



Travel Survey for Northern Ireland Urban-Rural Report 2014-2016

(TSNI In-depth Report 2014-2016: Section 6)



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Section 6 Comparison of urban and rural areas

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About this publication

TSNI In-depth Report 2014-2016 - Section 6 Comparison of urban and rural areas

This report forms part of the Travel Survey for Northern Ireland (TSNI) In-depth Report 2014-2016 (Section 6 Comparison of urban and rural areas) and as such should be read in conjunction with that report. The report includes urban and rural comparisons for key information from the TSNI such as how and why we travel, travel to work, access to public transport and driving licence holding. A TSNI urban-rural report has been published since 2008-2010.

It is intended that, for the 2015-2017 database outputs, the analysis in the Urban-Rural Report will be published within the main TSNI In-depth Report rather than as a separate document.

The Travel Survey for Northern Ireland In-depth Report 2014-2016 is available at:

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

Urban-Rural Indicator

In TSNI reports up to 2012-2014, the urban-rural indicator was based on settlement classifications developed in 2005 and published in the Report of the Inter-Departmental Urban-Rural Definition Group. The 2005 settlement classifications were updated in 2015 following a review. The Review of the Statistical Classification and Delineation of Settlements report is available at <https://www.nisra.gov.uk/publications/review-statistical-classification-and-delineation-settlements>.

In TSNI reports from 2013-2015, the urban-rural indicator is based on these updated 2015 settlement classifications. Therefore 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 when comparisons of the old 2005 and updated 2015 urban-rural indicators were carried out on 2013-2015 data, there were found to be no statistically significant differences between the old and updated urban-rural indicators (see Appendix 1 in TSNI Urban-Rural Report 2013-2015).

Accessibility

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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

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.

Statistical significance

Only differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error.

Where the term “similar”, “no real difference”, “no real change” or “around the same” has been used when comparing results, it means that there is no significant difference between the results being compared.

For further information, there is a User Information section in the Travel Survey for Northern Ireland In-depth Report 2014-2016. This report is available at:
<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2014-2016>

There is also a Definitions section on page 14 of this report.

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

- People living in rural areas travelled more miles (7,092 miles) than people living in urban areas (4,821 miles).
- Rural residents travelled more miles by car (5,891 miles) than urban residents (3,865 miles). For rural residents 83% of total distance travelled was by car, higher than urban residents (80%).
- Urban residents walked around twice the number of miles (208 miles) that rural residents walked (103 miles). For urban residents 4% of total miles travelled were by walking, higher than rural residents (1%).
- 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, average distance travelled by public transport per person per year is similar for those living in urban areas (446 miles) and those living in rural areas (406 miles).

Table 6.1: Average distance travelled per person per year by travel mode^{1,2} and urban-rural split²: 2014-2016

Travel mode ^{1,2}	Miles per person per year		
	Urban Areas	Rural Areas	All Northern Ireland
Walk	208	103	167
Bicycle	35	29	33
Car Driver	2,669	4,104	3,227
Car Passenger	1,195	1,786	1,425
Car Undefined	..	..	..
Motorcycle	..	14	14
Other private ³	184	619	353
Metro and Ulsterbus	222	263	237
Other bus	50	87	64
NI Railways	172	57	127
Black taxi	..	..	..
Taxi	68	30	53
Other public	..	..	..
Undefined mode	..	..	..
All modes	4,821	7,092	5,704

1 See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of individual travel modes

2 See Definitions section on page 14 for mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI In-depth Report 2014-2016)

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

- Residents of urban areas took around the same number of journeys per year (898) as residents of rural areas (894). However, on average, journeys taken by people living in rural areas tend to be longer (7.9 miles) than journeys taken by people living in urban areas (5.4 miles).
- Urban residents made nearly double the number of walking journeys per year (196) that rural residents made (110).
- Rural residents took more car journeys each year (679) than urban residents (610). Looking at car journeys as a proportion of all journeys, over three quarters (76%) of all rural residents' journeys were by car, higher than for urban residents (68%).
- 5% of the total journeys taken by people living in urban areas were on public transport, similar to people living in rural areas (4%).
- For both urban and rural residents, the longest average journey lengths were by train and the shortest were walks.

Table 6.2: Average number of journeys per person per year and average journey length by main mode^{1,2} and urban-rural split²: 2014-2016

Main mode of travel ^{1,2}	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	196	110	163	1.0	0.8	1.0
Bicycle	7	5	6	5.1	5.5	5.2
Car Driver	416	470	437	6.4	8.7	7.4
Car Passenger	194	209	200	6.1	8.5	7.1
Car Undefined	-	-	-	..	..	..
Motorcycle	1	1	1	..	11.0	16.6
Other private ³	17	59	33	11.0	10.4	10.6
Metro and Ulsterbus	33	23	29	6.8	11.8	8.3
Other bus	4	8	6	12.2	10.6	11.3
NI Railways	10	3	7	19.5	23.7	20.2
Black taxi	1	-	-	..	..	..
Taxi	20	5	14	3.4	6.6	3.8
Other public	-	-	-	..	..	..
Undefined mode	-	-	-	..	..	..
All modes	898	894	897	5.4	7.9	6.4

1 See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of individual travel modes

2 See Definitions section on page 14 for main mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNI In-depth Report 2014-2016).

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

- Rural residents spent more time travelling than urban residents. Rural residents travelled on average 308 hours per year (around 51 minutes per day or 13 days per year). Urban residents travelled 293 hours per year on average (about 48 minutes per day or 12 days per year).
- Average journey times were around 1 minute shorter for people living in urban areas (20 minutes) compared to people living in rural areas (21 minutes).
- Nearly twice as much time was spent walking by people living in urban areas (66 hours per year) compared to people living in rural areas (34 hours per year).
- Rural residents spent more time travelling by car (223 hours per year) than urban residents (181 hours per year).
- Urban residents spent more time travelling by public transport (29 hours per year) than rural residents (22 hours per year).

Table 6.3: Time spent travelling per person per year and average journey time by main mode^{1,2} and urban-rural split²: 2014-2016

Main mode of travel ^{1,2}	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	66	34	53	20	19	20
Bicycle	3	3	3	30	32	31
Car Driver	124	155	136	18	20	19
Car Passenger	56	68	61	17	20	18
Car Undefined	..	..	..	..	..	..
Motorcycle	..	-	-	..	..	..
Other private ³	8	24	14	27	24	25
Metro and Ulsterbus	18	14	17	33	36	34
Other bus	2	5	4	35	38	37
NI Railways	8	2	6	53	50	52
Black taxi	..	..	..	..	..	..
Taxi	5	1	4	15	19	16
Other public	..	..	..	..	..	..
Undefined mode	..	..	..	..	..	..
All modes	293	308	298	20	21	20

1 See Travel Survey for Northern Ireland In-depth Report 2014-2016 for definitions of individual travel modes

2 See Definitions section on page 14 for main mode of travel and urban-rural definitions. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

3 Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in TSNi In-depth Report 2014-2016)

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

- Shopping was the most frequently given single reason for taking a journey. Urban residents made an average of 160 shopping journeys each year and rural residents 145 shopping journeys per year. Although people who live in rural areas made fewer shopping journeys than people who live in urban areas, they travelled further when going to the shops: 978 miles per rural resident per year compared to 541 miles per urban resident per year.
- Urban residents took more commuting journeys per year (146) than rural residents (127). However, rural residents travelled further to get to work (1,358 miles per person per year) than urban residents (1,096 miles per person per year).
- For people living in urban areas, 24% of all journeys were for leisure purposes (for example to visit friends, to take part in entertainment or sports activities, to go on holiday/day trips), 18% for shopping, and 16% for commuting. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 11% of all journeys.
- In terms of miles travelled, just over one third (34%) of the total distance travelled by urban residents was for leisure purposes, nearly one quarter (23%) for commuting, 11% for shopping and 10% for personal business.
- For people living in rural areas, 24% of all journeys were for leisure purposes, 16% for shopping, 14% for travelling to and from work and 14% for personal business.
- In terms of miles travelled, 28% of the total distance travelled by rural residents was for leisure purposes, 19% for commuting, 14% for shopping and 11% for personal business.

**Table 6.4: Travel per person per year by journey purpose¹ and urban-rural split²
2014-2016**

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	146	127	138	1,096	1,358	1,198	7.5	10.7	8.7
Business	26	45	34	334	770	504	12.7	17.1	15.0
Education	53	56	54	150	355	230	2.8	6.3	4.2
Escort Education	67	62	65	116	199	149	1.7	3.2	2.3
Shopping	160	145	154	541	978	711	3.4	6.7	4.6
Other escort	74	77	76	352	554	431	4.7	7.2	5.7
Personal business	100	121	108	491	809	615	4.9	6.7	5.7
Visit friends at private home	92	101	95	628	787	690	6.8	7.8	7.2
Visit friends elsewhere	41	37	39	268	333	293	6.6	9.0	7.5
Entertainment/public social activities	25	24	25	151	233	183	6.0	9.8	7.4
Sport participate	33	29	31	153	166	158	4.7	5.7	5.1
Holiday base	6	5	5	219	155	194	36.8	34.4	36.0
Day trip	21	23	22	233	322	268	11.0	14.0	12.3
Other including just walk	52	41	48	72	49	63	1.4	1.2	1.3
Undefined purpose	2	2	2	15	22	17	7.0	13.3	9.1
All purposes	898	894	897	4,821	7,092	5,704	5.4	7.9	6.4
Journeys per worker per year:									
Commuting	317	269	298	2,396	2,914	2,600	7.6	10.8	8.7
Business	60	100	75	761	1,706	1,134	12.8	17.1	15.0

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

2 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

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

- A higher proportion of workers living in rural areas travel to work by car/van (91%) compared to workers living in urban areas (75%).
- Workers who live in urban areas are more likely to walk to work (12%) than workers who live in rural areas (6%).
- A higher percentage of workers living in urban areas take the bus to work (6%) compared to workers living in rural areas (1%).

Table 6.5: Method of travel to work by urban-rural split¹ 2014-2016

Method of travel to work	Percentage of workers ² (excluding those who worked at home)		
	Urban areas	Rural areas	All Northern Ireland
Car/van	75%	91%	81%
Motorbike/Moped/Scooter	0%	0%	0%
Bicycle	2%	0%	1%
Bus	6%	1%	4%
NIR train	3%	1%	2%
Walk	12%	6%	10%
Taxi/minicab ³	2%	1%	2%
Other ³	1%	0%	0%
All methods of travel	100%	100%	100%

1 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

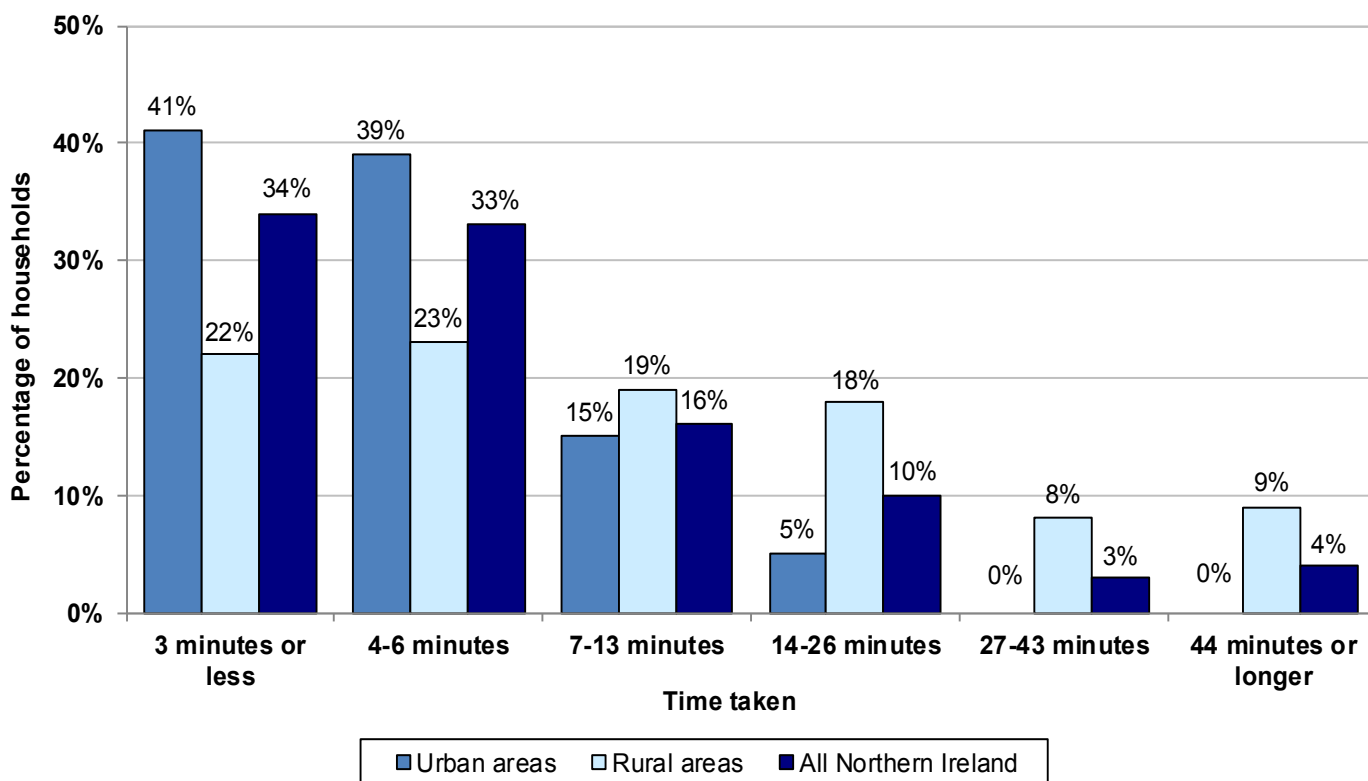
2 Workers are respondents aged 16 and over who stated that they were in paid employment (or self-employed) in the week ending last Sunday.

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

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

- Urban households tend to have a shorter time to walk to the nearest bus stop. 16 in 20 (80%) urban households lived within a 6 minute walk of their nearest bus stop whereas for rural households this went down to 9 in 20 (45%). 9% of rural households had at least a 44 minute walk to their nearest bus stop, compared to a very small number (less than 0.5%) of urban households.
- Similarly, urban households were more likely to live within walking distance of a train station. 39% of urban households lived within a 26 minute walk of a NI Railways station decreasing to 5% for rural households.
- The bus service for urban households is more frequent than the bus service for rural households. Excluding those who said they didn't know how often they could get a bus from their nearest bus stop, 90% of urban households had a bus service of one or more per hour whereas 36% of rural households had this frequency of service.
- Rural households were less likely to know the frequency of bus service in their neighbourhood than urban households. Two fifths (40%) of rural households said they didn't know how often they could get a bus from their nearest bus stop compared to just under one quarter (23%) of urban households.
- The frequency of rail service from the nearest NI Railways station was slightly higher for urban households compared to rural households. Excluding households who stated "don't know" or "not applicable", 97% of urban households and 95% of rural households had a frequent service throughout the day (at least one per hour) from their nearest NI Railways station.

Figure 6.1: Time taken to walk to nearest bus stop by urban-rural split¹ 2014-2016



¹ See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

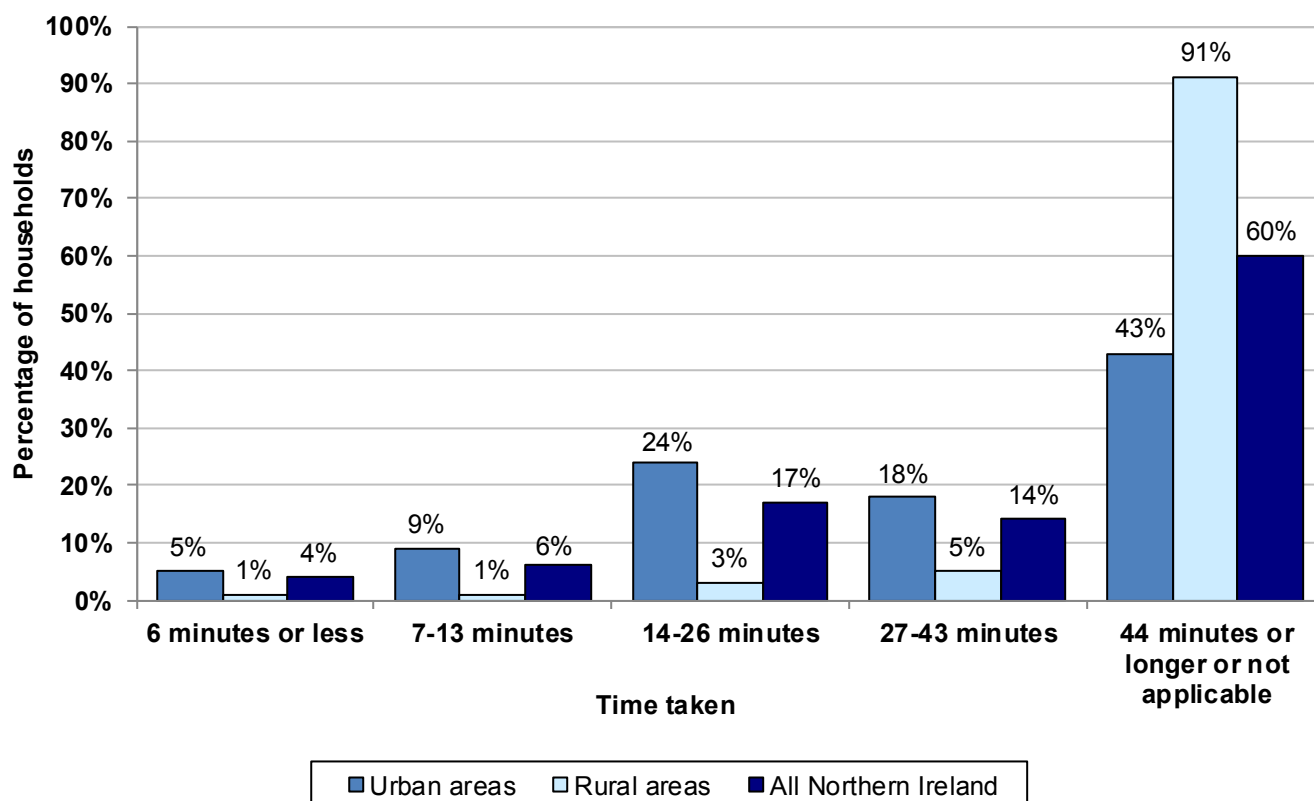
Table 6.6: Bus service frequency by urban-rural split¹ 2014-2016

Percentage of households

Frequency of service	Urban areas	Rural areas	All Northern Ireland
At least once every quarter-hour	22%	0%	14%
At least once every half-hour	23%	4%	16%
At least once an hour	24%	17%	21%
About 3 times a day	7%	27%	14%
At least once a day	1%	9%	4%
Less than once a day	0%	2%	1%
Don't know	23%	40%	29%
All households	100%	100%	100%

1 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

Figure 6.2: Time taken to walk to nearest NI Railways station by urban-rural split¹ 2014-2016



1 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

Table 6.7: Rail service frequency by urban-rural split¹ 2014-2016Percentage of households²

Frequency of service	Urban areas	Rural areas	All Northern Ireland
Frequent service throughout the day (at least once an hour)	85%	69%	80%
Frequent service during rush hour (at least once an hour)	2%	2%	2%
Less frequent service	1%	2%	1%
Not applicable	0%	1%	1%
Don't know	12%	26%	16%
All households	100%	100%	100%

1 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

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

Driving licence holders by urban-rural split (Table 6.8)

- Rural residents aged 17+ are more likely to hold a full driving licence (85%) than urban residents aged 17+ (71%). This pattern of a higher proportion of rural residents holding a full driving licence than urban residents remains true across each of the age groups in the table (17-29, 30-59 and 60+).
- In both urban and rural areas, males aged 17+ are more likely to have a full driving licence than females aged 17+. However the gender gap in licence holding is most noticeable in urban areas where 79% of males and 65% of females hold a full driving licence, a difference of 14 percentage points. In rural areas, 87% of males and 82% of females hold a full driving licence, a difference of 5 percentage points.

Table 6.8: Full driving licence holders¹ by age, sex and urban-rural split² 2014-2016

	Urban Areas			Rural Areas			All Northern Ireland		
	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-29	54%	53%	53%	69%	69%	69%	59%	59%	59%
30-59	84%	75%	79%	94%	92%	93%	88%	81%	84%
60+	82%	55%	67%	85%	72%	78%	83%	62%	71%
All adults aged 17+	79%	65%	71%	87%	82%	85%	82%	72%	76%

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

2 See Definitions section on page 14 for urban-rural definition. A review of the classification and delineation of settlements was carried out in 2015. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications. Publications up to 2012-2014 used the 2005 settlement classifications. Therefore caution should be taken when comparing urban-rural figures in this report with urban-rural figures in reports prior to 2013-2015.

Definitions

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

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

Urban/Rural

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

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

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

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

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

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

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

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'.

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.