



Travel Survey for Northern Ireland Headline Report 2015-2017



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About this publication

TSNI Headline Report 2015-2017

This is the first release of 2015-2017 Travel Survey for Northern Ireland (TSNI) results. It contains key information on journeys taken by Northern Ireland residents by mode of travel and purpose of journey. For more detailed information about the TSNI, including details about the publication of future 2015-2017 reports, please see the User Information section on page 12.

A number of changes were made to the 2014-2016 edition (adding a section and removing an obsolete classification) which are detailed in the TSNI Headline Report 2014-2016. No further changes have been made to the content of this edition of the TSNI Headline Report.

Following further quality assurance of the data, some minor revisions were made to the report in November 2018. If required, details of the changes can be obtained from ASRB.

Accessibility

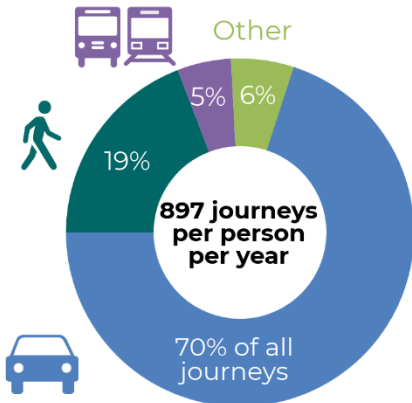
If this document is not in a format that meets your needs, please contact us to discuss your requirements (contact details are on the front cover of the report).

Acknowledgements

The Survey was carried out on behalf of the Department for Infrastructure by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Thanks are due to the Unit whose hard work has produced the Survey. Thanks are also due to the interviewers for conducting the fieldwork. Finally, the help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

TSNI Key facts 2015-2017

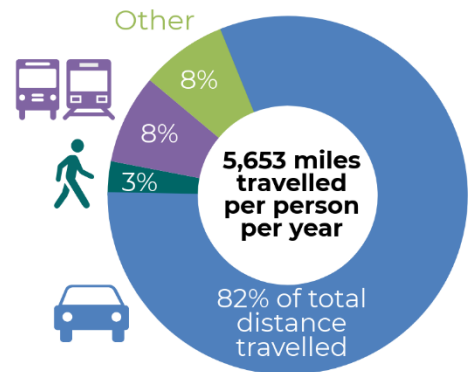
Average journeys by main mode



Why people travel



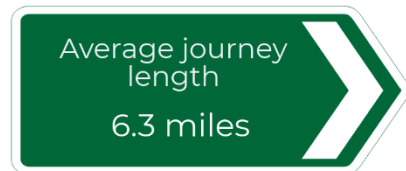
Average distance travelled by mode



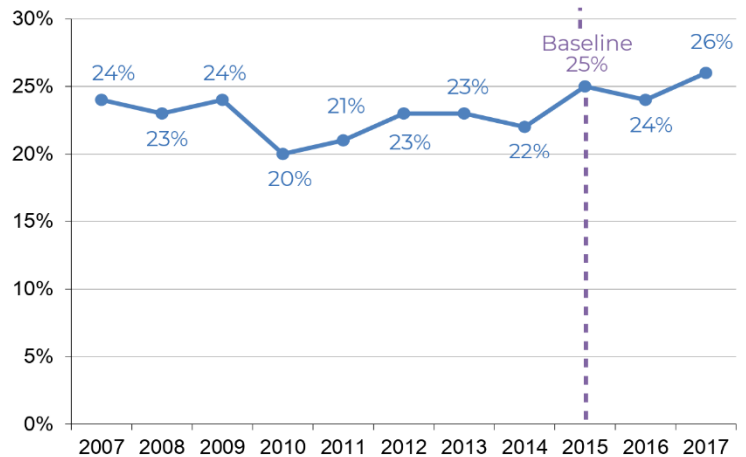
Key facts: walking and car journeys



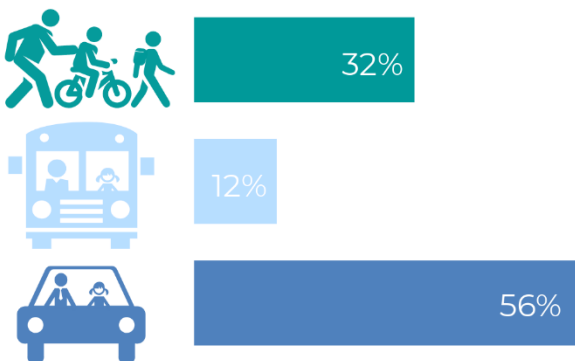
How far people travel



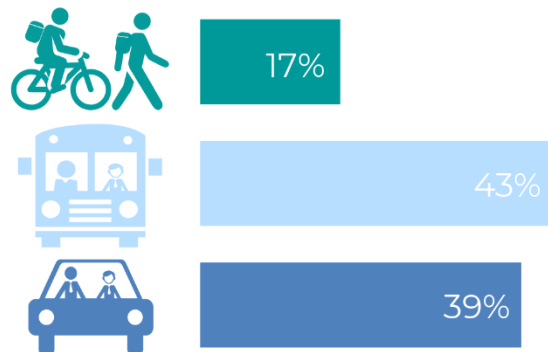
Proportion of journeys where main mode is walking, cycling or public transport



School travel: 4-11 year olds



School travel: 12-18 year olds



For further information:



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<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>



Key Points

Overall

- Over the time period 2015-2017, each person in Northern Ireland travelled on average 5,653 miles per year (approximately 15 miles travelled per person per day), a decrease from 2012-2014 (5,958 miles).
- On average, there were 897 journeys made per person per year over the period 2015-2017 (just over 2 journeys per person per day), similar to 2012-2014 (908 journeys per person per year).
- The average journey length for the period 2015-2017 was 6.3 miles, lower than 2012-2014 (6.6 miles).

Mode of travel used for journeys

- On average, 625 car journeys were taken per person per year in 2015-2017. This equates to 70% of all journeys made, a decrease from 72% in 2012-2014.
- There were 171 walking journeys per person per year in 2015-2017. This represents 19% of all journeys made, an increase from 17% in 2012-2014.
- In 2015-2017, 45 public transport journeys were made per person per year. This equates to 5% of all journeys made, around the same as recent years (back to 2012-2014).
- During 2015-2017, the longest journey length was for train journeys, averaging 19.0 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.

Purpose of journeys

- In 2015-2017, 24% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with results from recent years (back to 2012-2014).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes (see definition above), 22% for commuting, 12% for shopping and 11% for personal business. These results are similar to recent years (back to 2012-2014).

Journeys to and from school

- In 2015-2017, the most commonly used main method of travel to or from school for the 4-11 age group was car, van or taxi (56%), followed by walking or cycling (32%) and then bus (12%).
- In 2015-2017, the most commonly used main methods of travel to or from school for the 12-18 age group were bus (43%) and car, van or taxi (39%), followed by walking or cycling (17%).

Journeys made by walking, cycling or public transport

- Indicator 25 of the draft Programme for Government (PfG) framework and NICS Outcomes Delivery Plan 2018/19 is the proportion of all journeys which are made by walking, cycling or public transport. This is monitored using Travel Survey for Northern Ireland data for single years. In 2017, just over one quarter (26%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2017 to the baseline year (25% in 2015).

Symbols and Conventions

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

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

Symbols

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

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

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

Conversion factors for miles and kilometres

The following conversion factors may be of use:

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

Statistical significance

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

Three years of data combined - As the sample size is relatively small (it has varied between 856 and 1,037 households interviewed in one year), 3 years of data need to be combined to ensure the analysis carried out is robust. However, for certain stable groups of the sample where it is established that there is a large enough sample size, it is possible to report limited information for shorter (one year) periods of time.

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

For further information, there is a [User Information](#) section on page 12 and a [Definitions](#) section on page 16.

Overall results for 2015-2017

- Over the time period 2015-2017, each person in Northern Ireland travelled on average 5,653 miles per year (approximately 15 miles travelled per person per day), similar to 2014-2016 (5,704 miles).
- On average, there were 897 journeys made per person per year over the period 2015-2017 (just over 2 journeys per person per day). There was no change compared to 2014-2016 (897 journeys per person per year).
- The average journey length for the period 2015-2017 was 6.3 miles, around the same as 2014-2016 (6.4 miles).

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

Distance travelled by Mode (Table 1)

- During 2015-2017, 4,614 miles per person per year were travelled by car (as a driver or passenger), 82% of the total distance travelled. Average distance travelled by car per person per year has decreased from 4,855 miles in 2012-2014. However, over the same time period, the proportion of total distance travelled by car has remained around the same (81% in 2012-2014).
- 8% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). An average of 426 miles per person per year was travelled on public transport in 2015-2017, similar to 2012-2014 (450 miles).
- Walking accounted for 3% of the total distance travelled. On average, 166 miles were walked per person per year in 2015-2017, no real difference from 2012-2014 (164 miles).

**Table 1: Average distance travelled per person per year by travel mode*:
2012-2014 to 2015-2017**

Miles

Travel mode *	Miles per person per year				
	2012-2014	2013-2015	2014-2016	2015-2017	
				Average distance	%
Walk	164	162	167	166	3%
Bicycle	28	27	33	34	1%
Car Driver	3,393	3,282	3,227	3,212	57%
Car Passenger	1,460	1,463	1,425	1,399	25%
Car Undefined	..	..	..	..	..
Motorcycle	11	14	14	14	0%
Other private**	399	380	353	342	6%
Metro and Ulsterbus***	274	251	237	248	4%
Other bus	64	67	64	61	1%
NI Railways	111	128	127	116	2%
Black taxi	..	..	..	1	0%
Taxi	50	50	53	56	1%
Other public	..	..	..	..	..
Undefined mode	..	..	..	..	..
All modes	5,958	5,827	5,704	5,653	100%

* See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2014-2016)

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

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

- Over the 2015-2017 period, each person took, on average, 897 journeys each year. This result is consistent with recent years included in the table.
- On average, 625 car journeys were taken per person per year in 2015-2017. This equates to 70% of all journeys made, a decrease from 72% in 2012-2014.
- There were 171 walking journeys per person per year in 2015-2017. This represents 19% of all journeys made, an increase from 17% in 2012-2014.
- In 2015-2017, 45 public transport journeys were made per person per year. This equates to 5% of all journeys made, around the same as recent years (back to 2012-2014).
- During 2015-2017, the longest journey length was for train journeys, averaging 19.0 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.

Table 2: Average number of journeys per person per year and average journey length by main mode*: 2012-2014 to 2015-2017

Journeys / Miles

Travel mode*	Journeys per person per year					Average journey length			
	2012-2014	2013-2015	2014-2016	2015-2017		2012-2014	2013-2015	2014-2016	2015-2017
				Average Number	%				
Walk	156	160	163	171	19%	1.0	0.9	1.0	0.9
Bicycle	6	5	6	7	1%	5.0	5.1	5.2	4.8
Car Driver	453	445	437	429	48%	7.5	7.4	7.4	7.5
Car Passenger	200	200	200	195	22%	7.3	7.3	7.1	7.1
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	1	1	1	1	0%	13.1	15.4	16.6	12.8
Other private**	35	32	33	33	4%	11.4	11.9	10.6	10.3
Metro and Ulsterbus***	33	31	29	32	4%	8.5	8.3	8.3	7.9
Other bus	6	7	6	6	1%	11.3	9.9	11.3	11.0
NI Railways	6	7	7	7	1%	21.5	21.5	20.2	19.0
Black taxi	-	-	-	-	-	..	..	..	..
Taxi	13	13	14	14	2%	3.9	3.7	3.8	3.8
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	908	901	897	897	100%	6.6	6.5	6.4	6.3

* See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2014-2016)

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

Purpose of Journeys (Table 3)

- In 2015-2017, 24% of all journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 17% for shopping, 16% for commuting and 13% for personal business (for services such as bank, doctor or library). This is in line with results from recent years (back to 2012-2014).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes (see definition above), 22% for commuting, 12% for shopping and 11% for personal business. These results are similar to recent years (back to 2012-2014).
- 6% of all journeys taken were by school children/students going to or from school/college. A further 7% of all journeys were 'escort education' journeys. These are journeys made to accompany a school child/student to their school/college.
- The shortest journeys, which were 1.3 miles on average, were "other" types of journey including walking for pleasure. The longest journeys were those made to go on holiday (within Northern Ireland), averaging out at 35.7 miles.

Table 3: Travel per person per year by journey purpose*: 2012-2014 to 2015-2017

Number of Journeys/Miles

Journey Purpose*	Journeys per person per year					Miles per person per year					Average journey length			
	2012-2014	2013-2015	2014-2016	2015-2017		2012-2014	2013-2015	2014-2016	2015-2017		2012-2014	2013-2015	2014-2016	2015-2017
				Average number	%				Average distance	%				
Commuting	140	137	138	143	16%	1,291	1,215	1,198	1,230	22%	9.2	8.9	8.7	8.6
Business	34	34	34	31	3%	493	488	504	461	8%	14.6	14.5	15.0	14.7
Education	57	57	54	55	6%	263	256	230	228	4%	4.6	4.5	4.2	4.2
Escort Education	66	69	65	65	7%	156	165	149	150	3%	2.3	2.4	2.3	2.3
Shopping	163	160	154	153	17%	772	755	711	695	12%	4.7	4.7	4.6	4.5
Other escort	77	78	76	72	8%	434	446	431	410	7%	5.6	5.7	5.7	5.7
Personal business	117	111	108	114	13%	658	625	615	641	11%	5.6	5.6	5.7	5.6
Visit friends at private home	92	95	95	91	10%	701	710	690	650	12%	7.6	7.5	7.2	7.1
Visit friends elsewhere	37	36	39	41	5%	308	283	293	298	5%	8.2	7.7	7.5	7.4
Entertainment/ public social activities	25	24	25	24	3%	187	171	183	189	3%	7.5	7.0	7.4	7.8
Sport participate	28	29	31	33	4%	149	140	158	183	3%	5.3	4.9	5.1	5.6
Holiday base	6	6	5	5	1%	211	224	194	189	3%	33.7	38.0	36.0	35.7
Day trip	19	21	22	21	2%	262	283	268	245	4%	13.7	13.5	12.3	11.9
Other including just walk	45	45	48	48	5%	69	62	63	61	1%	1.5	1.4	1.3	1.3
Undefined purpose	-	-	2	2	0%	..	..	17	20	0%	..	..	9.1	8.8
All purposes	908	901	897	897	100%	5,958	5,827	5,704	5,653	100%	6.6	6.5	6.4	6.3
Journeys per worker per year:														
Commuting	308	300	298	307		2,875	2,702	2,600	2,666		9.3	9.0	8.7	8.7
Business	78	77	75	70		1,133	1,125	1,134	1,036		14.6	14.6	15.0	14.8

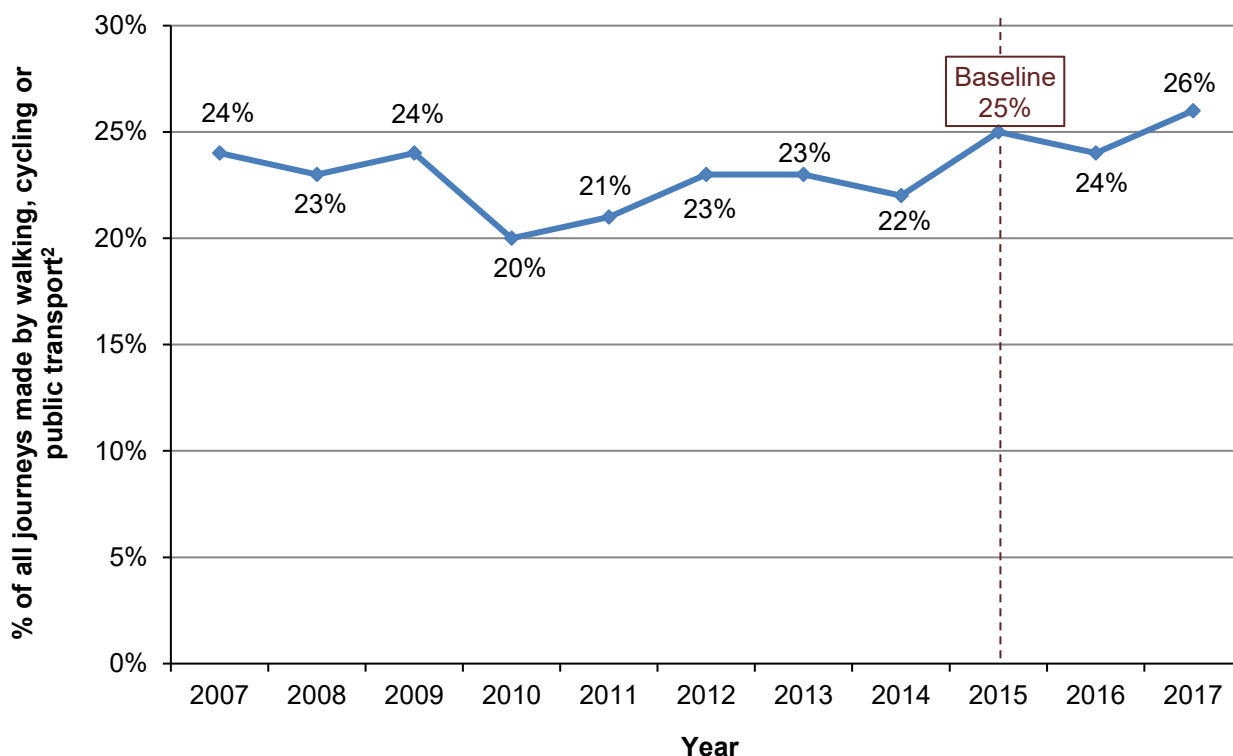
* See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of journey purpose

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

- Indicator 25 of the draft Programme for Government (PfG) framework and NICS Outcomes Delivery Plan 2018/19 is the proportion of all journeys which are made by walking, cycling or public transport. This is monitored using Travel Survey for Northern Ireland data for single years. The baseline year is 2015. For comparison purposes, data have been included for the last 10 years in Figure 1 and Table 4.
- In 2017, just over one quarter (26%) of all journeys were taken by walking, cycling or public transport. There has been no real change comparing 2017 to the baseline year (25% in 2015) i.e. the difference is not statistically significant*.
- Compared to 5 years ago, there has been an increase in the proportion of journeys taken by walking, cycling or public transport from 23% in 2012 to 26% in 2017.
- The proportion of journeys taken by walking, cycling or public transport in 2017 (26%) is similar to 10 years ago (24% in 2007)
- Looking at the individual travel modes separately, in 2017 the proportion of all journeys made by walking was 20%, by cycling 1% and by public transport 6%. These proportions are similar to 2015, the baseline year (19%, 1% and 5% respectively).
- Compared to 5 years ago, there has been an increase in the proportion of journeys taken by walking from 17% in 2012 to 20% in 2017. However, over the same time period, there has been no real change in the proportion of journeys taken by cycling (1% in both 2012 and 2017) or by public transport (5% in 2012, 6% in 2017).

* For an explanation of terms used when comparing the data, see the [Statistical significance](#) subsection (Page 2).

Figure 1: Proportion of all journeys where the main mode of travel¹ is walking, cycling or public transport²: 2007 to 2017



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

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

Table 4: Proportion of all journeys where the main mode of travel¹ is walking, cycling or public transport²: 2007 to 2017

Percent of all journeys

	Walking	Cycling	Public Transport²	Walking, Cycling or Public Transport²
2007	18%	1%	6%	24%
2008	17%	1%	5%	23%
2009	17%	1%	6%	24%
2010	15%	1%	5%	20%
2011	16%	1%	5%	21%
2012	17%	1%	5%	23%
2013	17%	0%	5%	23%
2014	17%	1%	5%	22%
2015 (Baseline)	19%	1%	5%	25%
2016	19%	1%	5%	24%
2017	20%	1%	6%	26%

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

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

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

- In 2015-2017, the most commonly used main method of travel to or from school for the 4-11 age group was car, van or taxi (56%), followed by walking or cycling (32%) and then bus (12%).
- In 2015-2017, the most commonly used main methods of travel to or from school for the 12-18 age group were bus (43%) and car, van or taxi (39%), followed by walking or cycling (17%).
- Looking at the proportion of school journeys which were walked, this was higher in the 4-11 age group (30%) than in the 12-18 age group (17%). Conversely, the proportion of school journeys by bus was lower in the 4-11 age group (12%) than in the 12-18 age group (43%).
- The proportion of school journeys by walking, cycling or bus was higher in the 12-18 age group (59%) than in the 4-11 age group (44%).
- These figures are around the same as results from recent years (back to 2012-2014).

Table 5: Main mode of travel¹ to or from school² for 4-11 year olds: 2012-2014 to 2015-2017

		Percent of school journeys ²			
Age group	Travel mode	2012-2014	2013-2015	2014-2016	2015-2017
4-11	Walk or Bicycle	27%	31%	34%	32%
	Bus	13%	14%	11%	12%
	Car, Van or Taxi ³	60%	55%	55%	56%
	Other ⁴	0%	0%	0%	0%
	All modes	100%	100%	100%	100%
Number of persons in sample aged 4-11		464	468	459	470

¹ Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

² Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.

³ 'Car, Van or Taxi' includes car passenger, van or lorry, black taxi and taxi minicab.

⁴ 'Other' includes motorcycle, NIR train, other private, other public and undefined modes of travel.

Table 6: Percentage of journeys to or from school¹ by walking/cycling² for 4-11 year olds: 2012-2014 to 2015-2017

		Percent of school journeys ¹			
Age group	Travel mode	2012-2014	2013-2015	2014-2016	2015-2017
4-11	Walk	27%	30%	34%	30%
	Bicycle	0%	0%	1%	1%
	All modes	100%	100%	100%	100%

¹ Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.

² Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

Table 7: Main mode of travel¹ to or from school² for 12-18 year olds: 2012-2014 to 2015-2017

Percent of school journeys²

Age group	Travel mode	2012-2014	2013-2015	2014-2016	2015-2017
12-18	Walk or Bicycle	17%	18%	16%	17%
	Bus	48%	48%	43%	43%
	Car, Van or Taxi ³	34%	33%	39%	39%
	Other ⁴	0%	1%	2%	2%
	All modes	100%	100%	100%	100%
Number of persons in sample aged 12-18		414	379	375	362

¹ Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

² Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.

³ 'Car, Van or Taxi' includes car driver, car passenger, van or lorry, black taxi and taxi minicab.

⁴ 'Other' includes motorcycle, NIR train, other private, other public and undefined modes of travel.

Table 8: Percentage of journeys to or from school¹ by walking/cycling² for 12-18 year olds: 2012-2014 to 2015-2017

Percent of school journeys¹

Age group	Travel mode	2012-2014	2013-2015	2014-2016	2015-2017
12-18	Walk	17%	18%	16%	17%
	Bicycle	0%	0%	0%	0%
	All modes	100%	100%	100%	100%

¹ Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.

² Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

User information

Background to the Travel Survey for Northern Ireland (TSNI)

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

Why are data for three years combined?

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

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

National Statistics

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

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

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

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

<https://www.statisticsauthority.gov.uk/publications-list/?keyword=&type=assessment-report>

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

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

Current developments

The TSNI Headline Report 2015-2017 is the first publication based on the 2015-2017 TSNI data. The headline report contains key results for 2015-2017 and is produced and published as soon as the data have been processed and some initial quality assurance carried out. A

technical report, supplementary to this report, will be published in September 2018. This will contain information on 2015-2017 survey response rates and confidence ranges. A further report, the TSNI In-depth Report 2015-2017, will be published in December 2018/January 2019. This will contain more detailed results including longer term trends, cross-tabulations by variables such as area, age and gender and results from other questions asked in the survey. It is intended that the urban-rural tables that have previously been published in a separate report will be published within the main TSNI In-depth Report for 2015-2017.

One of the key projects to develop the TSNI is the review of the current database structure. In its current format the TSNI has an extremely complex structure which makes it difficult to analyse. Detailed knowledge of what to include and exclude and how to interpret the output is required. Each time a new piece of analysis is run there is a time consuming checking process to ensure the data are correct. A number of alternatives are being considered and the chosen option will be implemented once it has been determined which provides the most clear-cut database structure and the most efficient way to run queries.

Once these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for 2019). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

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

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

Sample design

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

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

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

Uses of the TSNI

The TSNI is the only source of information on how, over the region as a whole, people use different forms of transport to meet their travel needs as individuals or family groups. It provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy and Equality Monitoring. Data from the TSNI has been used in the development of the NI Transport

Model. It is also used in a variety of publications as well as the TSNi reports. This includes the annual NI Transport Statistics publication (from 2013-14) and the annual NI Environmental Statistics report.

Data quality assessment

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

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

Guidance on using the data

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

Sampling errors

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

What are Confidence intervals/ranges?

- As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population.
- This variance from the true population value is measured using a confidence interval. The confidence intervals published for TSNi data are 95% confidence intervals. This means there is a 95% probability that the true population value is contained within the range of values given.
- These will be available in the technical report published in September: <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

Metro and Ulsterbus journeys

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

This trend, of higher numbers of Metro journeys per person per year and higher average distance travelled compared to TSNi data prior to 2007-2009, continued into 2008-2010. It is

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

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

- From Translink figures, in 2016/17 there were 27.3 million passenger journeys on Metro and 38.4 million passenger journeys on Ulsterbus. This gives a total of 65.7 million Metro and Ulsterbus passenger journeys.
- Using the 2016 mid-year population estimate (1,862,137), this equates to approximately 15 Metro journeys per person per year and 21 Ulsterbus journeys per person per year.
- Using the total figure of 65.7 million passenger journeys and the 2016 mid year population estimate gives a total of around 35 Metro and Ulsterbus journeys per person per year.

From the TSNI 2015-2017:

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

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

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

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

Definitions

For a full set of definitions (including types of modes of travel, types of journey purpose) see Travel Survey for Northern Ireland In-depth Report 2014-2016:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2014-2016>

Geographical coverage

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

Journeys

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

Stages

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

Distance travelled

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

Mode of travel/Main mode of travel

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

Example of mode of travel

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

Example of main mode of travel

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

Journey purpose

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

Journeys excluded

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

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

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

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