NATIONAL STATISTICS
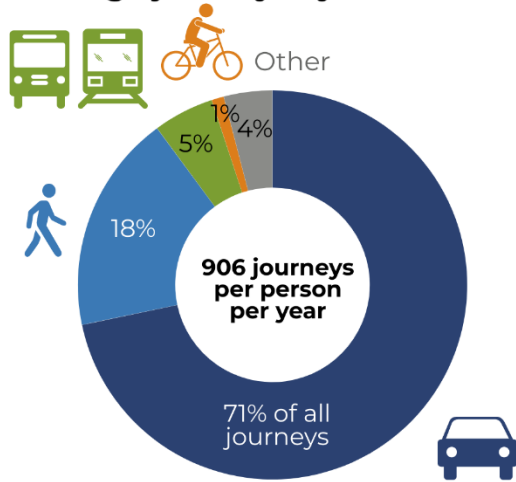
Travel Survey for Northern Ireland In-depth Report

2017-2019

NISRA
Northern Ireland
Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann
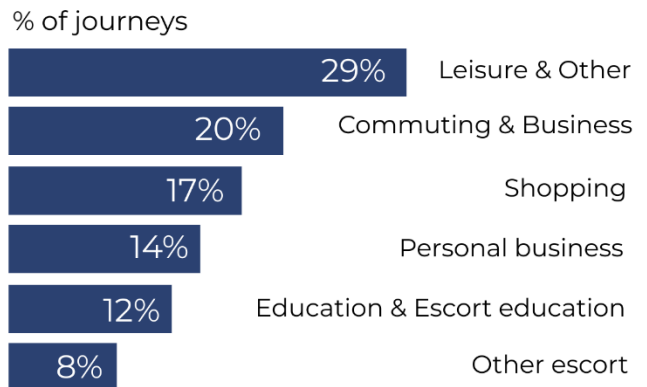um Staitisticí agus Taighde

Key Points

- Each person travelled, on average, 6,130 miles per year during 2017-2019, around the same as 10 years ago (6,001 miles per person per year in 2007-2009).

- On average, there were 906 journeys made per person per year over the period 2017-2019, similar to 2007-2009 (913 journeys per person per year).

- In 2017-2019, the average time each person spent travelling was 313 hours per year, around the same as in 2007-2009 (308 hours per person per year).

- On average, people living in urban areas made around the same number of journeys each year as people living in rural areas (urban: 911; rural: 898). However, rural residents travelled further per year (urban: 5,013 miles; rural: 7,767 miles) and spent more time travelling per year (urban: 306 hours; rural: 324 hours) than urban residents.

- In 2017-2019, 71% of all journeys were made by car, 18% by walking, 5% by public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways, Black Taxi) and 1% by cycling, similar to 10 years ago.

- Around one third (34%) of all journeys were less than two miles long. Just under one half (47%) of these journeys were on foot and a similar proportion (48%) were by car. The car was the dominant mode of transport (83%) for journeys of two miles and over.

- In 2017-2019, 29% of all journeys were made for leisure and other purposes (visiting friends, entertainment, social activities, sports activities, holiday, day trips, just walking, other), 20% for commuting and business and 17% for shopping. Shopping has decreased from 20% in 2007-2009 to 17% of all journeys in 2017-2019. Leisure and other has increased from 26% in 2007-2009 to 29% of all journeys in 2017-2019.

- Two thirds (67%) of all respondents took a walk lasting at least 20 minutes once a week or more.

- One in ten (10%) of all respondents in 2017-2019 cycled once a week or more.

- Just under one sixth (16%) of all respondents travelled on a bus once a week or more. Around 1 in 30 (3%) of all respondents travelled on a train once a week or more.
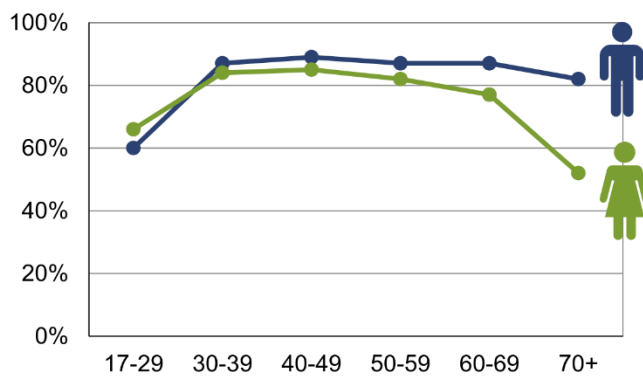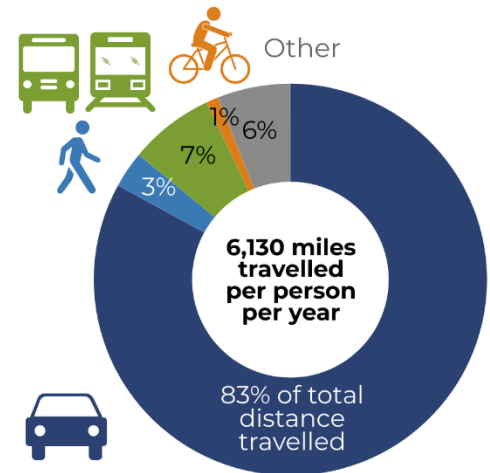
Travel Survey for Northern Ireland (TSNI) 2017-2019

Department for Infrastructure
An Roinn Bonneagair
www.infrastructure-ni.gov.uk

NISRA
Northern Ireland Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann um Staitistící agus Taighde

Average journeys by main mode

Other

906 journeys per person per year

18%

5%
1%
4%

71% of all journeys

Why people travel

% of journeys

29%	Leisure & Other
20%	Commuting & Business
17%	Shopping
14%	Personal business
12%	Education & Escort education
8%	Other escort

Driving licence holders by age and sex

100%
80%
60%
40%
20%
0%

17-29   30-39   40-49   50-59   60-69   70+

Average distance travelled by mode

Other

6,130 miles travelled per person per year

3%
7%
1%
6%

83% of total distance travelled

Journeys by urban-rural split*

	Urban	Rural
Car	65%	79%
Walk	23%	12%
Bus/Train	6%	4%
Bicycle	1%	<0.5%
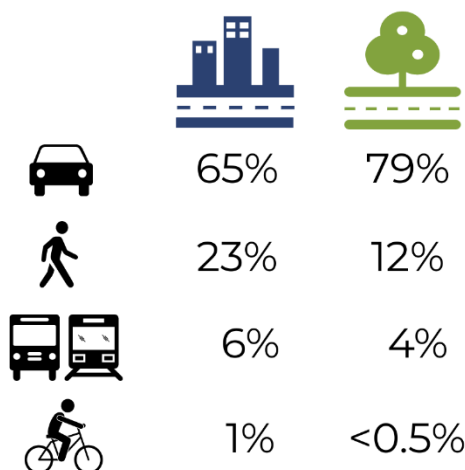
*Urban-rural information is based on the areas where respondents live

Travelling to work

% of workers

82%	(car)
9%	(bus)
6%	(bus/train)
1%	(bicycle)

Contents

This publication is also available at the Travel Survey for Northern Ireland statistics webpage.

Any enquiries regarding this document should be sent to us at:

About this publication

TSNI In-depth Report 2017-2019

This is the second release of 2017-2019 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on trends in personal travel for Northern Ireland residents, how they travel (modes), why they travel (purposes) and includes urban-rural breakdowns of key tables. It contains more detailed analysis on journeys taken by the Northern Ireland population over the time period 2017 to 2019 (including breakdowns by age and gender) and some trend comparisons over the last 10 years. Further information about the survey is available in the User Information section on page 63.

Data in future reports
This report covers the 2017-2019 time period, prior to the COVID-19 pandemic. The period the pandemic began will be covered in future editions of the TSNI reports. There have been changes to the TSNI data collection methodology in 2020 due to the pandemic which could have an impact on future TSNI reports. More details are given in the 'Current and future developments' section (page 67) in User Information.

Changes from previous In-depth Reports

There have been no substantial changes to the 2017-2019 edition of the In-depth Report following the redesign of the report last year (2016-2018 edition). See details in 'Redesign of TSNI reports' section on page 63.

Tables accompanying the report

Further information and breakdowns of the 2017-2019 data are available in the spreadsheet accompanying this report. This includes analysis by 14 travel modes, 15 journey purposes and a full breakdown of all responses given to a question. For ease of comparison, numbering matches the tables in previous In-depth Reports (up to 2015-2017). Relevant tables in the spreadsheet are highlighted in 'Further reading' at the end of each section.

Accessibility

If this document is not in a format that meets your needs, please contact us to discuss your requirements.

Section 1: All travel modes

In 2017-2019:

On average, Northern Ireland residents travelled 6,130 miles per year

The average number of journeys made per person per year was 906

The average time spent travelling was 313 hours per person per year

Trends in distance, journeys and time spent travelling

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

Northern Ireland residents travelled, on average, 6,130 miles per person per year in 2017-2019, around the same as 10 years ago (6,001 miles in 2007-2009).

On average, 906 journeys were made per person per year over the period 2017-2019 (just over 2 journeys per day), similar to 2007-2009 (913 journeys per person per year).

In 2017-2019, the average journey length was 6.8 miles.

The average time each person spent travelling in 2017-2019 was 313 hours per year (approximately 51 minutes per day), no real difference from 10 years ago (308 hours in 2007-2009). The average journey time in 2017-2019 was 21 minutes.

Figure 1.1: Distance 2007-2009 to 2017-2019 (all modes)

Average miles travelled per person per year
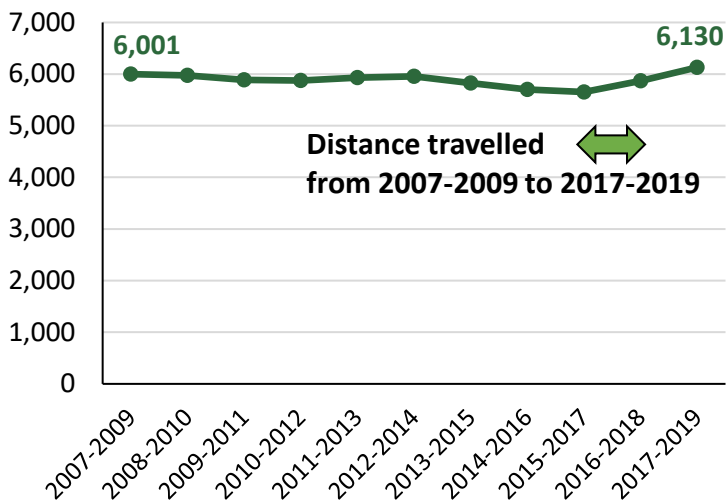
Figure 1.2: Journeys 2007-2009 to 2017-2019 (all modes)

Average journeys per person per year
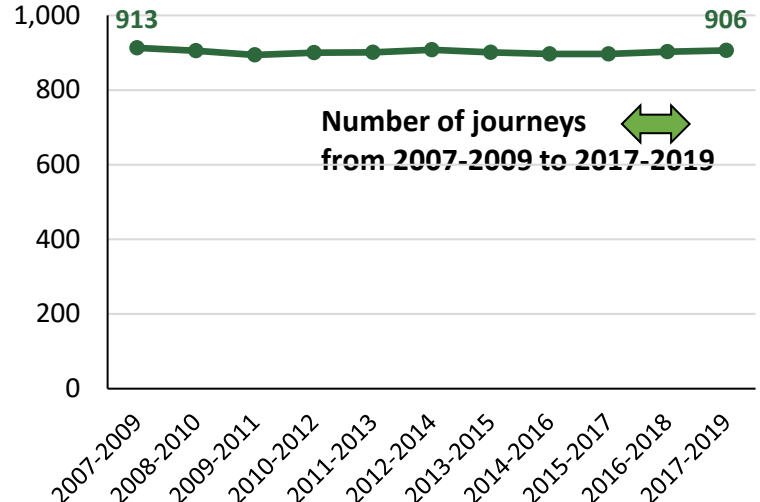
Figure 1.3: Time 2007-2009 to 2017-2019 (all modes)

Average hours spent travelling per person per year
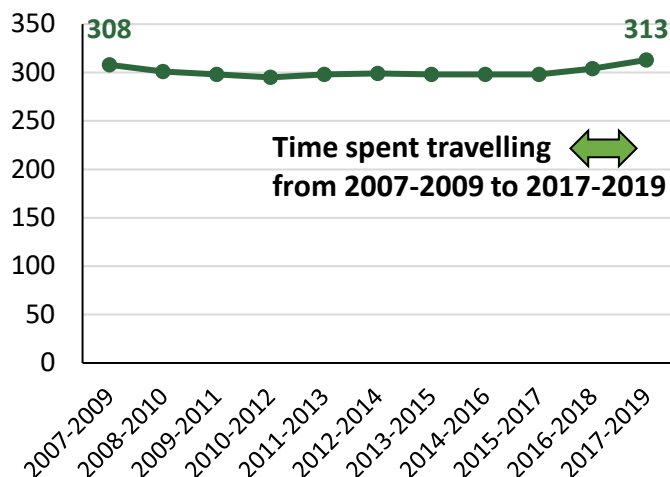
Comparing with ten years ago

Increase* from 2007-2009 to 2017-2019

No real change* from 2007-2009 to 2017-2019

Decrease* from 2007-2009 to 2017-2019

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

Comparison of travel modes

Comparing results from 2012-2014 to 2017-2019, there has been no significant modal shift (change from one mode of travel to another).

Car travel made up the majority of miles travelled per person per year with more than four fifths (83%) of total distance travelled by car in 2017-2019. Public transport made up 7% of total distance travelled. Walks accounted for 3% of total distance travelled.

Figure 1.4: Average distance travelled per person per year by mode: 2012-2014 to 2017-2019
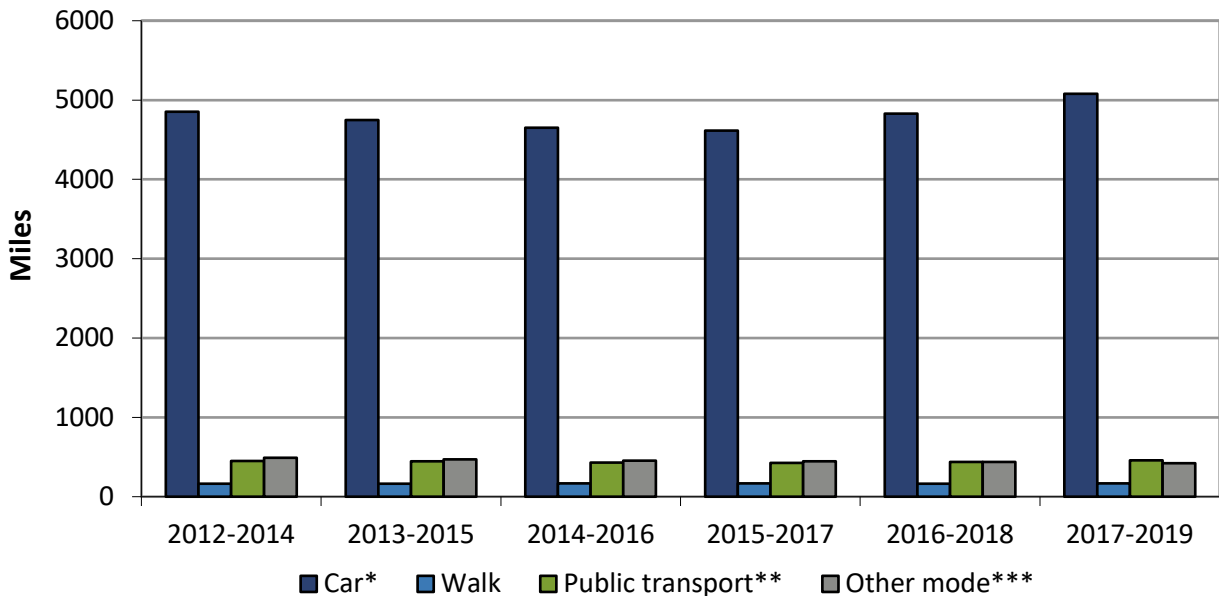
Car journeys made up the majority of all journeys taken. Just over seven in ten journeys (71%) were by car during 2017-2019. Walking accounted for just under two in ten journeys (18%). Public transport made up 5% of all journeys.

Figure 1.5: Average number of journeys per person per year by main mode: 2012-2014 to 2017-2019
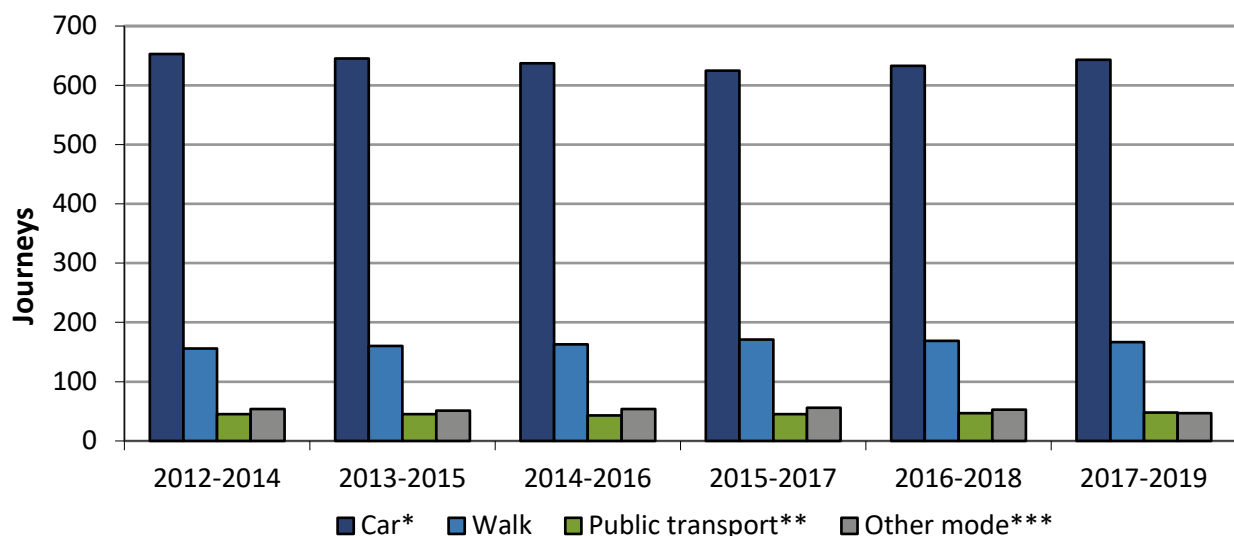
* Car includes 'Car driver', 'Car passenger' and 'Car undefined'
** Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'
*** Other modes includes 'Bicycle', 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Journeys by Local Government District (LGD)

In 2017-2019, the highest proportion of all journeys taken by walking, cycling or public transport was by residents of Belfast LGD (44%).

Looking at the proportion of all journeys made by car, those living in Belfast LGD (52%) had the lowest proportion of car journeys.

Figure 1.6: Journeys per person per year by main mode[1] and Local Government District[2] (LGD): 2017-2019

LGD	Walking, Cycling or Public Transport	Car	Other
Antrim and Newtownabbey	25%	72%	4%
Armagh City, Banbridge and Craigavon	15%	78%	7%
Belfast	44%	52%	4%
Causeway Coast and Glens	25%	70%	5%
Derry City and Strabane	29%	67%	4%
Fermanagh and Omagh	15%	80%	5%
Lisburn and Castlereagh	26%	71%	3%
Mid and East Antrim	21%	76%	3%
Mid Ulster	16%	79%	5%
Newry, Mourne and Down	16%	78%	5%
Ards and North Down	23%	74%	4%
All Northern Ireland	25%	71%	4%

% of journeys

■ Walking, Cycling or Public Transport　■ Car　■ Other

[1] See Definitions section on page 75 for definitions of individual travel modes. For a further breakdown of modes, see Table 3.5 in the accompanying spreadsheet.
In this table:
Walking, Cycling or Public Transport includes 'Walk', 'Bicycle', 'Metro and Ulsterbus', 'NI Railways', 'Black Taxi'
Car includes 'Car driver', 'Car passenger' and 'Car undefined'
Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

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

Looking at the proportion of all journeys which were by public transport, residents of Belfast LGD (12%) had the highest proportion of public transport journeys among all Local Government Districts in 2017-2019.

Average number of journeys by distance

Around one third (34%) of all journeys were less than two miles long. Just under one half (47%) of these journeys were on foot and a similar proportion (48%) were by car.

28% of all journeys were 2 miles to less than 5 miles long. Eight in ten (80%) of these journeys were by car and just under one in ten (8%) were on foot.

The car was the dominant mode of transport (83%) for journeys of two miles and over.

The majority of journeys were less than 10 miles long (80% of all journeys in 2017-2019).

Table 1.1: Journeys per person per year by distance and main mode[1]: 2017-2019

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	93	52	21	1	-	-	-	**167**
Bicycle	-	2	3	1	1	-	-	**7**
Car[2]	41	107	206	129	115	34	10	**643**
Public transport[3]	1	4	15	14	10	3	1	**48**
Other[4]	2	6	13	8	6	3	1	**40**
All modes	**137**	**171**	**258**	**154**	**133**	**40**	**13**	**906**

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

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

[3] Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black Taxi'
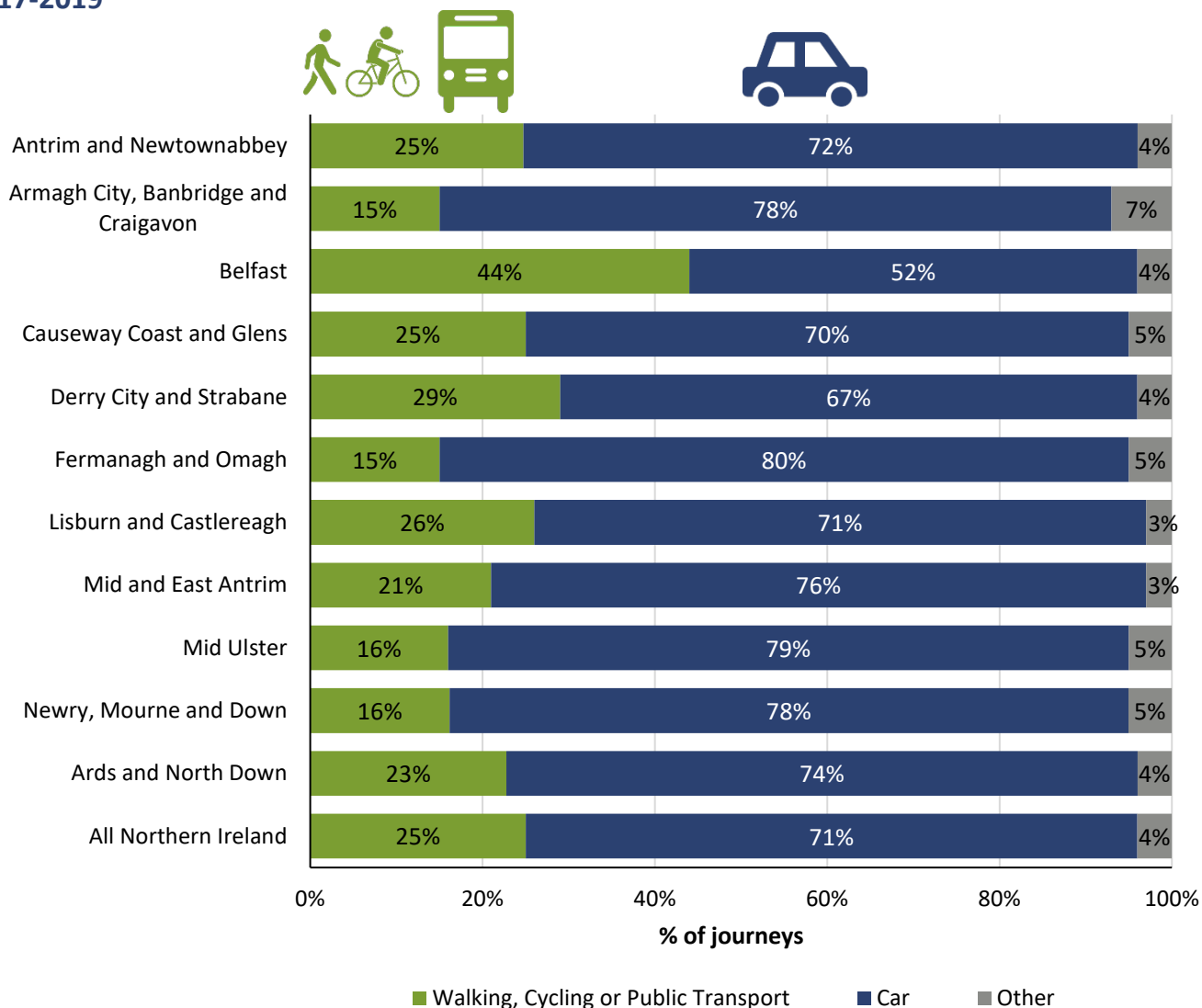
[4] Other includes 'Motorcycle', 'Other private', 'Taxi', 'Other public' and 'Undefined mode'

Variations in travel by age and sex

Looking at those aged 16 and over, women made more journeys each year (948 journeys) than men (891 journeys). However, men travelled 20% further than women, averaging 7,148 miles per year, compared to 5,955 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 35% more than women on average.

The car was the most commonly used main mode of transport for both men (69%) and women (74%).

Children (aged 0-15) made 11% fewer journeys than adults. Two thirds (67%) of these journeys were by car while most of the rest were on foot (18%). For adults (aged 16+), a higher proportion of journeys were made by car (72%) while a similar proportion of journeys were made on foot (19%).

Overall, children made more of their journeys by public transport (10%) than adults (5%).

Table 1.2: Journeys per person per year by main mode[1], age and sex: 2017-2019

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	18%	21%	15%	22%	18%	21%	18%	19%	19%	19%	**18%**
Bicycle	1%	2%	2%	1%	1%	1%	0%	0%	0%	1%	**1%**
Car[2]	67%	59%	71%	69%	69%	65%	76%	72%	74%	72%	**71%**
Public transport[3]	10%	12%	3%	3%	4%	9%	3%	6%	5%	5%	**5%**
Other[4]	4%	6%	10%	5%	8%	3%	2%	2%	2%	5%	**4%**
All modes	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Number of Journeys	817	751	936	885	891	814	1,110	762	948	922	**906**
Distance travelled (miles)	4,032	6,289	8,438	5,579	7,148	6,122	7,082	4,146	5,955	6,506	**6,130**

(See Table 6.1.4 in the Travel Survey for Northern Ireland Technical Report 2017-2019 for Confidence Ranges)

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

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

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

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

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

Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 77). There was no real difference between males and females except in the 70+ age group: more women aged 70+ had difficulty with travel (49%) than men aged 70+ (35%).

Figure 1.7: Difficulty with travel due to physical disability by age and sex: 2017-2019
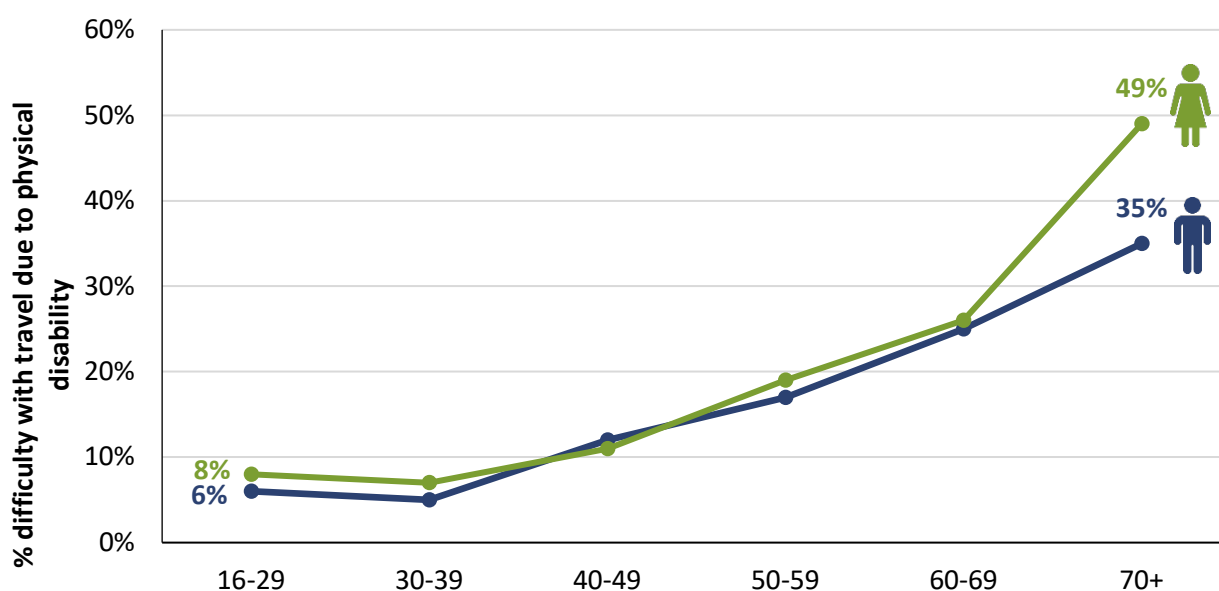
As expected, difficulty with travel due to a physical disability or long-standing health problem increases with age: 7% of 16-29 year olds had difficulty with travel compared to 42% of those aged 70 and over.

> **Further reading**
>
> For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the accompanying spreadsheet:
>
> - Table 2.1: Distance, journeys & hours travelled per person per year
> - Figure 2.1: Average distance travelled per person per year by mode
> - Figure 2.2: Average number of journeys per person per year by main mode
> - Table 3.1: Average distance travelled per person per year by travel mode
> - Table 3.2: Average number of journeys per person per year and average journey length by main mode
> - Table 3.3: Journeys per person per year by distance and main mode
> - Table 3.4: Journey time by main mode
> - Table 3.5: Journeys per person per year by main mode and Local Government District
> - Table 3.6: Journeys per person per year by main mode, age and sex
> - Table 5.1: Difficulty with travel due to physical disability by age and sex

Section 2: Walking

In 2017-2019:

On average, people living in Northern Ireland walked 169 miles per year

The average number of walking journeys made per person per year was 167

The average time spent walking was 54 hours per person per year

Trends in walking

During 2017-2019, walking accounted for 3% of total distance travelled. Over the last 10 years, average distance walked per person per year has increased from 144 miles in 2007-2009 to 169 miles in 2017-2019.

Just under one fifth (18%) of all journeys in 2017-2019 were walks, the same as 2007-2009 (18%). There were 167 journeys walked per person per year in 2017-2019, similar to 10 years ago (160 in 2007-2009).

On average, walks were 0.9 miles in length in 2017-2019.

Walking accounted for 17% of total time spent travelling in 2017-2019. Average time spent walking per person per year was 54 hours in 2017-2019, around 9 minutes per day, similar to 2007-2009 (51 hours). The average walk lasted 19 minutes in 2017-2019.

Figure 2.1: Distance walked 2007-2009 to 2017-2019
Average miles travelled per person per year
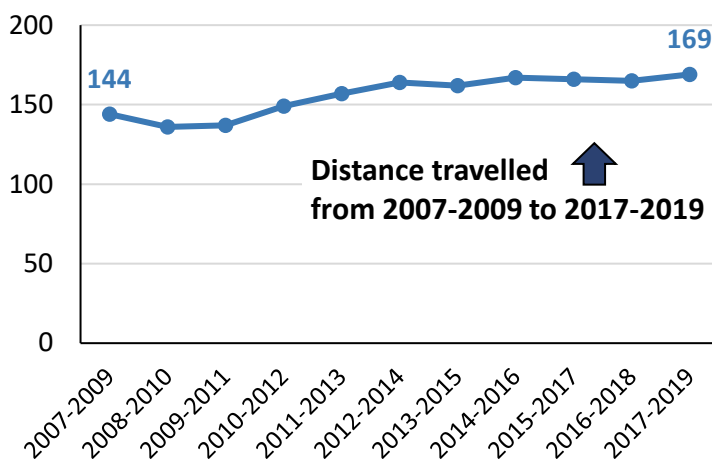
Figure 2.2: Walking journeys 2007-2009 to 2017-2019
Average journeys per person per year
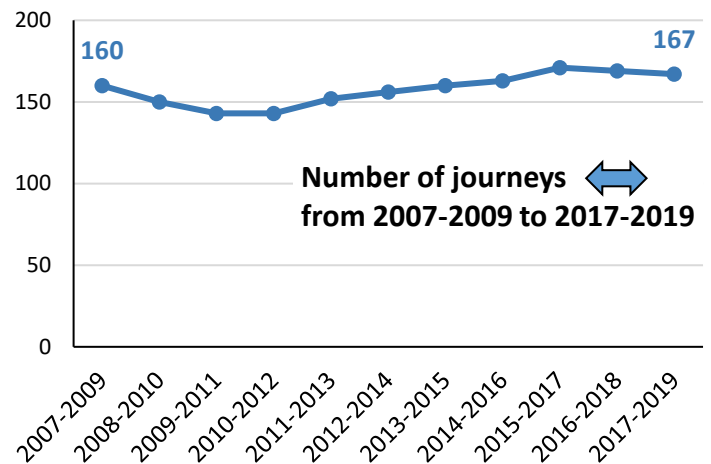
Figure 2.3: Time spent walking 2007-2009 to 2017-2019
Average hours spent travelling per person per year
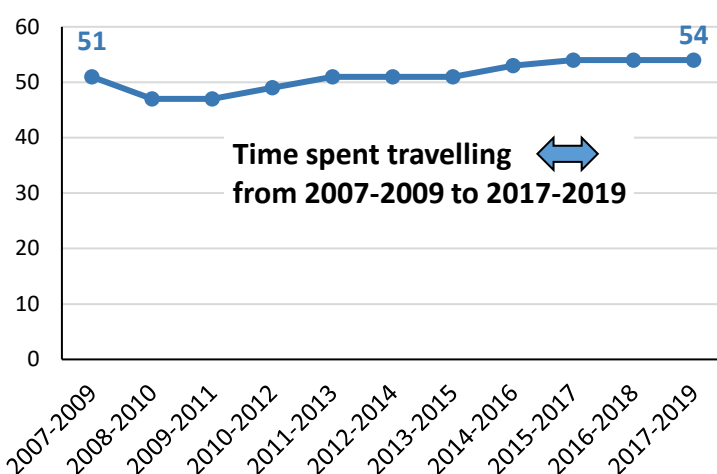
	Comparing with ten years ago
⬆	Increase* from 2007-2009 to 2017-2019
⬌	No real change* from 2007-2009 to 2017-2019
⬇	Decrease* from 2007-2009 to 2017-2019

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

Walking frequency

Two thirds (67%) 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 (35%) 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 (16%).

Figure 2.4: How often do you walk anywhere for 20 minutes or more?*: 2017-2019

Base = 5,221   **Frequency of walking for 20 minutes or more***
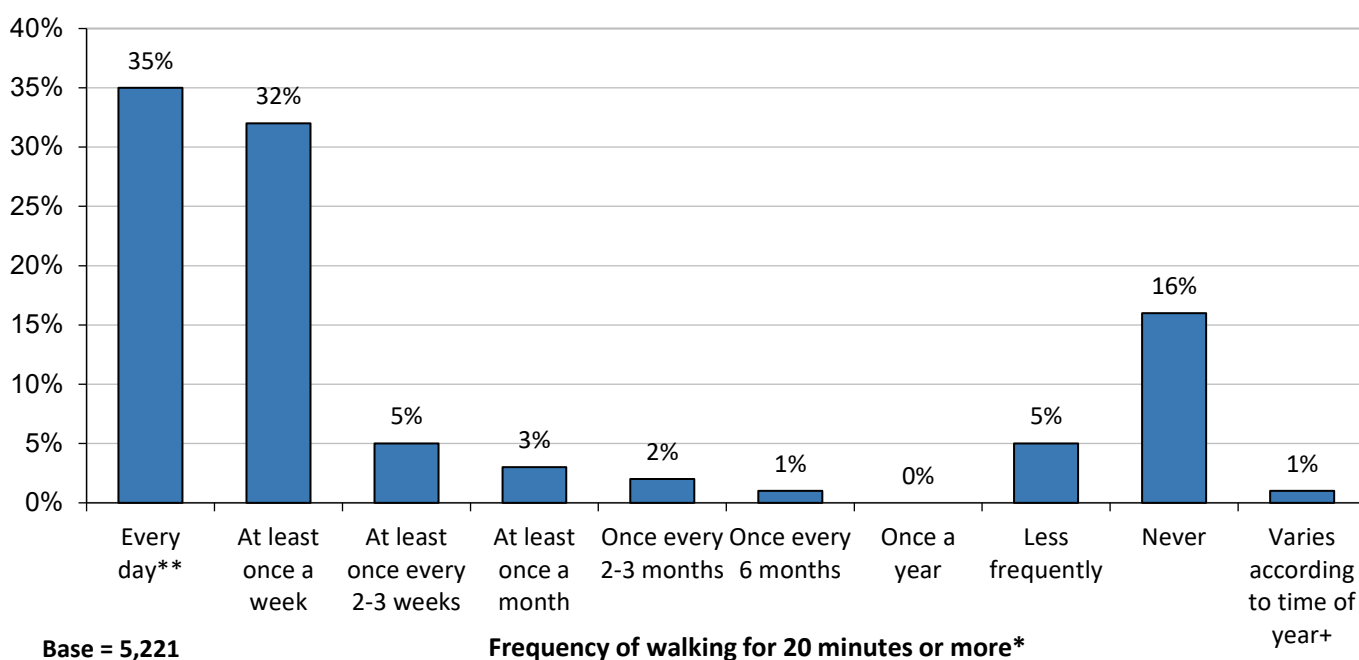
*Includes all walks of 20 minutes or more whether for leisure or with a purpose (e.g. to go to the shops).

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

+ Spontaneous answer

Looking only at those who walked for 20 minutes or more (i.e. did not state "never"), 79% walked this length of time once a week or more and a further 9% walked this length of time at least once a month (but less than once a week).

Incentives to walk more often

Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes (i.e. did not state "never") were asked what would encourage them to walk more often.

"Better weather" (40%) was the most commonly mentioned incentive that would encourage the respondent to walk more often, followed by "better lighting on footpaths at night" and "time of year" (both 16%).

14% stated that they already walk as much as they can and a further 8% said that nothing would encourage them to walk more often.

Figure 2.5: What would encourage you to walk more often?: 2017-2019
(selected responses*)
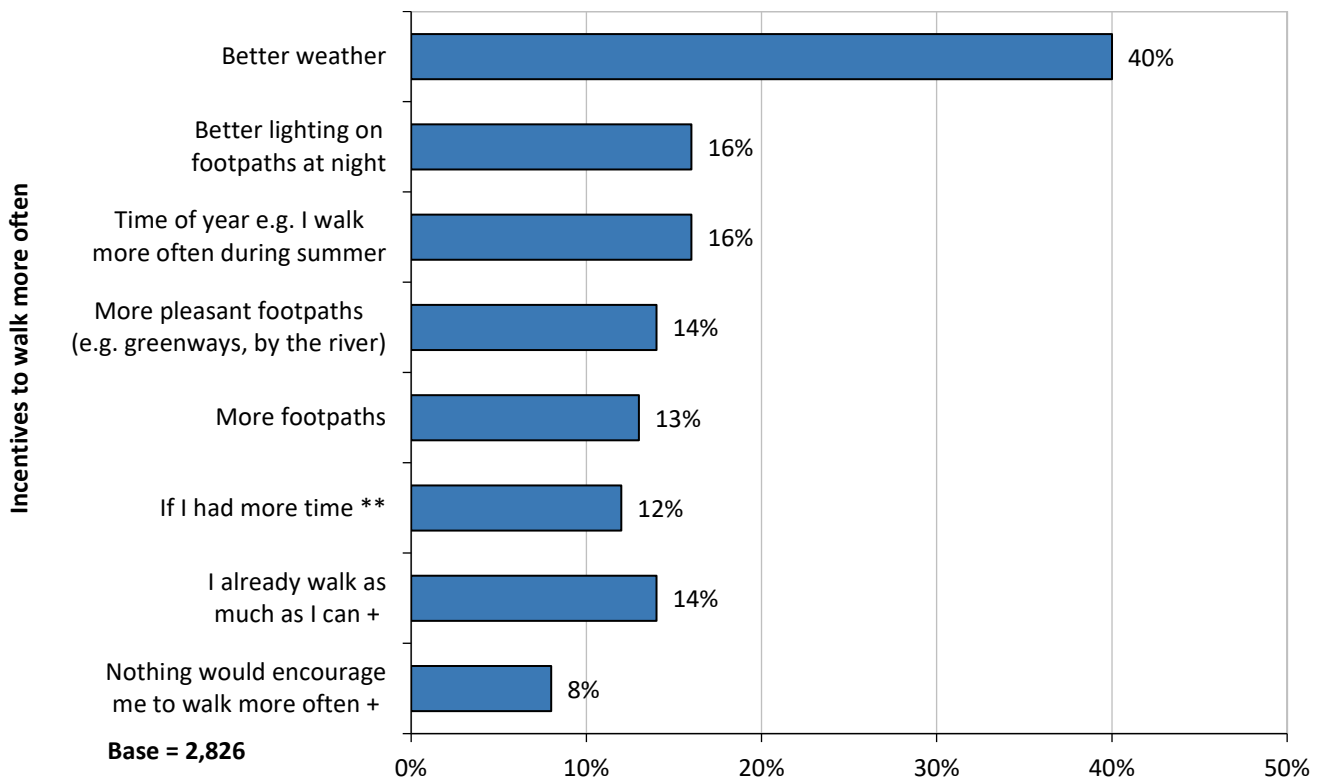
Percentages sum to more than 100% due to multiple responses.

* Respondents have 24 answer options (including "Other") to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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

+ Spontaneous answer

Unsafe situations when walking by the road

Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes once a year or more were asked which situations made them feel unsafe when walking by the road.

"No footpath" (37%) was the most frequently stated situation that made the respondent feel unsafe, followed by "heavy traffic" (28%), "traffic travelling above speed limit" (27%) and "motorists driving without consideration of pedestrians" (26%).

Almost one fifth (18%) stated that they always feel safe when walking and an additional 4% said that they never walk by the road.

Figure 2.6: Which situations make you feel unsafe when walking by the road?: 2017-2019 (selected responses*)
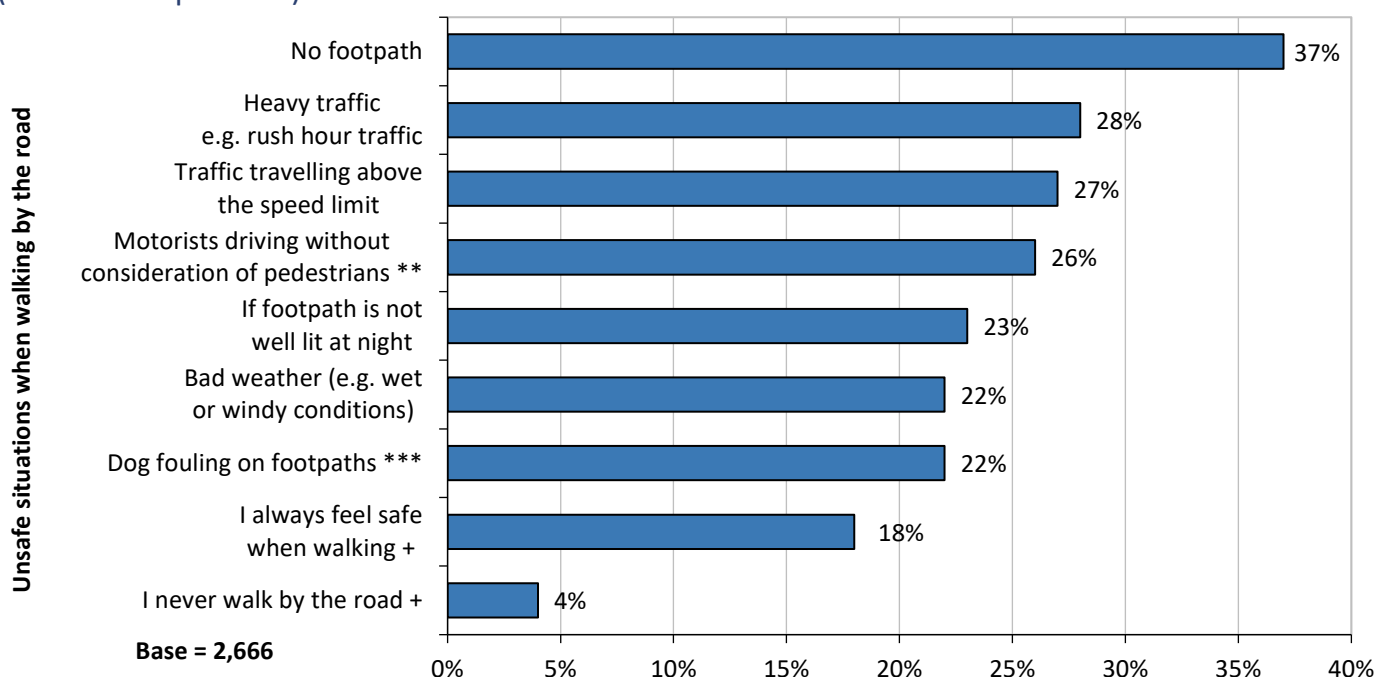
Percentages sum to more than 100% due to multiple responses.

* Respondents have 18 answer options (including "Other") to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

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

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

\+ Spontaneous answer

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the underlined accompanying spreadsheet:

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

Section 3: Cycling

In 2017-2019:

On average, Northern Ireland residents cycled 34 miles per year

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

The average time spent cycling was 4 hours per person per year

Trends in cycling

During 2017-2019, cycling accounted for 1% of total distance travelled. Over the last 10 years, average distance cycled per person per year has increased from 20 miles in 2007-2009 to 34 miles in 2017-2019.

1% of all journeys in 2017-2019 were cycle rides, the same as in 2007-2009 (1%). There were 7 journeys cycled per person per year in 2017-2019, similar to 10 years ago (6 in 2007-2009).

On average, bicycle journeys were 4.8 miles in length in 2017-2019.

Cycling accounted for 1% of total time spent travelling in 2017-2019. Average time spent cycling per person per year has increased from 2 hours in 2007-2009 to 4 hours in 2017-2019. The average bicycle journey lasted 30 minutes in 2017-2019.

Figure 3.1: Distance cycled 2007-2009 to 2017-2019

Average miles travelled per person per year
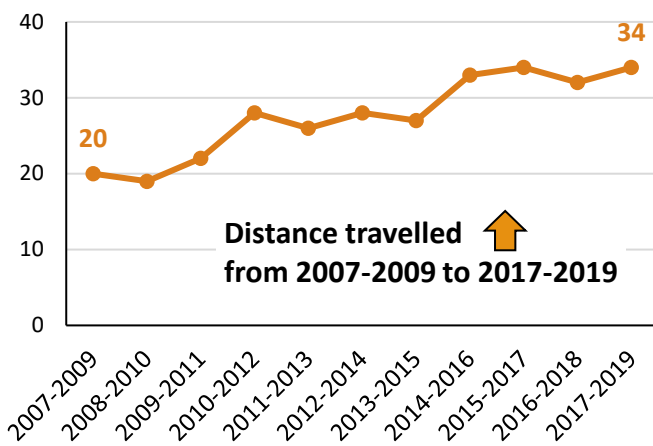
Figure 3.2: Cycling journeys 2007-2009 to 2017-2019

Average journeys per person per year
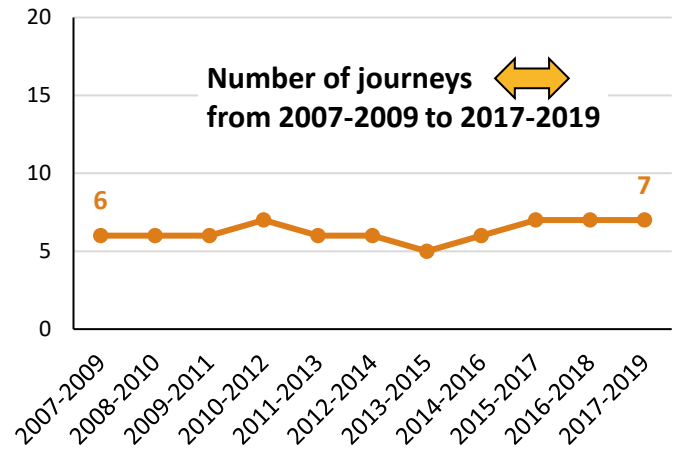
Figure 3.3: Time spent cycling 2007-2009 to 2017-2019
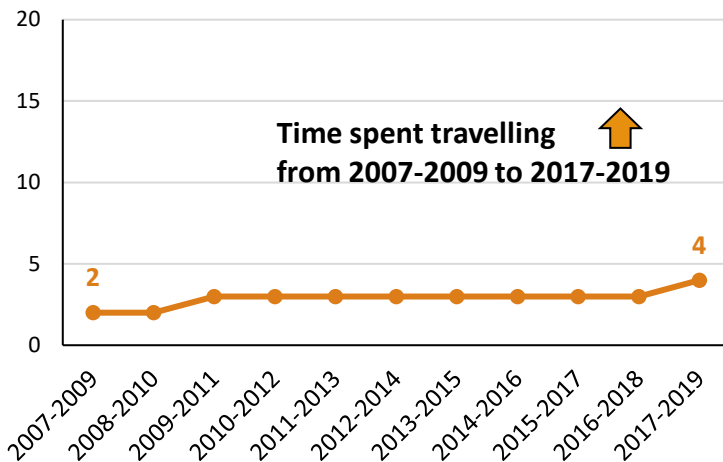
Average hours spent travelling per person per year

Comparing with ten years ago

Increase* from 2007-2009 to 2017-2019

No real change* from 2007-2009 to 2017-2019

Decrease* from 2007-2009 to 2017-2019

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

Bicycle ownership

In 2017-2019, 13% of households have one bicycle, 22% have two bicycles or more, while almost two thirds (65%) of households did not own any bicycles.

Just over a third of households (35%) in Northern Ireland own at least one bicycle, similar to 10 years ago (36% in 2007-2009).

Figure 3.4: Household bicycle ownership 2017-2019

more than 3
6%

3 bicycles
6%

2 bicycles
11%

1 bicycle
13%
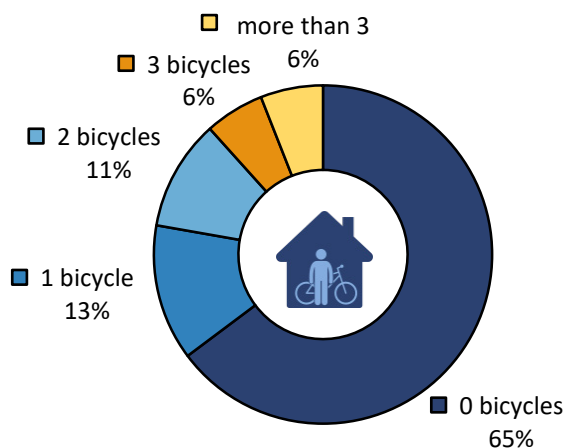
0 bicycles
65%

Bicycle usage

This question is asked to everyone taking part in the survey (all ages, face to face and proxy interviews). In 2017-2019, one quarter (25%) had cycled in the last 12 months.

The majority (63%) 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: 31% of males had cycled in the last 12 months compared with 20% of females. The exception to this is the 0-15 age group where usage is the same: 63% of males and females aged 0-15 had cycled in the last year.

Figure 3.5: Cycled in the last 12 months by age and sex: 2017-2019
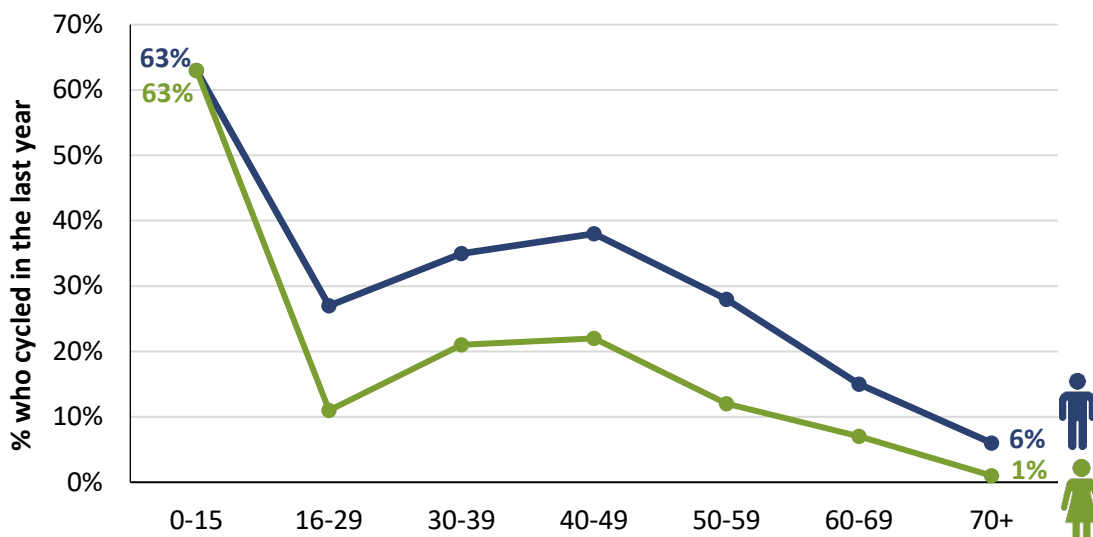
Cycling frequency

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

12% of cyclists reported that they cycle every day (including those that cycle every working day/school day but not at weekends), twice as many as those who only cycle once a year (6%).

Just over two fifths (41%) of all cyclists cycled once a week or more and an additional 27% cycled at least once a month (but less than once a week).

Figure 3.6: How often do you cycle?*: 2017-2019

Base = 1,266   Frequency of cycling journeys*
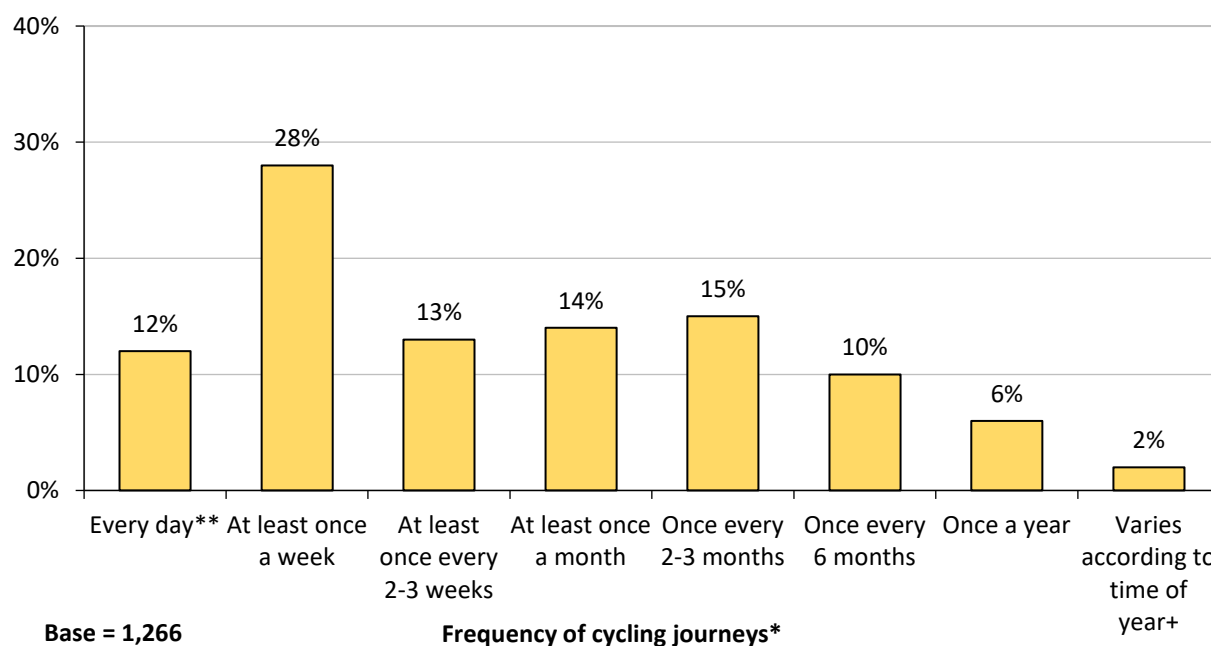
* This question is only asked if the respondent is a cyclist i.e. has cycled in the last 12 months. Includes all cycle journeys whether for leisure or with a purpose (e.g. travelling to work). Only journeys where the bicycle is ridden independently are included i.e. it is not counted if the child is riding on a child seat on an adult's bicycle or if the child's bicycle is attached to an adult's bicycle.

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

\+ Spontaneous answer

Looking at all respondents, including those who hadn't cycled in last 12 months, 10% cycled once a week or more and a further 7% cycled at least once a month (but less than once a week). Three quarters (75%), cycled less than once a year or never.

Incentives to cycle more often

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

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 "better weather" (39%) and more cycle lanes" (36%).

7% of cyclists said that they already cycle as much as they can and a further 7% said that nothing would encourage them to cycle more often.

Figure 3.7: What would encourage you to cycle more often?: 2017-2019
(selected responses*)

Base = 558
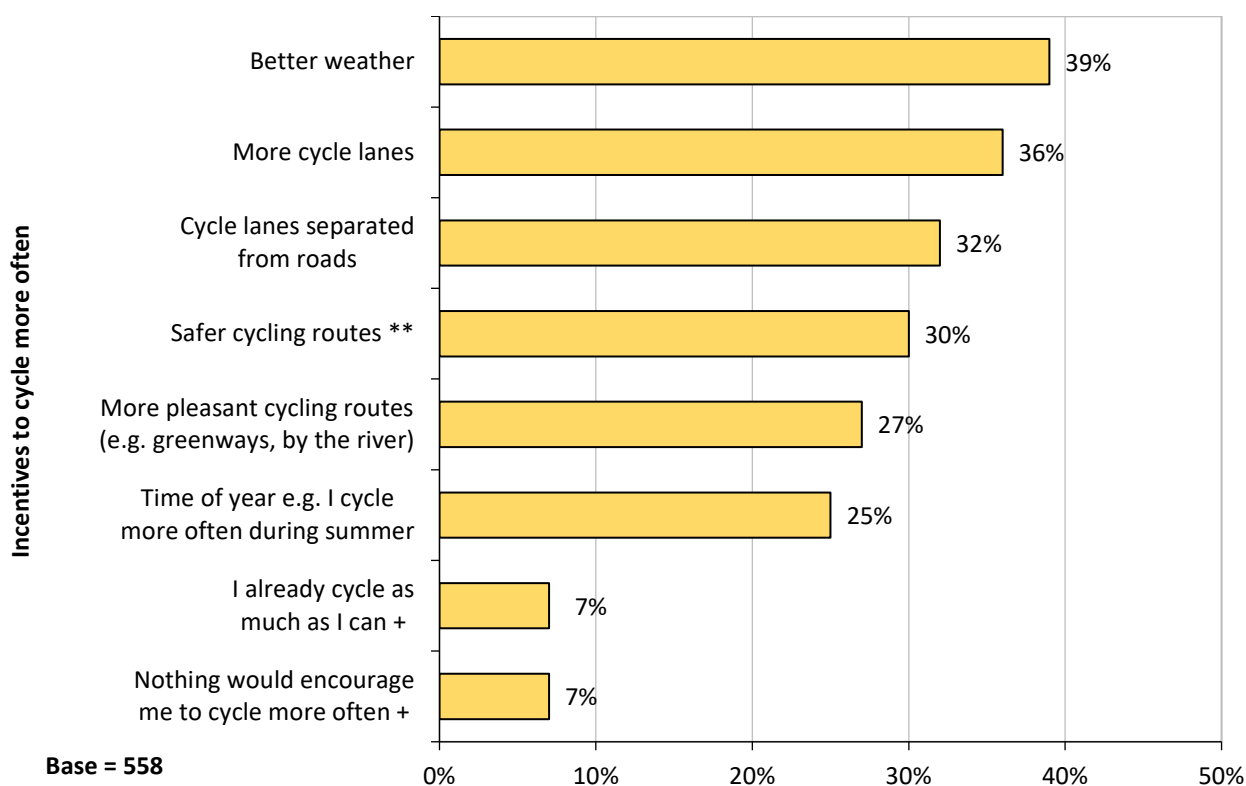
Percentages sum to more than 100% due to multiple responses

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

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

+ Spontaneous answer

Unsafe situations when cycling on the road

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

The most commonly stated situation that made cyclists feel unsafe was "heavy traffic" (56%), followed by "motorists driving without consideration of cyclists" (49%).

6% of cyclists stated that they always feel safe cycling on the road and an additional 6% said that they never cycle on the road.

Figure 3.8: Which situations make you feel unsafe when cycling on the road?: 2017-2019 (selected responses*)
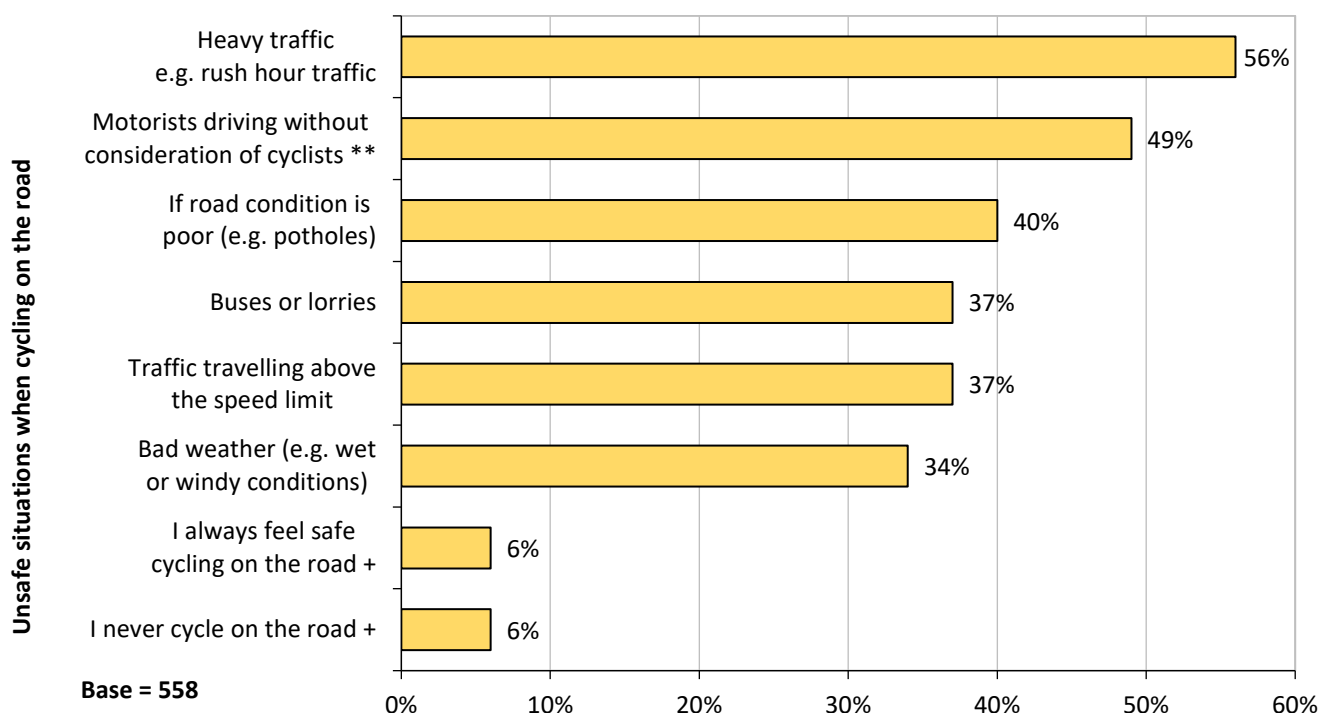
Percentages sum to more than 100% due to multiple responses

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

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

+ Spontaneous answer

Further reading

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

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

Section 4: Public transport

In 2017-2019:

On average, Northern Ireland residents travelled 459 miles per year on public transport

The average number of public transport journeys made per person per year was 48

The average time spent travelling on public transport was 29 hours per person per year

Trends in public transport[+]

During 2017-2019, public transport accounted for 7% of total distance travelled. Over the last 10 years, average distance travelled by public transport per person per year has remained around the same (448 miles in 2007-2009, 459 miles in 2017-2019).

5% of all journeys in 2017-2019 were on public transport. There were 48 public transport journeys per person per year in 2017-2019, similar to 10 years ago (52 in 2007-2009).

On average, public transport journeys were 10.1 miles in length in 2017-2019.

Public transport accounted for just under one tenth (9%) of the total time spent travelling in 2017-2019. On average, 29 hours per person per year were spent travelling by public transport in 2017-2019, around 5 minutes per day. There has been no real change over the last 10 years (30 hours in 2007-2009). The average public transport journey lasted 36 minutes.

Figure 4.1: Distance by public transport[+] 2007-2009 to 2017-2019
Average miles travelled per person per year

Distance travelled from 2007-2009 to 2017-2019
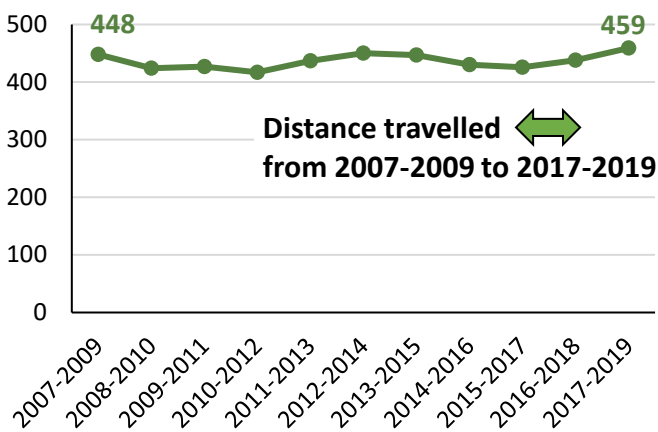
Figure 4.2: Public transport[+] journeys 2007-2009 to 2017-2019
Average journeys per person per year

Number of journeys from 2007-2009 to 2017-2019
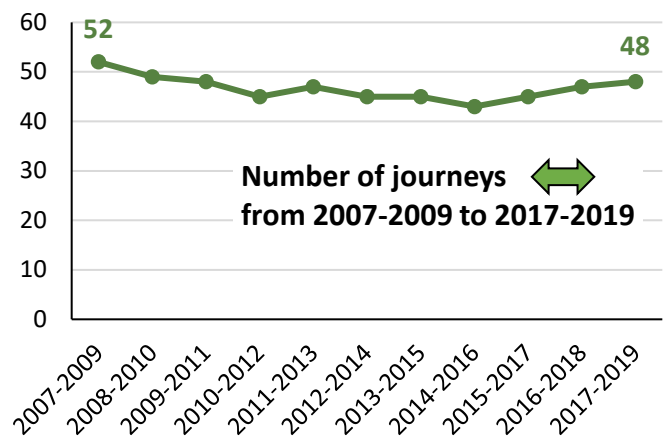
Figure 4.3: Time spent on public transport[+] 2007-2009 to 2017-2019
Average hours spent travelling per person per year

Time spent travelling from 2007-2009 to 2017-2019
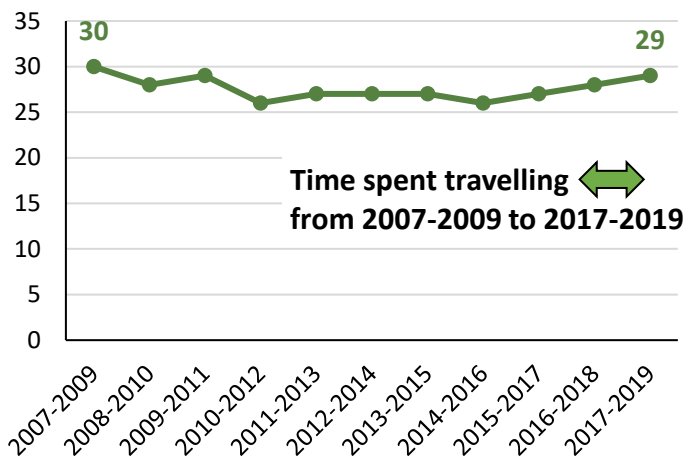
+ Public Transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'.

Comparing with ten years ago

Increase* from 2007-2009 to 2017-2019

No real change* from 2007-2009 to 2017-2019

Decrease* from 2007-2009 to 2017-2019

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

Frequency of bus use

Just under one sixth (16%) of all respondents (everyone taking part in the survey) travelled on a bus once a week or more and a further 9% travelled by bus at least once a month (but less than once a week).

Just over 4 in 10 respondents (41%) stated that they never travelled by bus.

Figure 4.4: How often do you travel on a bus?: 2017-2019

Base = 5,221   Frequency of travelling on bus
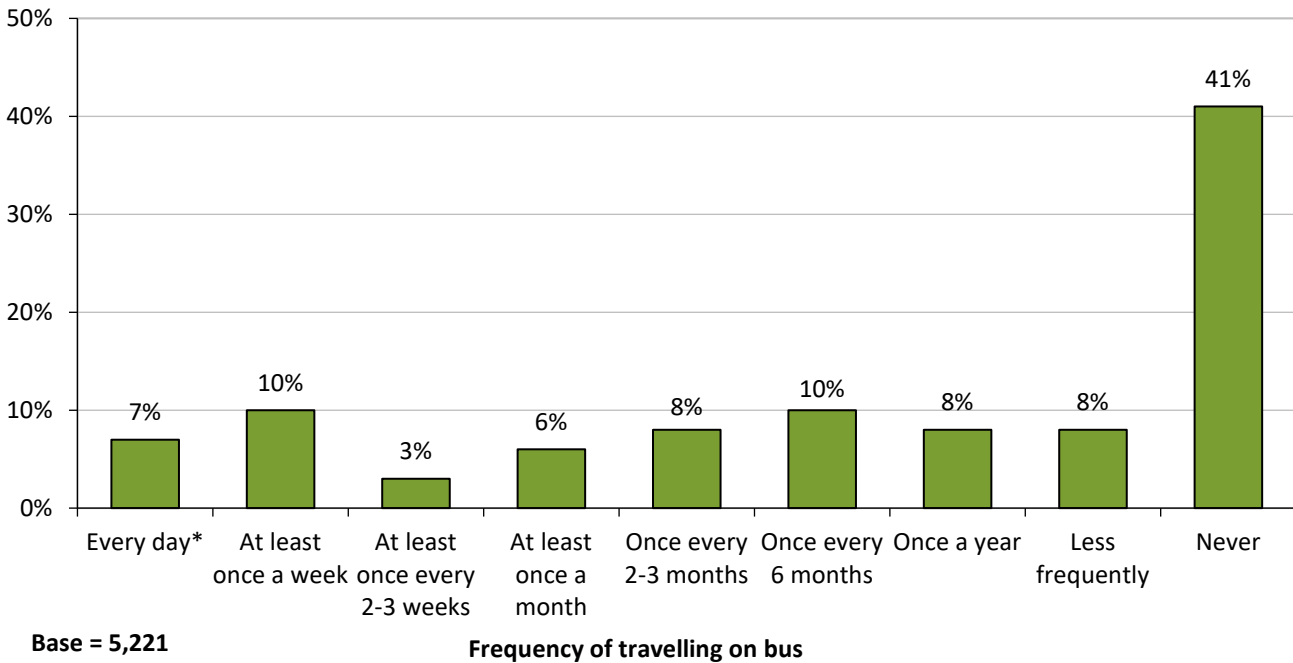
* "Every day" is selected if the respondent travels on a bus every working day/school day but not at weekends as well as if they travel on a bus every day.

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

Frequency of train use

Around 1 in 30 (3%) of all respondents (everyone taking part in the survey) travelled on a train once a week or more and an additional 6% travelled by train at least once a month (but less than once a week).

Half of respondents (50%) stated that they never travelled by train.

Figure 4.5: How often do you travel on a train?: 2017-2019

Base = 5,221   **Frequency of travelling on train**
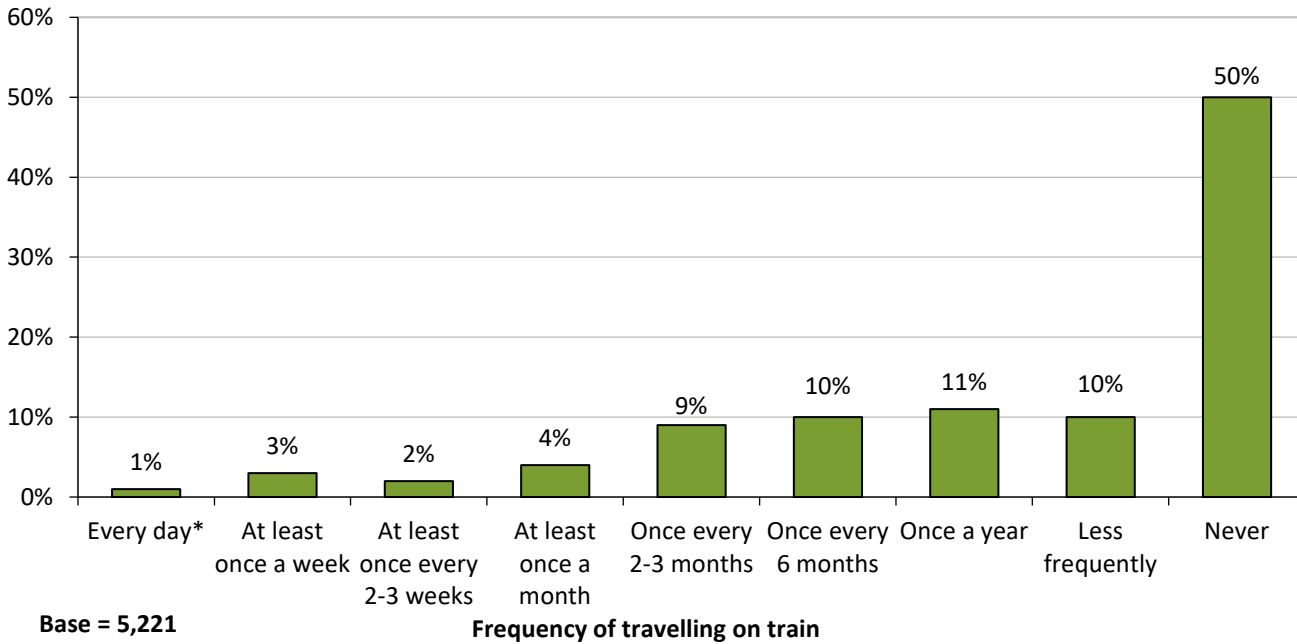
* "Every day" is selected if the respondent travels on a train every working day/school day but not at weekends as well as if they travel on a train every day

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 12% travelled by train at least once a month (but less than once a week).

Comparison of bus and train usage

There are more bus users (59%) than train users (50%).

Frequency of bus usage is higher than train usage. Looking at everyone taking part in the survey, around five times as many respondents take a bus once a week or more (16%) as take a train once a week or more (3%).

Satisfaction with local public transport

Respondents aged 16 and over, giving a face to face interview, were asked how satisfied they were with public transport services which operate near their home. Just under two fifths (38%) said they don't use local public transport. Of those who used local public transport, 72% said they were satisfied with their local public transport services, similar to 5 years ago (74% in 2012-2014).

Incentives to use local public transport more often

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

The most popular improvement to local public transport services was "cheaper fares", stated by one fifth of respondents (20%). This was followed by "more destinations or routes" (18%), "more frequent evening services" (17%), "more frequent weekend services" (17%) and "boarding point closer to home" (16%).

In addition, 17% said nothing would encourage them to use local public transport more often, another 11% stated that no improvements were necessary and a further 5% said that they already use local public transport as much as possible.

Figure 4.6: What improvements could be made to encourage you to use local public transport services more often?: 2017-2019

(selected responses*)

Base = 3,308
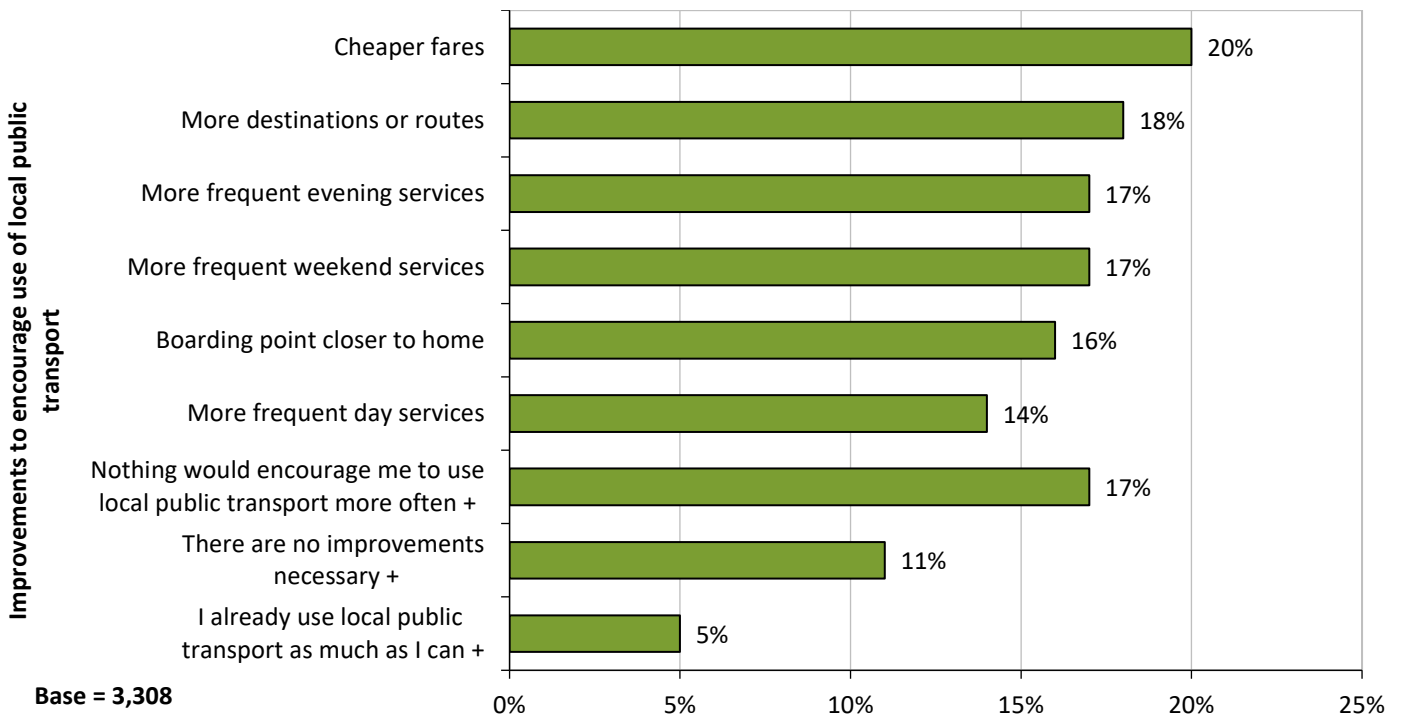
Percentages sum to more than 100% due to multiple responses

* Respondents have 22 answer options (including "Other") to choose from. See accompanying spreadsheet containing data used in the In-depth Report tables for a full breakdown of all responses given.

+ Spontaneous answer

Access to public transport

In 2017-2019, 14% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, no real difference from 2007-2009 (15%). Three in ten households (30%) said they did not know how often they could get a bus from their nearest stop.

Table 4.1: Bus service frequency 2007-2009, 2012-2014, 2016-2018 and 2017-2019

				Percentage of households
Frequency of service	**2007-2009**	**2012-2014**	**2016-2018**	**2017-2019**
At least once every quarter-hour	15%	13%	15%	**14%**
At least once every half-hour	16%	17%	14%	**13%**
At least once an hour	22%	22%	22%	**22%**
About 3 times a day	18%	15%	15%	**16%**
At least once a day	4%	4%	4%	**4%**
Less than once a day	1%	1%	1%	**1%**
Don't know	25%	28%	31%	**30%**
All households	**100%**	**100%**	**100%**	**100%**

One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2017-2019, around two thirds of households (66%) lived within six minutes walk of a bus stop or place where they could get a bus.

Figure 4.7: Time taken to walk to nearest bus stop: 2017-2019*
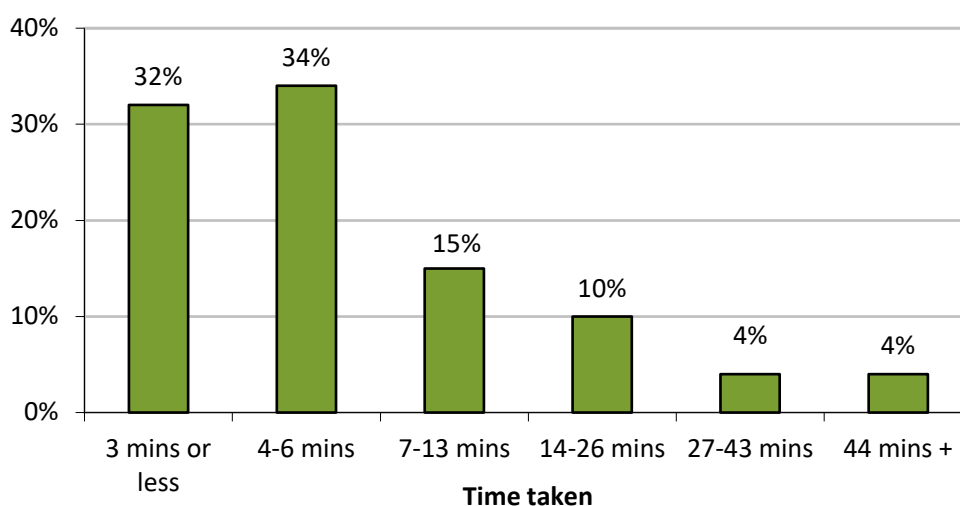
* Note that 'Time taken to walk to nearest bus stop' figures are comparable with figures in the In-depth Reports back to 2007-2009

In 2017-2019, 82% of households had a frequent rail service throughout the day, an increase from 70% in 2007-2009. 13% of households didn't know the frequency of rail service from their nearest NI Railways station.

Table 4.2: Rail service frequency*: 2007-2009, 2012-2014, 2016-2018 and 2017-2019

Percentage of households

Frequency of service*	2007-2009	2012-2014	2016-2018	2017-2019
Frequent service throughout day (at least once per hour)	70%	76%	82%	**82%**
Frequent service only during rush hour (at least once per hour)	4%	3%	3%	**3%**
Less frequent service	4%	1%	1%	**2%**
Not applicable	3%	1%	1%	**1%**
Don't know	19%	19%	14%	**13%**
All households	**100%**	**100%**	**100%**	**100%**

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

Relatively few households were close to a train station. Just over three fifths (61%) said it would take them 44 minutes or more to walk to their nearest station or that it was not feasible to walk.

Figure 4.8: Time taken to walk to nearest NI Railways station: 2017-2019[*]
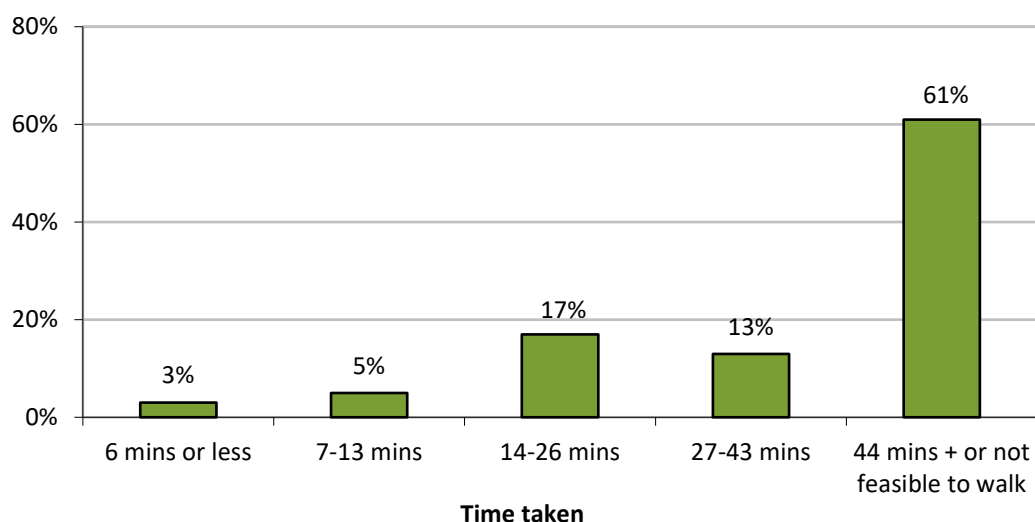
* Note that 'Time taken to walk to nearest NI Railways station' figures are comparable with figures in the In-depth Reports back to 2006-2008

Households were more likely to live closer to a bus stop than a railway station. Just over 8 in 10 households (81%) lived within a 13 minute walk of their nearest bus stop compared to under 1 in 10 households (8%) who lived within a 13 minute walk of their nearest train station.

However, rail services tended to be more frequent. Excluding households who stated "don't know" or "not applicable", 95% of households had a rail service of at least one per hour throughout the day from their nearest train station compared to 71% of households with a bus service of at least one an hour from their nearest bus stop.

Park & Ride

Frequency of using Park & Ride

Park & Ride is the term used when the vehicle you are travelling in is parked in a designated Park & Ride car park and a train or a bus is then taken to your destination. For respondents aged 16 and over, a question was asked on how often they used Park & Ride. This question applied whether they were a driver or a passenger in the vehicle.

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

Just under 17 in 20 respondents (83%) said they never used Park & Ride.

Figure 4.9: How often do you use Park & Ride?: 2017-2019
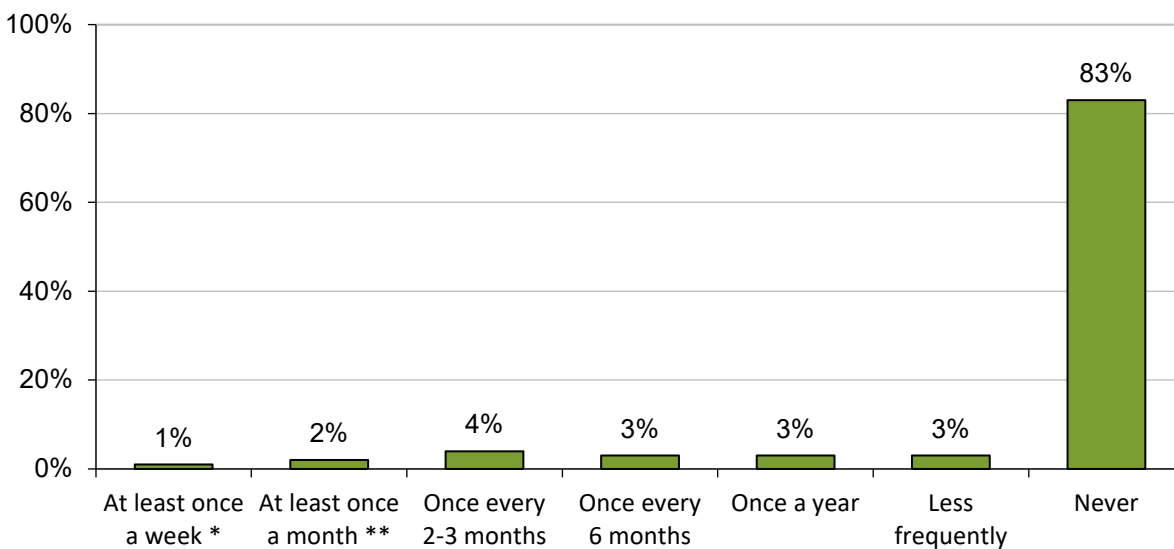
Base = 4,430   Frequency of using Park & Ride

* "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"

Looking only at Park & Ride users (i.e. those who did not state that they never used Park & Ride), 7% used it once a week or more with a further 14% using it at least once a month (but less than once a week).

<div style="background-color:green">

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the underlined accompanying spreadsheet:

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

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Section 5: Driving, driver and passenger trips

In 2017-2019:

On average, people living in Northern Ireland travelled 5,078 miles per year by car

The average number of car journeys made per person per year was 643

The average time spent travelling by car was 211 hours per person per year

Trends in car[+] travel

During 2017-2019, more than four fifths (83%) of the total distance travelled was by car. There has been an increase in the average distance travelled by car per person per year over the last 10 years (4,839 miles in 2007-2009, 5,078 miles in 2017-2019).

Just over seven in ten journeys (71%) during 2017-2019 were by car, similar to 2007-2009 (70%). There were 643 car journeys per person per year in 2017-2019, the same as 10 years ago (643 in 2007-2009).

On average, car journeys were 7.9 miles in length in 2017-2019.

Car travel accounted for two thirds (67%) of total time spent travelling in 2017-2019. On average, 211 hours per person per year were spent travelling by car in 2017-2019, around 35 minutes per day. This is an increase from 10 years ago (203 hours in 2007-2009). The average car journey lasted 20 minutes in 2017-2019.

Figure 5.1: Distance by car[+] 2007-2009 to 2017-2019
Average miles travelled per person per year
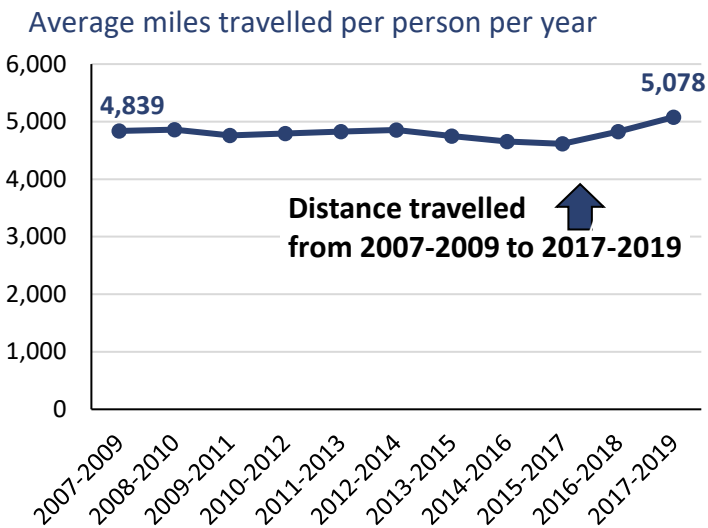
Figure 5.2: Car[+] journeys 2007-2009 to 2017-2019
Average journeys per person per year
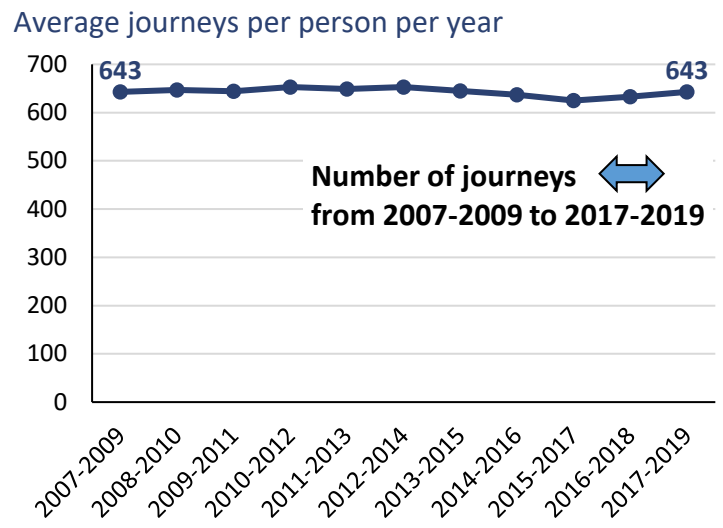
Figure 5.3: Time spent travelling by car[+] 2007-2009 to 2017-2019
Average hours spent travelling per person per year
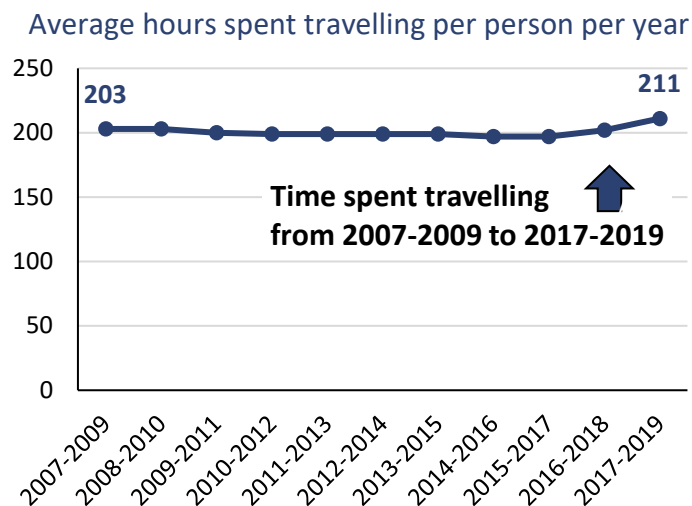
+ Car includes 'Car driver', 'Car passenger' and 'Car undefined'.

Comparing with ten years ago

Increase* from 2007-2009 to 2017-2019

No real change* from 2007-2009 to 2017-2019

Decrease* from 2007-2009 to 2017-2019

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

Trends in car ownership

A similar proportion of households had access to a car in 2017-2019 (79%) compared to 2007-2009 (77%).

The proportion of one car households is around the same as 10 years ago (44% in 2007-2009, 42% in 2017-2019). In contrast, over the same time period, the proportion of households with access to two or more cars has increased from 33% in 2007-2009 to 38% in 2017-2019.

Average number of cars per household has increased from 1.19 cars in 2007-2009 to 1.29 cars in 2017-2019.

Table 5.1: Household car ownership: 2017 to 2019; 2007-2009, 2012-2014, 2016-2018 and 2017-2019

	No car	One car	Two cars	Three or more cars	All households	Cars per household
2017	22%	42%	28%	8%	100%	1.28
2018	22%	43%	27%	8%	100%	1.23
2019	18%	41%	32%	9%	100%	1.36
2007-2009[r]	23%	44%	27%	6%	100%	1.19
2012-2014[r]	20%	44%	30%	6%	100%	1.24
2016-2018	22%	42%	28%	8%	100%	1.26
2017-2019	**21%**	**42%**	**29%**	**9%**	**100%**	**1.29**

[r] Following a review of the analysis for this table, it was decided to remove households with missing vehicle type information. If vehicle type is not recorded, it cannot be determined if the vehicle is a car and therefore total number of cars available to the household is not known. In analysis prior to 2015-2017, missing vehicle type was "not a car". Analysis has been re-run for 2007-2009 and 2012-2014 and revised data appear in the table.

Trends in driving licence holding (persons aged 17+)

Comparing 2007-2009 to 2017-2019, there has been an increase in the proportion holding a full car driving licence from 73% to 78%.

Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 66% in 2007-2009 to 74% in 2017-2019, whereas there has been no real change in the proportion of men holding a licence during this time period (81% in 2007-2009, 83% in 2017-2019). The gap between men and women has reduced over this time period but the proportion of men who hold a full car driving licence (83%) is still higher than women (74%) in 2017-2019.

Figure 5.4: Driving licence[1] holders 2007-2009 to 2017-2019
% aged 17+ holding driving licences[1] by sex
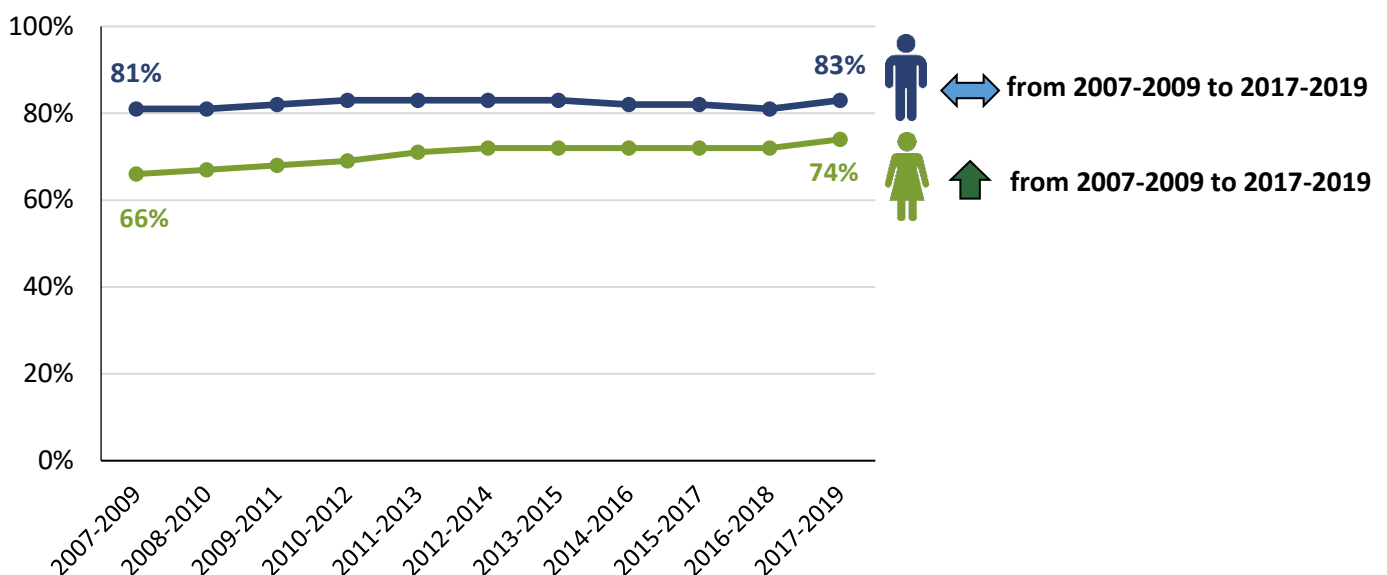
[1] Not including provisional licences, Passenger Carrying Vehicle (PCV) licences or Large Goods Vehicle (LGV) licences

There is no real difference between the proportion of men and women driving licence holders in the younger age groups (17-29, 30-39, 40-49). In the older age groups (50-59, 60-69, 70+), there is a higher proportion of men holding a driving licence than women. The gender gap is most noticeable in the 70+ age group with a difference of 30 percentage points between men (82%) and women (52%).

Figure 5.5: Driving licence[1] holders by age and sex 2017-2019

% holding driving licences[1] age and by sex
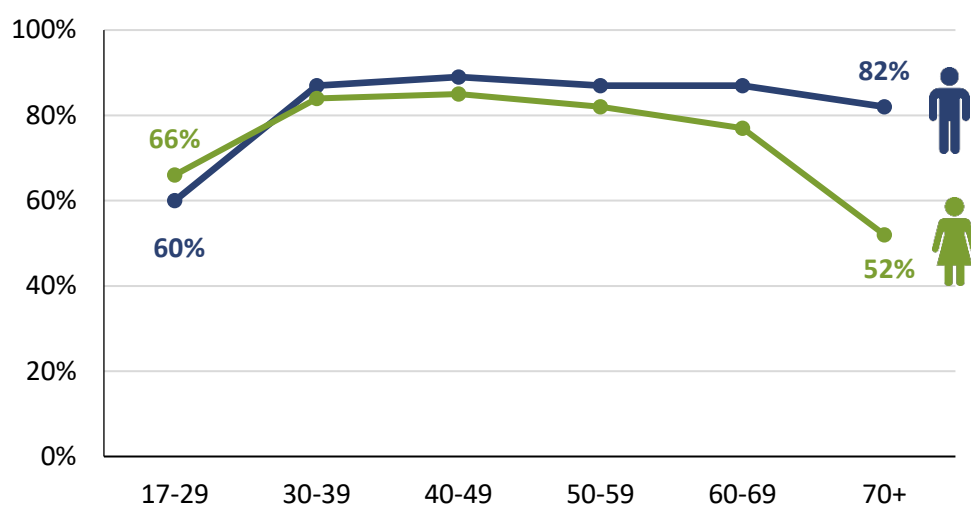
[1] Not including provisional licences, Passenger Carrying Vehicle (PCV) licences or Large Goods Vehicle (LGV) licences

Annual vehicle mileage and reason for vehicle use

Around three quarters (73%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, the same as 2007-2009 (73%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 37% in 2007-2009 to 31% in 2017-2019.

Table 5.2: Annual vehicle mileage: 2007-2009, 2012-2014, 2016-2018 and 2017-2019

Percentage of vehicles

Miles per year	2007-2009	2012-2014[r]	2016-2018	2017-2019
0-1,999	3%	3%	3%	**4%**
2,000-4,999	11%	13%	14%	**14%**
5,000-6,999	16%	17%	19%	**18%**
7,000-8,999	13%	14%	13%	**13%**
9,000-11,999	21%	22%	20%	**20%**
12,000-14,999	16%	13%	13%	**13%**
15,000-17,999	9%	7%	8%	**8%**
18,000-20,999	7%	5%	5%	**5%**
21,000-29,999	3%	2%	2%	**2%**
30,000 or over	3%	2%	3%	**2%**
All vehicles	**100%**	**100%**	**100%**	**100%**

[r] There have been some minor revisions to the 2012-2014 figures following a validation exercise and correcting the categorisation of "Don't Know" and "Refusal" answers.

Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2017-2019, 43% of vehicles in these households were used to take someone in the household to school.

55% of all vehicles in the survey were used to take someone in the household to work. Of the vehicles that were used for work journeys, excluding those respondents who didn't answer the question, 67% were parked in a "private or firm's car park" during work hours, with most of the rest (24%) parked "in a non-payment area".

Just under one quarter of vehicles (24%) that were used to take someone in the household to work were also used in the course of work.

Further reading

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

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

Section 6: Journey purpose

In 2017-2019:

31% of the total distance travelled was for commuting & business purposes

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

The longest journeys were for commuting & business (10.5 miles) and the shortest journeys were for education & escort education (3.5 miles)

Travel and trends by journey purpose

In 2017-2019, 29% of all journeys were made for leisure and other purposes (to visit friends, to take part in entertainment, social activities or sports activities, to go on holiday/day trips, just walking, other), 20% for commuting and business and 17% for shopping. Journeys to services, such as the bank, doctor or library (classified as "personal business" journeys) made up 14% of all journeys. Education and escort education journeys (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school) accounted for 12% of all journeys.

Figure 6.1: Number of journeys per person per year 2017-2019:
Proportion in each journey purpose group[1]
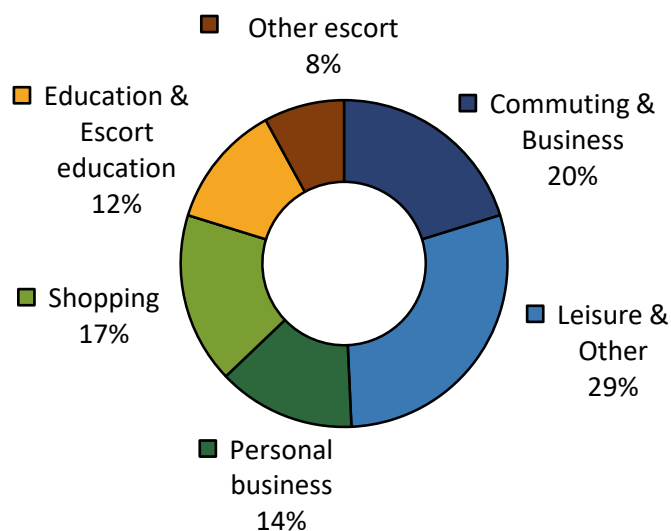
[1] See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

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

Over the last 10 years, shopping has decreased from 20% of all journeys in 2007-2009 to 17% of all journeys in 2017-2019. Over the same period, journeys made for leisure and other purposes have increased from 26% of all journeys in 2007-2009 to 29% of all journeys in 2017-2019.

There were no real differences in the proportions of the other journey purpose categories comparing 2007-2009 to 2017-2019.

Figure 6.2: Journeys by purpose[1] 2007-2009 to 2017-2019

Average journeys per person per year

Legend: Commuting & Business, Leisure & Other, Personal business, Shopping, Education & Escort education, Other escort
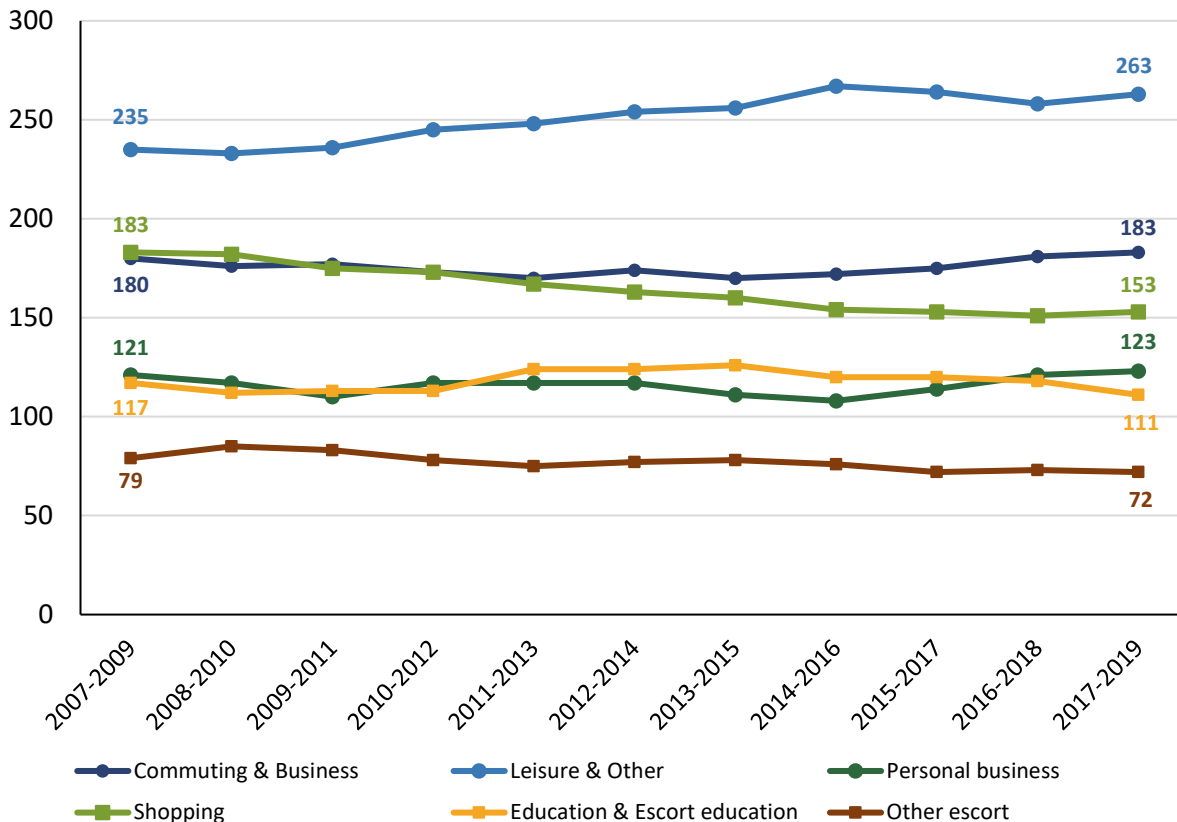
In terms of miles travelled, 31% of the total distance travelled was for commuting and business, 31% for leisure and other purposes, 12% for shopping and 12% for personal business.

Figure 6.3: Distance travelled per person per year 2017-2019:

Proportion in each journey purpose group[1]

Education & Escort education 6%
Other escort 7%
Shopping 12%
Commuting & Business 31%
Personal business 12%
Leisure & other 31%
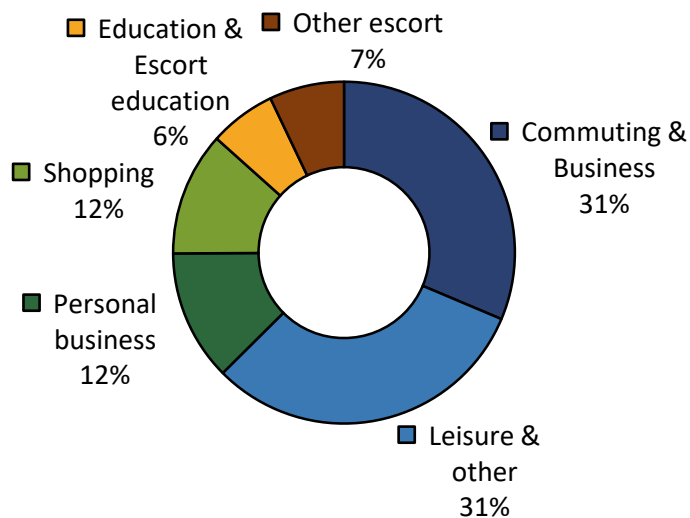
[1] See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Over the last 10 years, distance travelled for commuting and business has increased from 29% in 2007-2009 to 31% of the total miles travelled in 2017-2019, while over the same period the distance travelled for shopping has decreased from 14% in 2007-2009 to 12% in 2017-2019.
There were no real changes in the proportions of the other journey purpose categories comparing 2007-2009 to 2017-2019.

Figure 6.4: Distance travelled by purpose[1] 2007-2009 to 2017-2019
Average miles travelled per person per year
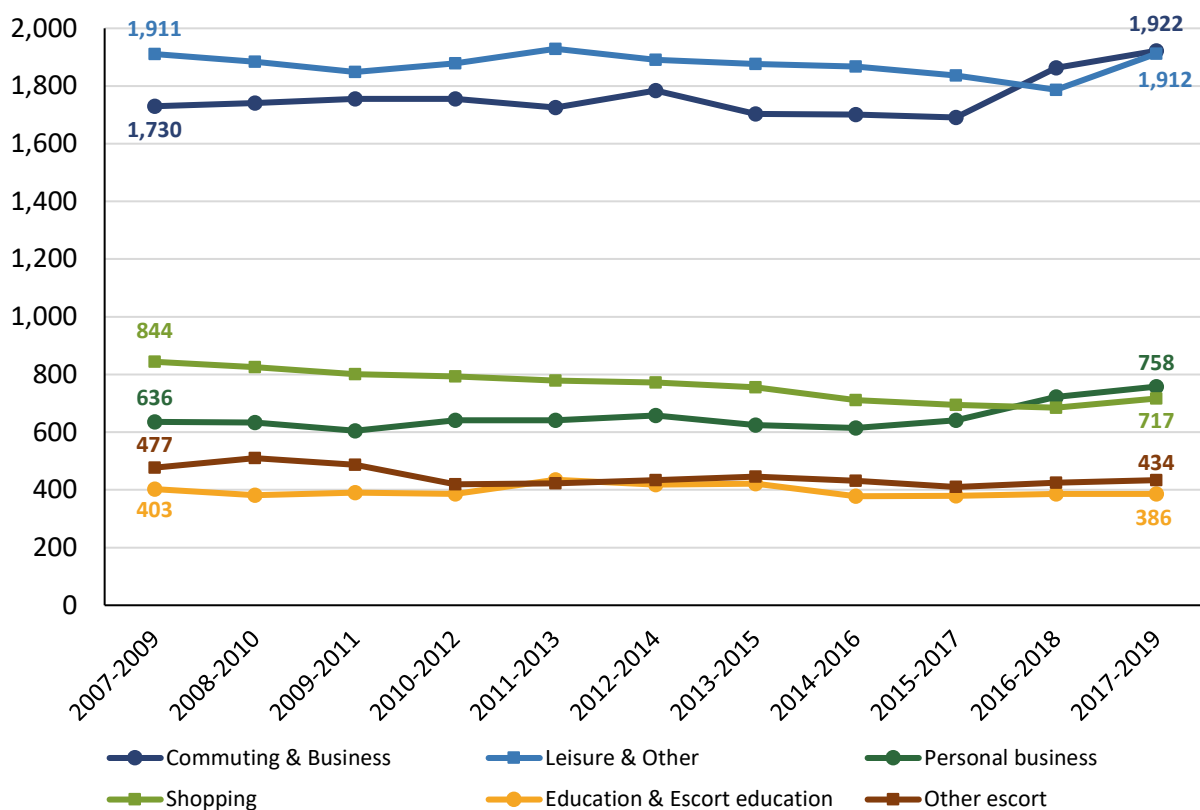
[1] See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Average journey length

In 2017-2019 the longest journeys were those made for commuting and business (10.5 miles) while the shortest journeys were those made for education and escort education (3.5 miles).

Figure 6.5: Average journey length by purpose[1]: 2017-2019
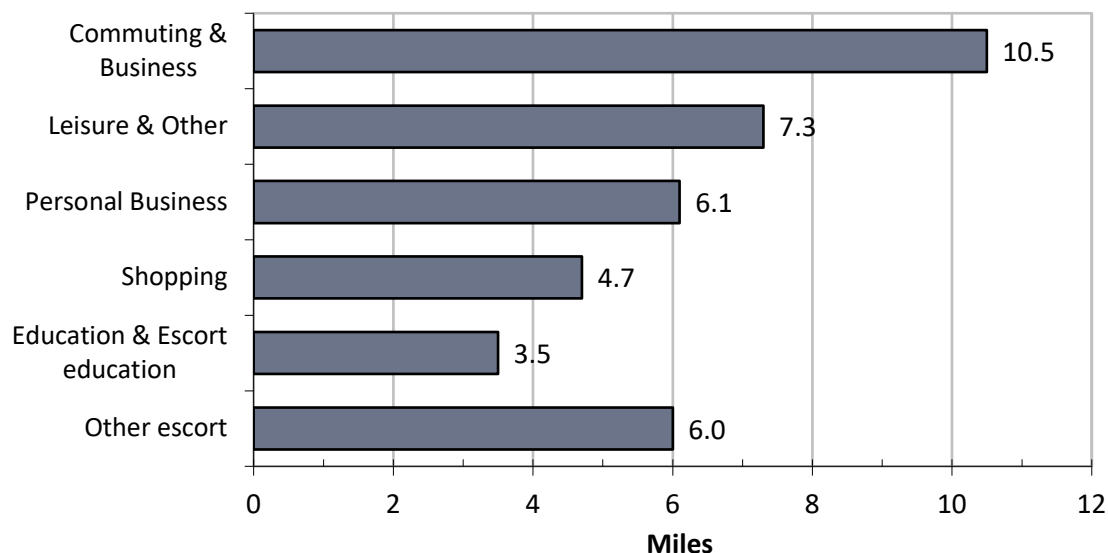
[1] See Definitions section on page 73 for types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Purpose of travel by age and sex

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

Looking only at single journey purposes, the most common reason for men making a journey was commuting (22%). For women, the most popular reason for making a journey was for going to and from the shops (20%). The most frequently given reason for journeys made by children under 16 was education (33%).

Men made a similar proportion of personal business journeys (14%) to women (15%). '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, over half (52%) of journeys were for shopping or personal business compared to a quarter (25%) for women aged 16-29.

Table 6.1: Journeys per person per year by age, sex and purpose[1]: 2017-2019

Percentage/Number/Miles

| Journey purpose* | Children aged <16 | Males | | | | Females | | | | All adults | All persons |
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Commuting & Business	0%	35%	38%	12%	29%	26%	23%	7%	19%	23%	**20%**
Leisure & Other[2]	29%	31%	25%	33%	29%	30%	26%	35%	29%	29%	**29%**
Personal business	11%	7%	11%	20%	14%	10%	12%	22%	15%	14%	**14%**
Shopping	5%	11%	13%	27%	17%	14%	17%	30%	20%	19%	**17%**
Education & Escort education	40%	14%	5%	3%	6%	14%	12%	3%	10%	8%	**12%**
Other escort	16%	3%	7%	5%	6%	5%	10%	3%	7%	7%	**8%**
All purposes	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Number of journeys	817	751	936	885	891	814	1,110	762	948	922	**906**
Distance travelled (miles)	4,032	6,289	8,438	5,579	7,148	6,122	7,082	4,146	5,955	6,506	**6,130**

(See Table 6.1.5 in the Travel Survey for Northern Ireland Technical Report 2017-2019 for Confidence Ranges)

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

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

Women aged under 60 were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men in the same age group: 10% of all journeys made by women aged 16-59 are for escort education compared to 4% 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%).

Further reading

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

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

Section 7: Travelling to work

In 2017-2019:

On average, workers living in Northern Ireland travelled 2,920 miles per year commuting

The average number of commuting journeys made per worker per year was 304

The majority of workers (82%) travelled to work by car or van

Trends in commuting

On average, workers living in Northern Ireland travelled 2,920 miles per year to go to or from work in 2017-2019. This is an increase from 10 years ago (2,662 miles per worker per year in 2007-2009).

In 2017-2019, the average number of commuting journeys made per worker per year was 304, no real change from 2007-2009 (315 journeys per worker per year).

On average, workers' commuting journeys were 9.6 miles in length in 2017-2019.

Figure 7.1: Distance for commuting 2007-2009 to 2017-2019
Average miles travelled per worker[+] per year
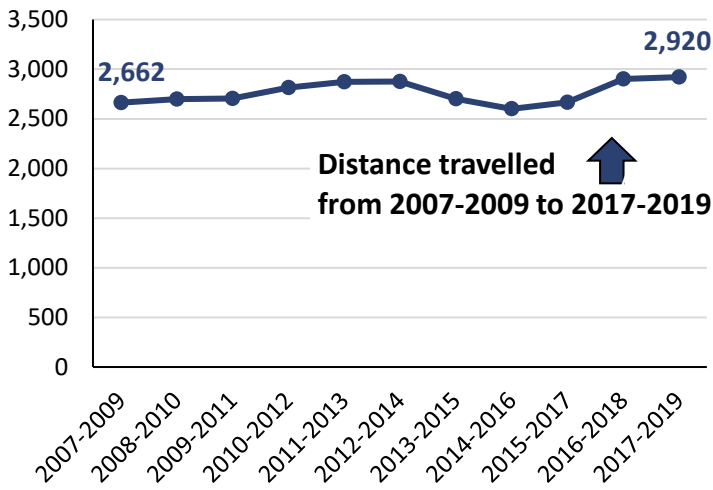
Figure 7.2: Commuting journeys 2007-2009 to 2017-2019
Average journeys per worker[+] per year
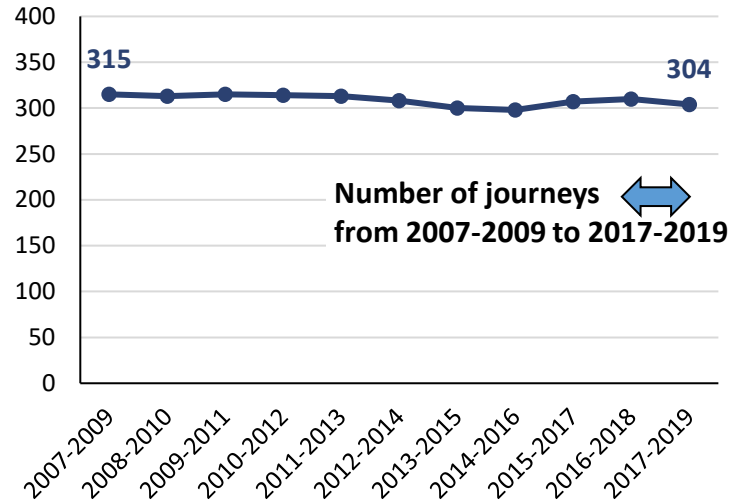
+ Averages have been calculated based on number of workers: respondents who stated they were in paid employment last week

	Comparing with ten years ago
↑	Increase* from 2007-2009 to 2017-2019
↔	No real change* from 2007-2009 to 2017-2019
↓	Decrease* from 2007-2009 to 2017-2019

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

Method of travel to work

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

The majority of workers (82%) usually travelled to work by car or van in 2017-2019, around the same as 10 years ago (81% in 2007-2009).

Nearly one in ten workers (9%) usually walked to work in 2017-2019, similar to 2007-2009 (10%).

In 2017-2019, 6% of workers travelled to work by public transport (bus or train), no real difference from 2007-2009 (5%).

Table 7.1: Method of travel to work: 2007-2009, 2012-2014, 2016-2018 and 2017-2019

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2007-2009	**2012-2014**	**2016-2018**	**2017-2019**
Car/van	81%	84%	81%	**82%**
Motorbike/moped/scooter	1%	0%	0%	**0%**
Bicycle	1%	1%	1%	**1%**
Bus	5%	4%	5%	**5%**
NIR train	1%	1%	2%	**2%**
Walk	10%	8%	10%	**9%**
Taxi/minicab*	..	1%	1%	**1%**
Other*	2%	1%	0%	**1%**
All methods of travel	**100%**	**100%**	**100%**	**100%**

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

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

The workers who usually travelled to work by car/van were asked a follow up question to determine the number of persons travelling in the car/van (including the respondent) when going to work. The number includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work).

The majority drove to work on their own (80%). 14% travelled to work with one other person in the car/van and the rest (6%) had 2 or more other people in the car/van when they travelled to work.

Figure 7.3: How many people would normally be in the car/van when you are travelling to work (including the respondent)?*: 2017-2019
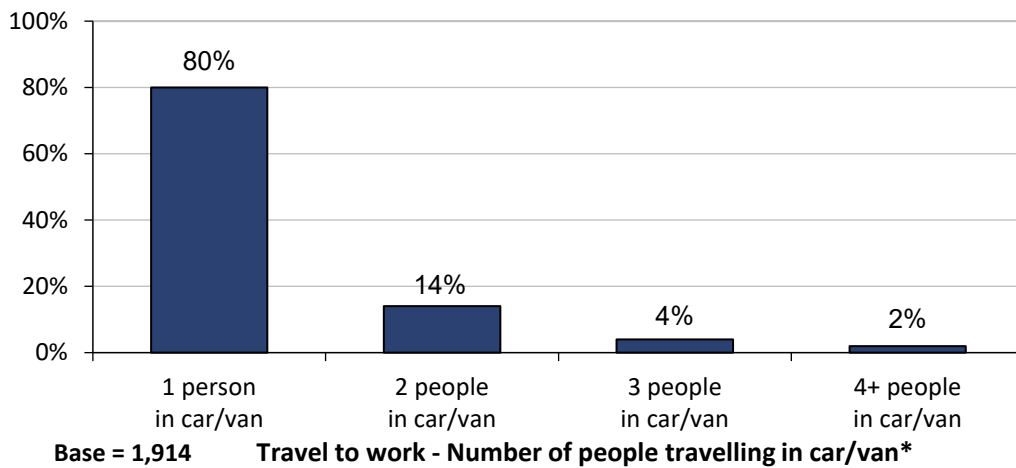
Base = 1,914   Travel to work - Number of people travelling in car/van*

* Includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work, adults sharing the journey into work). If the number in the vehicle varies during the journey, the maximum number during the journey is recorded. If the number varies during the week, the number of persons who make the journey at least 3 days a week are recorded. If the number varies from week to week, the number who travelled in the car/van during the week of the survey is recorded.

Difficulties travelling to work - car, van or motorcycle users

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

Respondents who usually used a car, van or motorcycle to travel to work were asked if they had any difficulties. The majority (71%) 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 25% of respondents).

Figure 7.4: Difficulties experienced travelling to or from work by car, van or motorcycle: 2017-2019 (Selected responses*)
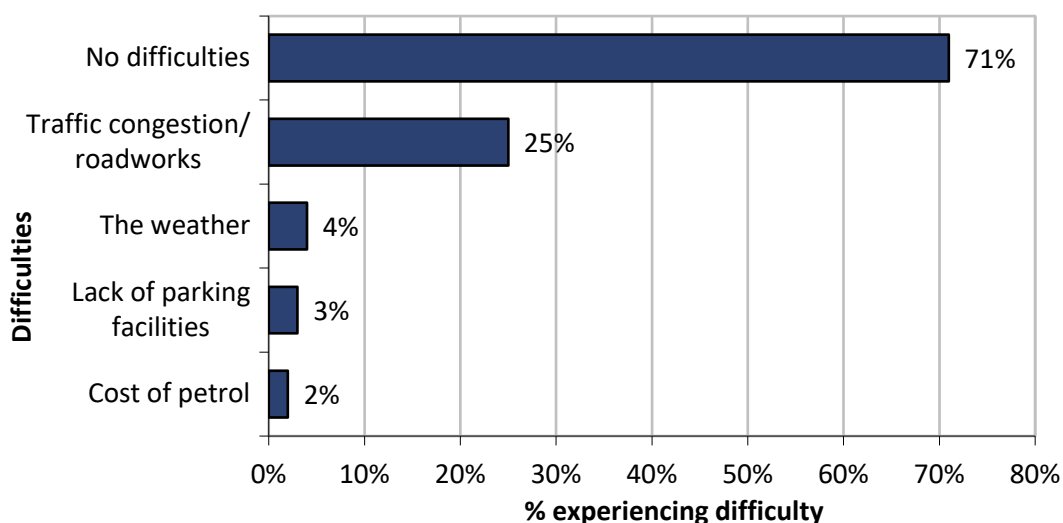
Percentages may sum to more than 100% due to multiple responses

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

Difficulties if not using car, van or motorcycle to travel to work

When asked how easy or difficult it would be to make the journey to work in some other way, 56% said it would be quite difficult or very difficult.

Those who said it would be difficult were asked why this was the case. The most frequently stated difficulty was that the "journey was not possible by public transport" (64%), followed by "poor connections" (26%) and "too far/long journey" (23%).

Figure 7.5: Difficulties travelling to or from work if not using car, van or motorcycle: 2017-2019 (Selected responses*)
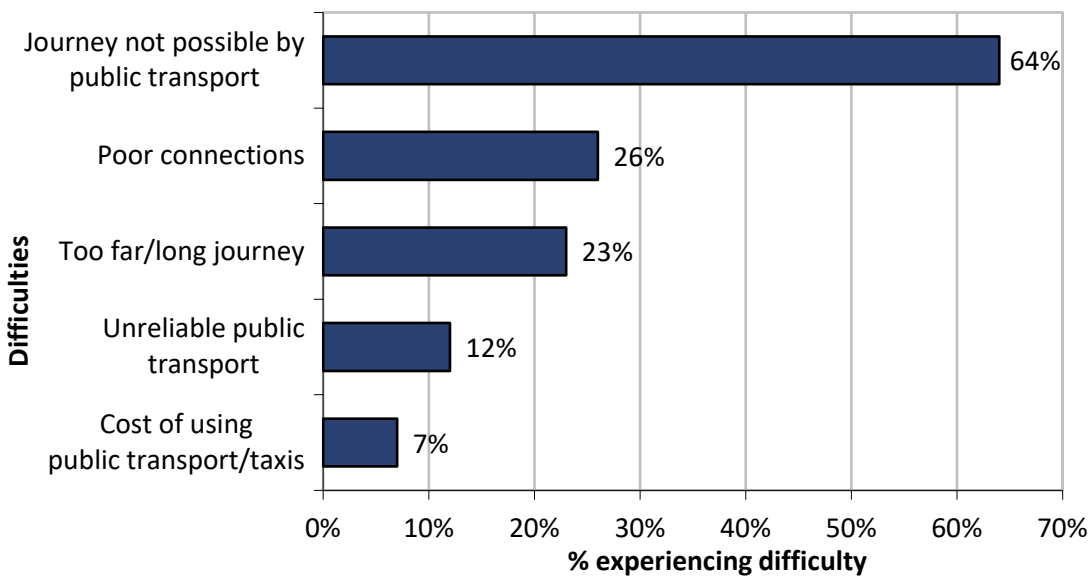
Percentages may sum to more than 100% due to multiple responses

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

Difficulties travelling to work – users of other forms of transport

Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle, taxi or another form of transport. The majority (78%) reported that they had no difficulties.

A higher proportion of users of other forms of transport (78%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (71%). However, it should be noted that fewer respondents used other forms of transport to travel to work (18%) compared to those using cars, vans or motorcycles (82%).

There was no single main difficulty highlighted. Among the difficulties mentioned by respondents were "the weather" (7%), unreliable public transport (7%) and "traffic congestion/roadworks" (5%).

Figure 7.6: Difficulties experienced travelling to or from work by other forms of transport: 2017-2019

(Selected responses*)
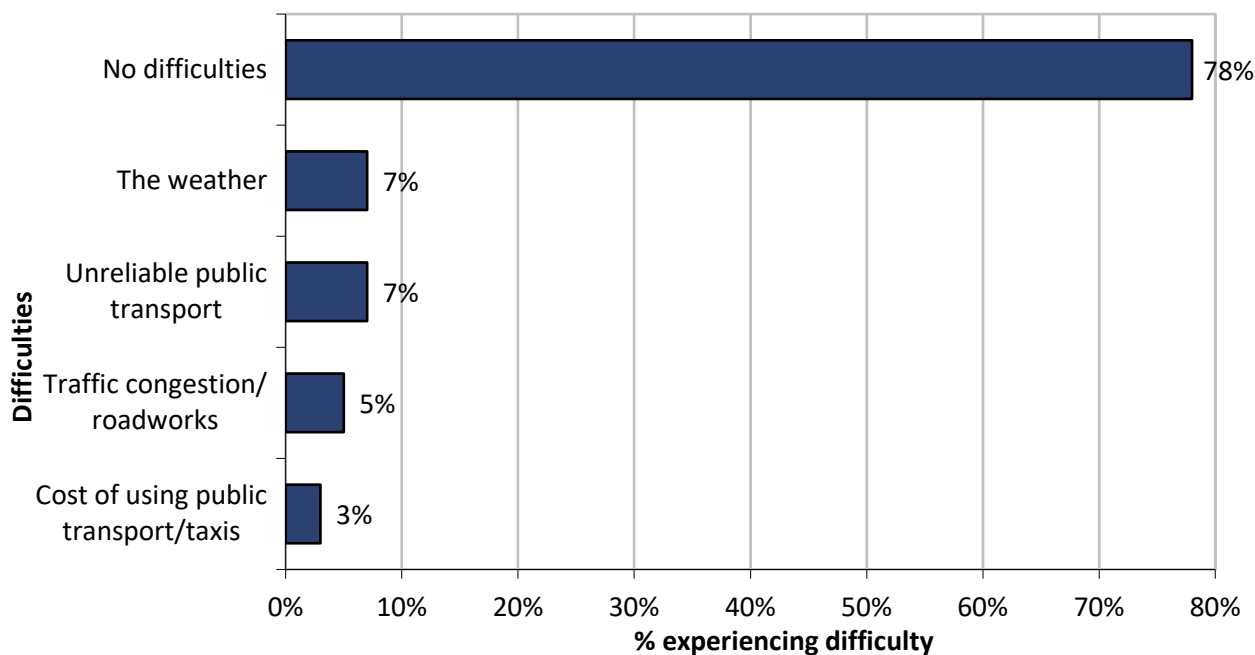
Percentages may sum to more than 100% due to multiple responses

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

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the <u>accompanying spreadsheet</u>:

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

Section 8: Shopping

In 2017-2019:

On average, people living in Northern Ireland travelled 717 miles per year for shopping

The average number of shopping journeys made per person per year was 153

The majority of those who did the main food shopping used a car or van (76%)

Trends in shopping

The average distance travelled for shopping was 717 miles per person per year in 2017-2019. This is a decrease from 10 years ago (844 miles per person per year in 2007-2009).

In 2017-2019, the average number of shopping journeys made per person per year was 153, a decrease from 2007-2009 (183 journeys per person per year). There has also been a decrease in shopping journeys over the last 5 years (163 journeys per person per year in 2012-2014).

Note that over the last 5 years, while there has been a decline in shopping journeys, there has been an increase in the proportion of people who had their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) from 6% in 2012-2014 to 9% in 2017-2019 (see next section 'Travelling to do main food shopping').

On average, shopping journeys were 4.7 miles in length in 2017-2019.

Figure 8.1: Distance for shopping 2007-2009 to 2017-2019

Average miles travelled per person per year

Distance travelled from 2007-2009 to 2017-2019
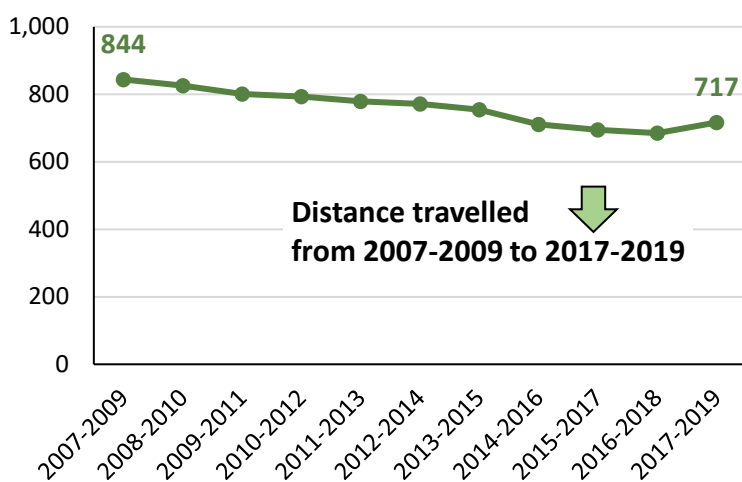
Figure 8.2: Shopping journeys 2007-2009 to 2017-2019
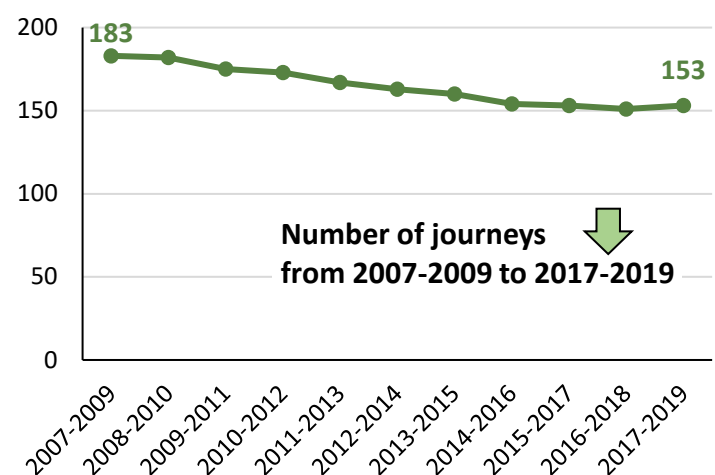
Average journeys per person per year

Number of journeys from 2007-2009 to 2017-2019

Comparing with ten years ago

Increase* from 2007-2009 to 2017-2019

No real change* from 2007-2009 to 2017-2019

Decrease* from 2007-2009 to 2017-2019

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

Travelling to do main food shopping

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

The majority of those who did the main food shopping used a car or van (76%).

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

Table 8.1: Method of travel to do main food shopping: 2017-2019

Percentage of main food shoppers

Method of travel to do main food shop	2017-2019
Car/van	76%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	3%
NIR train	0%
Walk	8%
Taxi/minicab	3%
Does shopping online/Shopping is delivered/Shopping is done by friend, relative or carer*	9%
Other	0%
All methods of travel	**100%**

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

The proportion of people who had their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) has increased from 6% in 2012-2014 to 9% in 2017-2019.

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

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

Respondents who usually used a car, van or motorcycle to do the main food shopping were asked if they had any difficulties. The majority (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 by car, van or motorcycle to do the main food shopping was "traffic congestion/roadworks" (mentioned by 5% of respondents), followed by "lack of parking facilities" (3%).

Figure 8.3: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2017-2019
(selected responses*)
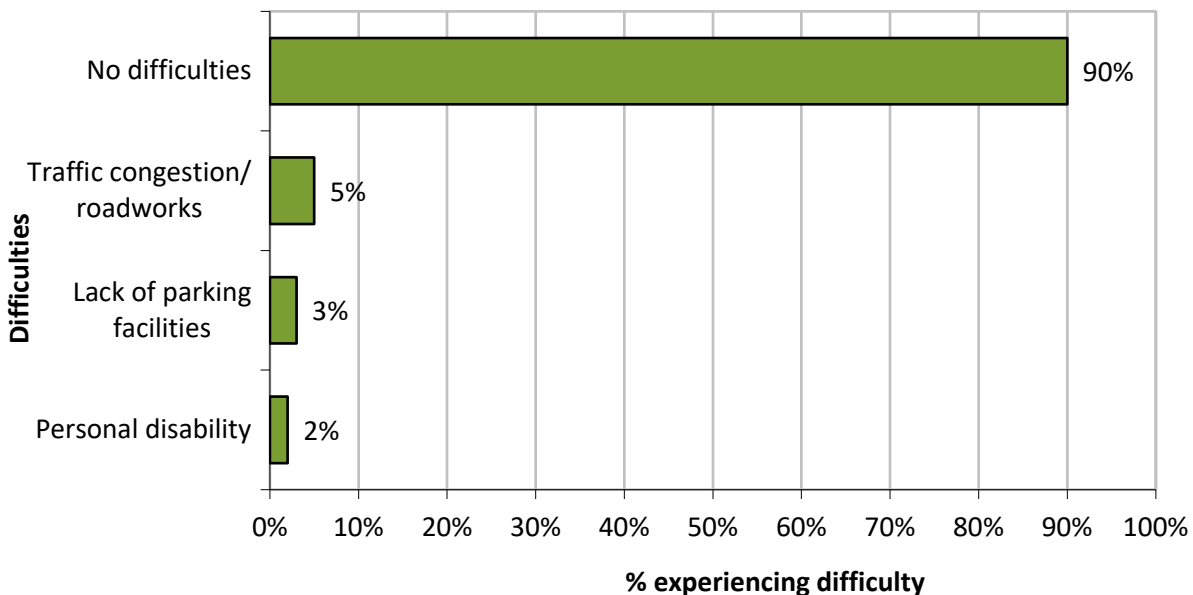
Percentages may sum to more than 100% due to multiple responses

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

Difficulties if not using car, van or motorcycle to do main food shopping

When asked how easy or difficult it would be to make the journey to do the main food shopping in some other way, 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" (56%), followed by "journey not possible by public transport" (40%).

Figure 8.4: Difficulties if car, van or motorcycle not used to do main food shopping: 2017-2019
(selected responses*)
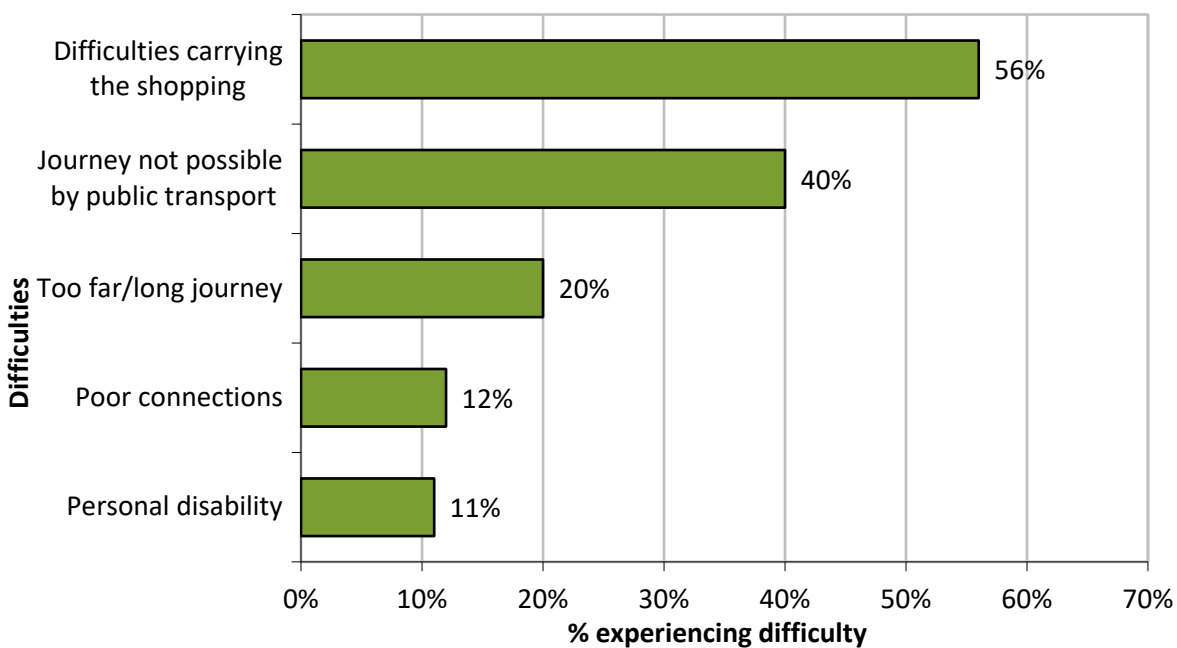
Percentages may sum to more than 100% due to multiple responses

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

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

Respondents who usually used other forms of transport to travel to do the main food shopping were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, taxi, bicycle or another form of transport.

The majority of users of other forms of transport (76%) 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" (13%).

Figure 8.5: Difficulties experienced travelling by other forms of transport to do main food shopping: 2017-2019
(selected responses*)
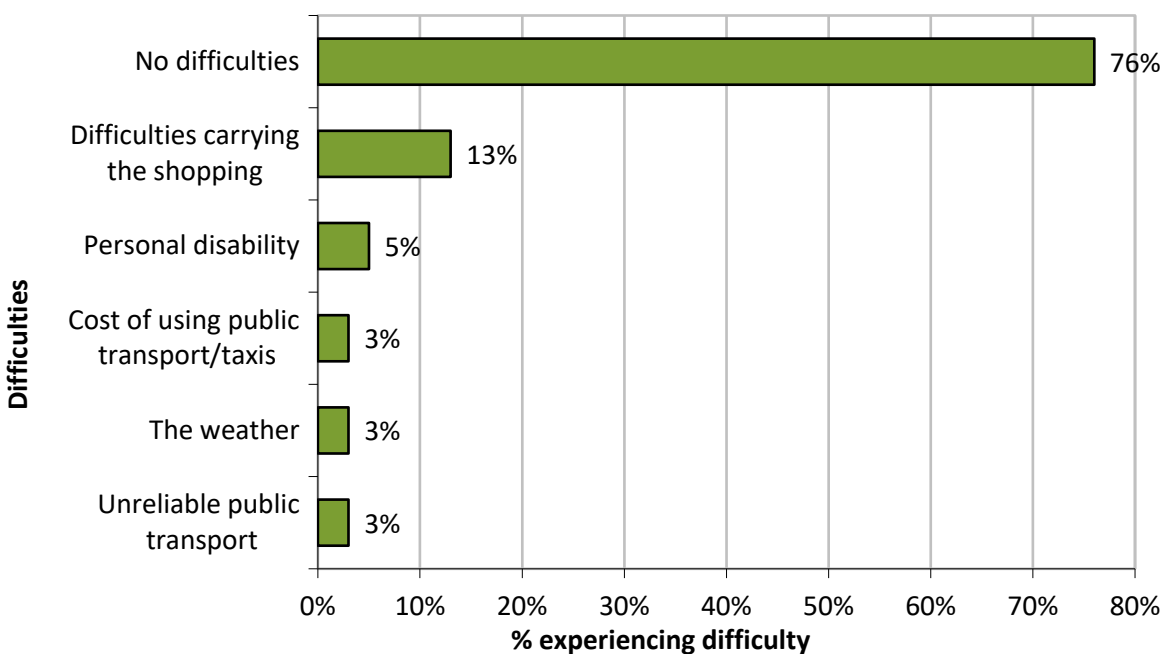
Percentages may sum to more than 100% due to multiple responses

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

Further reading

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

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

Section 9: Key tables by urban-rural

In 2017-2019:

Rural residents travelled further per year (7,767 miles) than urban residents (5,013 miles)

Urban residents took around the same number of journeys per year (911) as rural residents (898)

On average, rural residents spent more time travelling per year (324 hours) than urban residents (306 hours)
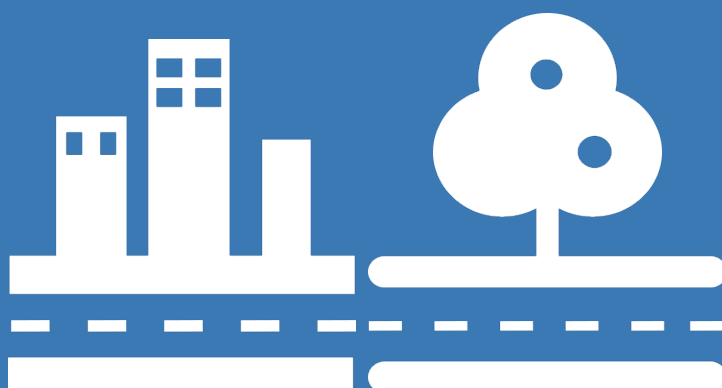
Distance travelled by mode and urban-rural split

People living in rural areas travelled further per year (7,767 miles) than people living in urban areas (5,013 miles) in 2017-2019.

For urban residents 4% of total distance travelled was on foot, higher than rural residents (1%). Similarly, urban residents walked more than twice the distance per year (216 miles) that rural residents walked (100 miles).

For rural residents 86% of total distance travelled was by car, higher than urban residents (80%). Rural residents also travelled more miles by car (6,675 miles per year) than urban residents (3,990 miles per year).

9% of the total distance travelled by urban residents was on public transport (Ulsterbus, Metro, Other Bus, NI Railways and Black Taxi), higher than rural residents (6%). However, the average distance travelled by public transport per person per year was around the same for those living in urban areas (457 miles) and those living in rural areas (462 miles).

Table 9.1: Average distance travelled per person per year by travel mode[1] and urban-rural split[2]: 2017-2019

	Miles per person per year		
Travel mode[1]	Urban areas	Rural areas	All Northern Ireland
Walk	216	100	**169**
Bicycle	38	27	**34**
Car[3]	3,990	6,675	**5,078**
Public transport[4]	457	462	**459**
Other[5]	312	504	**390**
All modes	**5,013**	**7,767**	**6,130**

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

[2] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

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

In 2017-2019, residents of urban areas took around the same number of journeys per year (911) as residents of rural areas (898). However, on average, journeys taken by people living in rural areas tend to be longer (8.6 miles) than journeys taken by people living in urban areas (5.5 miles).

Nearly one quarter (23%) of all journeys taken by urban residents were walks, more than rural residents (12%). Similarly, urban residents made double the number of walking journeys per year (210) that rural residents made (105).

Looking at car journeys as a proportion of all journeys, nearly four fifths (79%) of all rural residents' journeys were by car, higher than for urban residents (65%). Rural residents also took more car journeys each year (712) than urban residents (596).

6% of all journeys taken by people living in urban areas were on public transport, higher than people living in rural areas (4%). Looking at the average number of public transport journeys per person per year, urban residents took more of these type of journeys (56) than rural residents (37).

Table 9.2: Average number of journeys per person per year and average journey length by main mode[1] and urban-rural split[2]: 2017-2019

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	105	**167**	0.9	0.9	**0.9**
Bicycle	9	4	**7**	4.1	7.8	**4.8**
Car[3]	596	712	**643**	6.7	9.3	**7.9**
Public transport[4]	56	37	**48**	8.6	13.5	**10.1**
Other[5]	40	40	**40**	7.7	12.6	**9.7**
All modes	**911**	**898**	**906**	**5.5**	**8.6**	**6.8**

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

[2] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

Time spent travelling by main mode and urban-rural split

Rural residents spent more time travelling than urban residents. Rural residents travelled on average 324 hours per year (around 53 minutes per day or 13 days per year). Urban residents travelled 306 hours per year on average (about 50 minutes per day or 13 days per year).

Average journey times were around 2 minutes shorter for people living in urban areas (20 minutes) compared to people living in rural areas (22 minutes).

More than twice as much time was spent walking by people living in urban areas (69 hours per year) compared to people living in rural areas (33 hours per year).

Rural residents spent more time travelling by car (246 hours per year) than urban residents (186 hours per year).

Urban residents spent more time travelling by public transport (32 hours per year) than rural residents (25 hours per year).

Table 9.3: Time spent travelling per person per year and average journey time by main mode[1] and urban-rural split[2]: 2017-2019

Main mode of travel[1]	Time spent travelling per person per year (hours)			Average journey time (minutes)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Walk	69	33	**54**	20	19	**19**
Bicycle	4	3	**4**	27	43	**30**
Car[3]	186	246	**211**	19	21	**20**
Public transport[4]	32	25	**29**	35	40	**36**
Other[5]	14	18	**15**	21	26	**23**
All modes	**306**	**324**	**313**	**20**	**22**	**21**

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

[2] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

Travel by purpose and urban-rural split

For people living in urban areas, 30% of all journeys were for leisure and other purposes (to visit friends, to take part in entertainment, social activities or sports activities, to go on holiday/day trips, just walking, other), 19% for commuting and business and 18% for shopping. Journeys to services, such as the bank, doctor or library (classified as "personal business" journeys) made up 13% of all journeys, as did education and escort education journeys (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school).

For people living in rural areas, 28% of all journeys were for leisure and other purposes, 22% for commuting and business, 15% for shopping, 15% for personal business and 12% for education and escort education.

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

Urban residents made an average of 165 shopping journeys each year, more than rural residents (137 shopping journeys per year). Although people who live in rural areas made fewer shopping journeys, they travelled further when going to the shops: 962 miles per rural resident per year compared to 550 miles per urban resident per year.

Urban residents took a similar number of commuting journeys per year (148) compared with rural residents (150). However, rural residents travelled further to get to work (1,757 miles per person per year) than urban residents (1,172 miles per person per year).

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

In terms of miles travelled, 32% of the total distance travelled by rural residents was for commuting and business, 29% for leisure and other purposes, 13% for personal business and 12% for shopping.

Table 9.4: Travel per person per year by journey purpose[1] and urban-rural split[2] 2017-2019

Journey purpose[1]	Average number of journeys per person per year			Miles per person per year			Average journey length (miles)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Commuting & Business	176	193	**183**	1,554	2,462	**1,922**	8.8	12.7	**10.5**
Leisure & Other[3]	271	250	**263**	1,690	2,239	**1,912**	6.2	9.0	**7.3**
Personal Business	114	137	**123**	573	1,030	**758**	5.0	7.5	**6.1**
Shopping	165	137	**153**	550	962	**717**	3.3	7.0	**4.7**
Education & Escort education	117	103	**111**	303	508	**386**	2.6	4.9	**3.5**
Other escort	68	77	**72**	344	566	**434**	5.0	7.3	**6.0**
All purposes	**911**	**898**	**906**	**5,013**	**7,767**	**6,130**	**5.5**	**8.6**	**6.8**
Journeys per worker per year:									
Commuting & Business	371	382	**375**	3,308	4,959	**3,999**	8.9	13.0	**10.7**

[1] The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means, for example, the purpose of a journey from the shops to home is 'shopping'.
See Definitions section on page 73 for definitions of types of journey purpose.

[2] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

Travel to work by urban-rural split

A higher proportion of workers living in rural areas travel to work by car or van (91%) compared to workers living in urban areas (76%).

Workers who live in urban areas are more likely to walk to work (11%) than workers who live in rural areas (5%).

A higher percentage of workers living in urban areas take the bus or train to work (9%) compared to workers living in rural areas (3%).

Table 9.5: Method of travel to work by urban-rural split[1] 2017-2019

Method of travel to work	Percentage of workers[2] (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	76%	91%	**82%**
Motorbike/Moped/Scooter	1%	0%	**0%**
Bicycle	2%	0%	**1%**
Bus	7%	1%	**5%**
NIR train	2%	1%	**2%**
Walk	11%	5%	**9%**
Taxi/minicab	1%	1%	**1%**
Other	0%	1%	**1%**
All methods of travel	**100%**	**100%**	**100%**

[1] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

Looking at the combined figure for travelling to work by walking, cycling and public transport, workers living in urban areas are nearly three times more likely (22%) to use these modes of transport to travel to work compared to workers living in rural areas (8%).

Access to public transport by urban-rural split

Urban households tend to have a shorter time to walk to the nearest bus stop. Just under 19 in 20 urban households (94%) lived within a 13 minute walk of their nearest bus stop whereas for rural households this went down to just over 12 in 20 (62%). 10% of rural households had at least a 44 minute walk to their nearest bus stop, compared to a very small number (less than 0.5%) of urban households.

Figure 9.1: Time taken to walk to nearest bus stop by urban-rural split[1] 2017-2019
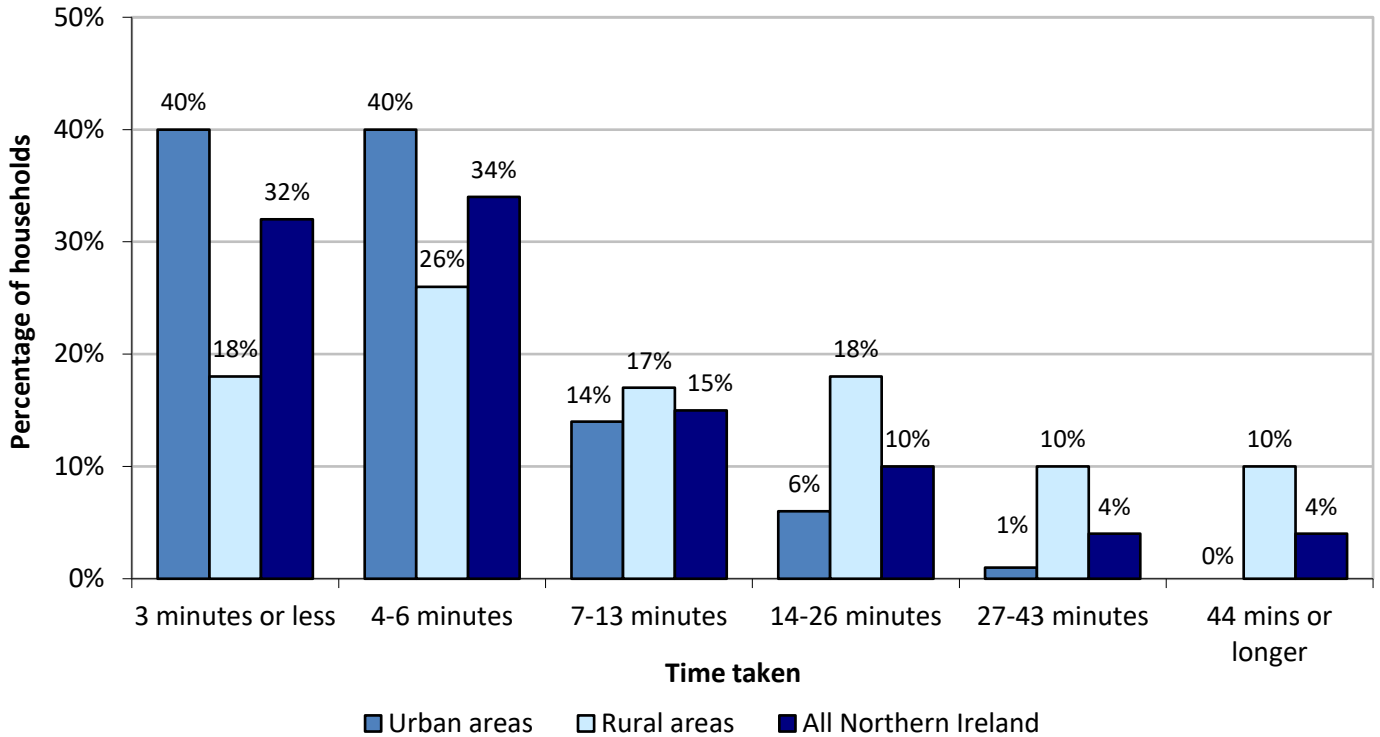
[1] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Similarly, urban households were more likely to live within walking distance of a train station. 12% of urban households lived within a 13 minute walk of a NI Railways station decreasing to 2% for rural households.

Figure 9.2: Time taken to walk to nearest NI Railways station by urban-rural split[1] 2017-2019
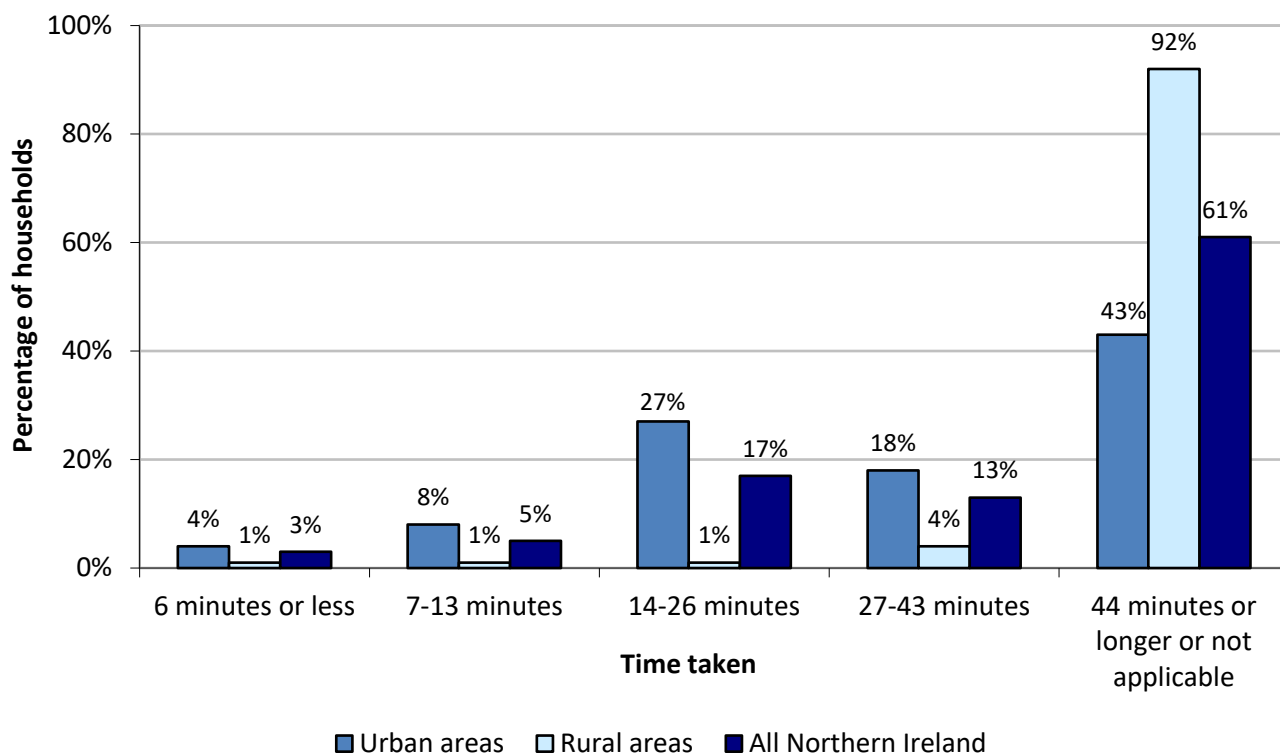
[1] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

The bus service for urban households is more frequent than the bus service for rural households. Excluding those who said they didn't know how often they could get a bus from their nearest bus stop, 89% of urban households had a bus service of one or more per hour whereas 33% 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. Just over 8 in 20 rural households (41%) said they didn't know how often they could get a bus from their nearest bus stop compared to just under 5 in 20 urban households (23%).

Table 9.6: Bus service frequency by urban-rural split[1] 2017-2019

Percentage of households

Frequency of service	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	23%	0%	**14%**
At least once every half-hour	20%	4%	**13%**
At least once an hour	26%	15%	**22%**
About 3 times a day	7%	29%	**16%**
At least once a day	1%	9%	**4%**
Less than once a day	0%	1%	**1%**
Don't know	23%	41%	**30%**
All households	**100%**	**100%**	**100%**

[1] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

The frequency of rail service from the nearest NI Railways station was higher for urban households than for rural households. Excluding households who stated "don't know" or "not applicable", 96% of urban households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station, compared to 93% of rural households.

Table 9.7: Rail service frequency by urban-rural split[1] 2017-2019

Percentage of households[2]

Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	86%	74%	**82%**
Frequent service only during rush hour (at least once an hour)	3%	3%	**3%**
Less frequent service	1%	2%	**2%**
Not applicable	0%	1%	**1%**
Don't know	10%	19%	**13%**
All households	**100%**	**100%**	**100%**

[1] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

[2] The rail service frequency question was only asked if the household did not answer 'not applicable' to the time taken to walk to nearest NI Railways station question

Driving licence holders by urban-rural split

Rural residents aged 17+ are more likely to hold a full driving licence (86%) than urban residents aged 17+ (73%). 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 68% of females hold a full driving licence, a difference of 10 percentage points. In rural areas, 89% of males and 84% of females hold a full driving licence, a difference of 5 percentage points.

Table 9.8: Full driving licence holders[1] by age, sex and urban-rural split[2] 2017-2019

	Urban areas			Rural areas			All Northern Ireland		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-29	..	..	56%	..	..	76%	**60%**	**66%**	**64%**
30-59	84%	78%	81%	93%	92%	92%	**87%**	**84%**	**85%**
60+	81%	58%	68%	88%	73%	81%	**84%**	**63%**	**73%**
All adults aged 17+	**78%**	**68%**	**73%**	**89%**	**84%**	**86%**	**83%**	**74%**	**78%**

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

[2] See Definitions section on page 76 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

Further reading

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

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

Appendix A – User Information

User engagement

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

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

Redesign of TSNI reports

Following on from the user consultation, we developed and implemented a new format In-depth Report for the 2016-2018 TSNI data. The new format was then applied to the 2017-2019 Headline Report. The reports have been updated to reflect current statistical and data visualisation methods to make it more user-friendly and accessible, while retaining all information previously reported.

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

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

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

All the tables from previous In-depth Reports are available in the spreadsheet accompanying this report, including analysis by the 14 separate travel modes, the 15 separate journey purposes and a full breakdown of all responses given to a question. For ease of comparison, the table numbers in the spreadsheet match the table numbers in In-depth Reports up to 2015-2017.

Symbols and Conventions

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

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

Spontaneous answers – When there are a large number of answer options, particularly for multiple response questions, a showcard (a card with the answer options written out) is used. This enables the respondent to select all the answers that are relevant to them. A spontaneous answer is one that is available for selection by the interviewer, if the respondent gives that response, but it is not on 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).

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

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

Statistical significance

Only those differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report and are denoted in the text as increase/decrease, higher/lower etc. In the charts, they are indicated by ⬆ or ⬇. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error.

Where the term 'similar', 'no real difference', 'no real change', 'in line with' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared. In the charts, this is denoted by ⬌.

Grouped travel modes and journey purposes

Travel modes and Journey purposes have been grouped as follows:

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

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

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

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

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

Background to the Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2017-2019 time period.

Why are data for three years combined?

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

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

Topics covered in this report

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

National Statistics status

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

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

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

- Following the TSNI user consultation in 2019, from the 2016-2018 edition onwards, the report has been completely redesigned and reformatted to make the report more accessible and user friendly, while retaining all information previously reported. Further details are available in the 'Redesign of TSNI reports' section on page 63.
- Published a Background Quality Report in September 2018 and updated in July 2020.
- Included tables that were previously published separately in the Additional tables report, from the 2014-2016 edition onwards.
- Included tables that were previously published separately in the Urban-Rural report, from the 2015-2017 edition onwards.

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

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

Current and future developments

Two reports have been published based on analysis of the 2017-2019 TSNI data. The first, the headline report, containing key figures was published in January 2021.

A technical report was published in April 2021 containing information on 2017-2019 survey response rates and confidence ranges, the survey methodology and questionnaire.

This report, the in-depth report, contains more detailed results including trend data and age and gender breakdowns. From the 2016-2018 edition onwards, the report has been completely redesigned following the 2019 TSNI user consultation and details are given in the 'Redesign of TSNI reports' section on page 63.

The next report will be the TSNI Headline Report and publication is currently planned for Autumn 2021. It will be necessary to consider the best way of reporting data collected pre-pandemic and during the pandemic as well as the issues outlined in the next section, 'Changes to 2020 data collection methodology'. As such, the exact nature of the next TSNI Headline Report may differ from our usual publication.

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

Changes to 2020 data collection methodology

While this is not relevant to the data in this report, to be transparent to users, it is important to provide some information on future data and reports. This will apply to forthcoming editions of the TSNI reports which will include 2020 data.

To maintain their interviewers' and the public's safety, face to face interviewing was suspended by Central Survey Unit (CSU) for all their surveys in March 2020 due to the COVID-

19 pandemic. Following intensive work by CSU, the TSNI became a telephone survey which commenced in April 2020. The same number of households have been selected every month as for the face to face survey and advance letters are sent out to the selected households. The household is then asked to contact CSU if they are interested in taking part in the survey and an interviewer phones them at a suitable time. There were some further changes to the methodology such as travel diary data collection. In addition, the questionnaire was reduced in size with some questions removed. The suspension of face-to-face interviewing has led to a lower response rate to the survey and we anticipate a reduced achieved sample in 2020. This could have an impact on future reports.

Some potential impacts of the reduced achieved sample include:

- May only allow reporting at the Northern Ireland level i.e. not reporting further sub-population breakdowns
- May possibly need to weight the data to ensure it is representative of the Northern Ireland population.
- May need to weight the data to ensure 2020 data are not underrepresented with the data more skewed to the higher number of respondents in 2018 and 2019.
- The sample size for certain data which is not asked to the full sample may be too small for robust analysis.
- Comparability between years and the ability to roll survey years together may be affected as change may be caused by sampling differences, methodology change or be actual behavioural change.
- All the above additional considerations may lead to a delay in publication of the next TSNI Headline Report. Users are advised to check the [DfI Statistics and Research website](#) for updates.

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 1,920 addresses in 2019 (1,890 in 2018, 1,740 in years prior to 2018) was drawn from the Land & Property Services (LPS) list of private addresses using a methodology that is designed to provide representative geographical coverage across Northern Ireland. This is the

most up-to-date listing of private households and is made available to the Northern Ireland Statistics and Research Agency for research purposes. People living in institutions (though not the private households in such institutions) are excluded. The sample size was increased across a number of surveys in 2018 due to lower response rates than previous years.

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

2,762 households and 5,266 persons were interviewed for the TSNI over the time period 1 January 2017 to 31 December 2019.

Uses of the TSNI

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

Data quality assessment

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

Data are collected by the Central Survey Unit (CSU) and the sample is selected to be representative of the Northern Ireland population. Data undergo various validation checks as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of the Northern Ireland Statistics and Research Agency (NISRA), an Agency within the Department of Finance. The Unit has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the [Code of Practice for Official Statistics](#).

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

Guidance on using the data

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

Sampling errors

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

What are Confidence intervals/ranges?

These are available in the TSNI Technical Report 2017-2019 (pages 11 to 19) on the [Travel Survey for Northern Ireland website](#).

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 "public transport" mode of travel.

Note that there was a change to the travel diary in 2018, adding in a tick box to indicate if the journey crossed the border. Only the portion of the journey distance travelled within Northern

Ireland up to the border is recorded (consistent with how this information has always been reported). When comparing single years 2017 and 2018, a significant increase in the average distance travelled was noted: from 5,708 miles in 2017 to 6,286 miles in 2018. This may be connected to the travel diary change. Average distance travelled has remained at a similar level comparing 2018 (6,286 miles) to 2019 (6,374 miles) and no further increase has been observed. Note that there is no real difference between 2017, 2018 and 2019 comparing proportion of total distance travelled by each travel mode. There has been some investigation of the 2018 and 2019 cross-border journeys but no wide-scale issues were noted. We will continue to monitor this and see if the trend of higher average distance travelled continues in subsequent years.

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, "public transport", would be assigned to the journey. The walking element is not captured in the data analysis.

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

Appendix B: Definitions

Personal Travel

The Travel Survey for Northern Ireland is concerned with all personal travel within Northern Ireland, provided the main reason for the journey is for the person themselves to reach the destination.

Geographical Coverage

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

Journeys

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

Stages

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

Households

A household consists of one or more people who have the sampled address as their only or main residence and who either share at least one main meal a day or share the living accommodation.

Mode of travel/Main mode of travel

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

Distance travelled

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

Series of calls journeys

Travel involving a number of stops for the same main purpose and using the same form of transport are treated as one continuous series of calls. Series of calls can only be used for

shopping and journeys in the course of work. A doctor's round for example would therefore consist of one journey to visit the first patient, one series of calls journey to all the other patients, and one journey from the last call back to the surgery or home.

Journeys excluded

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

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

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

Children's play is excluded.

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

Journey purpose

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

Types of journey purpose

Commuting and Business

Commuting journeys include journeys to a usual place of work from home, or from work to home.

Business journeys are journeys in the course of work i.e. journeys made as part of a person's paid job to or from a place other than the usual place of work. Business journeys include a journey in the course of work back to the work base. This category includes all work journeys by people with no usual place of work (e.g. site workers) and those who work at or from home.

Education and Escort Education

Education journeys include journeys to or from school or college, etc. by full time students, students on day-release and part time students following vocational courses.

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

Other escort

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

Shopping

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

Personal Business

Personal business journeys include visits to services, e.g. hairdressers, laundrettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment. This category also includes journeys for eating and drinking when the respondent is alone or at work.

Leisure and Other

The *visit friends elsewhere* code includes journeys where the main purpose was to eat or drink other than when the respondent is alone or at work. It also includes journeys to meet friends other than in a private home but where the main purpose is still to socialise with particular persons rather than visit a particular place.

The *entertainment/public social activities* category includes journeys for all types of entertainment, public social activities and unpaid voluntary work. Examples include cinemas, political meetings, non-vocational evening classes.

The *sport participate* category includes journeys to take part in all outdoor activities. It also includes, for example, squash, badminton, swimming, boxing, wrestling, weight training, judo and karate.

Holiday base journeys include journeys within NI to or from any holiday base (includes stays of 4 or more nights with friends or relatives).

Day trip journeys include journeys for pleasure (not otherwise classified as social or entertainment) within a single day.

Other including just walk

- *Just walk* journeys are walking journeys made just for pleasure.

- The categories "Other non escort" and "Cross country/walk/hike/mountain climbing" are also included.

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

Modes of travel

Walk

Walks of 50 metres or more are collected on day 1 and walks of 1 mile or more on days 2-7 (see information on grossing short walks in the Survey methodology section on page 68).

Bicycle

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

Car

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

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

Public transport

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

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

Metro integrated Citybus and greater Belfast Ulsterbus services.

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

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

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

Black taxis include taxis which operate like a minibus. Note that private hire taxis are included under "Taxi" in the "Other" category.

Other

The *motorcycle* category covers all two wheeled motorised vehicles used for private transport.

For this report generally van and lorries are included in the *other private category*. (Vans with side windows behind the driver's seat are coded as cars.) Also included are land rovers and jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc.

Private hire taxis are included in the *taxi* category.

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

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

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

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

Urban/Rural

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

In TSNI publications up to 2012-2014, the urban-rural classification was based on the 2005 Report of the Inter-Departmental Urban-Rural Definition Group.

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

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

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

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

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

Other definitions

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

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

Appendix C: Related Information

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

- The Department for Transport collect travel data for the residents of England using face to face interviews and a 7 day travel diary in their National Travel Survey. The latest release was for 2019 information and was published in August 2020 on the Department for Transport website.

- Transport Scotland collect personal travel data for residents of Scotland using a one day travel diary in their Scottish Household Survey. The latest release was for 2019 information and was published in September 2020 on the Transport Scotland website.

- The Welsh Government collect information on active travel as part of the National Survey for Wales, although this does not include a travel diary. The latest active travel release was for 2019-20 information and was published in December 2020 on the Welsh Government website.

- The Republic of Ireland Central Statistics Office collect detailed information on the domestic travel patterns of Irish residents in their national household survey. The latest release was for 2019 information and was published in July 2020 on the Central Statistics Office website.