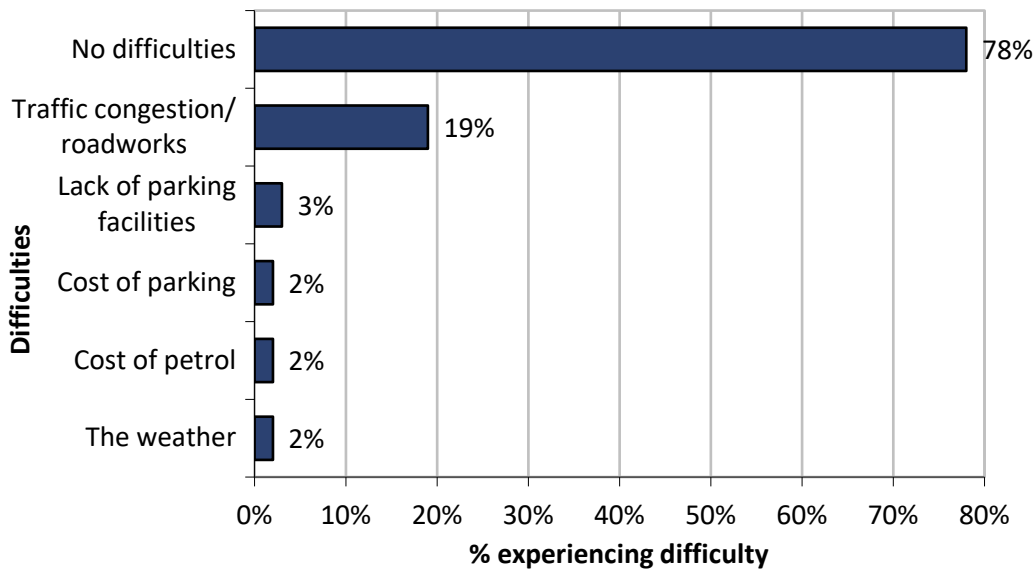
Difficulties travelling to work - car, van or motorcycle users

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 (78%) 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 19% of respondents).

Figure 7.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2021
(Selected responses*)



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

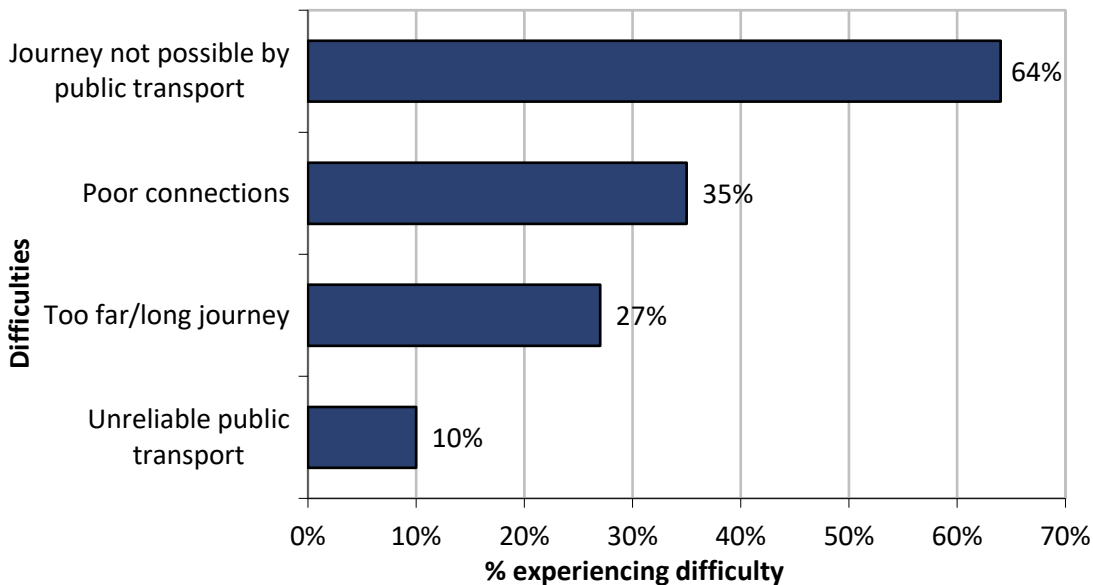
* Respondents answer spontaneously and their responses are coded from 10 answer options (including “Other”). See [accompanying spreadsheet](#) containing data used in the In-depth Report tables for a full breakdown of all responses given.

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, 58% 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” (64%), followed by “poor connections” (35%) and then “too far/long journey” (27%).

Figure 7.5: Difficulties travelling to or from work if not using car, van or motorcycle: 2021
(Selected responses*)



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

* Respondents answer spontaneously and their responses are coded from 13 answer options (including “Other”). 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

This section, including Figure 7.6, cannot be reported for 2021 as the achieved sample is too small to produce robust analysis for the usual breakdown of difficulties using other forms of transport when travelling to 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 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

Section 8: Shopping

In 2021:



On average, people living in Northern Ireland travelled 654 miles for shopping



The average number of shopping journeys made per person was 148



The majority of those who did the main food shopping used a car or van (78%)



Shopping summary

On average, 654 miles per person were travelled for shopping in 2021, similar to 2020 (712 miles per person).

In 2021, the average number of shopping journeys made per person was 148, around the same as 2020 (146 journeys per person).

On average, shopping journeys were 4.4 miles in length in 2021.

Figure 8.1a: Distance for shopping 2009-2011 to 2021¹

Average miles travelled per person per year

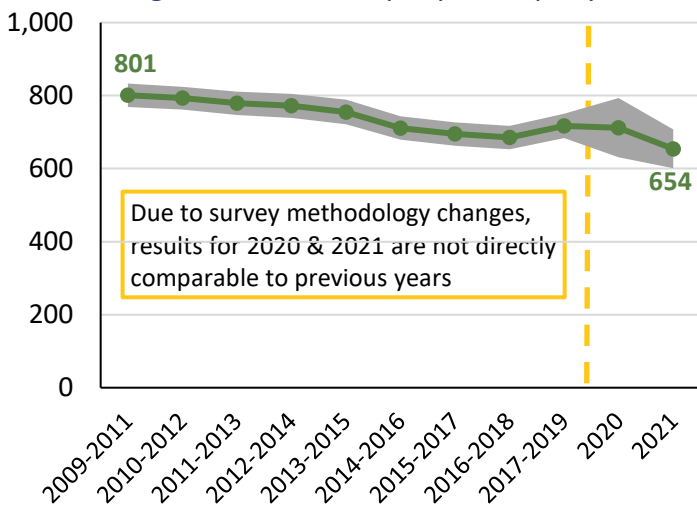


Figure 8.1b: Distance for shopping 2011 to 2021¹

Average miles travelled per person per year

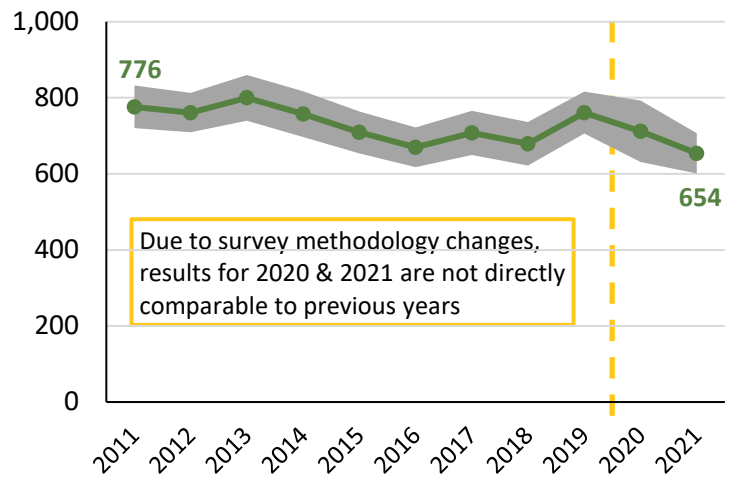


Figure 8.2a: Shopping journeys 2009-2011 to 2021¹

Average journeys per person per year

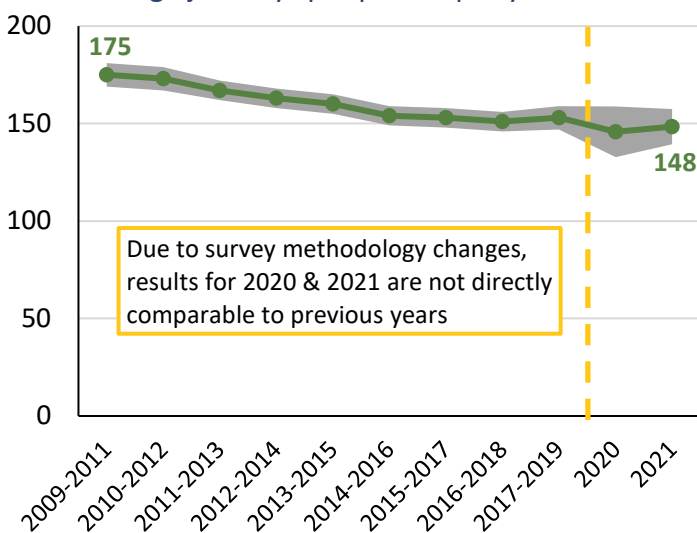
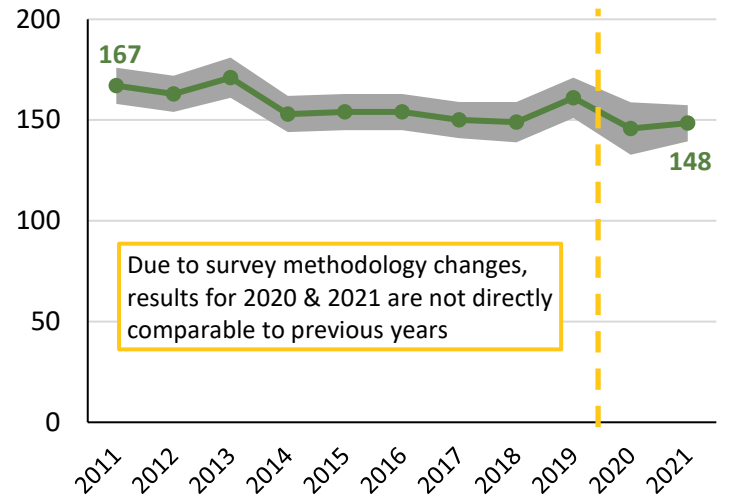


Figure 8.2b: Shopping journeys 2011 to 2021¹

Average journeys per person per year



Note: the shaded area in each chart shows 95% confidence intervals (see [What is a confidence interval?](#) on page 2).

¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, 2020 & 2021 results are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

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 (78%).

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) (12%) followed by walking to do the main food shop (5%).

Table 8.1: Method of travel to do main food shopping: 2021

Percentage of main food shoppers	
Method of travel to do main food shop	2021
Car/van	78%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	2%
NIR train	0%
Walk	5%
Taxi/minicab	2%
Does shopping online/Shopping is delivered/Shopping is done by friend, relative or carer*	12%
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”.

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

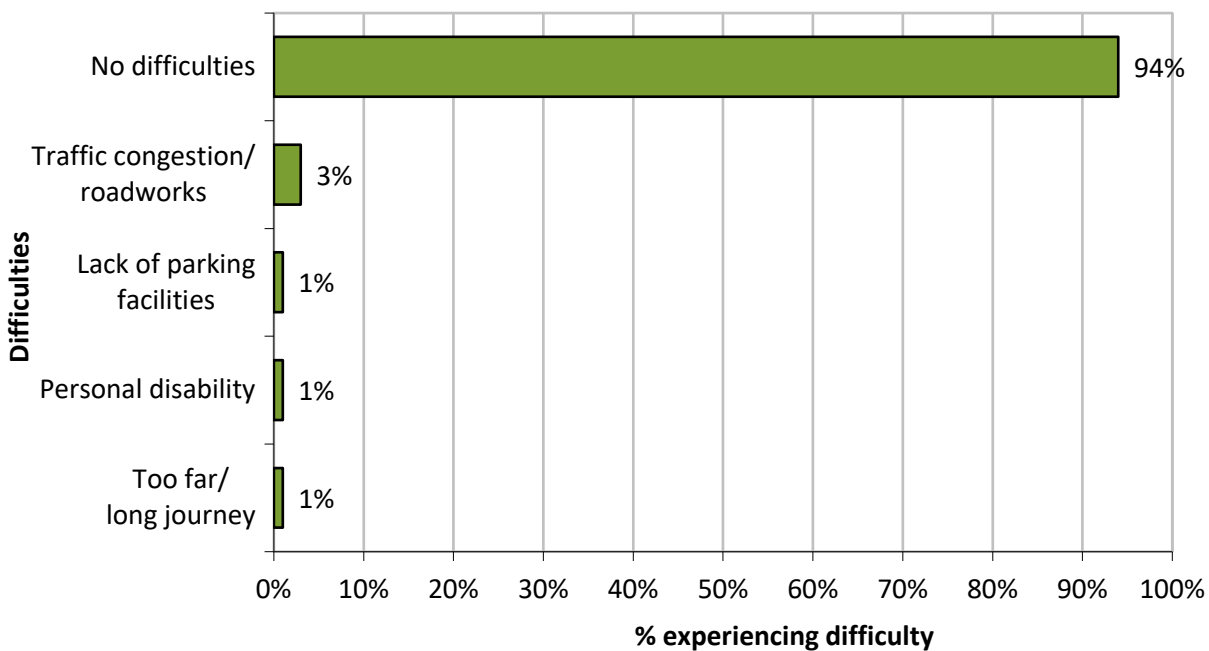
Difficulties if using car, van or motorcycle to do main food shopping

Respondents who usually used a car, van or motorcycle to do the main food shopping were asked if they had any difficulties. The majority (94%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.

The most common difficulty when travelling by car, van or motorcycle to do the main food shopping was “traffic congestion/roadworks” (mentioned by 3% of respondents).

Figure 8.3: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2021

(selected responses*)



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

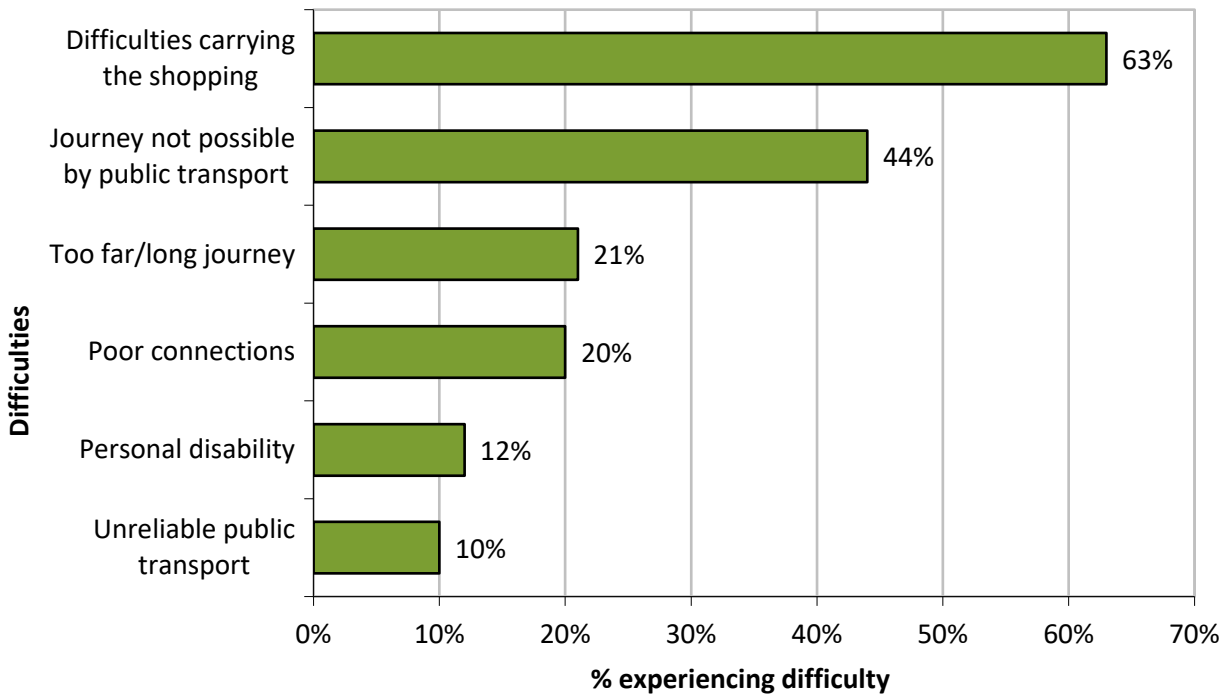
* Respondents answer spontaneously and their responses are coded from 10 answer options (including “Other”). See [accompanying spreadsheet](#) containing data used in the In-depth Report tables for a full breakdown of all responses given.

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, 45% 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” (63%), followed by “journey not possible by public transport” (44%).

Figure 8.4: Difficulties if car, van or motorcycle not used to do main food shopping: 2021
(selected responses*)



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

* Respondents answer spontaneously and their responses are coded from 14 answer options (including “Other”). 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

This section, including Figure 8.5, cannot be reported for 2021 as the achieved sample is too small to produce robust analysis for the usual breakdown of difficulties using other forms of transport when travelling to do main food shopping.

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

Section 9: Key tables by urban-rural

In 2021:



Rural residents travelled further (6,292 miles) than urban residents (3,967 miles)



Urban residents took a similar number of journeys (840) as rural residents (836)



On average, rural residents spent more time travelling (314 hours) than urban residents (274 hours)



Distance travelled by mode and urban-rural split

People living in rural areas travelled further (6,292 miles) than people living in urban areas (3,967 miles) in 2021.

For urban residents, 8% of total distance travelled was on foot, higher than rural residents (4%). Similarly, urban residents walked nearly one and a half times the distance (318 miles) that rural residents walked (221 miles).

For rural residents, 87% of total distance travelled was by car, higher than urban residents (80%). Rural residents also travelled more miles by car (5,448 miles) than urban residents (3,182 miles).

For both urban residents and rural residents, 3% of total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, NI Railways and Black Taxi). Similarly, the average distance travelled by public transport per person was around the same for those living in urban areas (133 miles) and those living in rural areas (186 miles).

Table 9.1: Average distance travelled per person by travel mode¹ and urban-rural split²: 2021

Travel mode ¹	Miles per person		
	Urban areas	Rural areas	All Northern Ireland
Walk	318	221	277
Bicycle	68	50	60
Car ³	3,182	5,448	4,130
Public transport ⁴	133	186	155
Other ⁵	266	388	317
All modes	3,967	6,292	4,940

¹ See [Definitions](#) section on page 88 for definitions of individual travel modes

² See [Definitions](#) section on page 89 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 2021, residents of urban areas took around the same number of journeys (840) as residents of rural areas (836). However, on average, journeys taken by people living in rural areas tend to be longer (7.5 miles) than journeys taken by people living in urban areas (4.7 miles).

Over one quarter (28%) of all journeys taken by urban residents were walks, more than rural residents (18%). Similarly, urban residents made more than one and a half times the number of walking journeys (235) that rural residents made (148).

Looking at car journeys as a proportion of all journeys, just over three quarters (76%) of all rural residents' journeys were by car, higher than for urban residents (65%). Rural residents also took more car journeys each year (632) than urban residents (547).

Comparing the proportion of all journeys taken by public transport, there is no real difference between people living in urban areas (3%) and people living in rural areas (2%). Looking at the average number of public transport journeys per person, urban residents took a similar number of journeys (21) to rural residents (19).

Table 9.2: Average number of journeys per person and average journey length by main mode¹ and urban-rural split²: 2021

Main mode of travel ¹	Average number of journeys per person			Average journey length (miles)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Walk	235	148	199	1.3	1.4	1.3
Bicycle	9	10	10	7.0	5.1	6.2
Car ³	547	632	583	5.8	8.6	7.1
Public transport ⁴	21	19	20	6.6	10.2	8.0
Other ⁵	27	27	27	9.7	14.4	11.6
All modes	840	836	838	4.7	7.5	5.9

¹ See [Definitions](#) section on page 88 for definitions of individual travel modes

² See [Definitions](#) section on page 89 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 in 2021. Rural residents travelled on average 314 hours (around 52 minutes per day or 13 days). Urban residents travelled 274 hours on average (about 45 minutes per day or 11 days).

Average journey times were around 3 minutes shorter for people living in urban areas (20 minutes) compared to people living in rural areas (23 minutes).

People living in urban areas spent, on average, nearly one and a half times as long walking during 2021 (97 hours) compared to people living in rural areas (67 hours).

Rural residents spent more time travelling by car (216 hours) than urban residents (150 hours).

Urban residents spent the same amount of time travelling by public transport as rural residents (12 hours).

Table 9.3: Time spent travelling per person and average journey time by main mode¹ and urban-rural split²: 2021

Main mode of travel ¹	Time spent travelling per person (hours)			Average journey time (minutes)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Walk	97	67	84	25	27	25
Bicycle	6	5	5	39	28	34
Car ³	150	216	178	16	21	18
Public transport ⁴	12	12	12	33	37	34
Other ⁵	10	14	12	22	32	26
All modes	274	314	291	20	23	21

¹ See [Definitions](#) section on page 88 for definitions of individual travel modes

² See [Definitions](#) section on page 89 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

In 2021, for people living in urban areas, nearly two fifths (39%) 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), 18% for shopping and 16% for commuting and business. Journeys for education and escort education (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school) made up 13% of all journeys. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 9% of all journeys.

For people living in rural areas, just under two fifths (38%) of all journeys were for leisure and other purposes, 17% for commuting and business, 17% for shopping, 15% for education and escort education and 9% for personal business.

Looking only at single journey purposes, among the most popular reasons for urban residents making a journey were for shopping (18%), ‘other including just walk’ (16%) and commuting (13%). Among the most popular reasons for rural residents making a journey were for shopping (17%), ‘other including just walk’ (14%), commuting (14%) and visiting friends at a private home (11%).

Urban residents made an average of 154 shopping journeys in 2021, around the same as rural residents (141 shopping journeys). Although the average number of shopping journeys was similar, rural residents travelled further than urban residents when going to the shops: 902 miles per rural resident compared to 476 miles per urban resident.

Urban residents made an average of 136 ‘other including just walk’ journeys in 2021, which are mostly made up of walking journeys made just for pleasure/exercise. This was similar to the average number of these journeys made by rural residents (117 journeys). There was also no real difference between urban residents and rural residents in distance travelled for ‘other including just walk’ journeys: 209 miles per urban resident and 187 miles per rural resident.

Urban residents took a similar number of commuting journeys (110) compared with rural residents (114). However, on average, rural residents travelled nearly double the distance to get to work (1,261 miles per person) compared to urban residents (646 miles per person).

In terms of miles travelled, 43% of the total distance travelled by urban residents was for leisure and other purposes, 25% for commuting and business, 12% for shopping and 11% for personal business.

In terms of miles travelled, 35% of the total distance travelled by rural residents was for leisure and other purposes, 29% for commuting and business, 14% for shopping and 9% for personal business.

Table 9.4: Travel per person by journey purpose¹ and urban-rural split²: 2021

Journey purpose ¹	Average number of journeys per person			Miles per person			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	137	142	139	976	1,804	1,322	7.1	12.7	9.5
Leisure & Other ³	330	314	323	1,690	2,232	1,917	5.1	7.1	5.9
Personal Business	72	74	73	429	580	492	6.0	7.8	6.8
Shopping	154	141	148	476	902	654	3.1	6.4	4.4
Education & Escort education	111	125	117	244	469	338	2.2	3.8	2.9
Other escort	37	39	38	153	305	216	4.2	7.8	5.8
All purposes	840	836	838	3,967	6,292	4,940	4.7	7.5	5.9

Journeys per worker:

Commuting & Business	290	301	295	2,124	3,926	2,872	7.3	13.0	9.7
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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 86 for definitions of types of journey purpose.

² See [Definitions](#) section on page 89 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 (82%).

A similar proportion of workers who live in urban areas walk to work (10%) as workers who live in rural areas (7%).

A higher percentage of workers living in urban areas take the bus or train to work (4%) compared to workers living in rural areas (1%).

Table 9.5: Method of travel to work by urban-rural split¹: 2021

Method of travel to work	Percentage of workers ² (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	82%	90%	85%
Motorbike/Moped/Scooter	0%	0%	0%
Bicycle	1%	0%	1%
Bus	3%	0%	2%
NIR train	1%	1%	1%
Walk	10%	7%	9%
Taxi/minicab	2%	0%	1%
Other	1%	2%	1%
All methods of travel	100%	100%	100%

¹ See Definitions section on page 89 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

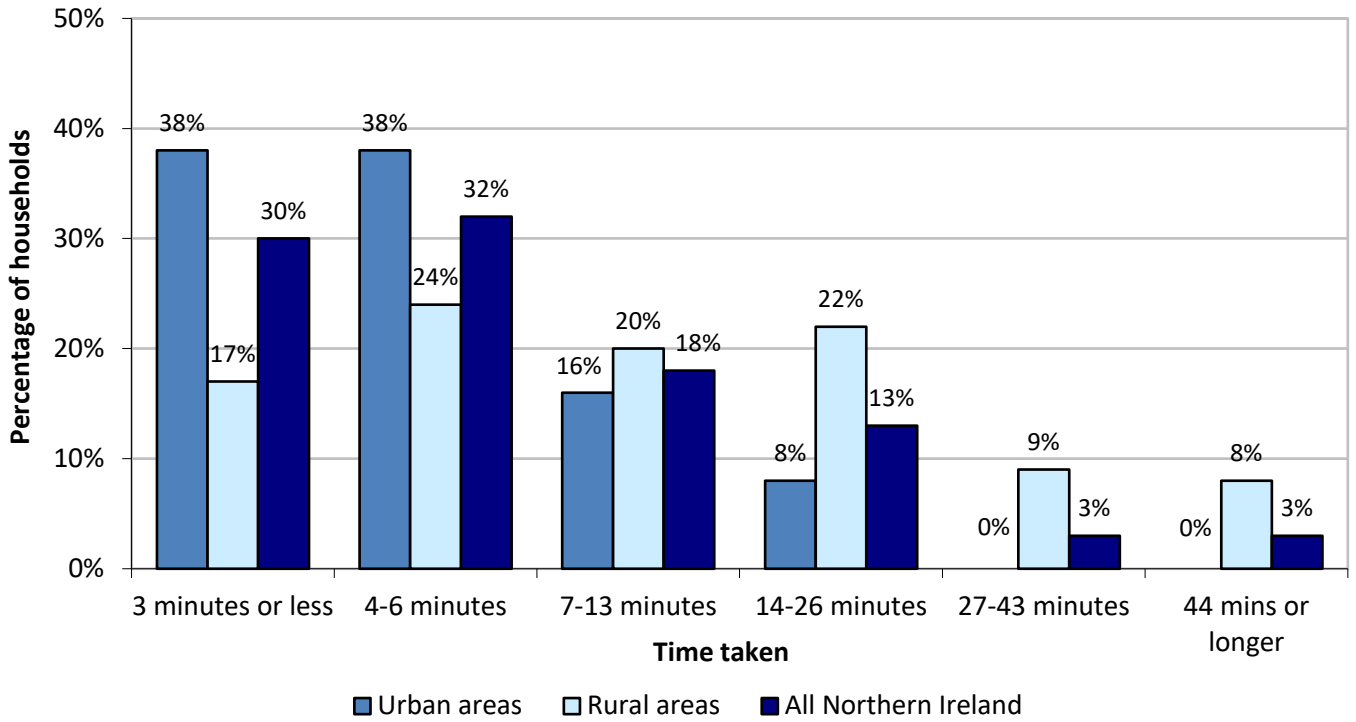
² Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday

Looking at the combined figure for travelling to work by walking, cycling and public transport, workers living in urban areas are nearly twice as likely (15%) 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 over 9 in 10 urban households (92%) lived within a 13 minute walk of their nearest bus stop. For rural households, this went down to just over 6 in 10 (61%). In 2021, 8% 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.

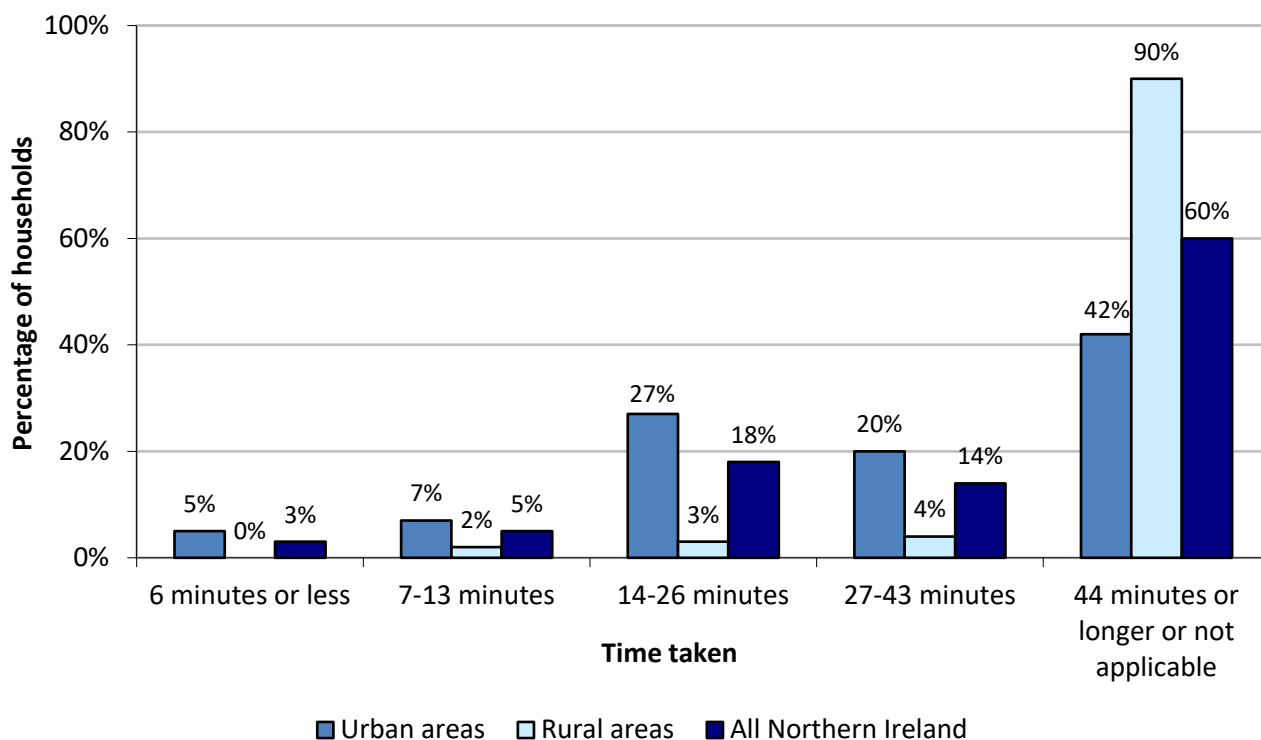
Figure 9.1: Time taken to walk to nearest bus stop by urban-rural split¹: 2021



¹ See Definitions section on page 89 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. In 2021, 12% 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: 2021



¹ See Definitions section on page 89 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, 88% of urban households had a bus service of one or more per hour whereas 30% of rural households had this frequency of service.

Rural households were less likely to know the frequency of bus service in their neighbourhood than urban households. Nearly two fifths of rural households (39%) said they didn't know how often they could get a bus from their nearest bus stop compared to one quarter of urban households (25%).

Table 9.6: Bus service frequency by urban-rural split¹: 2021

Percentage of households

Frequency of service	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	21%	0%	13%
At least once every half-hour	19%	4%	14%
At least once an hour	26%	14%	21%
About 3 times a day	8%	31%	17%
At least once a day	1%	10%	4%
Less than once a day	0%	2%	1%
Don't know	25%	39%	30%
All households	100%	100%	100%

¹ See Definitions section on page 89 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 around the same for urban households and rural households. Excluding households who stated “don't know” or “not applicable”, 96% of urban households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station, compared to 97% of rural households.

Table 9.7: Rail service frequency by urban-rural split¹: 2021

Percentage of households²

Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	88%	79%	85%
Frequent service only during rush hour (at least once an hour)	3%	1%	2%
Less frequent service	1%	1%	1%
Not applicable	0%	2%	1%
Don't know	8%	16%	11%
All households	100%	100%	100%

¹ See Definitions section on page 89 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 (91%) than urban residents aged 17+ (76%).

In urban areas, males aged 17+ are more likely to have a full driving licence (80%) than females aged 17+ (72%). However, in rural areas, a similar proportion of males aged 17+ have a full driving licence (92%) compared to females aged 17+ (89%).

Table 9.8: Full driving licence holders¹ by urban-rural split²: 2021*

	Urban areas	Rural areas	All Northern Ireland
Males aged 17+	80%	92%	85%
Females aged 17+	72%	89%	79%
All adults aged 17+	76%	91%	82%

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

² See [Definitions](#) section on page 89 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

* Please note, the achieved sample for 2021 is too small to produce robust analysis for the age, sex and urban-rural breakdown normally reported in this section and Table 9.8. However, it is sufficient to produce analysis by sex and urban-rural only and the section has been updated accordingly. Analysis of driving licence holders by age only (for 17-34, 35-49, 50-64, 65+ age groups) is available in the section [Driving licence holding \(persons aged 17+\)](#) on page 40.

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 by travel mode and urban-rural split
- Table 6.2: Average number of journeys per person and average journey length by main mode and urban-rural split
- Table 6.3: Time spent travelling per person and average journey time by main mode and urban-rural split
- Table 6.4: Travel per person 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 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.

Redesign of TSNI reports

Following on from the user consultation, we developed and implemented a new format In-depth Report for the 2016-2018 TSNI data. The new format was then applied to the 2017-2019 Headline Report. The reports have 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 in the In-depth Report 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 been reported (In-depth Report only).

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 In-depth Reports up to 2015-2017.

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.

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".

Changes to show card questions from April 2020

When there are a large number of answer options, particularly for multiple response questions, a show card (a card with the answer options written out) was used up to March 2020. This enabled the respondent to select all the answers that are relevant to them.

Following the move to telephone interviewing from April 2020, show cards could no longer be used. For questions with a long list of answer options, the interviewer did not state the answer options and the respondent answered spontaneously. The interviewer then coded their answer from the usual set of options. For questions with a short set of answer options, interviewers could read out the list of options (running prompt) except for spontaneous answer options. Notes have been added to the relevant analysis in the report to indicate how the question was asked.

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.

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.

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.

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 higher/lower, more/fewer etc. It 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 results being compared.

Comparing 2020 and 2021 data (no comparisons with years prior to 2020)

There were a number of changes to the survey methodology in 2020 in response to the COVID-19 pandemic. See [Changes to data collection methodology from 2020](#) (page 78) for more details. Therefore, 2020 and 2021 results can be compared to each other but are not directly comparable to those of previous years and caution should be taken in reaching any conclusions if making these comparisons.

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).

Workers – Persons who stated they were in paid employment last week.

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

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 2021 time period.

Data for single year/three years combined

Three years combined

As the sample size is relatively small, 3 years of data would normally be combined to ensure the analysis carried out is robust. This ensures that a wide range of analysis can be carried out.

Single year

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.

Reporting 2020 and 2021 as a single year

It was decided that due to the methodology changes and because 2020 is an exceptional year, it would not be appropriate to combine 2020 data with previous years. For this report, it was decided to continue to report data after the methodology change as a single year and therefore 2021 is also being reported as a single year. This has limited the analysis that can be done as the sample size is reduced by reporting only one year instead of the usual three years combined.

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).

Accredited Official Statistics

Travel Survey for Northern Ireland (TSNI) statistics are accredited official statistics. Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. A full explanation is available on the [Office for Statistics Regulation \(OSR\) website](#).

These accredited official statistics were independently reviewed by the Office for Statistics Regulation in March 2011. They comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) and should be labelled 'accredited official 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:

- For the 2021 report: With the smaller achieved sample for single years, new charts were created to allow the continued reporting of age group breakdowns. In addition, 95% confidence interval information in charts was extended from the two most recent periods of data to all the reported years.
- To better communicate uncertainty and change, in the 2020 report, 95% confidence intervals were added to a selection of the charts for the most recent two periods of data (2019/2017-2019 and 2020).
- Following the TSNI user consultation in 2019, from the 2016-2018 edition onwards, 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 [Redesign of TSNI reports](#) section on page 73.
- Published a Background Quality Report in September 2018 and updated in July 2020.
- 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 and future developments

Two reports have been published based on analysis of the 2021 TSNI data. The first, the headline report, containing key figures was published in March 2023. This report, the in-depth report, contains more detailed results. A significant amount of extra work was required to investigate the 2020 and 2021 data (see [How the COVID-19 pandemic has affected data collection and reporting from 2020](#) (page 1)). This additional work combined with the delay in receiving the TSNI datasets during the COVID-19 pandemic and subsequent delay to the publication of earlier reports, continues to have a knock-on effect on the usual publication

timetable of the TSNi reports. The previous In-depth Report (2020) was released in September 2022 but, in the past, the In-depth Reports would be issued just over one year after the end of the survey.

A technical report was published in July 2023 containing information on 2021 survey response rates and confidence ranges, the survey methodology and questionnaire. The [2021 technical report](#) also contains full details of the changes to the survey methodology, data analysis and reporting from 2020.

The next report will be the 2022 TSNi Headline Report and publication is currently planned for Spring 2024. It will be necessary to consider the best way of reporting the 2022 data and issues such as whether weighting is required. This may affect the format of the report and publication date.

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. Recent events have caused delays to any development in this area. A date for this will be determined once resource allows the project to proceed.

Changes to data collection methodology from 2020

To maintain their interviewers' and the public's safety, face to face interviewing was suspended by Central Survey Unit (CSU) for all their surveys in March 2020 due to the COVID-19 pandemic. Following intensive work by CSU, the TSNi became a telephone survey which commenced in April 2020. The same number of households were selected every month (160) as for the face to face survey and advance letters and reminder letters were sent out to the selected households.

From April 2020 to June 2021, the household was then asked to contact CSU if they were interested in taking part in the survey and an interviewer phoned them at a suitable time. Note that from March to June 2021, the number of households selected for the survey was doubled to 320 to try to increase the achieved sample.

From July 2021 onwards, a new approach was taken to contacting households: "knock to nudge". The number of households selected for the survey each month returned to 160. An advance letter was sent as usual and this was followed up by the interviewer calling at the address. Adhering to COVID-19 health and safety restrictions, interviewers did not enter the property and only collected contact information. This was followed up with a telephone interview.

Some further changes to the methodology from April 2020 included the travel diary data collection, with responsibility for completion moving from respondents to interviewers (who received journey details over the telephone). There were also changes to how some questions were asked or presented with the move to telephone interviewing.

The questionnaire had been streamlined in 2020 to reduce completion time. In 2021 almost all the questions that had been removed in 2020 were reinstated.

Full details of the changes to the survey methodology are available in the [2021 Technical Report](#).

Impact of changes on reporting data from 2020

The pandemic and these significant changes to the survey methodology have had an impact on the reporting of the data. Full details of the changes to the data analysis and reporting are available in the [2021 Technical Report](#). A summary is given below:

Comparison with previous years

Due to the changes, 2020 and 2021 results can be compared with each other but are not directly comparable to those of previous years and caution should be taken in reaching any conclusions if making these comparisons (further details are in [Appendix D](#) (page 92)). Therefore, the commentary within the report is focussed on 2021 data and comparisons are only made with 2020 data.

Achieved sample

The achieved sample size in 2021 of 785 households and 1,520 individuals was nearly double that of 2020 (415 households, 771 individuals). It is higher than 2020, in part, due to the doubling of the selected sample during March to June 2021 and the introduction of the “knock to nudge” approach of contacting households which led to a higher response rate. It is, however, less than achieved samples prior to 2020.

In addition, it was decided that due to the significant survey methodology changes and because 2020 is an exceptional year, it would not be appropriate to combine 2020 data with previous years. For this report, it was decided to continue to report data after the methodology change as a single year and therefore 2021 is also being reported as a single year. The sample size is reduced by reporting only one year instead of the usual three years combined. This has limited the analysis carried out in 2021 and the scope of the In-depth Report. Some examples of this are given below:

- Some data can only be reported at Northern Ireland level i.e. not reporting further sub-population breakdowns e.g. Local Government District level data.
- Some breakdowns have been changed as the achieved sample sizes are too small to produce analysis for the usual breakdown. For example, if it is not possible to produce an age and gender breakdown, data has been reported by age group only and by gender only. New charts have been created for broader age bands than usual to enable reporting by age group.
- The achieved sample size for certain data not collected from the full sample is too small for robust analysis.

- Details of the Tables and Figures affected are in the section below “Changes to tables and figures from previous In-depth Reports”.

Changes to tables and figures from previous In-depth Reports

There have been a number of amendments to the tables within the report for 2021 and these are highlighted in the table below:

Tables amended in 2021	Change from previous In-depth Reports
Figure 1.7: Difficulty with travel due to physical disability by age and sex	Achieved sample too small for usual breakdown. Chart amended to analysis by age group only (for broader age bands than usual). Breakdown by sex reported in the commentary.
Figure 3.5: Cycled in the last 12 months by age and sex	Achieved sample too small for usual breakdown. Chart amended to analysis by age group only (for broader age bands than usual). Breakdown by sex reported in the commentary.
Figure 5.5: Driving licence holders by age and sex	Achieved sample too small for usual breakdown. Chart amended to analysis by age group only (for broader age bands than usual). Breakdown by sex in Figures 5.4a & 5.4b.
Table 9.8: Full driving licence holders by age, sex and urban-rural split	Table amended from age, sex and urban-rural split to breakdown by sex and urban-rural split

A number of tables and figures could not be reported in 2021. These are listed below along with the reasons that they cannot be reported:

Tables/Figures not reported in 2021	Reason
Figure 1.6: Journeys per person by main mode and LGD	Achieved sample too small to be reported by LGD.
Figure 7.6: Difficulties experienced travelling to or from work by other forms of transport	Achieved sample too small for robust analysis.
Figure 8.5: Difficulties experienced travelling by other forms of transport to do main food shopping	Achieved sample too small for robust analysis.

Please note that when a table/figure has been removed, the original numbering of the remaining tables/figures has been retained.

2020 data weighted and 2021 data unweighted

Investigating weighting by quarter

In 2020, the data were weighted by quarter. This is the first time since the survey began that the data have been weighted. The achieved sample in the first quarter of 2020 (pre-pandemic) was nearly the same as that for the second, third and fourth quarters combined (during the pandemic). Weighting by quarter ensured an even spread over the whole year.

For 2021 data, although there were some variations, overall there was a more even distribution over the quarters. Weighting by quarter was investigated thoroughly, however it was found that this made no significant difference to the results. Therefore, it was decided to not weight 2021 data by quarter.

Investigating other weighting options

Other weighting options based on demographic factors were also carefully considered and investigated such as weighting by gender, age and multiple deprivation quintile. However, for the majority of the analysis of the TSNI 2020 and 2021 data, it was found that these weights made no significant difference to the results. Therefore, it was decided not to weight by any of these demographic factors.

2021 data unweighted

The 2021 data have been left unweighted, the same as data prior to 2020. Unweighted 2021 and weighted 2020 data can be compared.

Technical report 2021

More information on the work carried out weighting the TSNI 2021 data is available in the [2021 Technical Report](#).

Survey methodology

Information for the survey is collected using two methods: a computer interview and a paper travel diary. Prior to April 2020, the interview was conducted face to face and the paper travel diary was left with the respondent for completion. From April 2020, following the suspension of face to face interviewing, the interview was conducted over the telephone. The paper diary was completed by the interviewer who received details of the respondent's journeys over the telephone.

The seven day travel diary 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

In 2021, a sample of 2,560 addresses was drawn from the NISRA Address Register using a methodology that is designed to provide representative geographical coverage across Northern Ireland. The NISRA Address Register is maintained by NISRA's Census Branch and is created by merging the POINTER database with additional records, and removing duplicates and communal establishments.

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

785 households and 1,520 persons were interviewed for the TSNI over the time period 1 January to 31 December 2021.

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/Draft Road Safety Strategy to 2030 Annual Statistical Report (from 2016) and the annual NI Environmental Statistics report. Private companies may use the data to look at travel trends, academics for research and other government Departments and Agencies to inform cross-cutting policy and strategy development.

Data quality assessment

A [Background Quality Report](#) has been published on the Travel Survey for Northern Ireland website. It was updated in July 2020.

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](#).

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 of data combined but care should be taken when looking at results based on smaller breakdowns.

Guidance on using the data

Data at Northern Ireland level for three years combined 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. Further details are given in [What is a Confidence Interval?](#) (page 2).
- Where charts contain 95% confidence intervals, these are indicated by shaded areas.
- 95% confidence interval tables are available in the 2021 technical report published in July 2023 on the [Travel Survey for Northern Ireland statistics webpage](#).

Data validation

TSNI databases undergo continuous validation as part of the data analysis process. Occasionally a small discrepancy is discovered, and the latest validated and corrected figures appear in this current report. If these are being published for the first time, they are flagged with a footnote to explain that figures have been revised from previous reports. Any corrections have been minor and therefore have not warranted a recirculation of previous reports. There are no newly revised figures in this report.

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 “public transport” 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). When comparing single years 2017 and 2018, a significant increase in the average distance travelled was noted: from 5,708 miles in 2017 to 6,286 miles in 2018. This may be connected to the travel diary change. Average distance travelled has remained at a similar level comparing 2018 (6,286 miles) to 2019 (6,374 miles) and no further increase has been observed. Note that there is no real difference between 2017, 2018 and 2019 comparing proportion of total distance travelled by each travel mode. There has been some investigation of the 2018

and 2019 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.

2020 and 2021 update: We have been unable to explore this further in 2020 and 2021 as results are not directly comparable with previous years due to the impact of the pandemic and changes to survey methodology.

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 (a 1 mile walk to the train station followed by a 10 mile train journey), this means the main mode of travel, “public transport”, 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.

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 81).

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 respondent is under 17, this is coded as car passenger as a person under 17 shouldn’t be a car driver. However, when it is not possible to work out if they are a driver or passenger, this is coded as car undefined.

Public transport

Public transport includes travel by Metro and Ulsterbus, Other Bus, Northern Ireland Railways and Black Taxi.

Metro and Ulsterbus:

Metro covers all those regular bus services, which provide short distance travel within urban or suburban areas in and around Belfast.

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](#).

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:

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 2022 information and was published in August 2023 on the [Department for Transport website](#).
- 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 2021 information and was published in April 2023 on the [Transport Scotland website](#).
- 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 2022-23 information and was published in August 2023 on the [Welsh Government website](#).
- 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 2019 information and was published in July 2020 on the [Central Statistics Office website](#).

Appendix D: Notes on Travel Survey for Northern Ireland 2020 and 2021 data

NISRA suspended all face-to-face household interviews in the middle of March 2020 due to the Coronavirus (COVID-19) pandemic. Following intensive work by Central Survey Unit, the Travel Survey for Northern Ireland (TSNI) became a telephone survey which commenced in April 2020. Since then, all interviews carried out on the TSNI were conducted by telephone.

Details of the changes to the survey methodology, data analysis and reporting in 2021 are available in the [TSNI Technical Report 2021](#).

There are a number of factors which users should take into consideration when interpreting the 2020 and 2021 results and care should be taken when comparing these to previously published findings from the survey.

1. While survey methodology changed, the impact of the Coronavirus (COVID-19) pandemic and the resultant introduction of new public health regulations, guidance and advice may have also fundamentally changed peoples' behaviour and attitudes. It is difficult to separate out change caused by the methodological adjustments and actual behavioural change at this point in time;
2. The change in data collection mode from face-to-face to telephone may have altered how people responded to the survey;
3. The change in data collection mode also necessitated changes to how some questions were asked or presented as well as the response categories associated with them. This may also have implications for how people responded to the survey;
4. The 2021 achieved sample (785 households, 1,520 individuals) has nearly doubled from the 2020 achieved sample (415 households, 771 individuals). It is, however, less than achieved samples prior to 2020. This, along with the change to reporting data as a single year rather than three years combined, means the precision of survey estimates is reduced. To assist with gauging the level of uncertainty in the data, 95% confidence intervals have been added to some of the charts.

Any changes within the 2020 and 2021 data compared to previous years have to be considered in the context of all of the above.

While 2020 and 2021 results can be compared to each other, care should be taken in reaching any conclusions based on these data and comparisons to previous years. It would be advisable to look at changes in behaviour or attitudes contained in the 2020 and 2021 results over the next couple of years, particularly when data collection on the survey returns to face-to-face mode and society returns to normal, to see if they are part of a permanent changing trend.