



Travel Survey for Northern Ireland In-depth Report 2015-2017

Including the Travel Survey for Northern Ireland Urban-Rural Report



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About this publication

TSNI In-depth Report 2015-2017

This is the second release of 2015-2017 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on trends in personal travel for Northern Ireland residents, how they travel, why they travel and some of the other factors affecting travel. It contains more detailed analysis on journeys taken by the Northern Ireland population over the time period 2015 to 2017 (including breakdowns by age and gender) and more trend comparisons with earlier years. For more detailed information about the TSNI, please see the User Information section on page 3.

Changes from previous In-depth Reports

There have been a number of changes to the TSNI In-depth Report for the 2015-2017 edition.

Urban-Rural Report – addition of tables/figures to main TSNI In-depth Report

Since 2008-2010, an Urban-Rural report has been produced and published separately as a supplement to the main TSNI In-depth Report. This report contains key travel statistics comparing urban and rural areas and forms Section 6 of the main TSNI In-depth Report.

All the data, bullet points and charts that were previously published separately in the Urban-Rural report will instead be included in the main In-depth Report from 2015-2017 onwards. Therefore there is no need to produce a separate Urban-Rural Report and there will no further editions.

Changes to publication

The following table details the amendments to tables in the publication following the changes highlighted above:

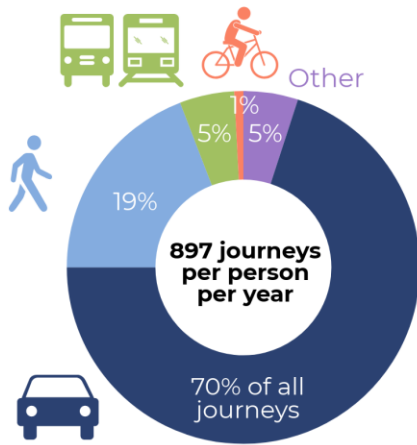
2015-2017 In-depth Report	Change from previous In-depth Reports
<p>Table 1.2 Basic Travel Statistics</p> <p>Table 2.2 Household car ownership</p>	<p>Cars per adult (17+) have been removed from these tables.</p> <p>Analysis of household car ownership has been amended to exclude households with missing vehicle type information</p> <p>See Table 2.2 footnotes (page 13) for full details</p>
<p>Table 6.1 Average distance travelled per person per year by travel mode and urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.2 Average number of journeys per person per year and average journey length by main mode and urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.3 Time spent travelling per person per year and average journey time by main mode and urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.4 Travel per person per year by journey purpose and urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.5 Method of travel to work by urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.6 Bus service frequency by urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.7 Rail service frequency by urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Table 6.8 Full driving licence holders by age, sex and urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Figure 6.1 Time taken to walk to nearest bus stop by urban-rural split</p>	<p>Added from Urban-Rural Report</p>
<p>Figure 6.2 Time taken to walk to nearest NI Railways station by urban-rural split</p>	<p>Added from Urban-Rural Report</p>

Accessibility

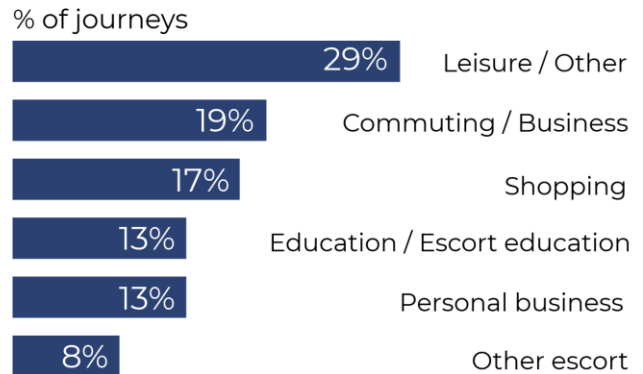
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TSNI Key facts 2015-2017

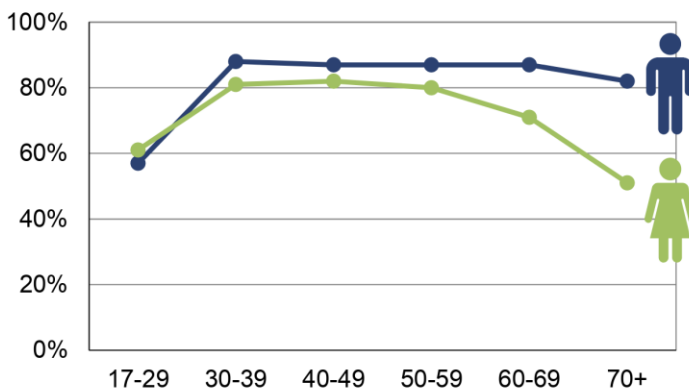
Average journeys by main mode



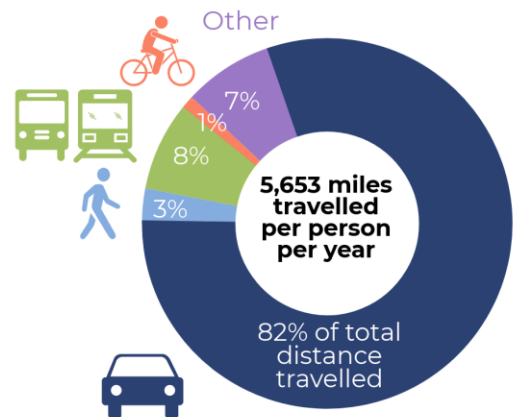
Why people travel



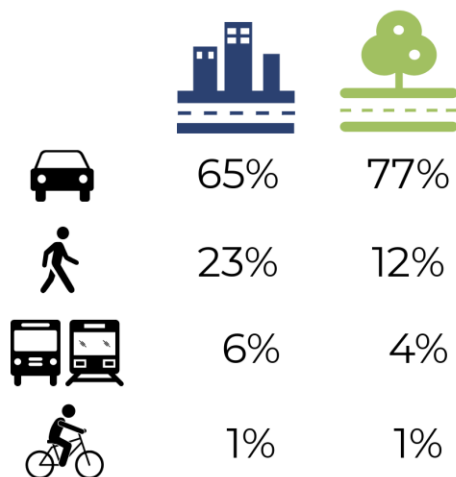
Driving licence holders by age and sex



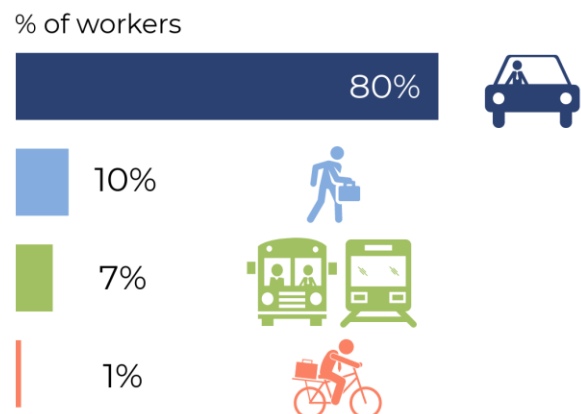
Average distance travelled by mode



Journeys by urban-rural split*



Travelling to work



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



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Acknowledgements

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

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

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

Symbols and Conventions

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

Multiple response questions - Respondents have the option to provide more than one response to these types of questions and therefore if individual percentages are summed they may add to more than 100%. These types of questions have been highlighted with the footnote "Percentages sum to more than 100% due to multiple responses".

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

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

Symbols

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

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

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

Conversion factors for miles and kilometres

The following conversion factors may be of use:

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

Respondents – The travel diary and some individual interview questions are asked to all persons in the household taking part in the survey (the full sample). This includes both adults and children and face to face and proxy interviews. In addition, some individuals completed a travel diary but not an individual interview. The majority of the individual interview questions have been asked to a subgroup of the full sample as children are only included in a small number of questions. Where it is not clear, it is highlighted in the bullet points whether a question is asked to the full sample or a subgroup.

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

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

Men and women

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

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

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

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

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

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

Statistical significance

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

Three years of data combined - As the sample size is relatively small (it has varied between 856 and 1,037 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

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

For further information, there is a User Information section (Section 1) on page 3 and a Definitions section (Appendix A) on page 68.

Key Points

In 2015–2017:-

Trends in personal travel

- On average, Northern Ireland residents travelled 5,653 miles per year over the three-year reporting period. This is a decrease from the average distance travelled per person per year in 2005-2007 (5,999 miles) (Table 2.1).
- On average, there were 897 journeys made per person per year over the period 2015-2017, a decrease from 2005-2007 (929 journeys per person per year) (Table 2.1).
- The average time each person spent travelling over the three year reporting period was 298 hours per year, less than in 2005-2007 (306 hours) (Table 2.1).
- Looking at the 17 and over age group, a higher proportion of men (82%) held full car driving licences than women (72%) in 2015-2017. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 62% in 2005-2007 to 72% in 2015-2017, whereas there has been no real change in the proportion of men holding a licence during this time period (80% in 2005-2007, 82% in 2015-2017) (Table 2.3).
- On average, urban residents made around the same number of journeys each year (901) as rural residents (892). However, rural residents travelled further per year (7,192 miles) than urban residents (4,668 miles) (Tables 6.1 and 6.2).

How people travel

- Car travel made up just over four fifths (82%) of the total distance travelled in 2015-2017. Public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 8% of total distance travelled and walking 3% (Table 3.1).
- In 2015-2017, 70% of all journeys were made by car, 19% by walking, 5% by public transport and 1% by cycling (Table 3.2).
- Nearly one sixth (16%) of all journeys were less than one mile long, and just under two thirds (66%) of these short journeys were on foot. The car was the dominant mode of transport (77%) for all journeys one mile or over (Table 3.3).
- In 2015-2017, the highest proportion of all journeys taken by walking, cycling or public transport was by residents of Belfast LGD (41%), followed by Derry City and Strabane LGD (33%). These results are higher than the other Local Government Districts, as well as higher than Northern Ireland as a whole (25% of all journeys taken by walking, cycling or public transport) (Table 3.5).
- In 2015-2017, 23% of all respondents said they had cycled in the last 12 months. Of these, almost half (46%) cycled once a week or more (Table 5.4, Figure 5.4).
- Just under two thirds (65%) of all respondents took a walk lasting at least 20 minutes once a week or more (Figure 5.7).
- One sixth (17%) of all respondents travelled on a bus once a week or more. Around 1 in 30 (3%) of all respondents travelled on a train once a week or more (Figures 5.10 and 5.11).
- Urban residents made nearly double the number of walking journeys per year (210) that rural residents made (110) (Table 6.2).

- Looking at car journeys as a proportion of all journeys, over three quarters (77%) of all rural residents' journeys were by car, higher than for urban residents (65%) (Table 6.2).
- 6% of the total journeys taken by people living in urban areas were on public transport, higher than people living in rural areas (4%) (Table 6.2).

Why people travel

- Twenty-four percent of all journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 17% to and from the shops, 16% for commuting and 13% for personal business. Shopping has decreased from 21% of all journeys in 2005-2007 to 17% of all journeys in 2015-2017 (Table 4.1).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 22% for commuting, 12% for shopping and 11% for personal business in 2015-2017. Shopping has decreased from 15% of total distance travelled in 2005-2007 to 12% in 2015-2017 (Table 4.1).
- Looking only at single journey purposes, the most common reason for men making a journey was commuting (21%). For women, the most popular reason for making a journey was for shopping (21%). The most frequently given reason for journeys made by children under 16 was education (30%) (Table 4.2).
- In 2015-2017, the majority of workers in Northern Ireland used a car or van to travel to work (80%), the same as 10 years ago (80% in 2005-2007). A higher proportion of workers living in rural areas travel to work by car or van (91%) compared to workers living in urban areas (74%) (Tables 4.3 and 6.5).

Other factors affecting travel

- Among the most popular incentives highlighted by cyclists that would encourage them to cycle more often were "more cycle lanes" (37%), "better weather" (33%), "cycle lanes separated from roads" (33%), "more pleasant cycling routes" (28%) and "safer cycling routes" (28%) (Figure 5.5).
- When asked what would encourage them to walk more often, the top answer given was "better weather" stated by 37% of the respondents, followed by "time of year" (17%), "better lighting on footpaths at night" (16%) and "more pleasant footpaths" (15%) (Figure 5.8).
- Respondents were asked what would encourage them to use local public transport services more often and the most popular answer, given by one quarter (25%) of respondents was "cheaper fares". This was followed by "more frequent weekend services" (17%), "more destinations or routes" (16%), "more frequent evening services" (16%) and "more frequent day services" (15%). (Figure 5.12).
- Fifteen percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 10% in 2005-2007. Three in ten households (30%) said they did not know how often they could get a bus from their nearest stop (Table 5.5).
- Urban households tend to have a shorter time to walk to the nearest bus stop. Just under 16 in 20 (79%) urban households lived within a 6 minute walk of their nearest bus stop whereas for rural households this went down to 9 in 20 (45%) (Figure 6.1).

Section 1: User Information

Background to the Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2015-2017 time period.

Why are data for three years combined?

As the sample size is relatively small (it has varied between 856 and 1,037 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust.

However, in this report, for certain stable groups of the sample, limited information for shorter (one year) periods of time is shown.

Topics covered in this report

Section 2 covers trends in personal travel, Section 3 deals with how we travel, Section 4 contains information on why we travel, Section 5 includes other topics linked to travel and Section 6 has urban-rural breakdowns of key data.

National Statistics

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

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

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

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

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

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

For a copy of the Code of Practice for Official Statistics:
<https://www.statisticsauthority.gov.uk/code-of-practice/>

Current developments

Two reports have been published based on analysis of the 2015-2017 TSNi data. The first, the headline report, containing key figures was published in July 2018. A technical report was published in October 2018 containing information on 2015-2017 survey response rates and confidence ranges. This report, the in-depth report, contains more detailed results including age and gender breakdowns and tables that were previously published in the Additional Tables Report on topics such as walking, cycling and public transport. New for 2015-2017, the report now includes urban-rural travel comparisons in Section 6. These tables were previously published separately as a supplement to the In-depth Report, the Urban-Rural report. Full details of the changes are contained in the “Changes from previous In-depth Reports” section at the start of the publication. The next report will be the TSNi Headline Report, based on 2016-2018 results, and publication is planned for July 2019.

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

Survey methodology

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

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

Sample design

A sample of 1,740 addresses per year is drawn from the Land & Property Services (LPS) list of private addresses using a methodology which is designed to provide representative geographic coverage across NI. This is the most up-to-date listing of private households and is made available to the Northern Ireland Statistics and Research Agency for research purposes. People living in institutions (though not the private households in such institutions) are excluded.

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

2,875 households and 5,492 persons were interviewed for the TSNi over the time period 1 January 2015 to 31 December 2017.

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 Outcomes Delivery Plan 2018/19, the draft Programme for Government 2016-2021, New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy and Equality Monitoring. Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes the annual NI Transport Statistics publication (from 2013-14) and the annual NI Environmental Statistics report.

Data quality assessment

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

Note that all survey estimates are subject to a degree of error and this must be taken account of when considering results. This error will be reasonably small for the majority of Northern Ireland level results but care should be taken when looking at results based on smaller breakdowns.

Guidance on using the data

- Data at Northern Ireland level are robust. When figures are broken down into sub-regional level the sample size is reduced. Consequently, data analysis at sub-regional level is limited.

Sampling errors

- Data are from a sample survey i.e. not asked of the whole population of Northern Ireland. Therefore when looking at the figures, the confidence intervals/ranges associated with the figures should be noted.

What are Confidence intervals/ranges?

These are available in the TSNI Technical Report 2015-2017 (pages 11 to 15): <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

- As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population.
- This variance from the true population value is measured using a confidence interval. The confidence intervals published for TSNI data are 95% confidence intervals. This means there is a 95% probability that the true population value is contained within the range of values given.

Data validation

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

Mode of travel/Main mode of travel

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

Average distance travelled

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

Number of journeys/Average journey length/Journey time

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

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

Metro and Ulsterbus journeys

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

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

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

- From Translink figures, in 2016/17 there were 27.3 million passenger journeys on Metro and 38.4 million passenger journeys on Ulsterbus. This gives a total of 65.7 million Metro and Ulsterbus passenger journeys.

- Using the 2016 mid-year population estimate (1,862,137), this equates to approximately 15 Metro journeys per person per year and 21 Ulsterbus journeys per person per year.
- Using the total figure of 65.7 million passenger journeys and the 2016 mid year population estimate gives a total of around 35 Metro and Ulsterbus journeys per person per year.

From the TSNI 2015-2017:

- There were, on average, 18 Metro journeys per person per year and 15 Ulsterbus journeys per person per year.
- Looking at Metro and Ulsterbus journeys combined, there were an average of 32 Metro and Ulsterbus journeys per person per year.

As has been noted in previous reports, the survey estimate for all Metro and Ulsterbus journeys combined has always approximated Translink's own estimate and can therefore be considered robust. However when looking at the 2015-2017 TSNI Metro journey figures and Ulsterbus journey figures separately, the individual figures are not reflective of the Translink administrative data estimates. Looking at journeys taken by Metro/Ulsterbus as a proportion of all Metro and Ulsterbus journeys, the split is approximately 55% Metro and 45% Ulsterbus from TSNI 2015-2017 data. Translink administrative figures indicate the split to be 42% Metro and 58% Ulsterbus. This would suggest that there is an element of respondent misclassification between bus types which may also include buses categorised as 'Other bus'.

Therefore, from 2009-2011, we decided to only publish combined Metro and Ulsterbus figures. We will discuss possible ways of addressing the issue of respondent misclassification of bus types with Central Survey Unit to improve future TSNI estimates. We will only publish a breakdown of TSNI Metro and Ulsterbus figures once the data more closely mirror Translink's.

In the meantime, users who wish to approximate the number of Ulsterbus journeys per person per year and number of Metro journeys per person per year for 2015-2017 should note that around 58% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNI 2015-2017 combined Metro and Ulsterbus figure of 32 journeys per person per year, gives an estimate of 19 Ulsterbus journeys per person per year and 13 Metro journeys per person per year in 2015-2017.

Summary of basic statistics

Table 1.1 provides information taken from the 2005-2007, 2010-2012, 2014-2016 and 2015-2017 databases.

Table 1.1: Unweighted sample numbers on which analyses are based.

	Numbers						
	2015	2016	2017	2005-2007	2010-2012	2014-2016	2015-2017
Households	988	993	894	2,832	3,066	2,982	2,875
Individuals	1,867	1,917	1,708	6,321	5,955	5,599	5,492
Children (<16)	325	321	260	1,255	978	913	906
Adults (16+)	1,542	1,596	1,448	5,061	4,977	4,686	4,586
Motor vehicles ¹	1,248	1,302	1,170	3,296	3,883	3,812	3,720
Cars ²	1,219	1,261	1,122	3,128	3,764	3,702	3,602
4-wheeled cars	1,157	1,183	1,064	2,959	3,581	3,498	3,404
Journeys ³	29,082	30,428	26,537	101,636	95,061	88,263	86,047
Stages ⁴	29,940	31,021	27,107	103,982	96,868	90,352	88,068

¹ Motor vehicles = cars (see below) + invalid cars + motorcycle/scooter with or without a sidecar + moped + other van/lorry + other vehicle types.

² Cars = 4-wheeled cars + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

³ These are the unweighted base numbers for journeys. These figures are then grossed for short walks before analysis.

⁴ 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.

Table 1.2: Basic travel statistics

	Numbers/Percentage						
	2015	2016	2017	2005-2007 ¹	2010-2012 ¹	2014-2016 ¹	2015-2017 ¹
No. of journeys per person per year	894	909	889	929	900	897	897
No. of journeys (1 mile+)	749	756	759	771	771	756	754
Miles travelled	5,620	5,636	5,708	5,999	5,873	5,704	5,653
Miles travelled by car	4,554	4,628	4,663	4,864	4,791	4,653	4,614
Average journey length	6.3	6.2	6.4	6.5	6.5	6.4	6.3
Hours travelled	299	299	297	306	295	298	298
Vehicles per household	1.26	1.31	1.31	1.16	1.27	1.28	1.29
Cars² per household^r	1.24	1.28	1.28	1.12	1.23	1.24	1.26
% men (17+) full car driving licence	83%	81%	81%	80%	83%	82%	82%
% women (17+) full car driving licence	73%	71%	72%	62%	69%	72%	72%
Participating individuals per household	1.9	1.9	1.9	2.2	1.9	1.9	1.9
% of households with bus service at least every 15 mins	14% (29% don't know)	15% (30% don't know)	15% (31% don't know)	10% (26% don't know)	14% (28% don't know)	14% (29% don't know)	15% (30% don't know)
Northern Ireland Population for survey period (mid year estimate)	1,851,621	1,862,137	1,870,834	1,744,176	1,814,262	1,851,419	1,861,531

¹ Three year rolling averages calculated from raw data.

^{2, r} Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans. See Table 2.2 footnotes for details of revisions to "Cars per household" figures for 2005-2007.

Please note: Cars per adult (17+) have been removed from the table. See Table 2.2 footnotes for details.

Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the selected time periods (2005-2007, 2010-2012, 2014-2016 and 2015-2017).

Trends in distance, journeys and time spent travelling (Table 2.1, Figures 2.1-2.3)

- Looking at the individual years over the three year reporting period 2015 to 2017, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 5,653 miles per year over the three year reporting period. This is a decrease from the average distance travelled per person per year in 2005-2007 (5,999 miles).
- On average, there were 897 journeys made per person per year over the period 2015-2017 (just over 2 journeys per day). This has decreased from the 2005-2007 average of 929 journeys per person per year.
- The average journey length has gone down slightly from 6.5 miles in 2005-2007 to 6.3 miles in 2015-2017.
- The average time each person spent travelling over the three years was 298 hours per year, or approximately 49 minutes per day. This is less than the average time spent travelling per person per year in 2005-2007 (306 hours).
- Comparing results from 2010-2012 to 2015-2017, there has been no significant modal shift (change from one mode of travel to another).

Table 2.1: Distance, journeys & hours travelled per person per year: 2015 to 2017; 2005-2007, 2010-2012, 2014-2016 and 2015-2017

	Average distance travelled per person per year(miles)		Average number of journeys per person per year		Average journey length (miles)	Average time spent travelling per person per year (hours)
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
2015	5,620	5,557	894	749	6.3	299
2016	5,636	5,565	909	756	6.2	299
2017	5,708	5,654	889	759	6.4	297
2005-2007	5,999	5,927	929	771	6.5	306
2010-2012	5,873	5,817	900	771	6.5	295
2014-2016	5,704	5,641	897	756	6.4	298
2015-2017	5,653	5,590	897	754	6.3	298

Figure 2.1: Average distance travelled per person per year by mode: 2010-2012 to 2015-2017

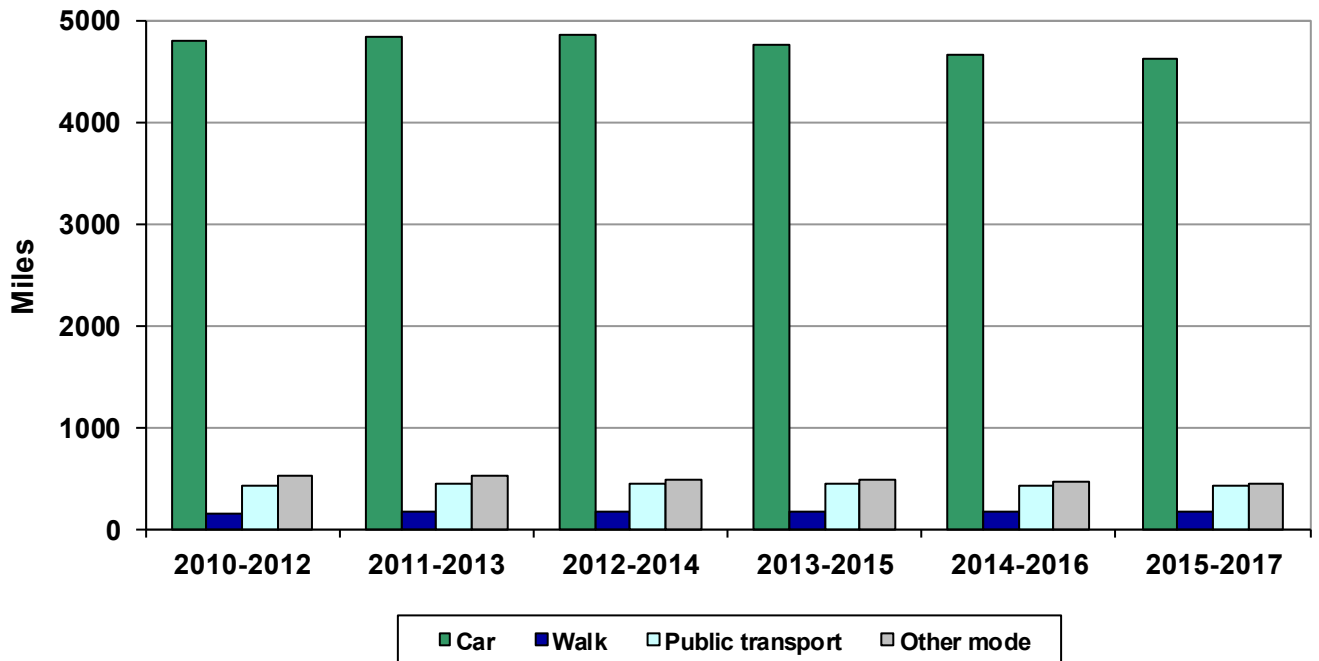


Figure 2.2: Average number of journeys per person per year by main mode: 2010-2012 to 2015-2017

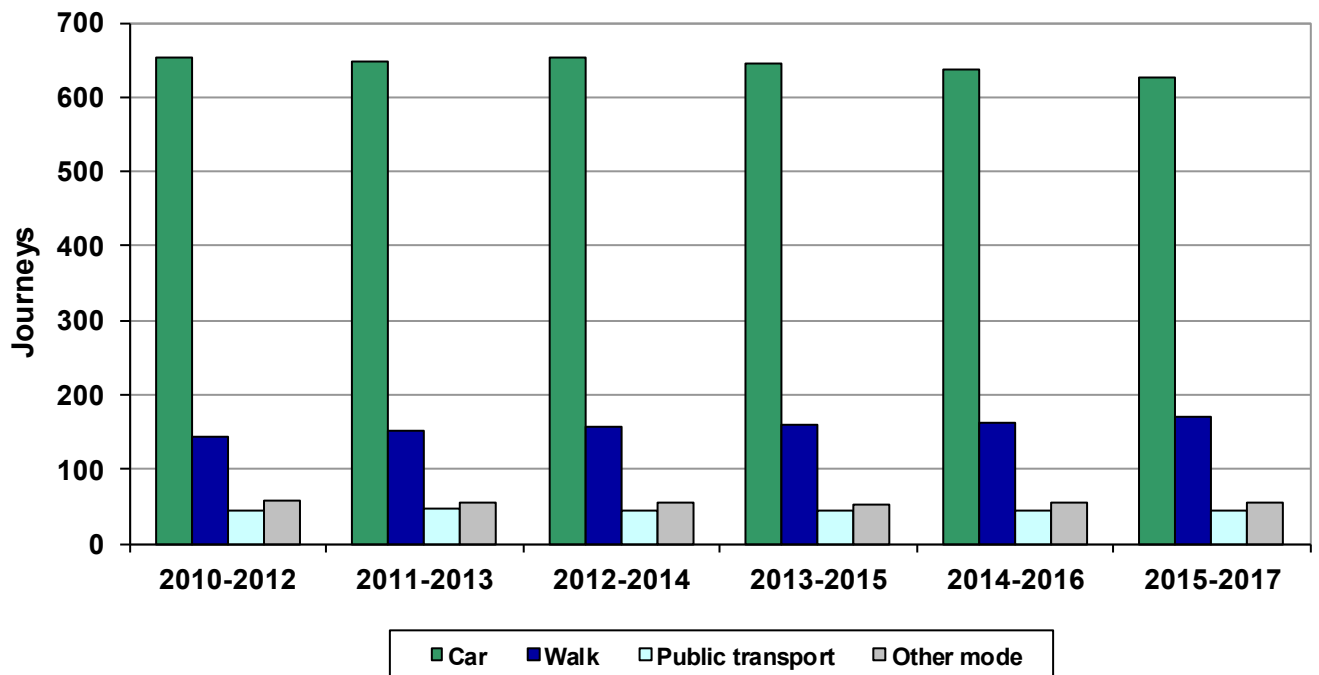
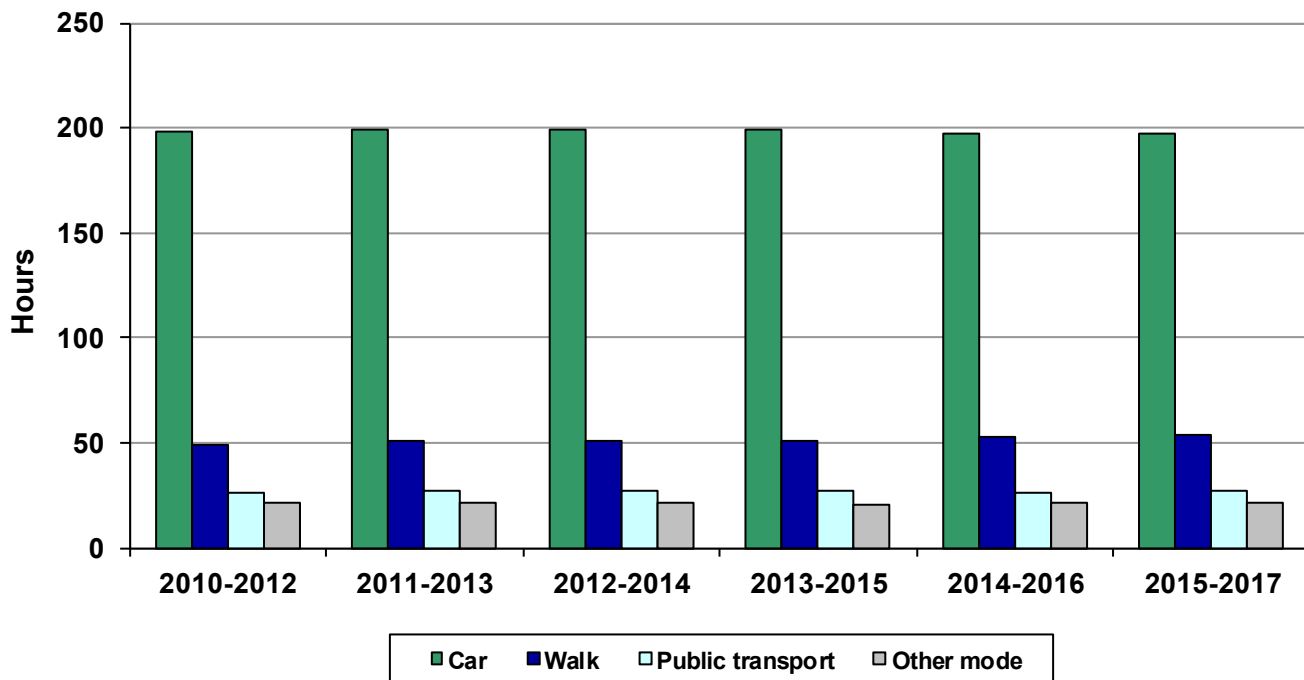


Figure 2.3: Average time spent travelling per person per year by main mode: 2010-2012 to 2015-2017



Trends in car ownership (Table 2.2)

- A higher proportion of households have access to a car in 2015-2017 (79%) compared to 2005-2007 (75%).
- The proportion of one car households is around the same as 10 years ago (45% in 2005-2007, 43% in 2015-2017). In contrast, over the same time period, the proportion of households with access to two or more cars has increased from 31% in 2005-2007 to 36% in 2015-2017.
- Average number of cars per household has increased from 1.12 cars in 2005-2007 to 1.26 cars in 2015-2017.

Table 2.2: Household car ownership: 2015 to 2017; 2005-2007, 2010-2012, 2014-2016 and 2015-2017

	No Car	One car	Two cars	Three or more cars	All households	Cars per household
2015^r	21%	45%	27%	7%	100%	1.24
2016^r	21%	41%	29%	8%	100%	1.28
2017	22%	42%	28%	8%	100%	1.28
2005-2007^r	25%	45%	26%	5%	100%	1.12
2010-2012[*]	22%	42%	29%	7%	100%	1.23
2014-2016[*]	21%	43%	29%	7%	100%	1.24
2015-2017	21%	43%	28%	8%	100%	1.26

^r Following a review of the analysis for this table, it has been decided to remove households with missing vehicle type information. If vehicle type is not recorded, it cannot be determined if the vehicle is a car and therefore total number of cars available to the household is not known. Missing vehicle type was, in previous analysis of the table, "not a car". Analysis has been re-run for 2005-2007 and single years 2015 and 2016 and marked as revised.

^{*} Due to time constraints, analysis for 2010-2012 and 2014-2016 has not yet been re-run and is based on the previously published data. There are likely to be some small though not significant changes when these data are re-run.

Please note:

From 2014-2016, this table reports Northern Ireland level data only.

Cars per adult 17+ have been removed from the table as age is only recorded for survey participants. This means the full number of adults aged 17+ in the household is not known.

Trends in driving licence holding (Table 2.3, Figure 2.4)

- Comparing 2005-2007 to 2015-2017, there has been an increase in the proportion of adults (aged 17 and over) holding a full car driving licence from 71% to 76%.
- Looking at the 17 and over age group, a higher proportion of men (82%) held full car driving licences than women (72%) in 2015-2017. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 62% in 2005-2007 to 72% in 2015-2017, whereas there has been no real change in the proportion of men holding a licence during this time period (80% in 2005-2007, 82% in 2015-2017).
- The gender gap in licence holding is most noticeable in the older age groups. Looking at the 70+ age group, there is a difference of 31 percentage points between men (82%) and women (51%).
- The lowest proportion of driving licence holders (42%) is in the 17-20 age group. This increases to 67% in the 21-29 age group and rises again to 84% in the 30-39 age group. Driving licence holding tends to decrease in the older age groups, particularly those aged 70 and over (65%).

Figure 2.4: Driving licence holders by age and sex: 2015-2017

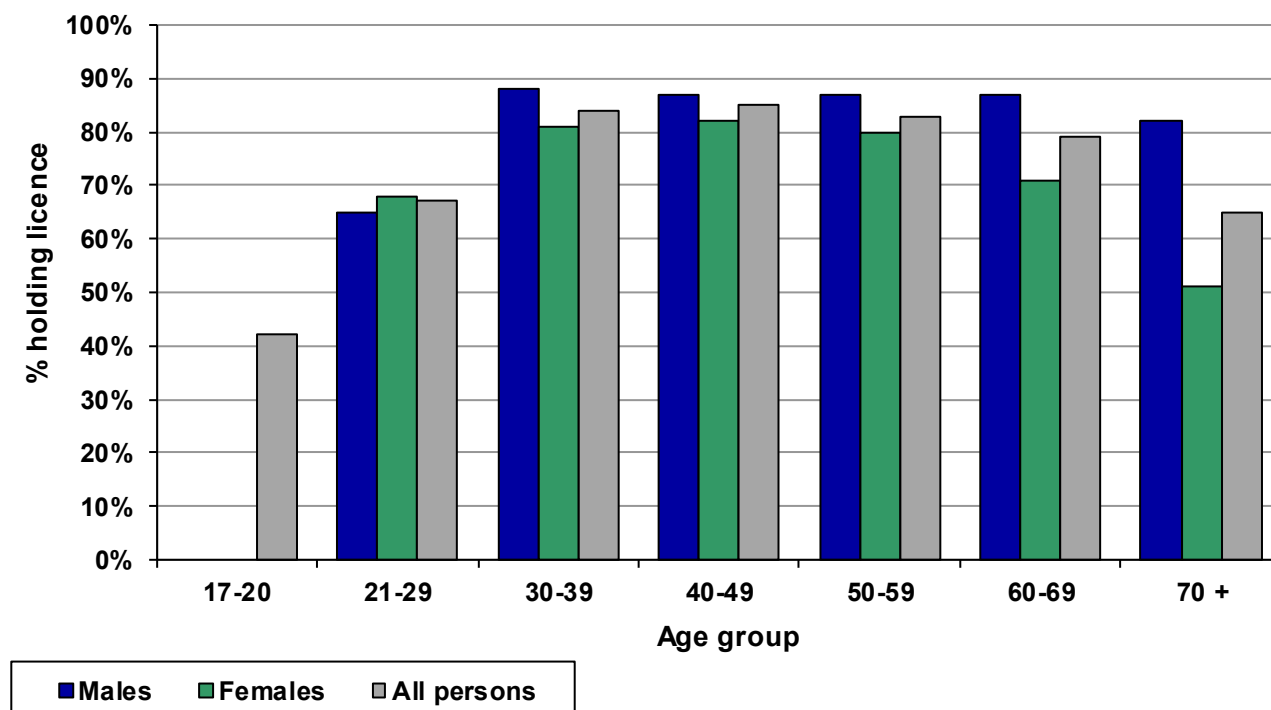


Table 2.3: Driving licence holders by age and sex: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Percentage

	2005-2007			2010-2012			2014-2016			2015-2017		
Age group	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	..	..	31%	..	..	43%	..	..	42%	..	..	42%
21-29	71%	61%	66%	76%	68%	71%	69%	65%	66%	65%	68%	67%
30-39	87%	81%	84%	88%	80%	84%	89%	83%	85%	88%	81%	84%
40-49	87%	77%	81%	89%	83%	86%	89%	82%	85%	87%	82%	85%
50-59	89%	70%	79%	88%	76%	82%	87%	79%	83%	87%	80%	83%
60-69	90%	59%	74%	89%	68%	78%	88%	71%	79%	87%	71%	79%
70 +	72%	31%	49%	79%	42%	57%	78%	53%	64%	82%	51%	65%
All adults aged 17+	80%	62%	71%	83%	69%	75%	82%	72%	76%	82%	72%	76%

Figures include only respondents who gave a valid answer to the question “Do you hold any driving licences valid in the UK?”

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 2005-2007, 2010-2012, 2014-2016 & 2015-2017.

Distance travelled (Table 3.1)

- During 2015-2017, just over four fifths (82%) of the total distance travelled in Northern Ireland was by car. There has been no real change over the last 10 years.
- Walking accounted for 3% of total distance travelled. Average distance walked has increased over the last 10 years from 144 miles in 2005-2007 to 166 miles in 2015-2017.
- 8% of the total distance travelled was on public transport (Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), the majority on Citybus/Metro and Ulsterbus. In total, 426 miles were travelled per person per year on public transport in 2015-2017, similar to 2005-2007 (442 miles).
- Average distance travelled per person per year for all journeys taken is less than 10 years ago (5,999 miles in 2005-2007, 5,653 miles in 2015-2017).

Table 3.1: Average distance travelled per person per year by travel mode*: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Miles

Travel mode *	Miles per person per year			
	2005-2007	2010-2012	2014-2016	2015-2017
Walk	144	149	167	166
Bicycle	19	28	33	34
Car Driver	3,247	3,340	3,227	3,212
Car Passenger	1,617	1,450	1,425	1,399
Car Undefined	..	..	..	..
Motorcycle	20	8	14	14
Other private	437	426	353	342
Citybus/Metro and Ulsterbus**	307	271	237	248
Other bus	59	47	64	61
NI Railways	73	96	127	116
Black taxi	3	3	..	1
Taxi	70	52	53	56
Other public	..	..	..	..
Undefined mode	..	..	..	..
All modes	5,999	5,873	5,704	5,653

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges).

* See page 70/71 for definition of travel modes

** Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Number and length of journeys (Table 3.2)

- Car journeys accounted for 70% of all journeys made in 2015-2017, the same as 10 years ago (70% in 2005-2007). They were, on average, just over 7 miles long.
- Walks accounted for 19% of all journeys in 2015-2017, similar to 10 years ago (18% in 2005-2007). They averaged 0.9 miles in length in 2015-2017 (the shortest journeys compared to other modes of travel).
- During 2015-2017, the longest average journey lengths were on Northern Ireland Railways (19.0 miles), although only an average of 7 of these journeys were made per person per year.
- Fewer journeys are being made per person per year compared to 10 years ago (929 in 2005-2007, 897 in 2015-2017). In addition, journey lengths are, on average, slightly shorter (6.5 miles in 2005-2007, 6.3 miles in 2015-2017).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2005-2007	2010-2012	2014-2016	2015-2017	2005-2007	2010-2012	2014-2016	2015-2017
Walk	164	143	163	171	0.8	1.0	1.0	0.9
Bicycle	5	7	6	7	3.7	4.2	5.2	4.8
Car Driver	426	451	437	429	7.6	7.4	7.4	7.5
Car Passenger	228	202	200	195	7.0	7.1	7.1	7.1
Car Undefined	-	-	-	-	..	..	..	..
Motorcycle	2	1	1	1	9.9	9.9	16.6	12.8
Other private	34	37	33	33	12.7	11.6	10.6	10.3
Citybus/Metro and Ulsterbus**	41	35	29	32	7.8	8.1	8.3	7.9
Other bus	5	4	6	6	11.7	12.6	11.3	11.0
NI Railways	4	5	7	7	22.3	20.3	20.2	19.0
Black taxi	1	1	-	-	3.3	4.7	..	..
Taxi	18	14	14	14	3.9	3.7	3.8	3.8
Other public	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	..	..	..	..
All modes	929	900	897	897	6.5	6.5	6.4	6.3

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 70/71 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Average journey distance (Table 3.3)

- Nearly one sixth (16%) of all journeys were less than one mile long, and just under two thirds (66%) of these short journeys were on foot.
- The car was the dominant mode of transport (77%) for all journeys one mile or over.
- Just over four fifths (81%) of all journeys were less than 10 miles long in 2015-2017.

Table 3.3: Journeys per person per year by distance and main mode*: 2015-2017

Journeys

Mode of travel*	Journey Distance							
	< 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	All journeys
Walk	94	56	20	1	-	-	-	171
Bicycle	-	2	3	1	1	-	-	7
Car driver	30	70	137	88	77	21	5	429
Car passenger	15	33	67	39	30	8	3	195
Car undefined	-	-	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-	-	1
Other private	2	5	8	7	7	3	1	33
Metro and Ulsterbus**	1	4	12	10	5	1	1	32
Other bus	-	1	2	1	2	1	-	6
NI Railways	-	-	-	1	4	1	-	7
Black taxi	-	-	-	-	-	-	-	-
Taxi	1	3	6	3	1	-	-	14
Other public	-	-	-	-	-	-	-	-
Undefined mode	-	-	-	-	-	-	-	-
All modes	143	174	255	152	128	35	10	897

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 70/71 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Time spent travelling (Table 3.4)

- The average person spent 298 hours per year travelling within Northern Ireland during the three year reporting period - approximately 49 minutes per day, or just over twelve days per year. This has decreased since 2005-2007 (306 hours per year on average).
- The average time taken per journey in 2015-2017 was 20 minutes, the same as 10 years ago (20 minutes in 2005-2007).
- Approximately 32 minutes per day were spent travelling by car (averaging just over eight days per year). An average of 9 minutes per day was spent walking (approximately 2 days each year).

Table 3.4: Journey time by main mode*: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2005-2007	2010-2012	2014-2016	2015-2017	2005-2007	2010-2012	2014-2016	2015-2017
Walk	50	49	53	54	18	20	20	19
Bicycle	2	3	3	3	24	28	31	29
Car Driver	135	138	136	136	19	18	19	19
Car Passenger	68	60	61	60	18	18	18	18
Car Undefined	..	..	..	..	..	..	..	..
Motorcycle	1	-	-	1	21	..	..	30
Other private	16	15	14	13	29	24	25	24
Citybus/Metro and Ulsterbus**	22	19	17	18	32	33	34	33
Other bus	3	2	4	3	33	37	37	35
NI Railways	3	5	6	6	54	52	52	50
Black taxi	-	-	..	-	..	..	..	..
Taxi	5	3	4	4	16	15	16	15
Other public	..	..	..	..	..	..	..	..
Undefined mode	..	..	..	..	..	..	..	..
All modes	306	295	298	298	20	20	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 70/71 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Journeys by Local Government District (LGD) (Table 3.5)

- Looking at the proportion of all journeys which were walks, residents of Belfast LGD (29%) and Derry City and Strabane LGD (28%) had the highest proportions of walking journeys among all Local Government Districts in 2015-2017.
- Conversely, looking at the proportion of all journeys made by car, those living in Belfast LGD (53%) had the lowest proportion of car journeys followed by Derry City and Strabane LGD (61%).
- Belfast LGD residents made the highest proportion of journeys by public transport (11%).
- In 2015-2017, the highest proportion of all journeys taken by walking, cycling or public transport was by residents of Belfast LGD (41%), followed by Derry City and Strabane LGD (33%). These results are higher than the other Local Government Districts, as well as higher than Northern Ireland as a whole (25% of all journeys taken by walking, cycling or public transport).

Table 3.5: Journeys per person per year by main mode and Local Government District (LGD)¹: 2015-2017

Percentage / Journeys / Miles

LGD ¹	Walk	Bicycle	Car ²	Public Transport ³	Other ⁴	All modes	Walking, Cycling or Public Transport ³	Average number of journeys	Average distance travelled (miles)
Antrim and Newtownabbey	16%	1%	73%	5%	5%	100%	22%	902	5,428
Armagh City, Banbridge and Craigavon	15%	0%	75%	3%	7%	100%	19%	949	6,838
Belfast	29%	2%	53%	11%	5%	100%	41%	828	3,375
Causeway Coast and Glens	19%	1%	74%	3%	4%	100%	22%	916	6,600
Derry City and Strabane	28%	1%	61%	5%	6%	100%	33%	929	4,794
Fermanagh and Omagh	12%	0%	77%	3%	8%	100%	15%	796	6,792
Lisburn and Castlereagh	14%	0%	75%	7%	4%	100%	21%	842	5,330
Mid and East Antrim	19%	1%	70%	4%	6%	100%	24%	880	6,247
Mid Ulster	15%	1%	76%	3%	4%	100%	19%	909	6,723
Newry, Mourne and Down	11%	1%	78%	4%	6%	100%	16%	891	6,372
Ards and North Down	17%	1%	71%	5%	6%	100%	23%	992	5,803
All Northern Ireland	19%	1%	70%	5%	5%	100%	25%	897	5,653

¹ Data has been assigned to Local Government Districts based on where the respondent lives

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 (Table 3.6)

- Men and women made a similar number of journeys each year (896 for men, 923 for women). However, men travelled 19% further than women, averaging 6,567 miles a year, compared to 5,522 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 35% more than women on average.
- Children under 16 made 9% fewer journeys than adults. Sixty-five percent of these journeys were as car passengers while most of the rest were on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (70%) while a similar proportion of journeys were made on foot (19%).
- The car was the most commonly used main mode of transport for both men (67%) and women (73%).
- Twenty-two percent of journeys by women aged 16-29 were on foot, declining to 17% for those aged 60+. In contrast, men aged 16-29 made a similar proportion of journeys on foot (24%) to men aged 60+ (20%).
- Overall, adults made fewer of their journeys by public transport (4%) compared to children who made 9% of their journeys by public transport (for definition of public transport see page 71).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2015-2017

Percentage / Journeys / Miles

Travel modes*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Walk	21%	24%	16%	20%	18%	22%	19%	17%	19%	19%	19%
Bicycle	1%	2%	1%	1%	1%	1%	0%	0%	0%	1%	1%
Car driver	0%	36%	62%	61%	58%	42%	63%	43%	55%	56%	48%
Car passenger	65%	20%	7%	8%	9%	22%	12%	30%	18%	14%	22%
Car undefined	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Other private	3%	4%	9%	5%	7%	0%	1%	2%	1%	4%	4%
Metro and Ulsterbus**	6%	8%	2%	3%	3%	7%	2%	4%	3%	3%	4%
Other bus	2%	1%	0%	0%	0%	1%	0%	1%	0%	0%	1%
NI Railways	0%	2%	1%	1%	1%	2%	1%	1%	1%	1%	1%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	3%	1%	1%	2%	4%	1%	2%	2%	2%	2%
Other public	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Undefined mode	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Journeys	829	749	933	911	896	869	1,060	727	923	911	897
Distance travelled (miles)	3,914	5,708	7,670	5,295	6,567	5,636	6,460	3,918	5,522	5,996	5,653

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 70/71 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Section 4: Why people travel

Travel by purpose (Table 4.1, Figures 4.1 - 4.3)

- In 2015-2017, 24% of all journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 17% for shopping and 16% for going to and from work. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 13% of all journeys. Over the last 10 years, shopping has decreased from 21% of all journeys in 2005-2007 to 17% of all journeys in 2015-2017.
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 22% for commuting, 12% for shopping and 11% for personal business in 2015-2017. Shopping has decreased from 15% of total distance travelled in 2005-2007 to 12% in 2015-2017.
- In both 2005-2007 and 2015-2017, the longest journeys were those made to go on holiday within Northern Ireland and the shortest were for “other” purposes which included walking for pleasure.
- Business journeys were over twice as long (14.7 miles) as the average journey (6.3 miles).
- Escort journeys (where the traveller has no other purpose than to escort or accompany another person e.g. a mother taking a child to school) made up 15% of all journeys, an increase from 10 years ago (12% in 2005-2007).

Table 4.1: Travel per person per year by journey purpose*: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2005-2007	2010-2012	2014-2016	2015-2017	2005-2007	2010-2012	2014-2016	2015-2017	2005-2007	2010-2012	2014-2016	2015-2017
Commuting	144	142	138	143	1,250	1,274	1,198	1,230	8.7	9.0	8.7	8.6
Business	37	31	34	31	570	480	504	461	15.4	15.5	15.0	14.7
Education	68	55	54	55	295	248	230	228	4.3	4.5	4.2	4.2
Escort Education	48	58	65	65	111	138	149	150	2.3	2.4	2.3	2.3
Shopping	191	173	154	153	902	793	711	695	4.7	4.6	4.6	4.5
Other escort	68	78	76	72	364	419	431	410	5.4	5.4	5.7	5.7
Personal Business	128	117	108	114	656	641	615	641	5.1	5.5	5.7	5.6
Visit friends at private home	107	95	95	91	773	703	690	650	7.2	7.4	7.2	7.1
Visit friends elsewhere	37	39	39	41	277	327	293	298	7.4	8.4	7.5	7.4
Entertainment/public social activities	26	25	25	24	192	198	183	189	7.4	7.8	7.4	7.8
Sport participate	20	26	31	33	125	147	158	183	6.2	5.7	5.1	5.6
Holiday base	5	6	5	5	182	194	194	189	33.2	30.1	36.0	35.7
Day trip	17	20	22	21	240	255	268	245	14.3	13.1	12.3	11.9
Other including just walk	29	34	48	48	40	54	63	61	1.4	1.6	1.3	1.3
Undefined purpose	2	-	2	2	22	..	17	20	9.6	..	9.1	8.8
All purposes	929	900	897	897	5,999	5,873	5,704	5,653	6.5	6.5	6.4	6.3
Journeys per worker per year:												
Commuting	321	314	298	307	2,814	2,815	2,600	2,666	8.8	9.0	8.7	8.7
Business	87	71	75	70	1,335	1,111	1,134	1,036	15.4	15.6	15.0	14.8

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 69/70 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2015-2017

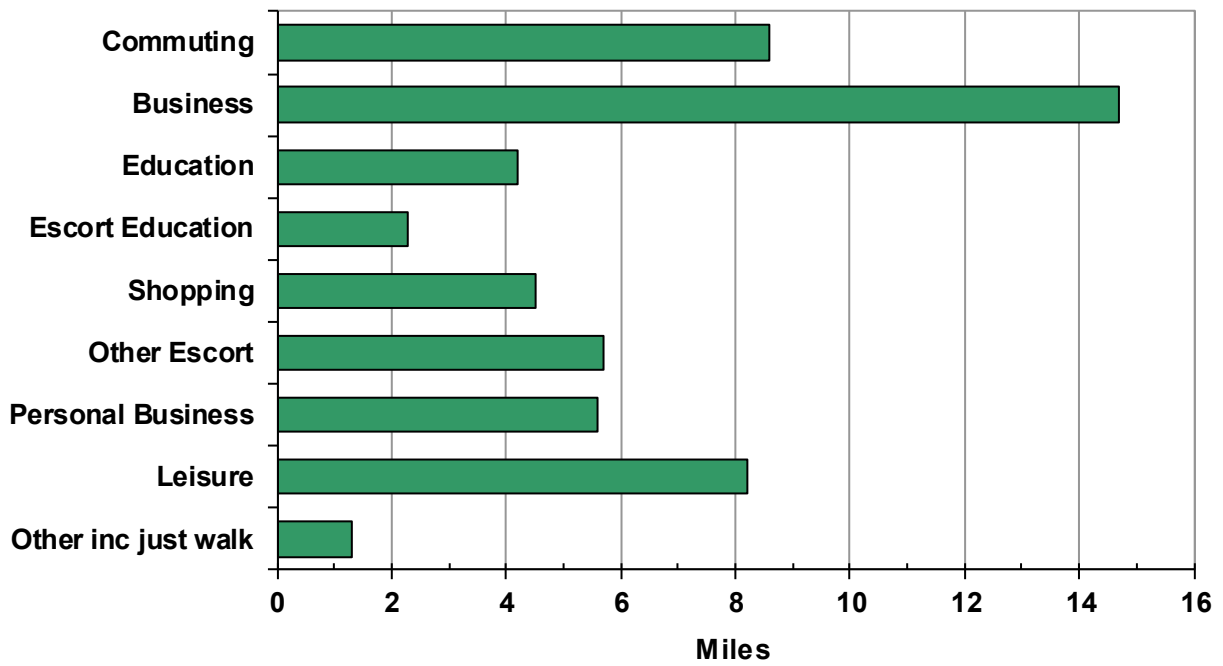
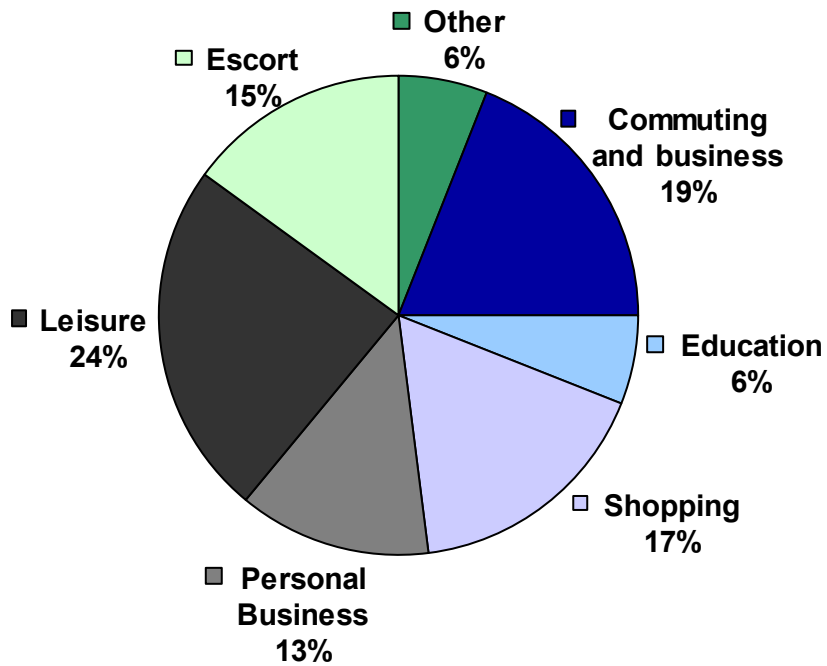
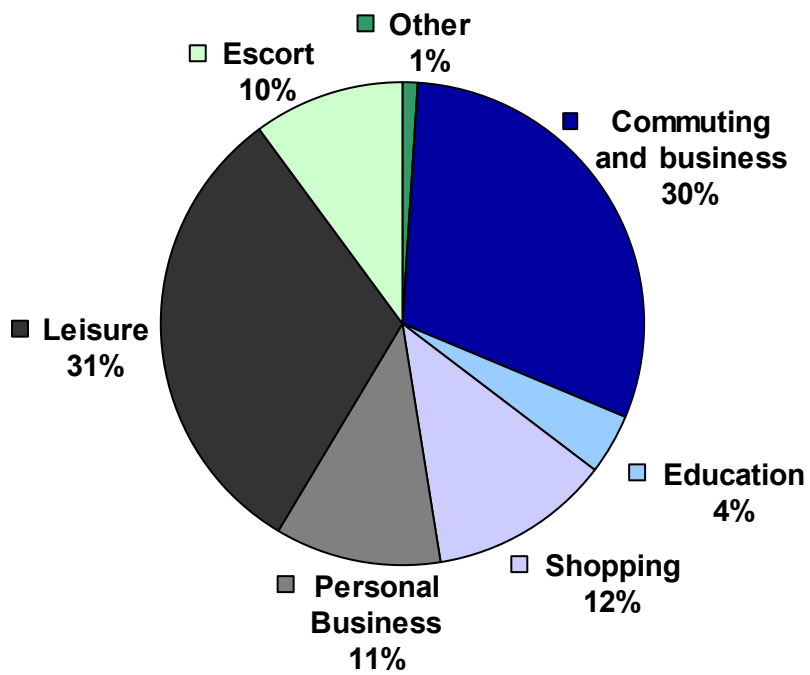


Figure 4.2: Number of journeys per person per year 2015-2017: proportion in each journey purpose group*



* See page 69/70 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2015-2017: proportion in each journey purpose group*



* See page 69/70 for types of journey purpose

Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (896 for men, 923 for women), they made them for different reasons.
- Women made a higher proportion of shopping journeys (21%) than men (18%).
- Men made a higher proportion of commuting journeys (21%) than women (17%). They also took a higher proportion of business journeys (6%) than women (2%).
- Looking only at single journey purposes, the most common reason for men making a journey was commuting (21%).
- For women, the most popular reason for making a journey was for going to and from the shops (21%).
- The most frequently given reason for journeys made by children under 16 was education (30%).
- Men and women made a similar proportion of personal business journeys (men 13%, women 14%). 'Personal business' includes journeys to the bank, post office, library, church, playgroup, doctor or optician.
- Shopping and personal business journeys became more frequent with age for both men and women. For example, for women aged 60 and over, 53% of journeys were for shopping or personal business compared to 25% for women aged 16-29.
- Women aged under 60 were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men in the same age group: 11% of all journeys made by women aged 16-59 are for escort education compared to 5% for men aged 16-59.
- Women made more journeys (15%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (10%).

Table 4.2 Journeys per person per year by age, sex and purpose*: 2015-2017

Percentage/Number/Miles

Journey purpose*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Commuting	0%	30%	27%	7%	21%	24%	20%	5%	17%	19%	16%
Business	0%	3%	10%	3%	6%	1%	3%	1%	2%	4%	3%
Education	30%	13%	0%	0%	2%	9%	0%	0%	2%	2%	6%
Escort education	9%	1%	6%	3%	4%	6%	12%	3%	9%	7%	7%
Shopping	4%	11%	14%	27%	18%	16%	18%	31%	21%	19%	17%
Other escort	18%	3%	7%	5%	6%	4%	8%	3%	6%	6%	8%
Personal business	8%	7%	11%	20%	13%	9%	11%	22%	14%	14%	13%
Visit friends at private home	12%	9%	7%	11%	9%	12%	9%	14%	11%	10%	10%
Visit friends elsewhere	4%	5%	4%	5%	5%	5%	4%	6%	5%	5%	5%
Entertainment/public social activities	5%	3%	2%	2%	2%	4%	2%	3%	2%	2%	3%
Sport participate	4%	8%	4%	3%	5%	4%	3%	2%	3%	4%	4%
Holiday base	1%	0%	1%	1%	1%	1%	0%	1%	1%	1%	1%
Day trip	2%	2%	2%	3%	2%	1%	2%	3%	2%	2%	2%
Other including just walk	2%	5%	6%	8%	6%	4%	6%	7%	6%	6%	5%
Undefined purpose	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of journeys	829	749	933	911	896	869	1,060	727	923	911	897
Distance travelled (miles)	3,914	5,708	7,670	5,295	6,567	5,636	6,460	3,918	5,522	5,996	5,653

(See Table 6.5 in the Travel Survey for Northern Ireland Technical Report 2015-2017 for Confidence Ranges)

* See page 69/70 for types of journey purpose

Travel to work (Table 4.3 & Figure 4.4)

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 (80%) usually travelled to work by car or van in 2015-2017, the same as 10 years ago (80% in 2005-2007).
- One in ten workers (10%) usually walked to work in 2015-2017, similar to 10 years ago (11% in 2005-2007).
- In 2015-2017, 7% of workers travelled to work by public transport, similar to 2005-2007 (6%).

Table 4.3: Method of travel to work: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

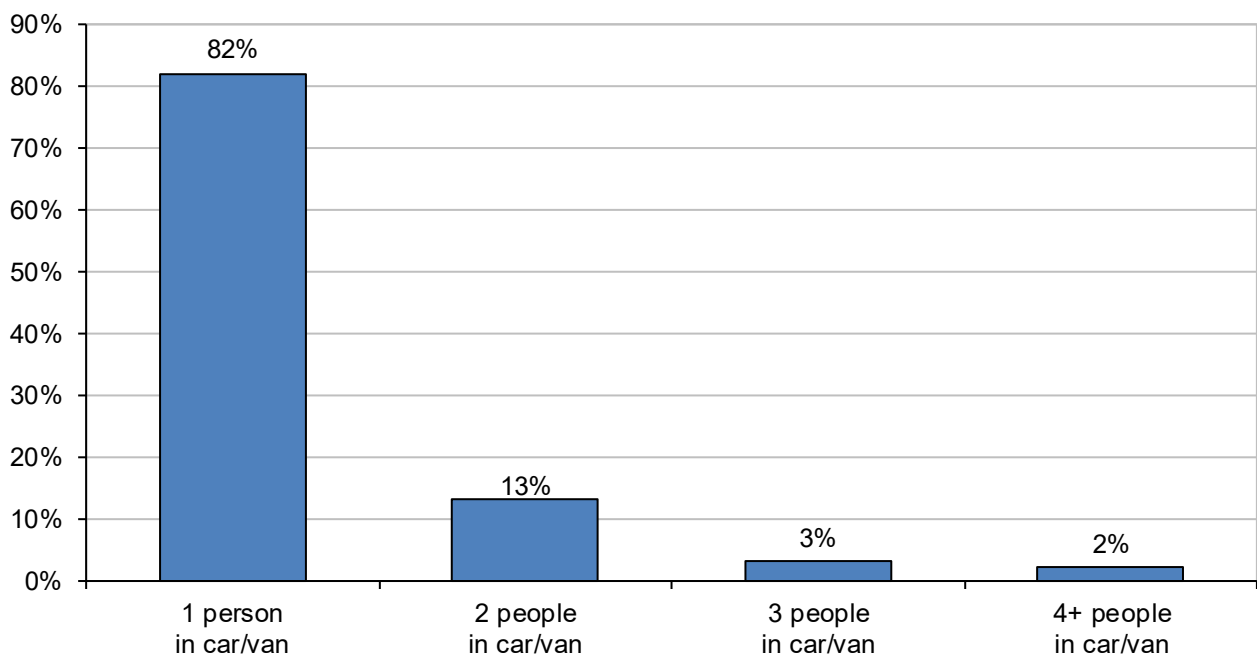
Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2005-2007	2010-2012	2014-2016	2015-2017
Car/van	80%	82%	81%	80%
Motorbike/moped/scooter	1%	0%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	4%	4%	5%
NIR train	1%	1%	2%	2%
Walk	11%	9%	10%	10%
Taxi/minicab*	..	..	2%	1%
Other*	2%	2%	0%	0%
All methods of travel	100%	100%	100%	100%

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

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

- In 2015-2017, 80% of workers travelled to work by car/van (see Method of travel to work section on page 29). They were asked a follow up question to determine the number of persons travelling in the car/van (including the respondent) when going to work. The number includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work).
- The majority drove to work on their own (82%). 13% travelled to work with one other person in the car/van and the rest (6%) had 2 or more other people in the car/van when they travelled to work.

Figure 4.4: How many people would normally be in the car/van when you are travelling to work (including the respondent)*: 2015-2017



Base = 1.850

Travel to work - Number of people travelling in car/van*

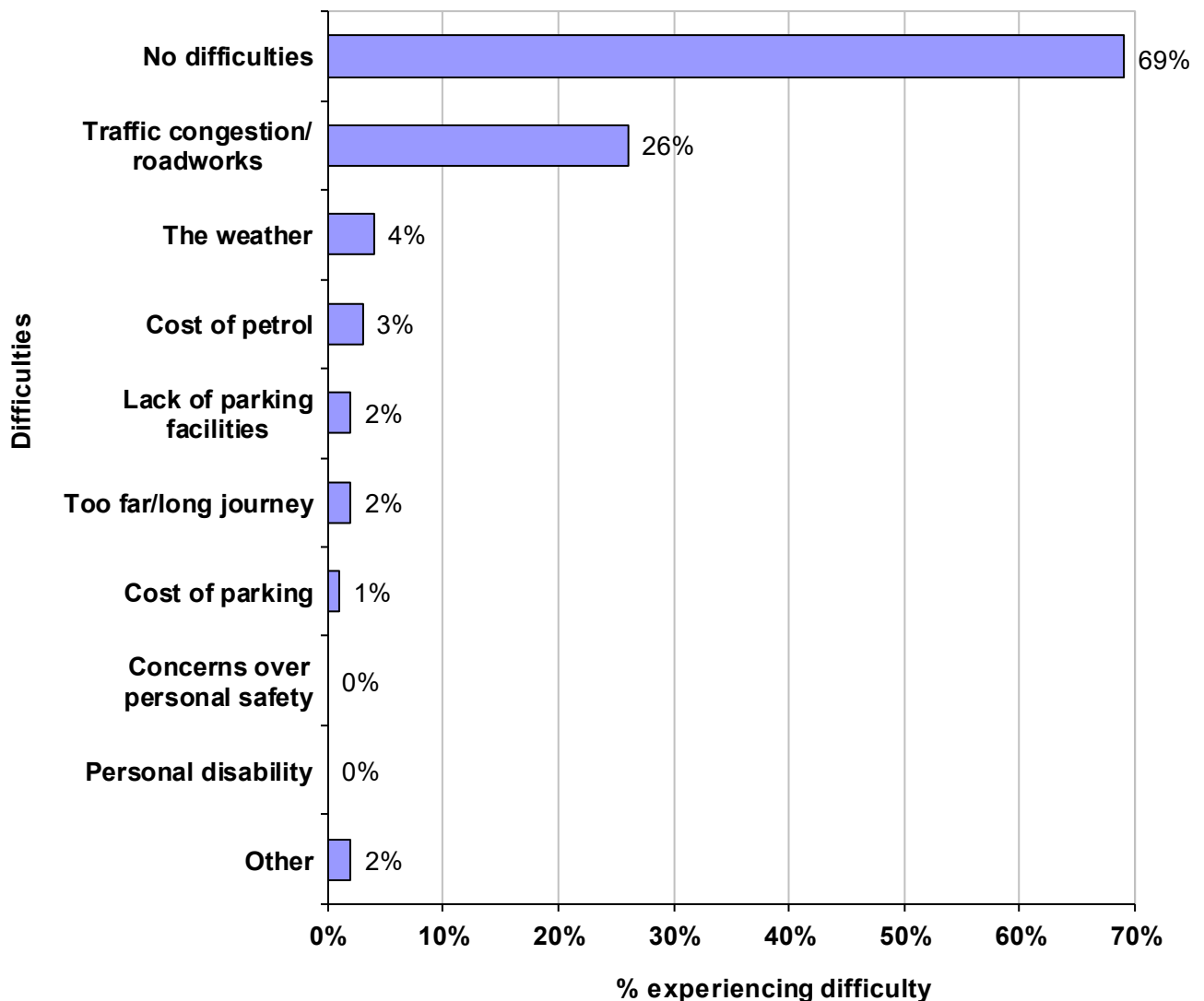
* Includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work, adults sharing the journey into work). If the number in the vehicle varies during the journey, the maximum number during the journey is recorded. If the number varies during the week, the 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 (Figure 4.5 & Figure 4.6)

Difficulties if using car, van or motorcycle to travel to work

- Respondents who usually used a car, van or motorcycle to travel to work were asked if they had any difficulties. The majority (69%) stated that they had no difficulties.
- The most common difficulty when travelling to work by car, van or motorcycle was “traffic congestion/roadworks” (mentioned by 26% of respondents).

Figure 4.5: Difficulties experienced travelling to or from work by car, van or motorcycle: 2015-2017

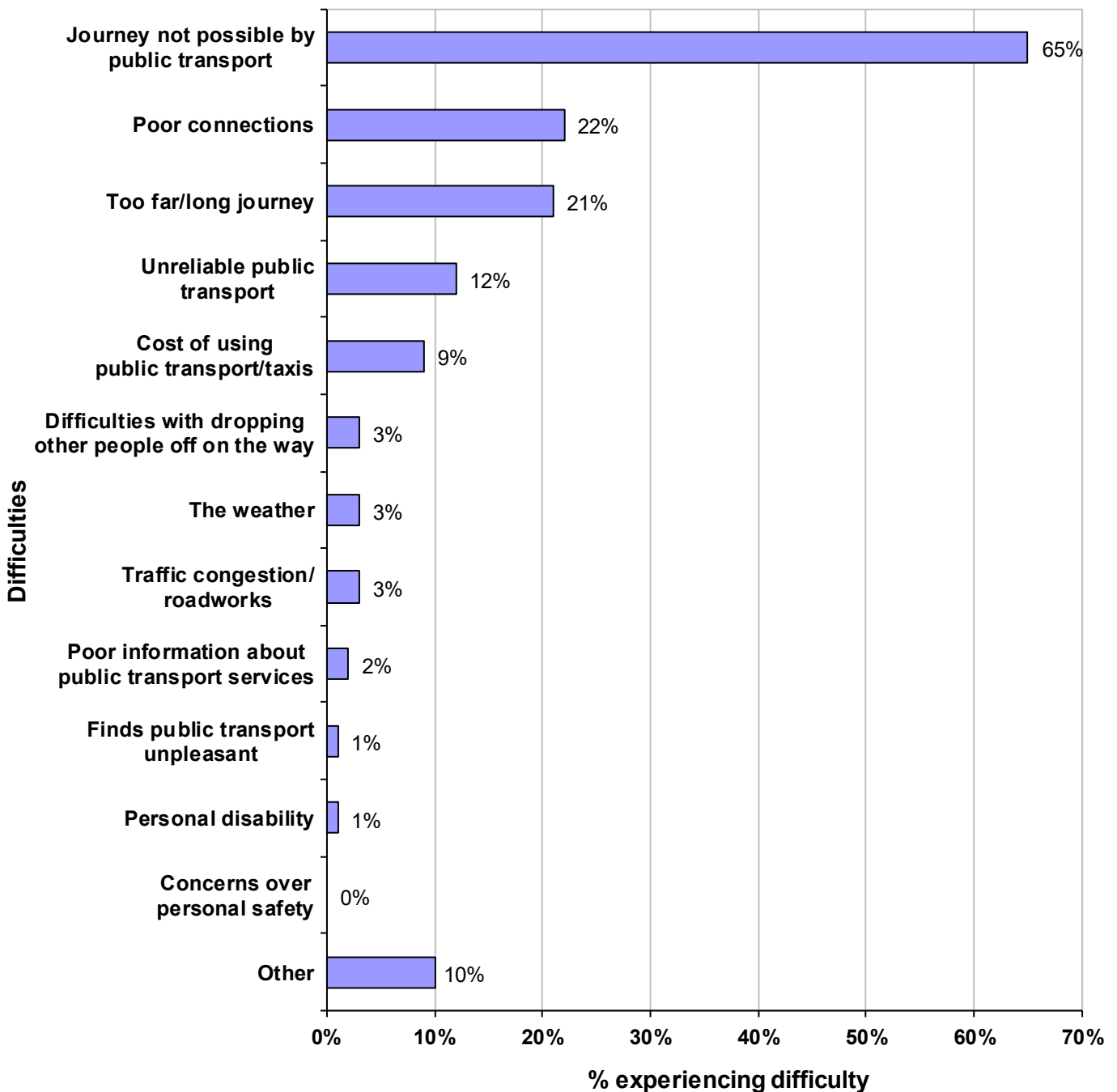


Percentages sum to more than 100% due to multiple responses.

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, 54% 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” (65%), followed by “poor connections” (22%) and “too far/long journey” (21%).

Figure 4.6: Difficulties travelling to or from work if not using car, van or motorcycle: 2015-2017

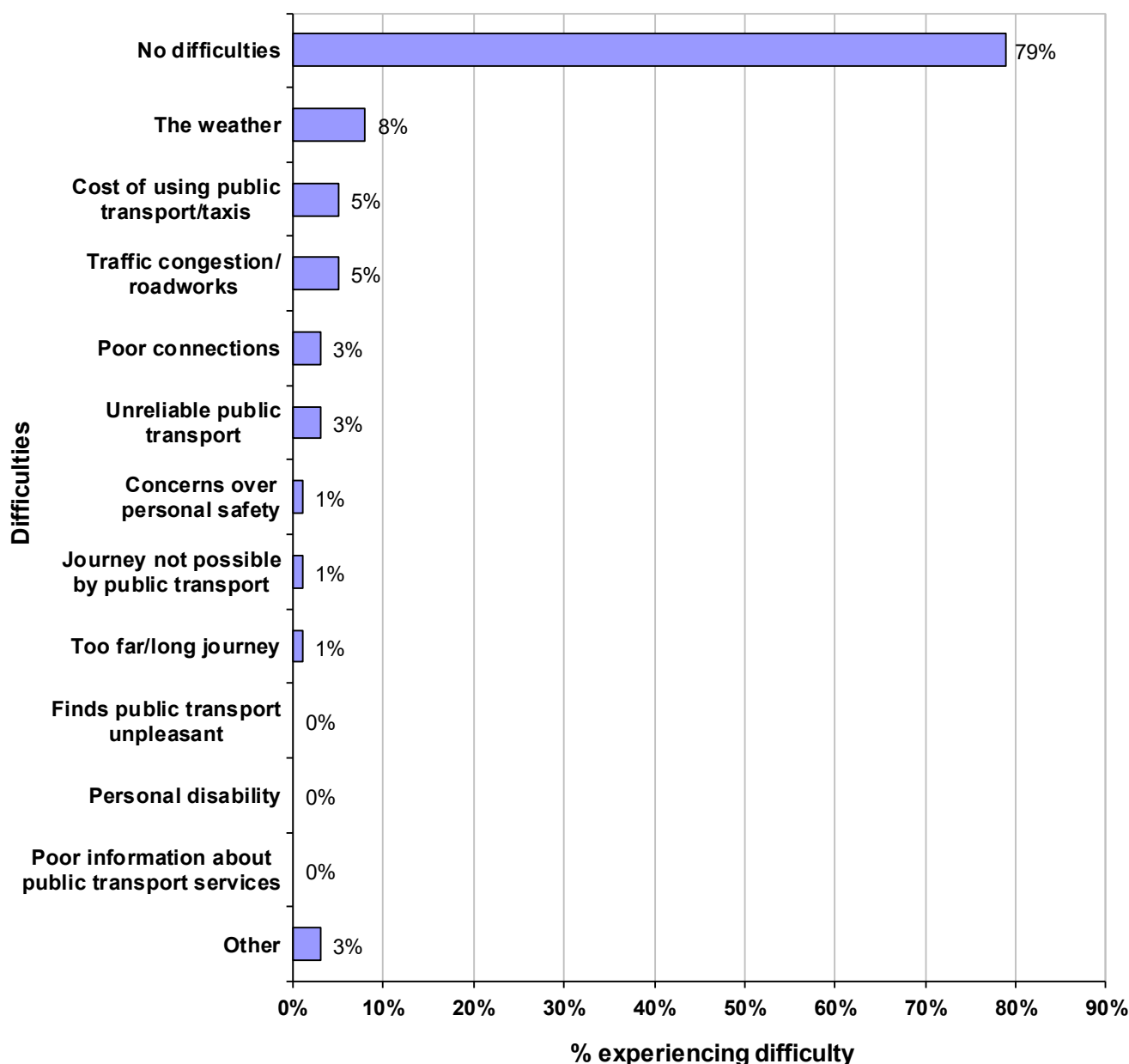


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to work – users of other forms of transport (Figure 4.7)

- Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle, taxi or another form of transport. The majority (79%) reported that they had no difficulties.
- A higher proportion of users of other forms of transport (79%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (69%). However, it should be noted that fewer respondents used other forms of transport to travel to work (19%) compared to those using cars, vans or motorcycles (81%).
- There was no single main difficulty highlighted. Among the difficulties mentioned by respondents were “the weather” (8%), “cost of using public transport/taxis” (5%) and “traffic congestion/roadworks” (5%).

Figure 4.7: Difficulties experienced travelling to or from work by other forms of transport: 2015-2017



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

Travelling to do main food shopping (Table 4.4)

- The person in the household who did the main food shopping was asked some questions about how they travelled and if they experienced any difficulties.
- The majority of those who did the main food shopping used a car or van (75%).
- The next most common answers were having their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) (9%) and walking to do the main food shop (8%).

Table 4.4: Method of travel to do main food shopping: 2015-2017

Percentage of main food shoppers

Method of travel to do main food shop	2015-2017
Car/van	75%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	8%
Taxi/minicab	4%
Does shopping online / shopping is delivered / shopping done by friend, relative or carer*	9%
Other	0%
All methods of travel	100%

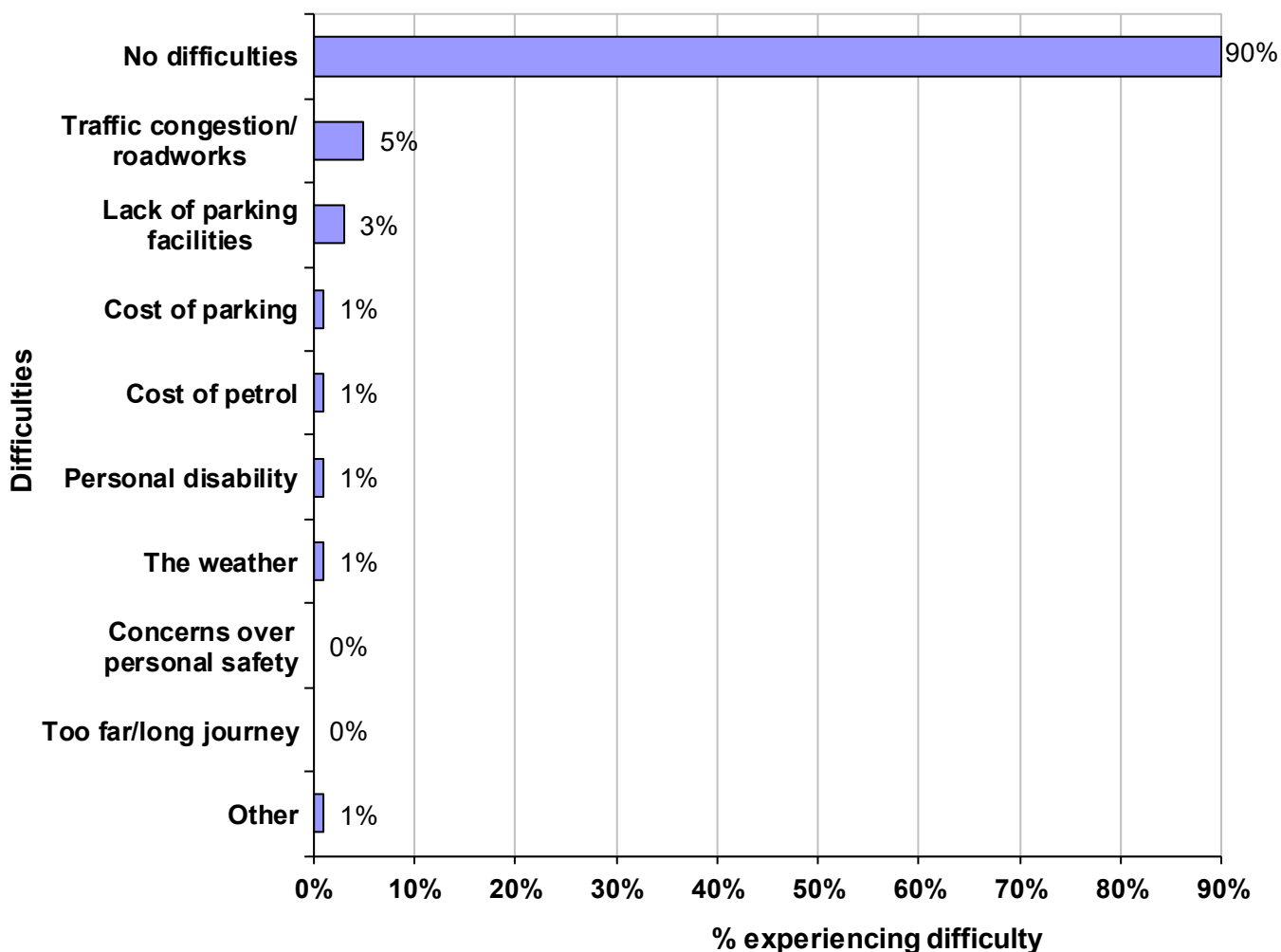
* “Does shopping online / shopping is delivered / shopping done by friend, relative or carer” option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to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

Difficulties travelling to do main food shopping - car, van or motorcycle users (Figure 4.8 & Figure 4.9)

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 (90%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.
- The most common difficulty when travelling to do the main food shopping was “traffic congestion/roadworks” (mentioned by 5% of respondents), followed by “lack of parking facilities” (3%).

Figure 4.8: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2015-2017

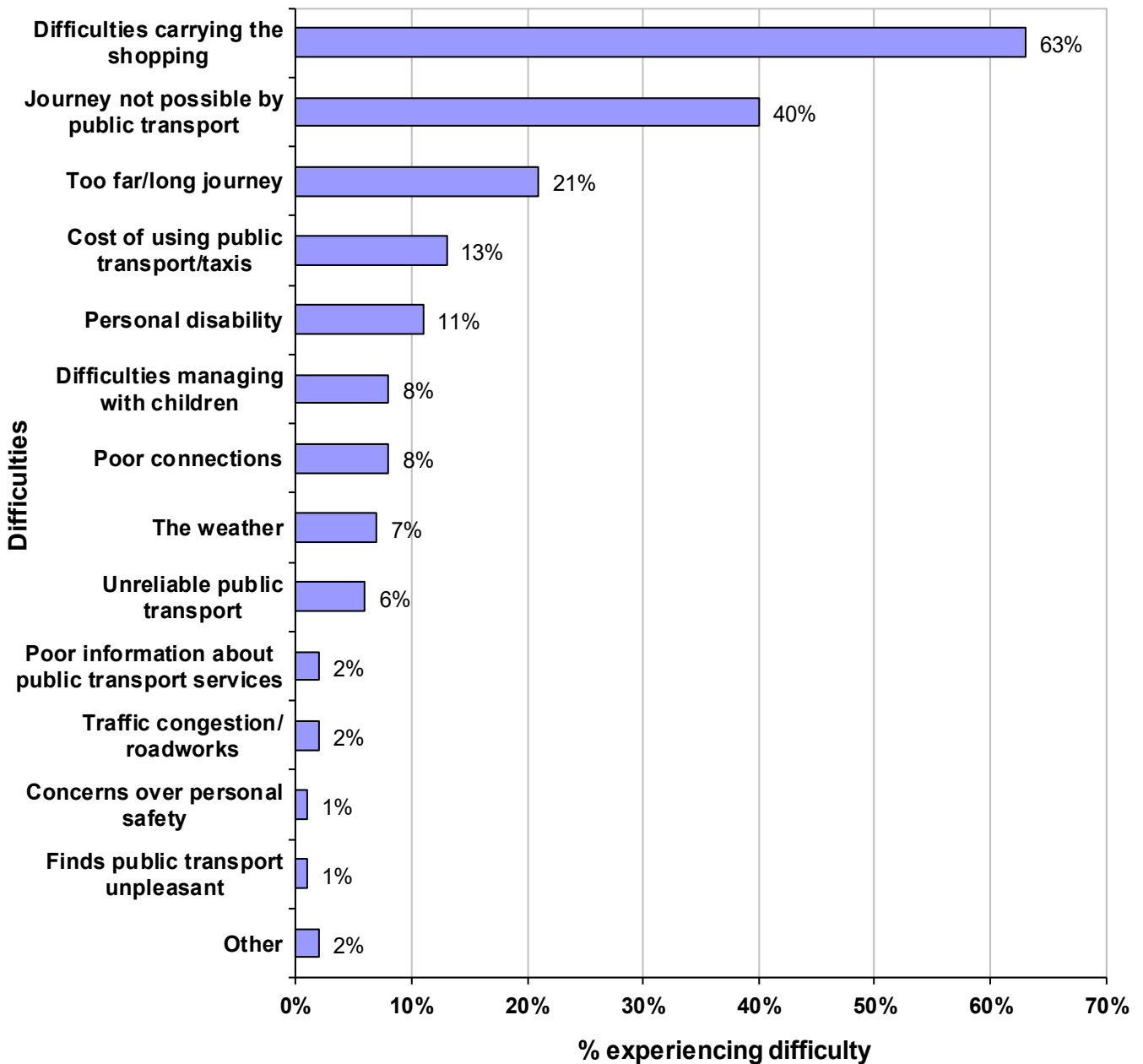


Percentages sum to more than 100% due to multiple responses.

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, 44% 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” (40%).

Figure 4.9: Difficulties if car, van or motorcycle not used to do main food shopping: 2015-2017

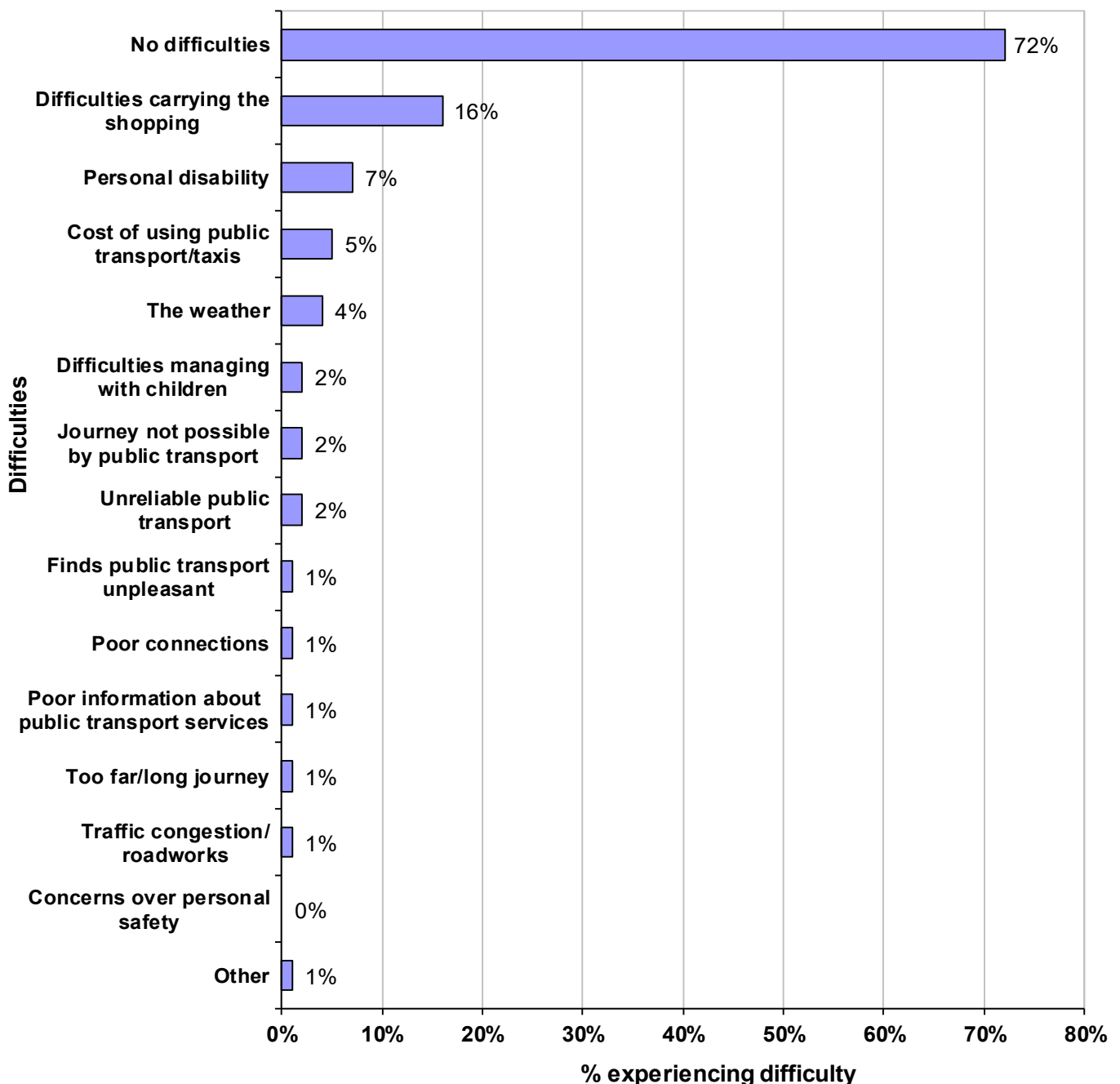


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to do main food shopping – users of other forms of transport (Figure 4.10)

- Respondents who usually used other forms of transport to travel to do the main food shopping were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, taxi, bicycle or another form of transport.
- The majority of users of other forms of transport (72%) said they experienced no difficulties when travelling to do the main food shopping. This is less than the proportion of car, van or motorcycle users who had no difficulties (90%).
- The most common difficulty experienced when using other forms of transport to travel to do the main food shopping was “difficulties carrying the shopping” (16%).

Figure 4.10: Difficulties experienced travelling by other forms of transport to do main food shopping: 2015-2017



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

Section 5: Other factors affecting travel

This section gives details of difficulty with travel due to physical disability, vehicle mileage, bicycle usage, the availability of various modes of public transport and access to bus and train services.

Difficulty with travel due to physical disability or long-standing health problem (Table 5.1, Figure 5.1)

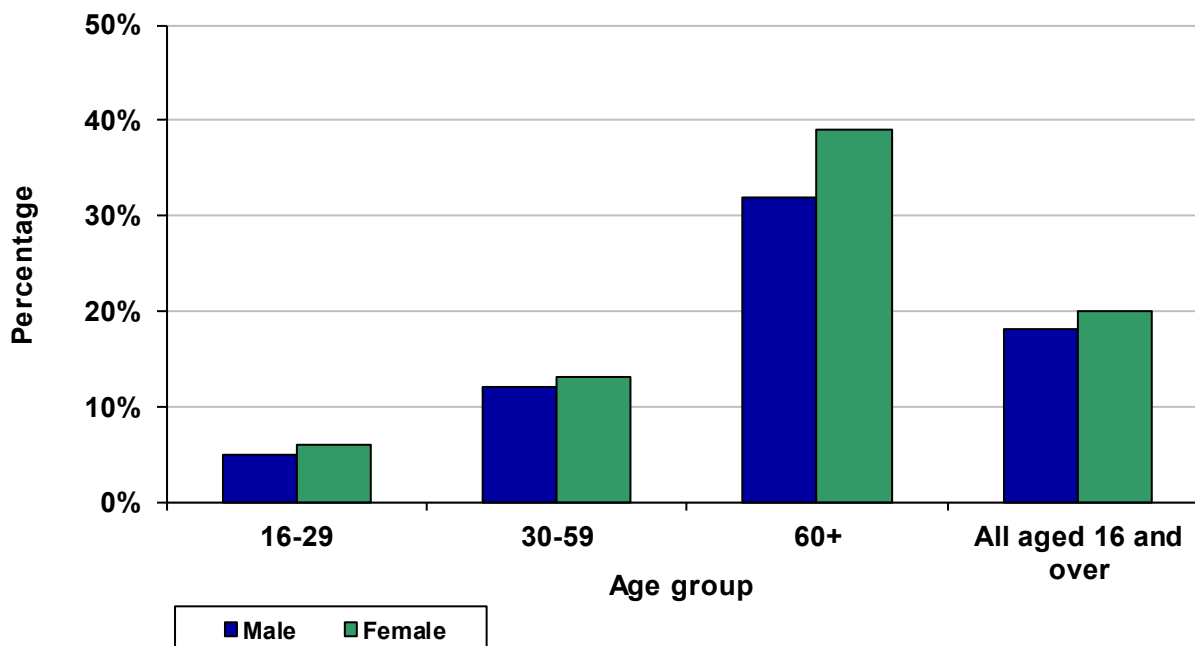
- Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 72). As expected, this increases with age: 5% of 16-29 year olds had difficulty with travel compared to 36% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex: 2015-2017

Percentage of persons

Age group	Percent who have difficulty with travel due to physical disability or long-standing health problem		
	Male	Female	All adults
16-29	5%	6%	5%
30-59	12%	13%	13%
60+	32%	39%	36%
All aged 16 and over	18%	20%	19%

Figure 5.1: Difficulty with travel due to physical disability by age and sex: 2015-2017



Annual vehicle mileage (Table 5.2) and reason for vehicle use

- Three quarters (75%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2005-2007 (74%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 40% in 2005-2007 to 28% in 2015-2017.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2015-2017, 42% of vehicles in these households were used to take someone in the household to school.
- Just over one half of all vehicles in the survey (51%) were used to take someone in the household to work. Of the vehicles that were used for work journeys, 63% were parked in a “private or firm’s car park” during work hours, with most of the rest (27%) parked “in a non-payment area”.
- Almost one quarter of vehicles (24%) that were used to take someone in the household to work were also used in the course of work.

Table 5.2: Annual vehicle mileage: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Percentage of vehicles

Miles per year	2005-2007	2010-2012 ^r	2014-2016	2015-2017
0-499	1%	1%	1%	0%
500-999	0%	1%	1%	0%
1,000-1,999	2%	2%	3%	3%
2,000-2,999	3%	3%	3%	3%
3,000-3,999	4%	5%	5%	5%
4,000-4,999	4%	4%	5%	5%
5,000-6,999	15%	17%	19%	19%
7,000-8,999	12%	14%	14%	14%
9,000-11,999	21%	21%	23%	22%
12,000-14,999	16%	15%	13%	13%
15,000-17,999	10%	8%	7%	8%
18,000-20,999	7%	5%	5%	4%
21,000-29,999	3%	3%	2%	2%
30,000 or over	4%	2%	2%	2%
All vehicles	100%	100%	100%	100%

^r There have been some minor revisions to the 2010-2012 figures following validation and correcting the categorisation of “Don’t Know” and “Refusal” answers.

Cycling

Bicycle ownership (Figure 5.2, Table 5.3)

- A third of households (33%) in Northern Ireland own at least one bicycle, similar to 2005-2007 (35%).
- Looking at number of bicycles in each household, 13% of households have one bicycle, 9% have two bicycles and a further 11% have 3 or more bicycles.

Figure 5.2: Household bicycle ownership: 2015–2017

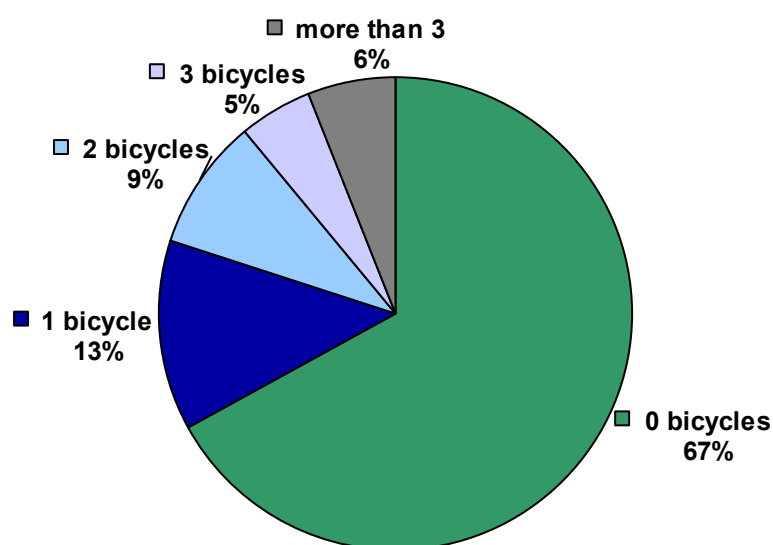


Table 5.3: Household bicycle ownership: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Number of bicycles	Percentage of households			
	2005-2007	2010-2012	2014-2016	2015-2017
0	65%	61%	65%	67%
1	13%	15%	14%	13%
2	11%	11%	11%	9%
3	5%	6%	5%	5%
4	4%	4%	4%	4%
5	1%	2%	1%	1%
6	0%	1%	0%	1%
7+	0%	0%	0%	0%
All households	100%	100%	100%	100%

Bicycle usage (Table 5.4, Figure 5.3)

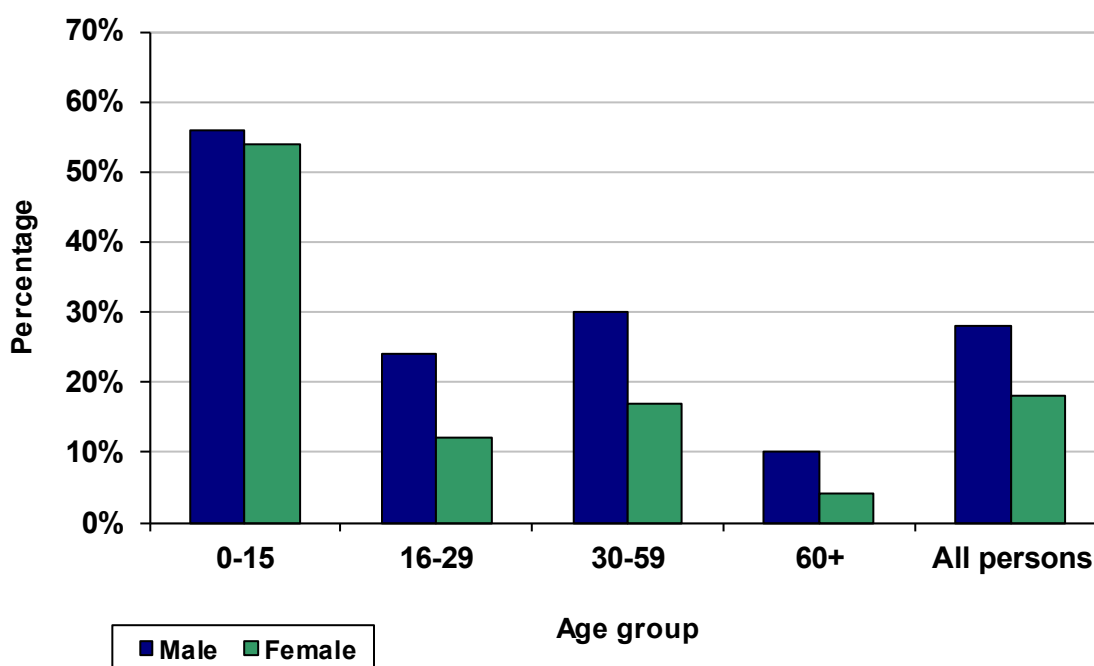
- This question is asked to everyone taking part in the survey (all ages, face to face and proxy interviews).
- The majority (55%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.
- Cycle usage is generally higher among males: 28% of males had cycled in the last 12 months compared with 18% of females. The exception to this is the 0-15 age group where usage is the around the same: 56% of males and 54% of females aged 0-15 had cycled in the last 12 months.

Table 5.4: Cycled in the last 12 months by age and sex: 2015-2017

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	56%	54%	55%
16-29	24%	12%	17%
30-59	30%	17%	22%
60+	10%	4%	7%
All persons	28%	18%	23%

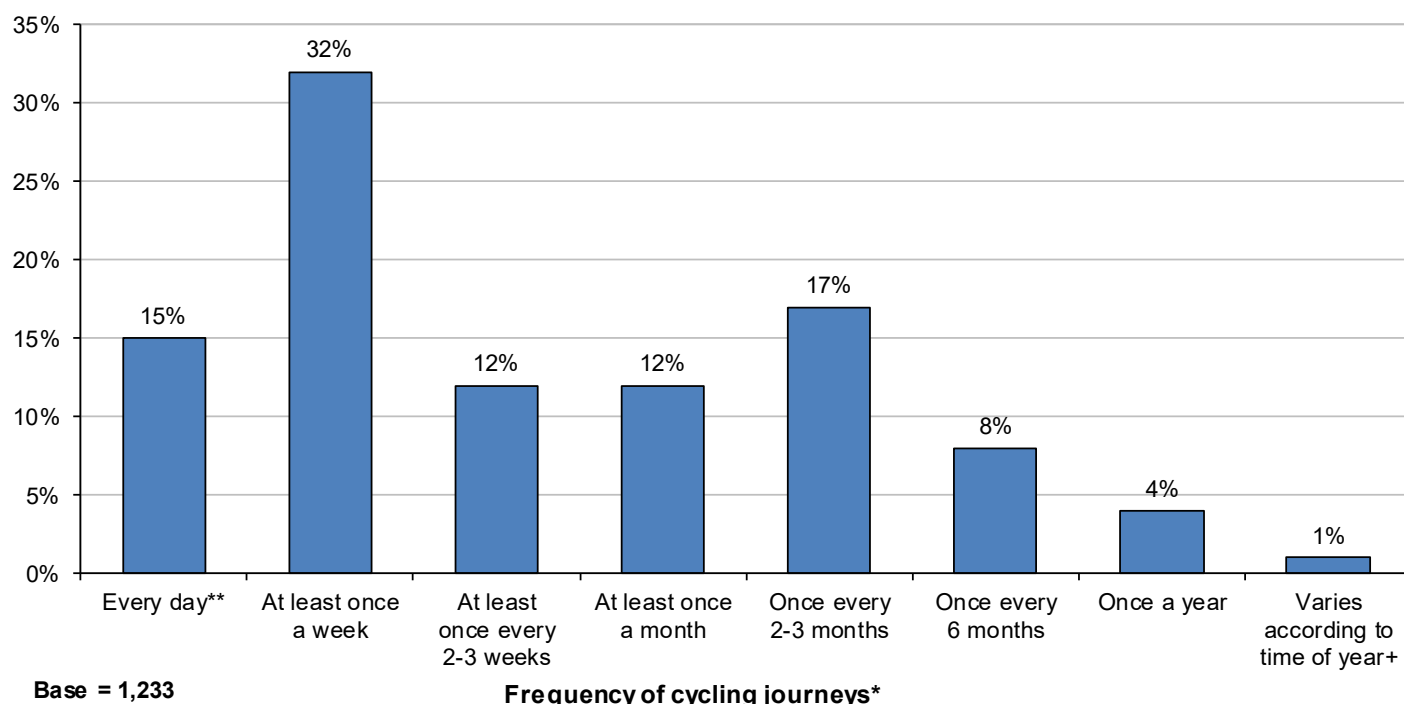
Figure 5.3: Cycled in the last 12 months by age and sex: 2015-2017



Cycling frequency (Figure 5.4)

- In 2015-2017, 23% of all respondents had cycled in the last 12 months (see Bicycle usage section on page 41). These respondents are referred to as cyclists in this report. A follow up question was asked to determine how often they cycled.
- 15% of cyclists reported that they cycle every day (including those that cycle every working day/school day but not at weekends), almost four times as many as those who only cycle once a year (4%).
- Nearly half (46%) of all cyclists cycled once a week or more and an additional 24% cycled at least once a month (but less than once a week).

Figure 5.4: How often do you cycle?*: 2015-2017



Base = 1,233

Frequency of cycling journeys*

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

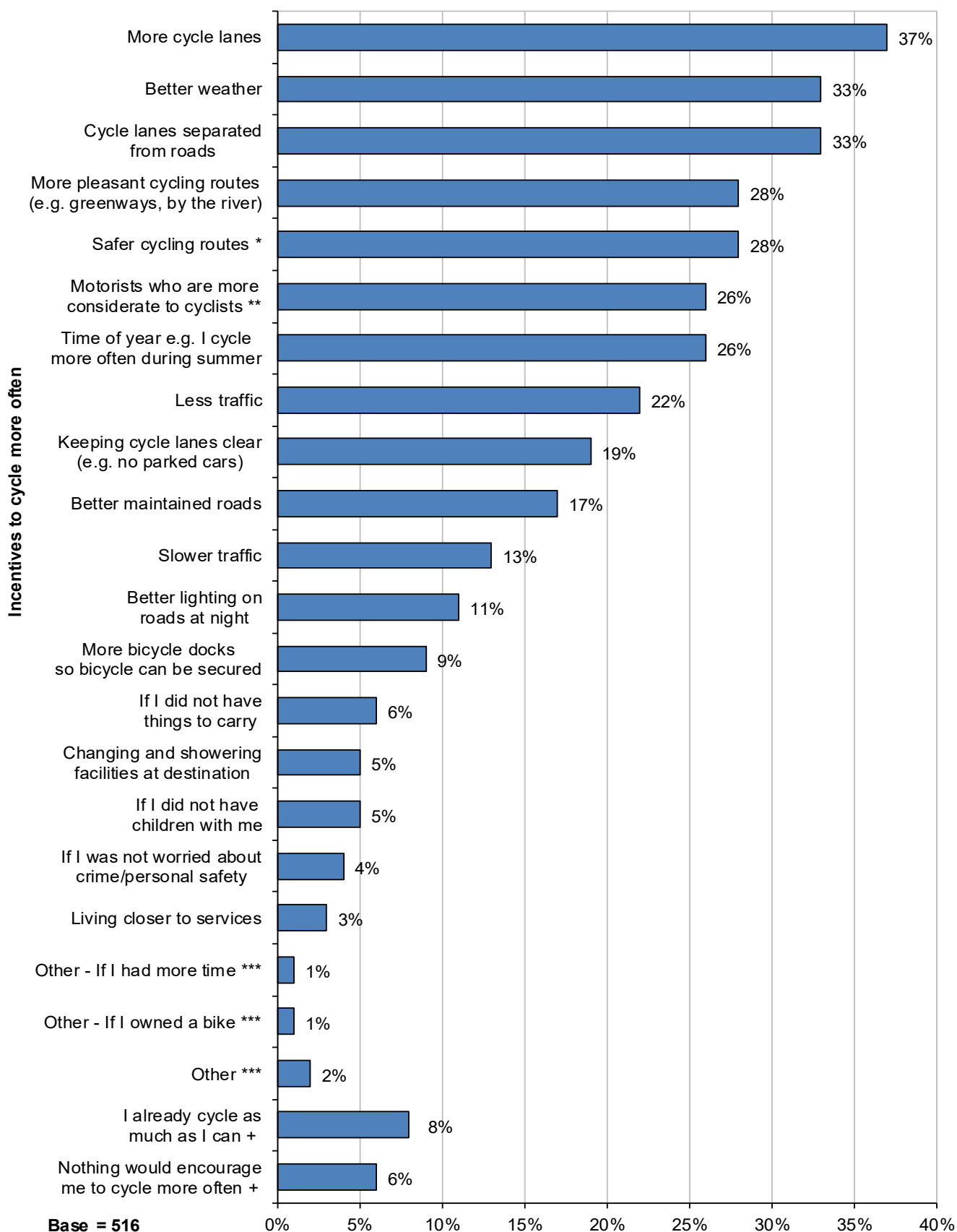
** "Every day" is selected if the respondent cycles every working day/school day but not at weekends as well as if they cycle every day.

+ Spontaneous answer

Incentives to cycle more often (Figure 5.5)

- 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.
- There was no single top answer to this question. Among the most popular incentives highlighted by cyclists that would encourage them to cycle more often were “more cycle lanes” (37%), “better weather” (33%), “cycle lanes separated from roads” (33%), “more pleasant cycling routes” (28%) and “safer cycling routes” (28%).
- Almost one tenth (8%) of cyclists said that they already cycle as much as they can and a further 6% said that nothing would encourage them to cycle more often.

Figure 5.5: What would encourage you to cycle more often?: 2015-2017



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

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

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

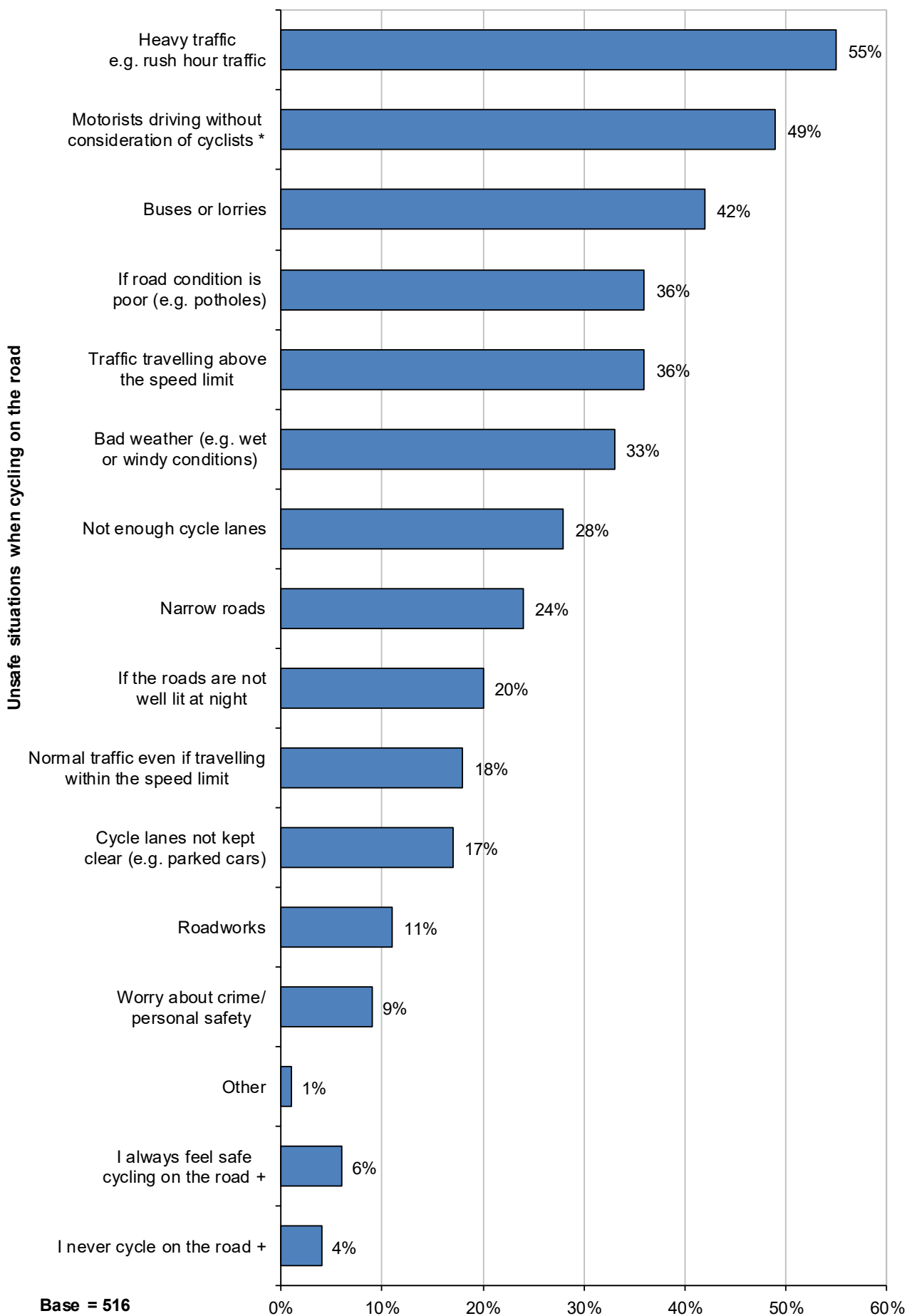
*** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

Unsafe situations when cycling on the road (Figure 5.6)

- Cyclists aged 16 and over giving a face to face interview were asked which situations make them feel unsafe when cycling on the road.
- The most commonly stated situations that made cyclists feel unsafe were “heavy traffic” (55%) and “motorists driving without consideration of cyclists” (49%), followed by “buses or lorries” (42%).
- Just over one in 20 cyclists (6%) stated that they always feel safe cycling on the road and an additional 4% said that they never cycle on the road.

Figure 5.6: Which situations make you feel unsafe when cycling on the road?: 2015-2017



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

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

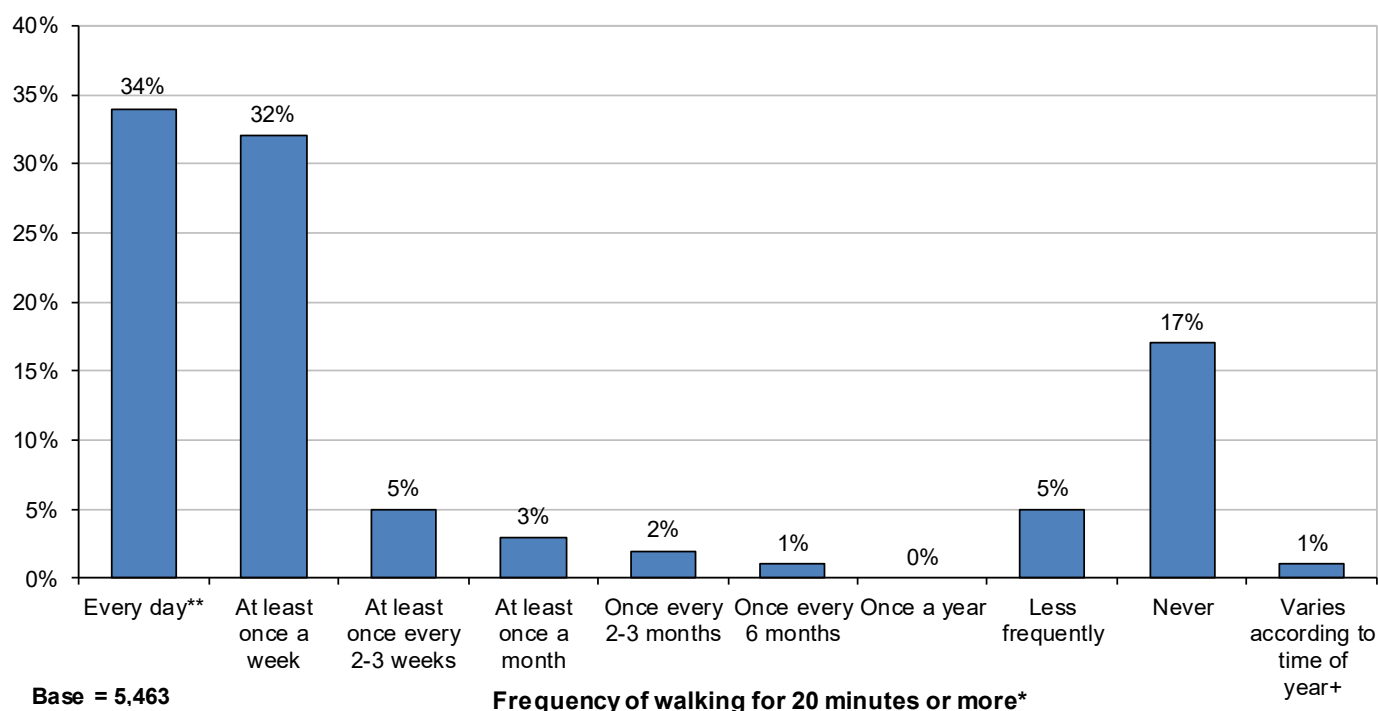
+ Spontaneous answer

Walking

Walking frequency (Figure 5.7)

- Just under two thirds (65%) of all respondents (everyone taking part in the survey) took a walk lasting at least 20 minutes once a week or more, with a further 8% walking this length of time at least once a month (but less than once a week).
- Just over one third (34%) of respondents stated that they walked 20 minutes or more every day (this includes those that walk this length of time every working day/school day but not at weekends). This is around twice as many as those who never walked for 20 minutes or more (17%).
- Looking only at those who walked for 20 minutes or more (i.e. did not state “never”), 79% walked this length of time once a week or more and a further 10% walked this length of time at least once a month (but less than once a week).

Figure 5.7: How often do you walk anywhere for 20 minutes or more?: 2015-2017



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

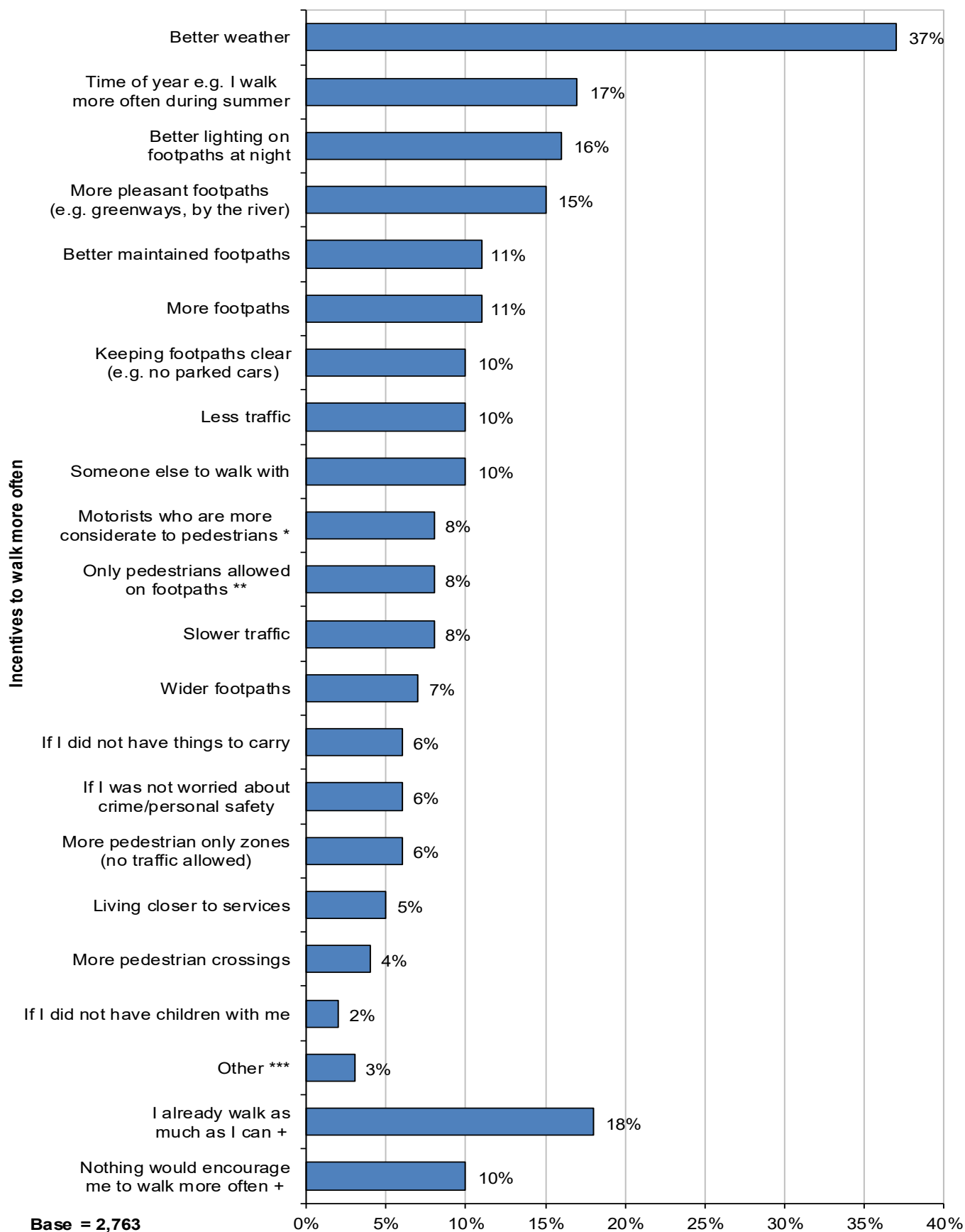
** “Every day” is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

+ Spontaneous answer

Incentives to walk more often (Figure 5.8)

- 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” (37%) was the most commonly mentioned incentive that would encourage the respondent to walk more often, followed by “time of year” (17%), “better lighting on footpaths at night” (16%) and “more pleasant footpaths” (15%).
- Just less than one fifth (18%) stated that they already walk as much as they can and a further 10% said that nothing would encourage them to walk more often.

Figure 5.8: What would encourage you to walk more often?: 2015-2017



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

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

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

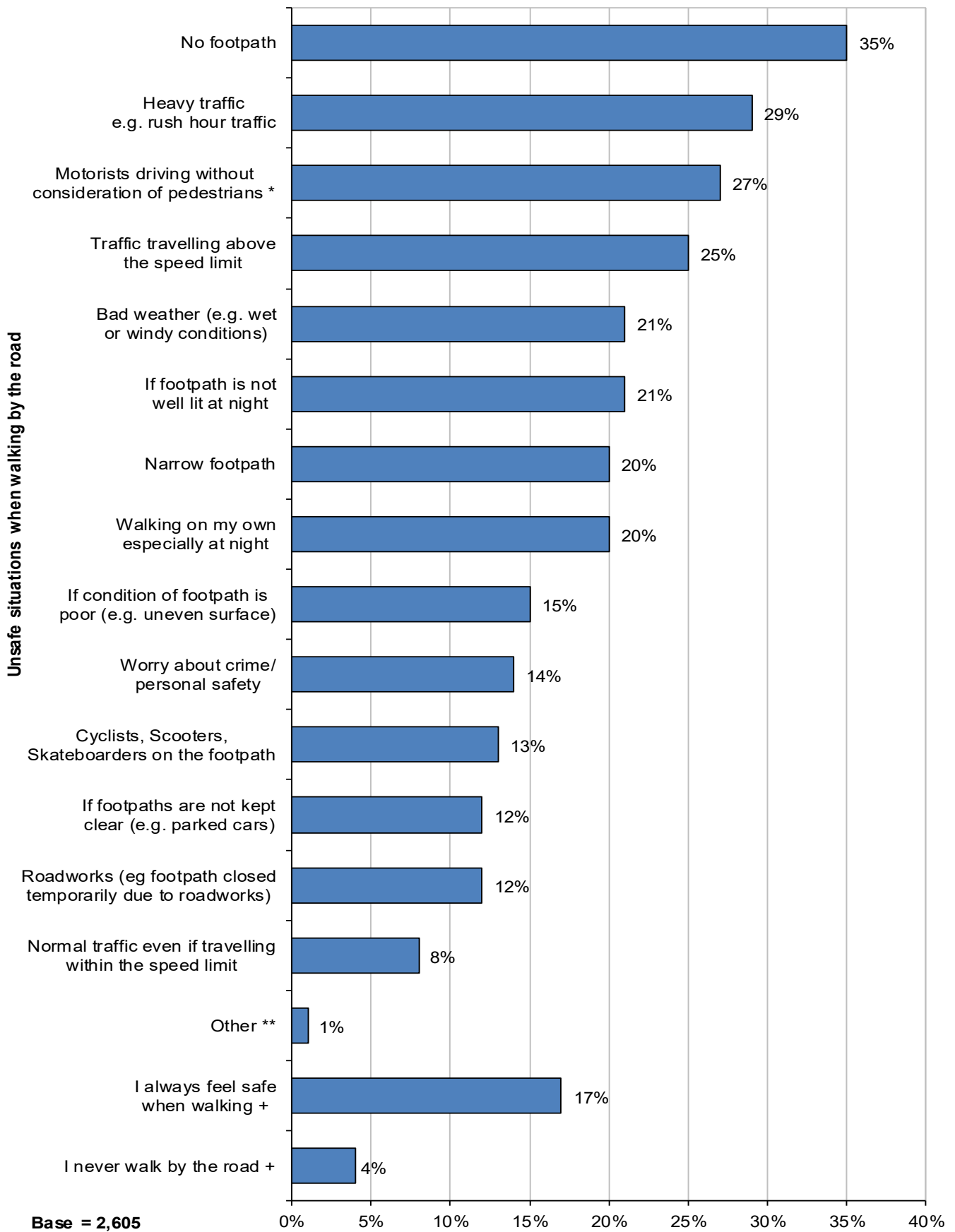
*** All "Other" responses given by respondents. Previously, "Other" responses given by 0.5% or more respondents appeared in a separate group in the chart. Due to additional answer options being added in 2017 based on the most popular "Other" responses, these are no longer stated under "Other". The new answer options will be reported when three years of data are available (2017-2019).

+ Spontaneous answer

Unsafe situations when walking by the road (Figure 5.9)

- Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes once a year or more were asked which situations made them feel unsafe when walking by the road.
- “No footpath” (35%) was the most frequently stated situation that made the respondent feel unsafe, followed by “heavy traffic” (29%), “motorists driving without consideration of pedestrians” (27%) and “traffic travelling above speed limit” (25%).
- One sixth (17%) stated that they always feel safe when walking and an additional 4% said that they never walk by the road.

Figure 5.9: Which situations make you feel unsafe when walking by the road?: 2015-2017



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

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

** All "Other" responses given by respondents. Previously, "Other" responses given by 0.5% or more respondents appeared in a separate group in the chart. Due to additional answer options being added in 2017 based on the most popular "Other" responses, these are no longer stated under "Other". The new answer options will be reported when three years of data are available (2017-2019).

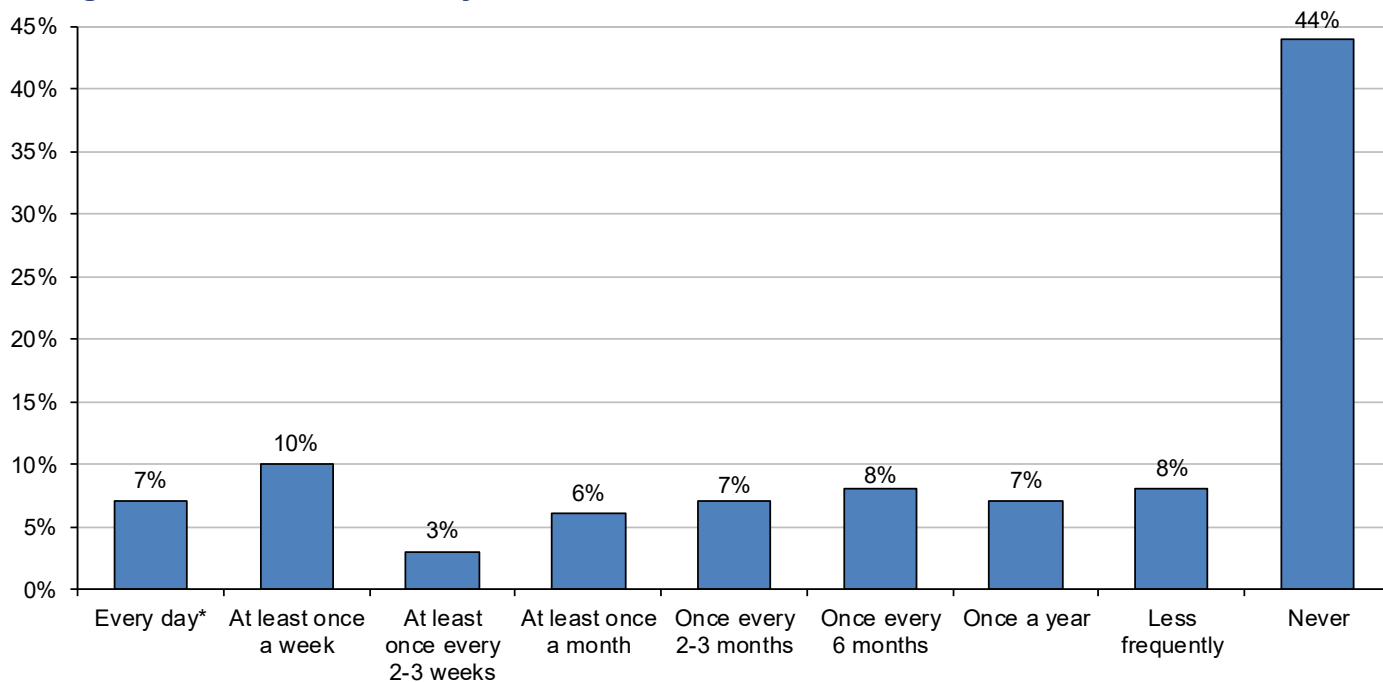
+ Spontaneous answer

Public Transport

Frequency of bus use (Figure 5.10)

- One sixth (17%) of all respondents (everyone taking part in the survey) travelled on a bus once a week or more and a further 9% travelled by bus at least once a month (but less than once a week).
- Over 4 in 10 respondents (44%) stated that they never travelled by bus.
- Looking only at bus users (i.e. those who did not state that they never travelled by bus), 3 in 10 (30%) took a bus once a week or more and a further 16% travelled by bus at least once a month (but less than once a week).

Figure 5.10: How often do you travel on a bus?: 2015-2017



Base = 5,464

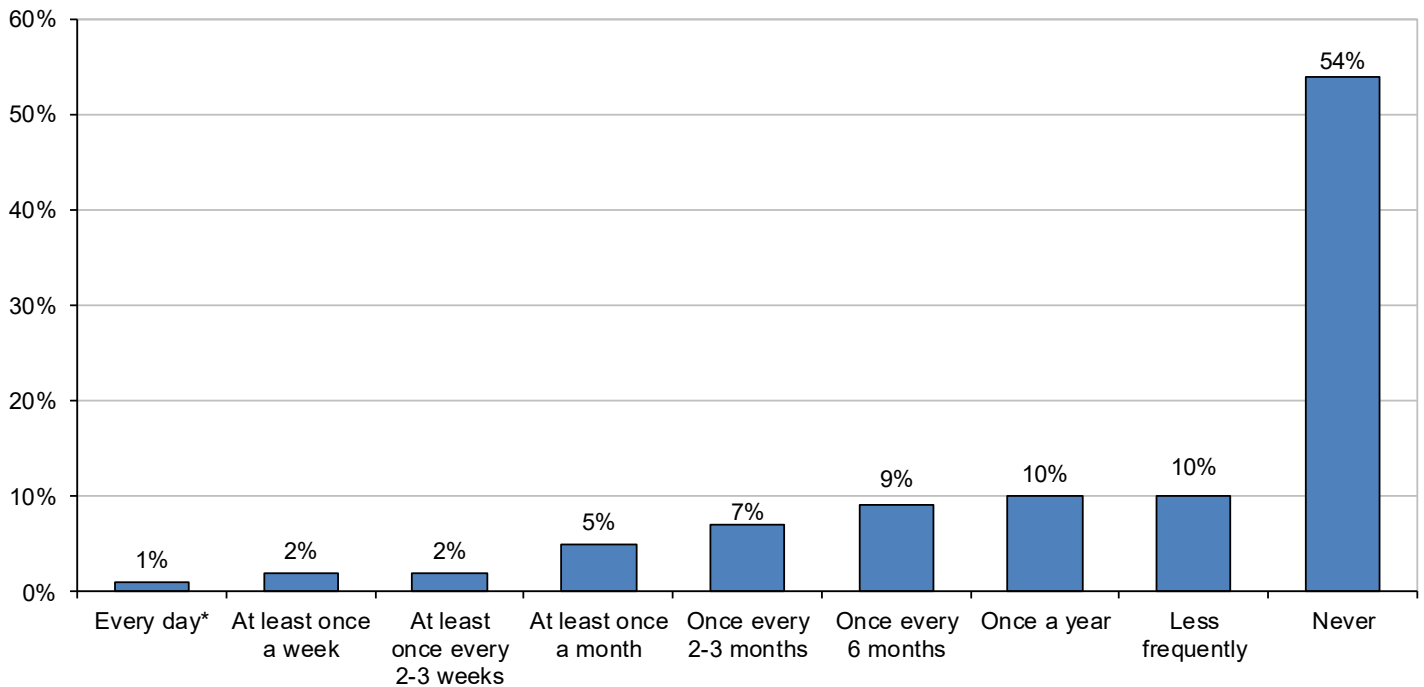
Frequency of travelling on bus

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

Frequency of train use (Figure 5.11)

- Around 1 in 30 (3%) of all respondents (everyone taking part in the survey) travelled on a train once a week or more and an additional 7% travelled by train at least once a month (but less than once a week).
- Over half of respondents (54%) stated that they never travelled by train.
- Looking only at train users (i.e. those who did not state that they never travelled by train), 7% took a train once a week or more and an additional 14% travelled by train at least once a month (but less than once a week).

Figure 5.11: How often do you travel on a train?: 2015-2017



Base = 5,464

Frequency of travelling on train

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

Comparison of bus and train usage

- There are more bus users (56%) than train users (46%).
- 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 (17%) as take a train once a week or more (3%).

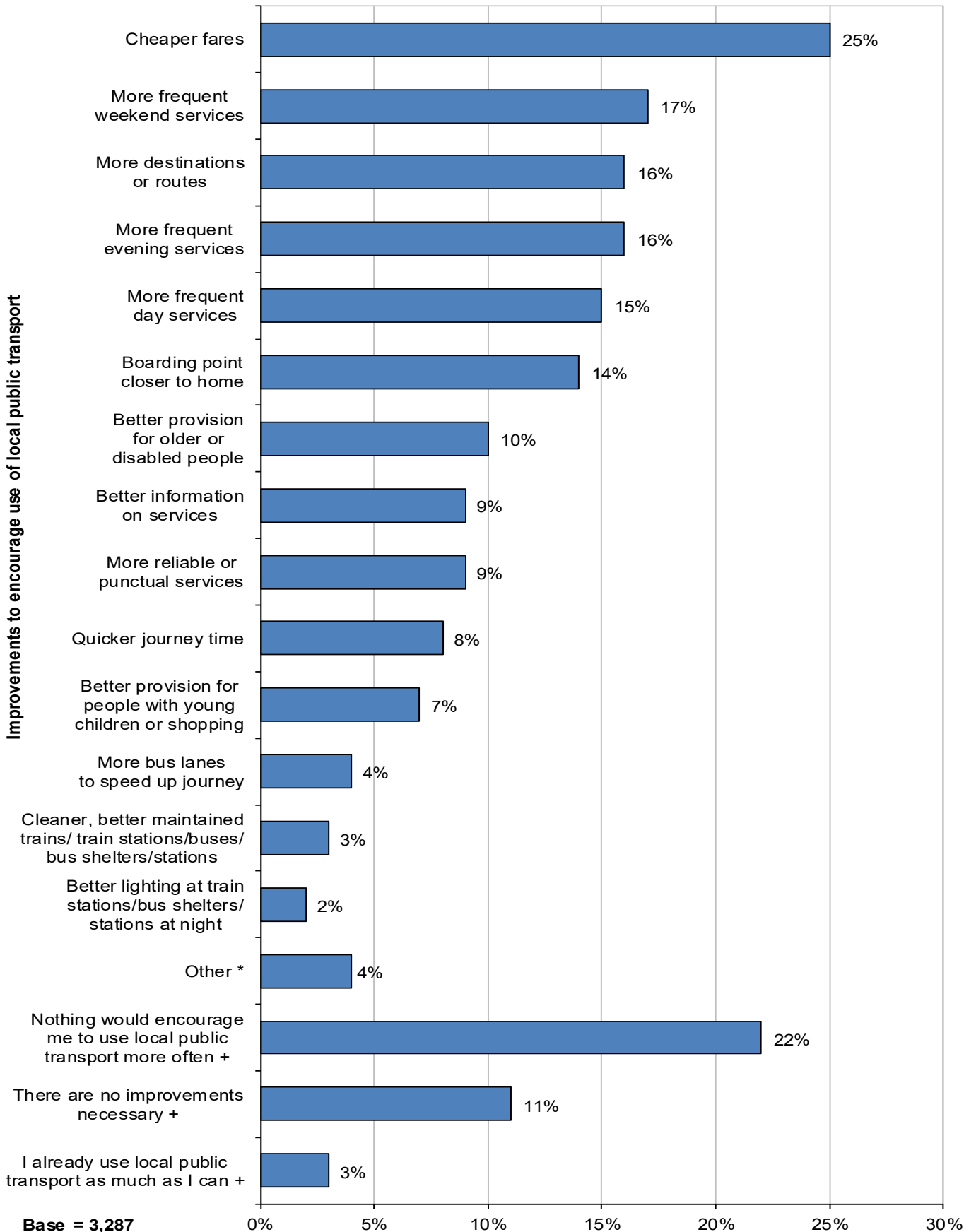
Satisfaction with local public transport

- Respondents aged 16 and over, giving a face to face interview, were asked how satisfied they were with public transport services which operate near their home. Just under two fifths (39%) said they don't use local public transport.
- Of those who used local public transport, three quarters (75%) said they were satisfied with their local public transport services.

Incentives to use local public transport more often (Figure 5.12)

- Respondents aged 16 and over, giving a face to face interview, were asked what improvements would encourage them to use local public transport services more often.
- The most popular improvement to local public transport services was "cheaper fares" stated by one quarter of respondents (25%). This was followed by "more frequent weekend services" (17%), "more destinations or routes" (16%), "more frequent evening services" (16%) and "more frequent day services" (15%).
- In addition, just over one fifth (22%) said nothing would encourage them to use local public transport more often, another 11% stated that no improvements were necessary and a further 3% said that they already use local public transport as much as possible.

Figure 5.12: What improvements could be made to encourage you to use local public transport services more often?: 2015-2017



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

* All "Other" responses given by respondents. Previously, "Other" responses given by 0.5% or more respondents appeared in a separate group in the chart. Due to additional answer options being added in 2017 based on the most popular "Other" responses, these are no longer stated under "Other". The new answer options will be reported when three years of data are available (2017-2019).

+ Spontaneous answer

Access to public transport (Tables 5.5-5.6, Figures 5.13-5.14)

- In 2015-2017, 15% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 10% in 2005-2007. Three in ten households (30%) said they did not know how often they could get a bus from their nearest stop.
- One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2015-2017, two thirds of households (67%) lived within six minutes walk of a bus stop or place where they could get a bus.
- Relatively few households were close to a train station. Three fifths (60%) said it would take them 44 or more minutes or that it was not feasible to walk. Overall, over one quarter of households (27%) lived within 26 minutes walk of an NI Railways station, 10% within 13 minutes walk.

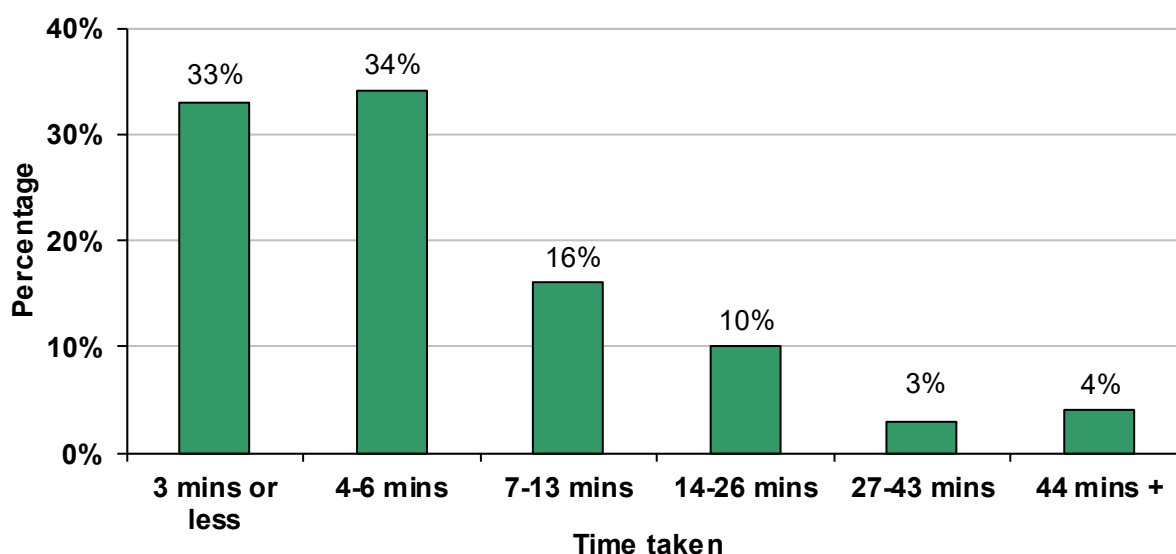
Table 5.5: Bus service frequency: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Percentage of households

Frequency of Service	2005-2007	2010-2012	2014-2016	2015-2017
At least once every quarter-hour	10%	14%	14%	15%
At least once every half-hour	17%	17%	16%	15%
At least once an hour	24%	20%	21%	22%
About 3 times a day	17%	16%	14%	14%
At least once a day	4%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know*	26%	28%	29%	30%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of bus service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.13: Time taken to walk to nearest bus stop*: 2015-2017



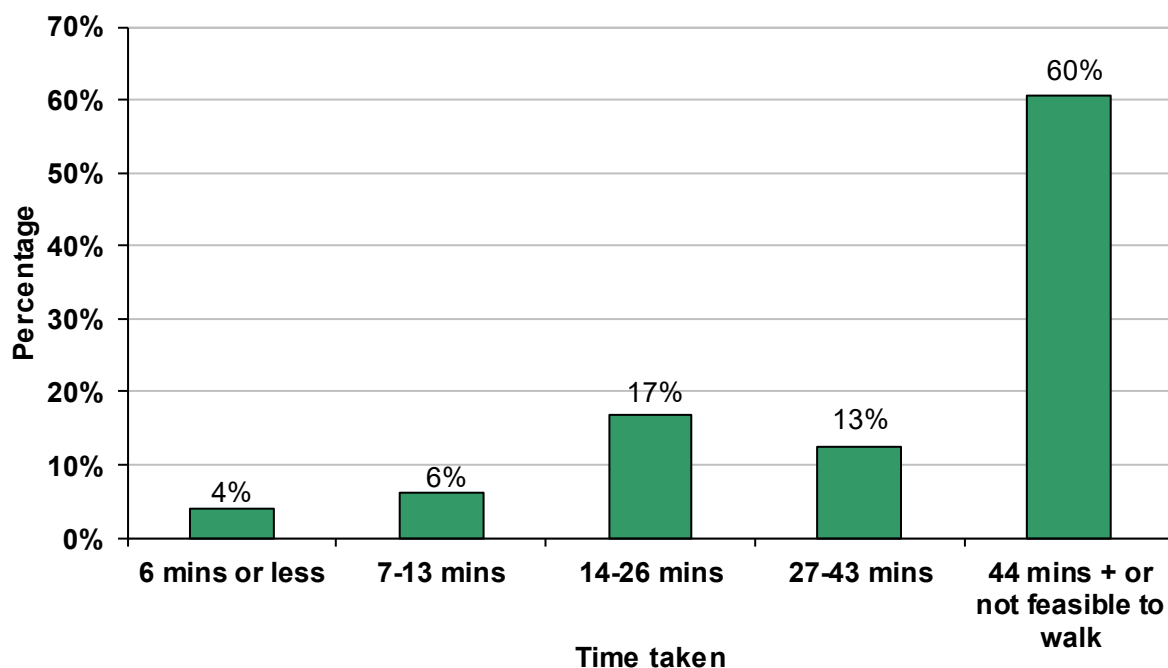
* Note that 'Time taken to walk to nearest bus stop' figures have been validated and corrected. They are not comparable with figures in TSNI reports prior to 2007-2009. Figures for previous years are available on request (contact details at the front of the report).

Table 5.6: Rail service frequency: 2005-2007, 2010-2012, 2014-2016 and 2015-2017

Frequency of Service (asked if households did not state 'Not applicable' to time taken to walk to nearest station question)	Percentage of households			
	2005-2007	2010-2012	2014-2016	2015-2017
Frequent service throughout day (at least once per hour)	61%	75%	80%	80%
Frequent service only during rush hour (at least once per hour)	4%	3%	2%	2%
Less frequent service	8%	2%	1%	1%
Not applicable	7%	1%	1%	1%
Don't know*	20%	19%	16%	16%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of rail service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.14: Time taken to walk to nearest NI Railways station*: 2015-2017



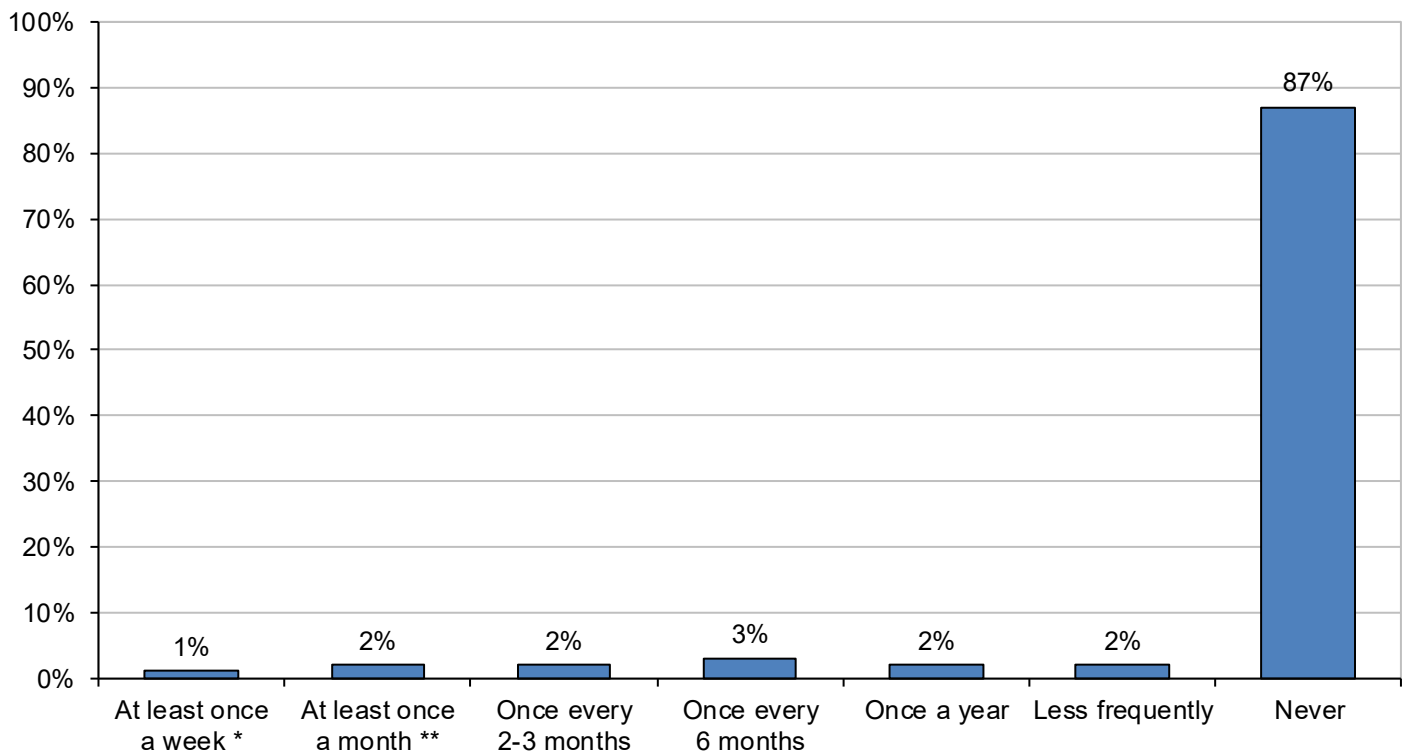
* Note that 'Time taken to walk to nearest NI Railways station' figures have been validated and corrected. They are not comparable with figures in TSNI reports prior to 2006-2008. Figures for previous years are available on request (contact details at the front of the report).

Park & Ride

Frequency of using Park & Ride (Figure 5.15)

- Park & Ride is the term used when the vehicle you are travelling in is parked in a designated Park & Ride car park and a train or a bus is then taken to your destination. For respondents aged 16 and over, a question was asked on how often they used Park & Ride. This question applied whether they were a driver or a passenger in the vehicle.
- 1% of respondents used Park & Ride once a week or more with a further 2% using it at least once a month (but less than once a week).
- Just under 9 in 10 respondents (87%) said they never used Park & Ride.
- Looking only at Park & Ride users (i.e. those who did not state that they never used Park & Ride), under 1 in 10 (8%) used it once a week or more with a further 17% using it at least once a month (but less than once a week).

Figure 5.15: How often do you use Park & Ride?: 2015-2017



Base = 4,562

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".

Section 6: Key tables by urban-rural

Distance travelled by mode and urban-rural split (Table 6.1)

- People living in rural areas travelled more miles (7,192 miles) than people living in urban areas (4,668 miles).
- Rural residents travelled more miles by car (6,064 miles) than urban residents (3,685 miles). For rural residents 84% of total distance travelled was by car, higher than urban residents (79%).
- Urban residents walked more than twice the number of miles (210 miles) that rural residents walked (97 miles).
- 10% of the total distance travelled by urban residents was on public transport (Ulsterbus, Metro, Other Bus, NI Railways and Black Taxi), higher than rural residents (5%). The average distance travelled by public transport per person per year is also higher for those living in urban areas (459 miles) than those living in rural areas (375 miles).

Table 6.1: Average distance travelled per person per year by travel mode¹ and urban-rural split²: 2015-2017

Travel mode ¹	Miles per person per year		
	Urban Areas	Rural Areas	All Northern Ireland
Walk	210	97	166
Bicycle	36	30	34
Car Driver	2,558	4,233	3,212
Car Passenger	1,123	1,829	1,399
Car Undefined	..	..	..
Motorcycle	17	..	14
Other private ³	192	578	342
Metro and Ulsterbus	253	240	248
Other bus	50	78	61
NI Railways	154	57	116
Black taxi	..	..	1
Taxi	68	37	56
Other public	..	..	..
Undefined mode	..	..	..
All modes	4,668	7,192	5,653

1 See Definitions section on page 70/71 for definitions of individual travel modes

2 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition on page 70)

Number and length of journeys by main mode and urban-rural split (Table 6.2)

- Residents of urban areas took around the same number of journeys per year (901) as residents of rural areas (892). However, on average, journeys taken by people living in rural areas tend to be longer (8.1 miles) than journeys taken by people living in urban areas (5.2 miles).
- Urban residents made nearly double the number of walking journeys per year (210) that rural residents made (110).
- Rural residents took more car journeys each year (684) than urban residents (587). Looking at car journeys as a proportion of all journeys, over three quarters (77%) of all rural residents' journeys were by car, higher than for urban residents (65%).
- 6% of the total journeys taken by people living in urban areas were on public transport, higher than people living in rural areas (4%).
- For both urban and rural residents, the longest average journey lengths were by train and the shortest were walks.

Table 6.2: Average number of journeys per person per year and average journey length by main mode¹ and urban-rural split²: 2015-2017

Main mode of travel ¹	Average number of journeys per person per year			Average journey length (miles)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Walk	210	110	171	0.9	0.8	0.9
Bicycle	8	6	7	4.6	5.3	4.8
Car Driver	402	472	429	6.4	8.9	7.5
Car Passenger	185	212	195	6.1	8.6	7.1
Car Undefined	1	-	-	..	..	..
Motorcycle	1	1	1	12.0	..	12.8
Other private ³	20	54	33	9.7	10.7	10.3
Metro and Ulsterbus	40	21	32	6.5	11.8	7.9
Other bus	4	9	6	13.4	9.4	11.0
NI Railways	9	3	7	18.4	22.1	19.0
Black taxi	1	-	-	..	..	..
Taxi	20	5	14	3.3	7.5	3.8
Other public	-	-	-	..	..	..
Undefined mode	-	-	-	..	..	..
All modes	901	892	897	5.2	8.1	6.3

1 See Definitions section on page 70/71 for definitions of individual travel modes

2 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition on page 70).

Time spent travelling by main mode and urban-rural split (Table 6.3)

- Rural residents spent more time travelling than urban residents. Rural residents travelled on average 308 hours per year (around 51 minutes per day or 13 days per year). Urban residents travelled 292 hours per year on average (about 48 minutes per day or 12 days per year).
- Average journey times were around 2 minutes shorter for people living in urban areas (19 minutes) compared to people living in rural areas (21 minutes).
- More than twice as much time was spent walking by people living in urban areas (68 hours per year) compared to people living in rural areas (33 hours per year).
- Rural residents spent more time travelling by car (229 hours per year) than urban residents (176 hours per year).
- Urban residents spent more time travelling by public transport (31 hours per year) than rural residents (20 hours per year).

Table 6.3: Time spent travelling per person per year and average journey time by main mode¹ and urban-rural split²: 2015-2017

Main mode of travel ¹	Time spent travelling per person per year (hours)			Average journey time (minutes)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Walk	68	33	54	19	18	19
Bicycle	4	3	3	29	29	29
Car Driver	121	159	136	18	20	19
Car Passenger	54	70	60	18	20	18
Car Undefined	..	..	..	..	..	..
Motorcycle	1	..	1	30	..	30
Other private ³	8	22	13	23	24	24
Metro and Ulsterbus	21	13	18	32	36	33
Other bus	2	5	3	37	34	35
NI Railways	8	3	6	51	50	50
Black taxi	..	..	-	..	..	..
Taxi	5	2	4	15	20	15
Other public	..	..	..	..	..	..
Undefined mode	..	..	..	..	..	..
All modes	292	308	298	19	21	20

1 See Definitions section on page 70/71 for definitions of individual travel modes

2 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition on page 70)

Travel by purpose and urban-rural split (Table 6.4)

- Urban residents made an average of 157 shopping journeys each year and rural residents 147 shopping journeys per year. Although people who live in rural areas made a similar number of shopping journeys as people who live in urban areas, they travelled further when going to the shops: 980 miles per rural resident per year compared to 513 miles per urban resident per year.
- Urban residents took a similar number of commuting journeys per year (148) compared with rural residents (136). However, rural residents travelled further to get to work (1,478 miles per person per year) than urban residents (1,071 miles per person per year).
- For people living in urban areas, 24% of all journeys were for leisure purposes (for example to visit friends, to take part in entertainment or sports activities, to go on holiday/day trips), 17% for shopping, and 16% for commuting. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 12% of all journeys.
- In terms of miles travelled, just over one third (34%) of the total distance travelled by urban residents was for leisure purposes, nearly one quarter (23%) for commuting, 11% for shopping and 11% for personal business.
- For people living in rural areas, 24% of all journeys were for leisure purposes, 16% for shopping, 15% for travelling to and from work and 14% for personal business.
- In terms of miles travelled, 28% of the total distance travelled by rural residents was for leisure purposes, 21% for commuting, 14% for shopping and 12% for personal business.
- Looking only at single journey purposes, the most popular reasons for urban residents making a journey were for shopping (17%) and commuting (16%). The most popular reasons for rural residents making a journey were for shopping (16%), commuting (15%) and personal business (14%).

Table 6.4: Travel per person per year by journey purpose¹ and urban-rural split² 2015-2017

Journey Purpose ¹	Average number of journeys per person per year			Miles per person per year			Average journey length (miles)		
	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland	Urban Areas	Rural Areas	All Northern Ireland
Commuting	148	136	143	1,071	1,478	1,230	7.3	10.8	8.6
Business	23	45	31	296	719	461	12.9	16.2	14.7
Education	57	51	55	176	310	228	3.1	6.0	4.2
Escort Education	71	56	65	127	186	150	1.8	3.3	2.3
Shopping	157	147	153	513	980	695	3.3	6.7	4.5
Other escort	69	77	72	328	538	410	4.8	7.0	5.7
Personal business	106	126	114	494	871	641	4.7	6.9	5.6
Visit friends at private home	90	92	91	593	739	650	6.6	8.0	7.1
Visit friends elsewhere	43	37	41	258	361	298	6.1	9.6	7.4
Entertainment/public social activities	24	25	24	144	260	189	6.1	10.5	7.8
Sport participate	35	30	33	169	206	183	4.9	6.8	5.6
Holiday base	6	4	5	201	171	189	34.0	39.2	35.7
Day trip	20	22	21	212	297	245	10.7	13.6	11.9
Other including just walk	52	41	48	68	50	61	1.3	1.2	1.3
Undefined purpose	2	2	2	16	26	20	6.4	13.6	8.8
All purposes	901	892	897	4,668	7,192	5,653	5.2	8.1	6.3
Journeys per worker per year:									
Commuting	323	282	307	2,364	3,120	2,666	7.3	11.0	8.7
Business	52	97	70	676	1,577	1,036	12.9	16.3	14.8

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 69/70 for definitions of types of journey purpose

2 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

Travel to work by urban-rural split (Table 6.5)

- A higher proportion of workers living in rural areas travel to work by car or van (91%) compared to workers living in urban areas (74%).
- Workers who live in urban areas are more likely to walk to work (12%) than workers who live in rural areas (5%).
- A higher percentage of workers living in urban areas take the bus to work (7%) compared to workers living in rural areas (1%).

Table 6.5: Method of travel to work by urban-rural split¹ 2015-2017

Method of travel to work	Percentage of workers ² (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	74%	91%	80%
Motorbike/Moped/Scooter	1%	0%	0%
Bicycle	2%	0%	1%
Bus	7%	1%	5%
NIR train	2%	1%	2%
Walk	12%	5%	10%
Taxi/minicab ³	2%	1%	1%
Other ³	0%	0%	0%
All methods of travel	100%	100%	100%

1 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

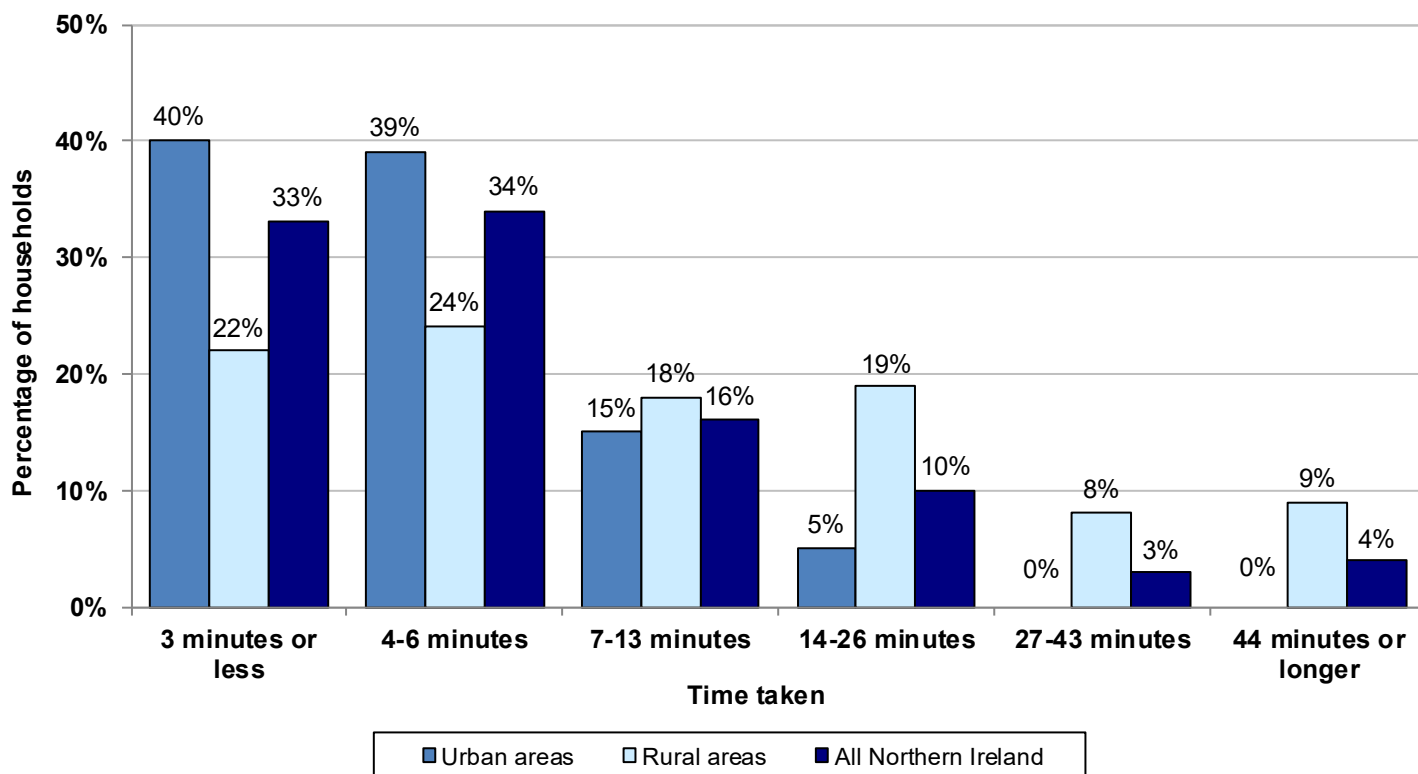
2 Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday.

3 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.

Access to public transport by urban-rural split (Tables 6.6-6.7, Figures 6.1-6.2)

- Urban households tend to have a shorter time to walk to the nearest bus stop. Just under 16 in 20 (79%) urban households lived within a 6 minute walk of their nearest bus stop whereas for rural households this went down to 9 in 20 (45%). 9% of rural households had at least a 44 minute walk to their nearest bus stop, compared to a very small number (less than 0.5%) of urban households.
- Similarly, urban households were more likely to live within walking distance of a train station. 40% of urban households lived within a 26 minute walk of a NI Railways station decreasing to 4% for rural households.
- The bus service for urban households is more frequent than the bus service for rural households. Excluding those who said they didn't know how often they could get a bus from their nearest bus stop, 89% of urban households had a bus service of one or more per hour whereas 36% 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. More than two fifths (42%) of rural households said they didn't know how often they could get a bus from their nearest bus stop compared to just under one quarter (23%) of urban households.
- The frequency of rail service from the nearest NI Railways station was similar for urban and rural households. Excluding households who stated "don't know" or "not applicable", 96% of urban households and 95% of rural households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station.

Figure 6.1: Time taken to walk to nearest bus stop by urban-rural split¹ 2015-2017



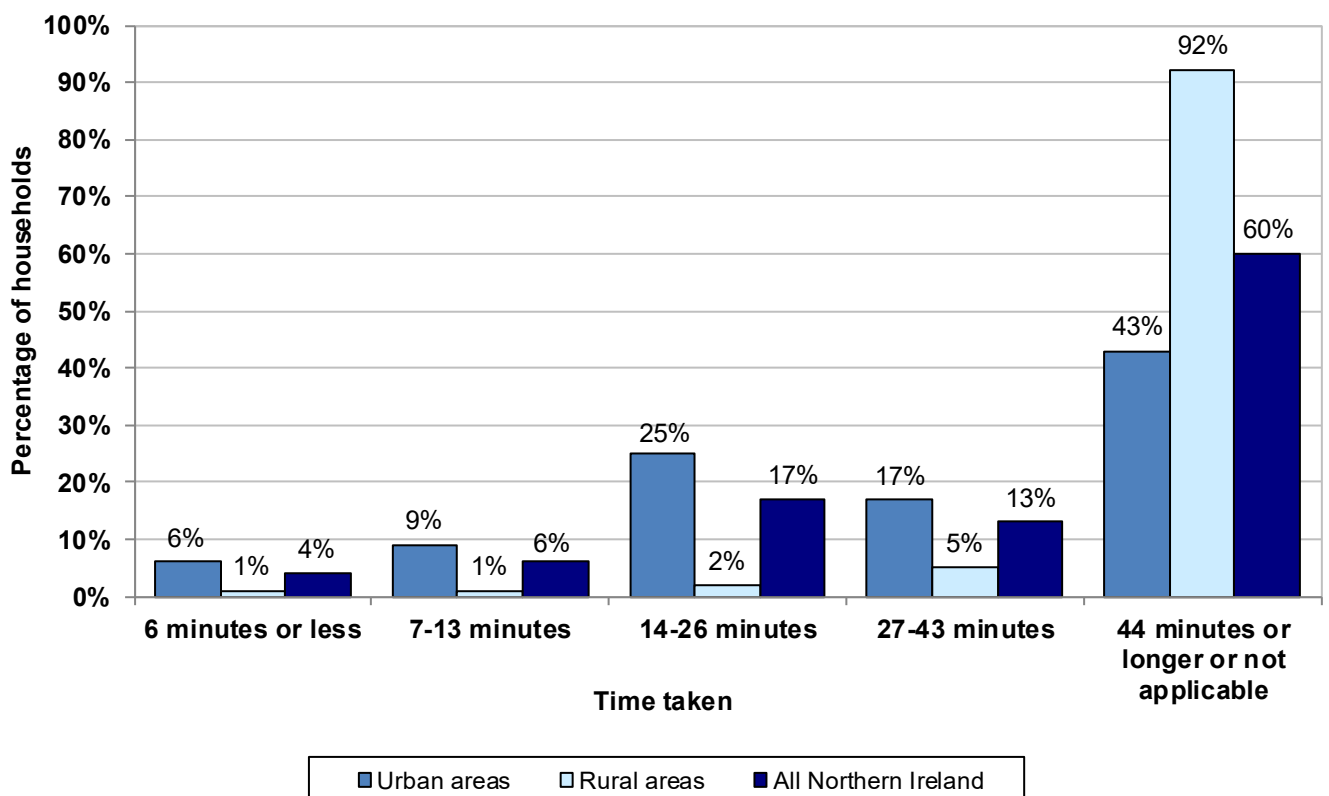
¹ See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Table 6.6: Bus service frequency by urban-rural split¹ 2015-2017

Frequency of service	Percentage of households		
	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	23%	0%	15%
At least once every half-hour	21%	4%	15%
At least once an hour	25%	17%	22%
About 3 times a day	7%	26%	14%
At least once a day	1%	10%	4%
Less than once a day	0%	1%	1%
Don't know	23%	42%	30%
All households	100%	100%	100%

¹ See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Figure 6.2: Time taken to walk to nearest NI Railways station by urban-rural split¹ 2015-2017



¹ See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Table 6.7: Rail service frequency by urban-rural split¹ 2015-2017Percentage of households²

Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	85%	71%	80%
Frequent service only during rush hour (at least once an hour)	2%	2%	2%
Less frequent service	1%	1%	1%
Not applicable	0%	1%	1%
Don't know	12%	24%	16%
All households	100%	100%	100%

1 See Definitions section on page 71 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 (Table 6.8)

- Rural residents aged 17+ are more likely to hold a full driving licence (85%) than urban residents aged 17+ (71%). This pattern of a higher proportion of rural residents holding a full driving licence than urban residents remains true across each of the age groups in the table (17-29, 30-59 and 60+).
- In both urban and rural areas, males aged 17+ are more likely to have a full driving licence than females aged 17+. However the gender gap in licence holding is most noticeable in urban areas where 78% of males and 65% of females hold a full driving licence, a difference of 13 percentage points. In rural areas, 88% of males and 82% of females hold a full driving licence, a difference of 6 percentage points.

Table 6.8: Full driving licence holders¹ by age, sex and urban-rural split² 2015-2017

	Urban Areas			Rural Areas			All Northern Ireland		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-29	50%	55%	53%	68%	72%	70%	57%	61%	59%
30-59	83%	75%	79%	93%	91%	92%	87%	81%	84%
60+	81%	54%	67%	88%	71%	79%	84%	61%	72%
All adults aged 17+	78%	65%	71%	88%	82%	85%	82%	72%	76%

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

2 See Definitions section on page 71 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Appendix A: Travel Survey for Northern Ireland Definitions and Survey Notes

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'.

Types of journey purpose

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 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.

An *escort* code is used when the traveller has no purpose of his or her own, other than to escort or accompany another person e.g. a mother taking a child to school. Escort commuting for example is escorting or accompanying someone from home to work or from

work to home. Escort education journeys are presented separately for the purposes of this report.

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

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.

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.

Just walk journeys are walking journeys made just for pleasure.

Modes of travel

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 4).

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.

For the purpose of this report 'car' travel includes travel in all 3 or 4-wheeled cars.

Car undefined is used when, for example someone has put in the travel diary that they travelled somewhere by car and hasn't then proceeded to complete the column to say if they were a car driver or passenger for that particular journey. When the person is under 17, we then code this as car passenger as an under 17 shouldn't be a car driver. However, when it is not possible for us to deduce if it is a driver or passenger, we code it as car undefined.

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.

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

Citybus/Metro covers all those regular bus services, which provide short distance travel within urban or suburban areas in and around Belfast. Citybus changed to Metro in February 2005. Metro integrated Citybus and greater Belfast Ulsterbus services.

Unless specified, the *Ulsterbus* category includes regular *Ulsterbus* services and express services.

The *other bus* category includes private hire buses, 'coaches', excursion tour buses, and any other buses not classified above.

The *NI Railways* category includes all travel by train. Non-purposive train travel (e.g. at fun fairs) is irrelevant to the survey.

Black taxis include taxis which operate like a minibus. Private hire taxis are included in the *taxi* category.

Public transport not specified elsewhere, e.g. by aircraft, is included under *other public transport*.

Undefined mode is the total of the "missings" (where the method of travel was omitted), the "unspecified private" and the "unspecified public" categories.

- *Unspecified private* -This code should be used where you know the method of transport was 'private' but where you cannot be specific and the respondent is not available to ask.

- *Unspecified public* -This code should be used where you know the method of transport was 'public', e.g. because a fare has been paid, but where a specific method cannot be ascertained.

Urban/Rural

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

In TSNi publications up to 2012-2014, the urban-rural classification was based on the 2005 Report of the Inter-Departmental Urban-Rural Definition Group (<https://www.nisra.gov.uk/publications/urban-rural-definition-group>).

A review of the classification and delineation of settlements was carried out in 2015. There were number of changes including updating the settlement classifications previously based on Census 2001 populations to Census 2011 populations and changing the threshold between settlements classed as urban and those classed as rural from a population of 4,500 to 5,000. Full details are available in the Review of the Statistical Classification and Delineation of Settlements report published in March 2015 available at:

<https://www.nisra.gov.uk/publications/review-statistical-classification-and-delineation-settlements>

From 2013-2015, the urban-rural breakdown in the TSNi reports is based on these updated 2015 classifications:

Bands A to E = Urban (settlements with a population of 5,000 or more)

Bands F to H = Rural (settlements with a population of less than 5,000 or open countryside)

Caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015. It is, however, worth noting that some analysis was

carried out on 2013-2015 data comparing the old 2005 urban-rural classifications with the updated 2015 urban-rural classifications (see Appendix 1 in TSNI Urban-Rural Report 2013-2015). It was found that none of the comparisons were statistically significantly different meaning that, for these results, there was no real difference between the old and updated urban-rural indicators.

Other definitions

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

The respondent is said to have difficulty with travel due to a physical disability if they have answered yes to one or more of the 4 following questions: “Do you have any physical disability or other long-standing health problem that makes it difficult for you to...” “...go out on foot?”, “...use buses or coaches?”, “...use trains?” or “...drive a car?”.

Appendix B: 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 2017 information and was published in July 2018:

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

- Transport Scotland collect personal travel data for residents of Scotland using a one day travel diary in their Scottish Household Survey. The latest release was for 2017 information and was published in September 2018:

<https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2017/>

- 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 2017-18 information and was published in December 2018:

<https://gov.wales/statistics-and-research/active-travel/>

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

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