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Road Safety Issues in Northern Ireland, 2023/24

Analysis, Statistics and Research Branch

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

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Findings from the Northern Ireland Continuous Household Survey

NISRA
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How do people regularly use the transport network?

78% travel by roads (as a driver)

71% travel by roads (as a passenger)

66% travel by footpaths (as a pedestrian)

33% travel by bus

26% travel by train

12% cycle

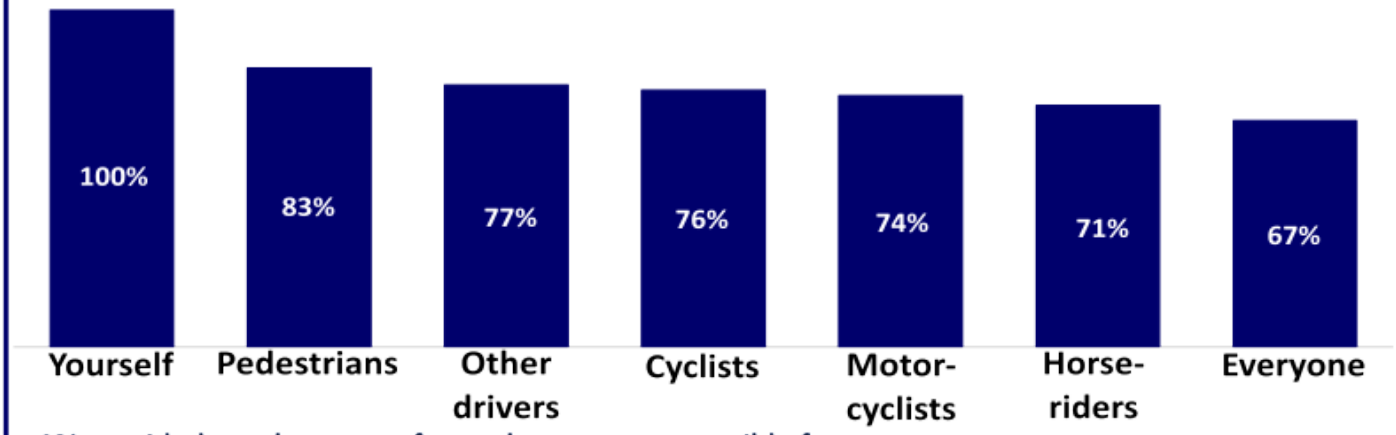
5% travel by road (as a rider)

1% ride a horse

1% use another method

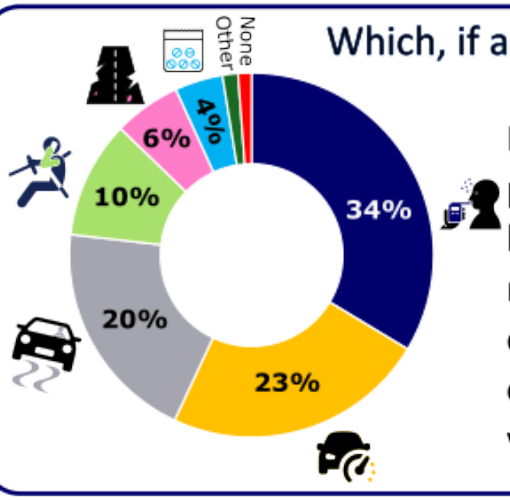
2% stated they did not regularly use the transport network

When using the transport network who do you consider yourself responsible for?



1% provided another type of user they were responsible for

Which, if any, road safety issue is most important to you?



Drink driving (34%) was the road safety issue people were most concerned about, followed by speeding (23%), careless driving (20%), mobile phone use (10%), road conditions (6%), drug driving (4%) while 1% provided other concerns. Just 1% selected no road safety issue was important to them.

For further information, please contact (Analysis, Statistics and Research Branch) - ASRB@nisra.gov.uk

INTRODUCTION

This report presents information from the 2023/24 Continuous Household Survey (CHS) in relation to how people use the transport network, attitudes to responsibility on the roads, and road safety concerns. For further information please refer to the Continuous Household Survey Technical Report.

This is the second year that these questions have been asked and where applicable, comparisons have been made between this year and the previous year.

The final dataset contains the records for 2,439 adults (aged 16 and over) with these people being asked questions relating to their use of the transport network, attitudes to responsibility on the roads, and road safety concerns.

The Department for Infrastructure (DfI) and its Road Safety Partners are committed to promoting improved road safety and delivering better regulation of the transport sector. An annual programme of research and statistical investigations into road safety problems in NI continues to be developed and implemented in collaboration with Road Safety Partner organisations. The results from this report form part of that research programme.

KEY FINDINGS

In 2023/2024:

Mode of Travel

- The largest percentage, 78% said they regularly use the roads as a driver. Males (79%) were more likely to use the roads as a driver than females (75%).

- The second largest percentage, 71% said they regularly use the roads as a passenger. Females (73%) were more likely to use the roads as a passenger than males (68%).

- The third largest percentage, 66% said they regularly use the transport network as a pedestrian. People living in urban areas (71%) were more likely to use the transport network as a pedestrian than people living in rural areas (56%).

Responsibility

- Nearly everyone (99.6%) said they were responsible for themselves when using the transport network.

- Over four-fifths (83%) of people said they were responsible for pedestrians when they use the transport network.

- Just over seven-tenths (71%) of people said they were responsible for horse-riders when they use the transport network.

- Over two-thirds (67%) said they were responsible for everyone when using the transport network.

Road Safety

- Drink-driving (34%) was the road safety issue most important to the highest percentage of people, followed by speeding (23%).

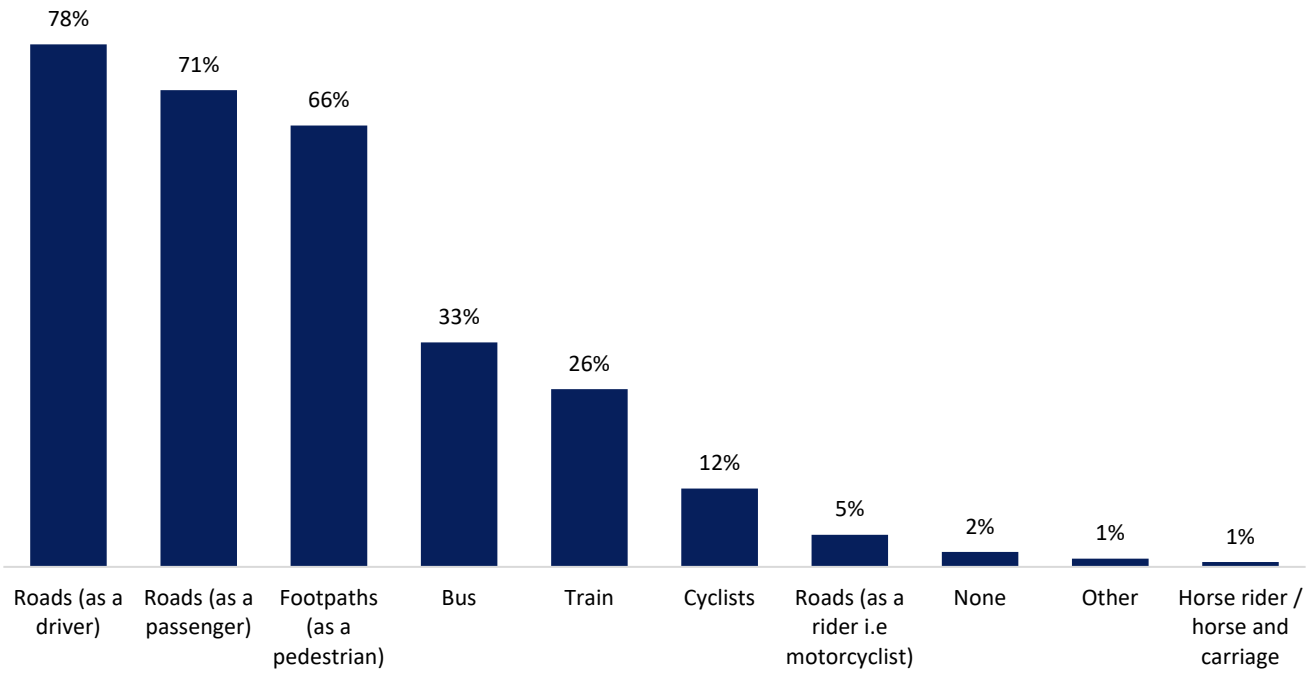
- Only 4% stated that drug-driving was the most important to them, with 1% saying they had no road safety concerns.

Section 1: Mode of travel

Participants were asked: Do you regularly use any of our transport network/modes of travel?

Analysis of responses showed the following use of our transport network, from most popular to least:

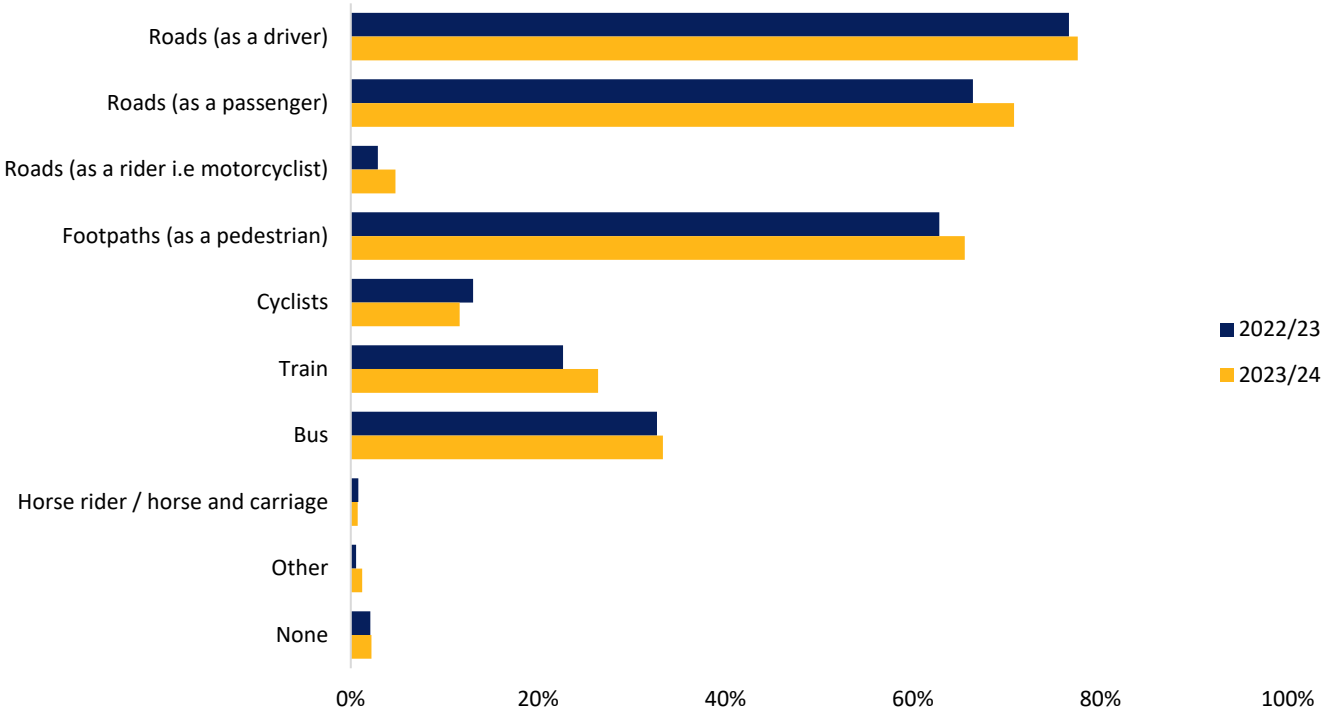
Figure 1: Do you regularly use any of our transport network/modes of travel?



The two most regularly used modes of travel is by road – as a driver (78%) and as a passenger (71%). This is closely followed by footpaths as a pedestrian (66%), There is then a gap to the regular use of bus (33%) and train (26%), and a further gap to regular cyclists (12%). 5% or under of respondents use the roads as a rider (5%), horse rider / horse and carriage (1%), or 'Other' (1%) e.g. mobility scooter/ wheelchair / e-scooters / e-bikes. 2% of respondents do not use any of our transport network.

Comparison with last year

Figure 2: Do you regularly use any of our transport network/modes of travel by Year



Since last year, there was no significant decrease in any modes of travel but there were five significant increases.

There has been an increase in those who use roads as a passenger (66% in 2022/23 to 71% in 2023/24). This is due to a significant increase in male passengers, and passengers from the least deprived quintile.

There has also been an increase in those who use roads as a rider (from 3% in 2022/23 to 5% in 2023/24). This is due to a significant increase in riders under 65 years old – specifically in the 45-54 age group.

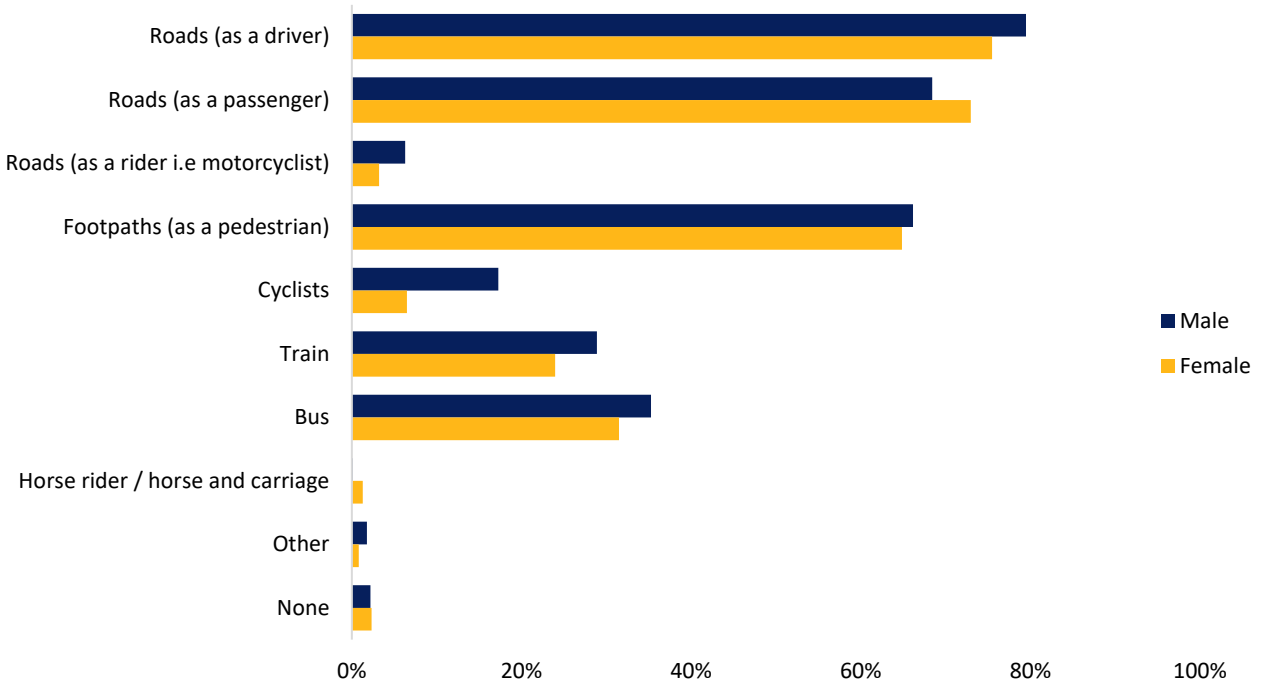
Those who use footpaths as a pedestrian has seen a significant increase since last year (63% in 2022/23 to 66% in 2023/24), due to an increase in male pedestrians.

Also, those who use a train has increased significantly since last year (23% in 2022/23 to 26% in 2023/24). This has been driven up by both significant increases in male and female users, users from rural and urban areas, and by users under 65 years old – specifically those in the 25-34 age group.

The ‘Other’ mode of transport has also increased users significantly since last year (from 0.6% in 2022/23 to 1.2% in 2023/24). This is due to a significant increase in males and those from an urban area using ‘Other’ modes.

Sex

Figure 3: Do you regularly use any of our transport network/modes of travel by male and female



Males are significantly more likely than females to use six out of the nine modes of travel. Females are more likely to use two out of the nine modes of travel. See below for details:

73% of females use the roads as a passenger, compared to 68% of males

1% of females are horse riders/horse and carriage, compared to 0% of males

79% of males use the roads as a driver, compared to 75% of females

6% of males use the roads as a rider, compared to 3% of females

17% of males cycle compared to 6% of females

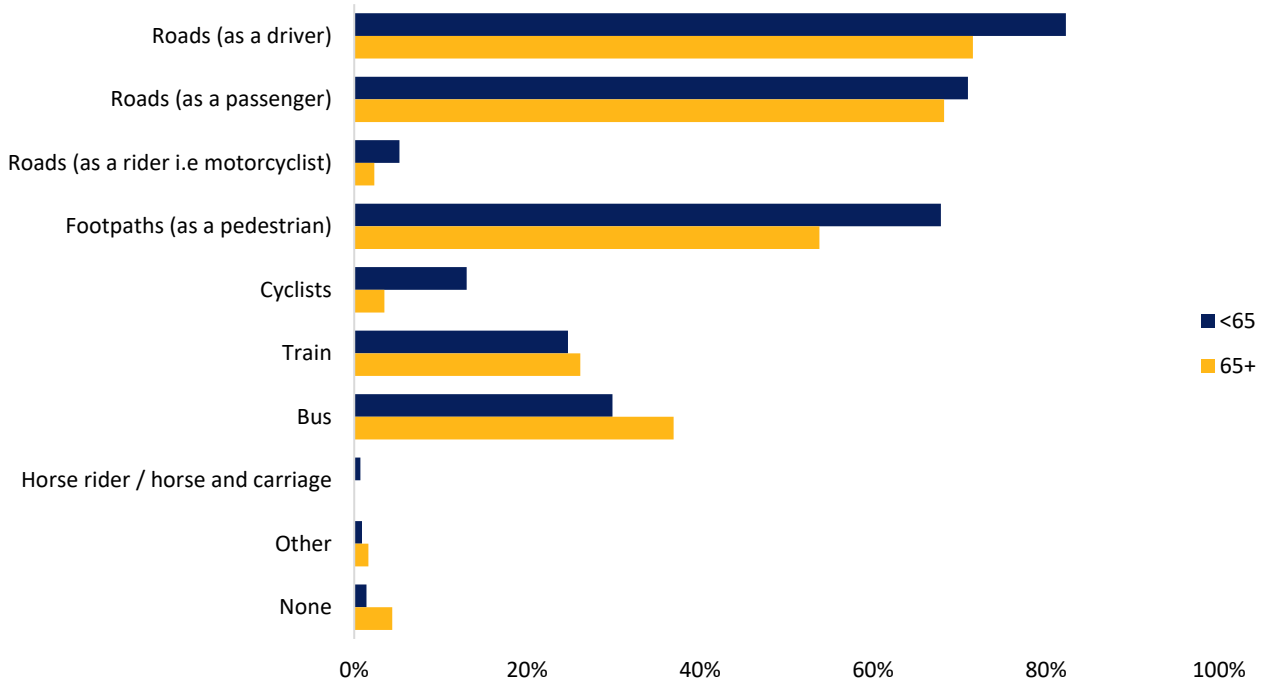
29% of males use a train compared to 24% of females

35% of males use a bus compared to 31% of females

2% of males use ‘Other’ modes of travel, compared to 1% of females

Age

Figure 4: Do you regularly use any of our transport network/modes of travel by those aged under 65 and those aged 65 and over



There were a few significant differences between those aged under 65 and those aged 65 and over. People aged 65 and over (4%) are significantly more likely than those aged under 65 (1%) to not use any mode of travel. There are a few other differences detailed below:

82% of those aged under 65 use the roads as a driver, compared to 72% of those aged 65 and over

5% of those aged under 65 use the roads as a rider, compared to 2% of those aged 65 and over

68% of those aged under 65 use footpaths as a pedestrian, compared to 54% of those aged 65 and over

13% of those aged under 65 cycle compared to 3% of those aged 65 and over

1% of those aged under 65 are horse riders/horse and carriage, compared to 0% of those aged 65 and over

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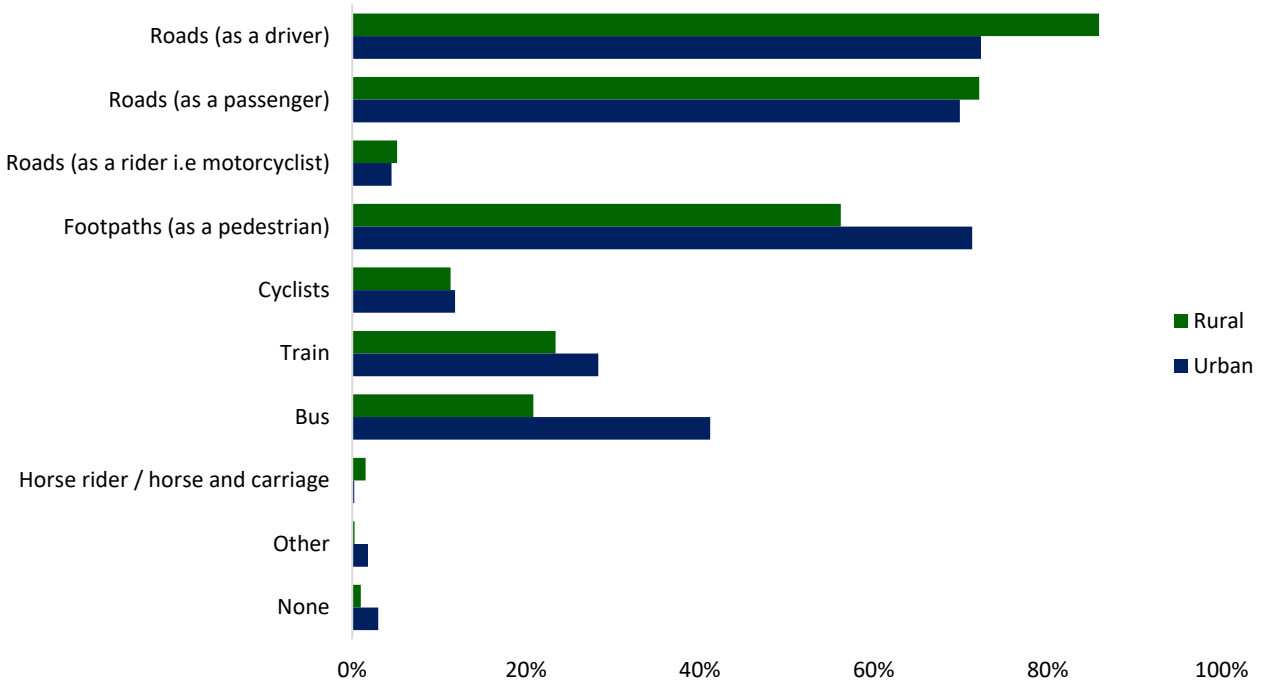
37% of those aged 65 and over use a bus, compared to 30% of those aged under 65

Urban Rural

Figure 5: Do you regularly use any of our transport network/modes of travel by those from urban areas and those from rural areas



There were a few significant differences between respondents who live in rural areas and respondents who live in urban areas. People who live in urban areas (3%) are significantly more likely than those who live in rural areas (1%) to not use any mode of travel. There are a few other differences detailed below:

86% of people from rural areas use the roads as a driver, compared to 72% of people from urban areas

2% of people from rural areas are horse riders/horse and carriage, compared to 0% of people from urban areas

71% of people from urban areas use footpaths as a pedestrian, compared to 56% of people from rural areas

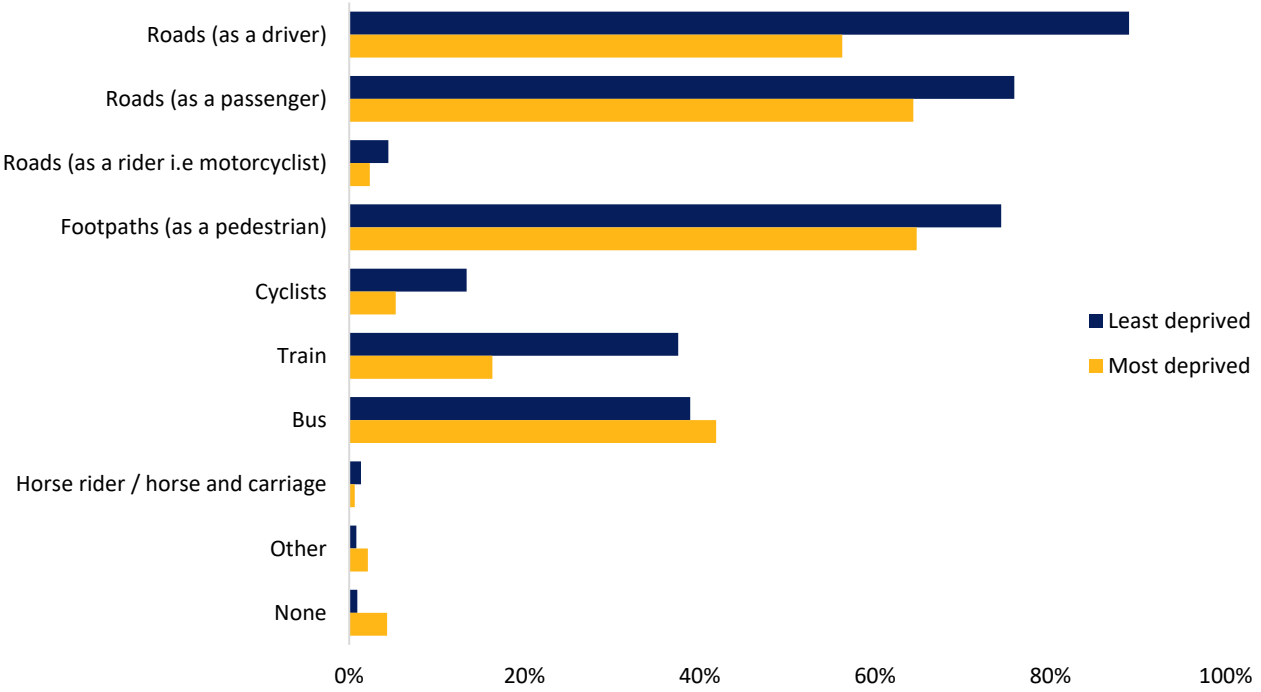
28% of people from urban areas use a train, compared to 23% of people from rural areas

41% of people from urban areas use a bus, compared to 21% of people from rural areas

2% of people from urban areas use 'Other' modes of travel, compared to 0% of people from rural areas

Least deprived and most deprived

Figure 6: Do you regularly use any of our transport network/modes of travel by those from the least deprived areas and those from the most deprived areas



There were several significant differences in modes of travel between people living in the least and most deprived quintiles. Those living in the most deprived quintile (4%) are significantly more likely not to use any mode of travel compared to those living in the least deprived quintile (1%).

All other significant differences are people living in the least deprived quintile being more likely to use the mode of travel than people living in the most deprived quintile:

89% of people living in the least deprived quintile use the roads as a driver, compared to 56% of people living in the most deprived quintile

76% of people living in the least deprived quintile use the roads as a passenger, compared to 64% of people living in the most deprived quintile

74% of people living in the least deprived quintile use footpaths as a pedestrian, compared to 65% of people living in the most deprived quintile

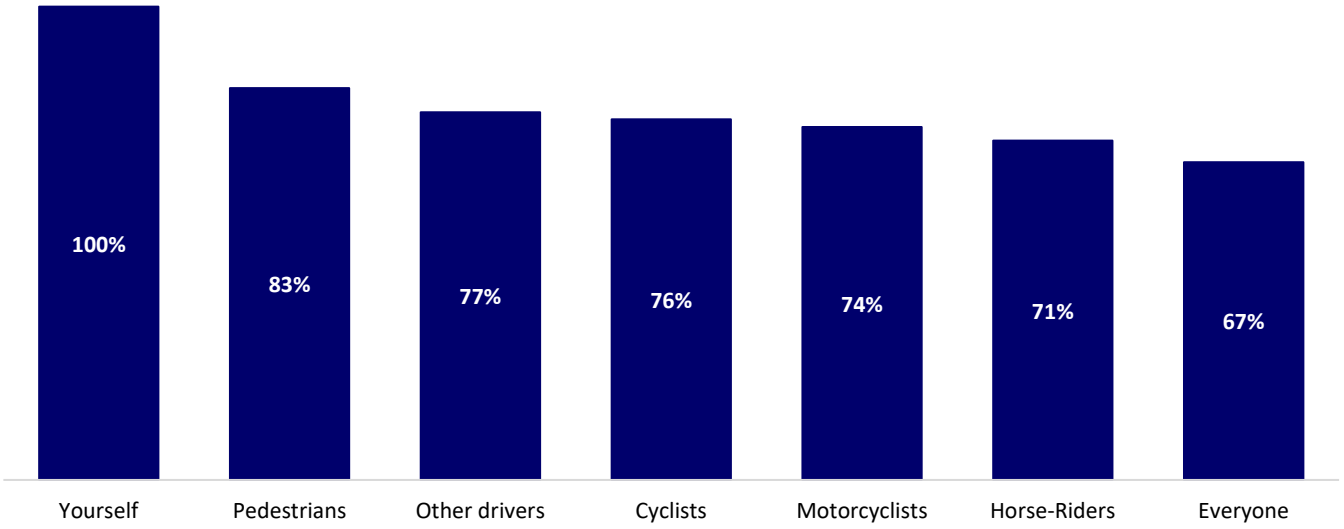
13% of people living in the least deprived quintile cycle compared to 5% of people living in the most deprived quintile

38% of people living in the least deprived quintile use a train, compared to 16% of people living in the most deprived quintile

Section 2: Responsibility

Participants were asked: When using the transport network who do you consider yourself responsible for?

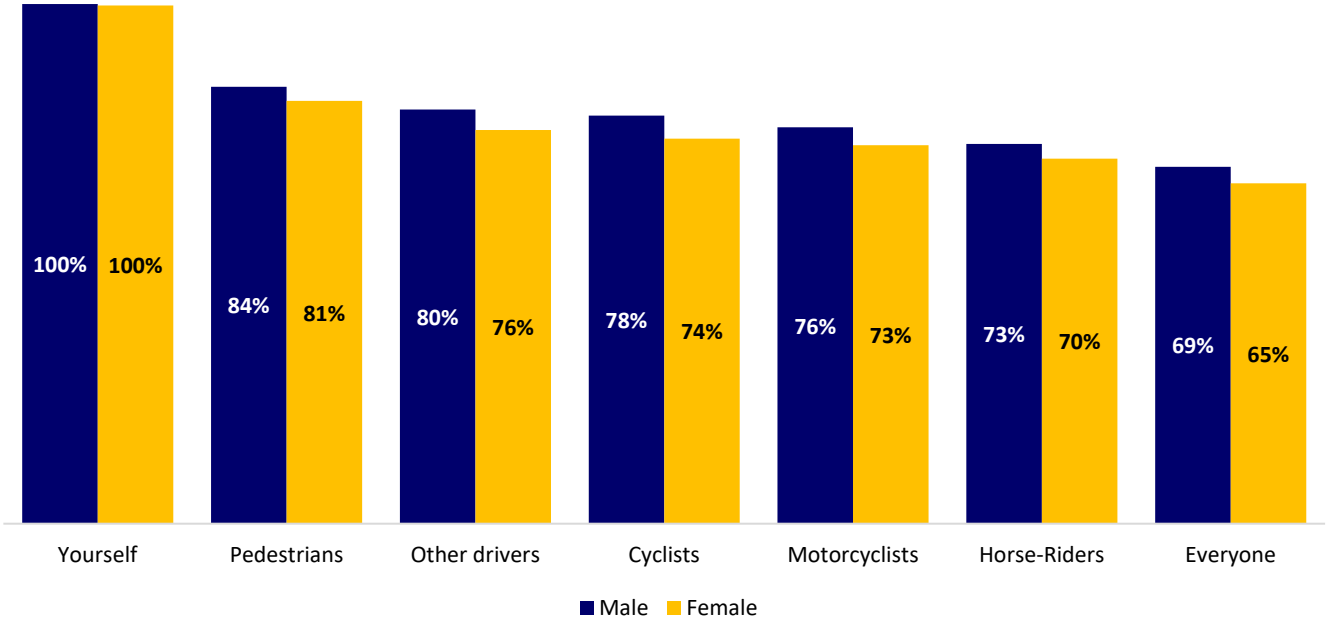
Figure 7: When using the transport network who do you consider yourself responsible for?



Nearly everyone (99.6%) said they were responsible for themselves when using the transport network. The second highest group people considered themselves responsible for was pedestrians with 83%. The two lowest groups people considered themselves responsible for were Horse-riders (71%) and Everyone (67%).

Sex

Figure 8: When using the transport network who do you consider yourself responsible for by sex

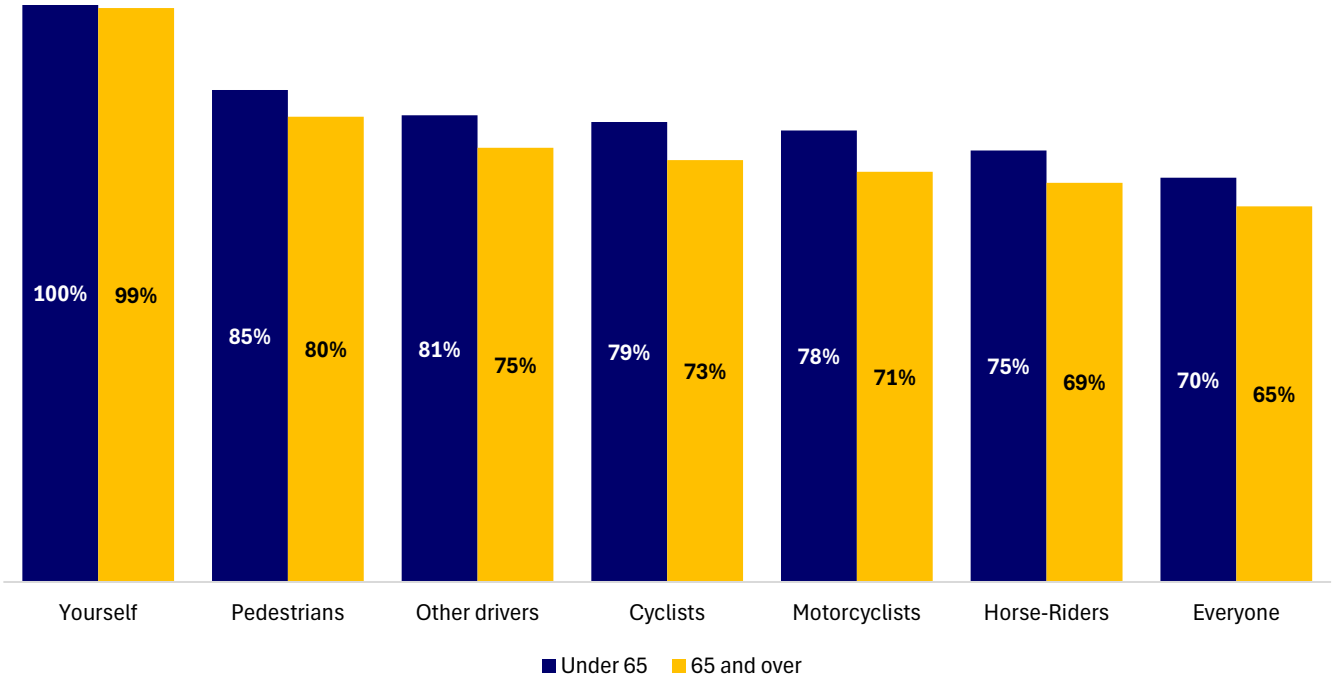


There were some differences between males and females when asked whom they considered themselves responsible for when using the transport network. There were two significant differences between the groups.

Males (80%) were more likely to say they were responsible for other drivers than females (76%). Males (78%) were also more likely to say they were responsible for cyclists than females (74%).

Age

Figure 9: When using the transport network who do you consider yourself responsible for by age

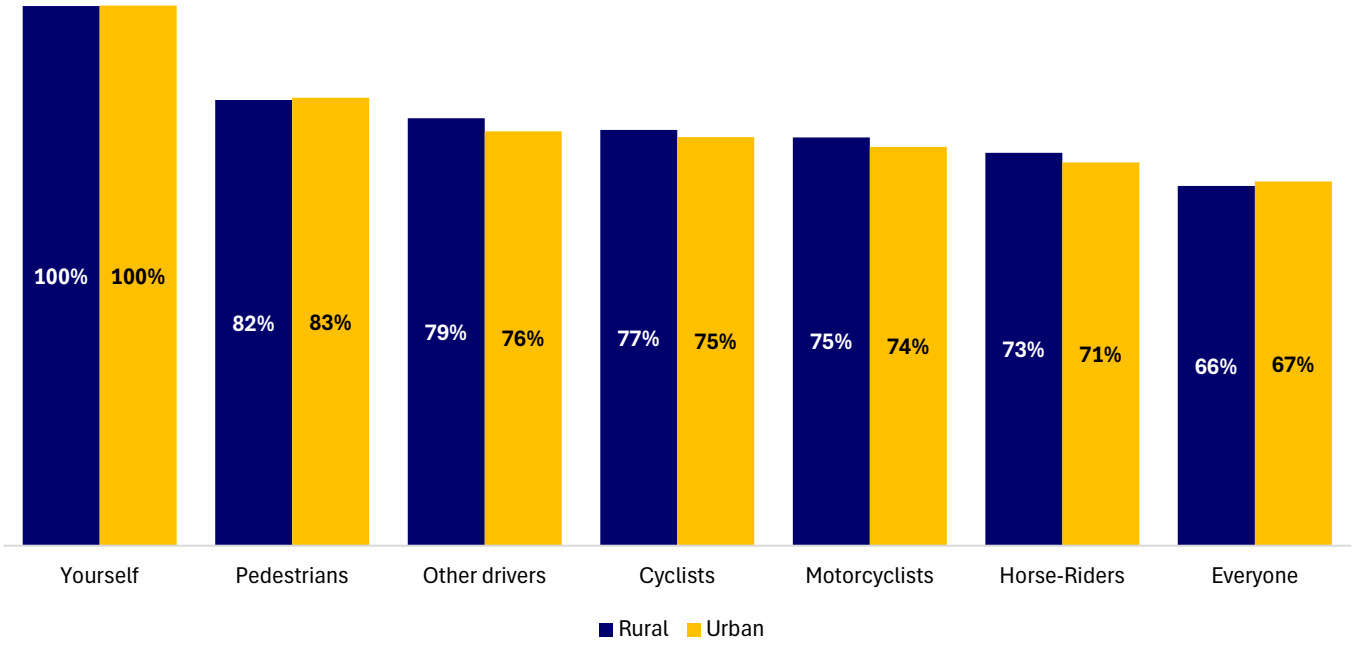


There were some differences between people aged under 65 and people aged 65 and over when asked whom they considered themselves responsible for when using the transport network. There were six significant differences between the groups.

People aged under 65 were more likely to say they were responsible for Pedestrians (85%), Other drivers (81%), Cyclists (79%), Motorcyclists (78%), Horse-riders (75%) and Everyone (70%) than people aged 65 and over with 80%, 75%, 73%, 71%, 69% and 65% respectively.

Urban Rural

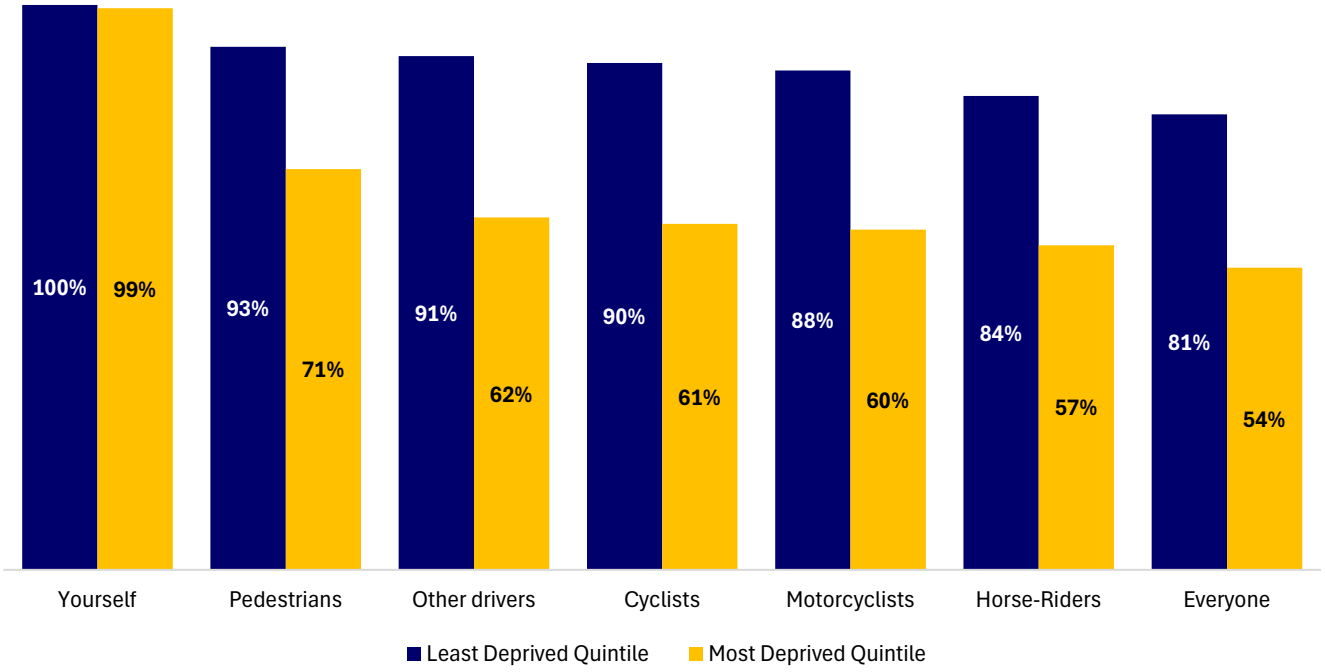
Figure 10: When using the transport network who do you consider yourself responsible for Urban Rural



There were no significant differences between people living in rural areas and people living in urban areas when asked whom they considered themselves responsible for when using the transport network.

Least deprived and most deprived

Figure 11: When using the transport network who do you consider yourself responsible for by least deprived and most deprived



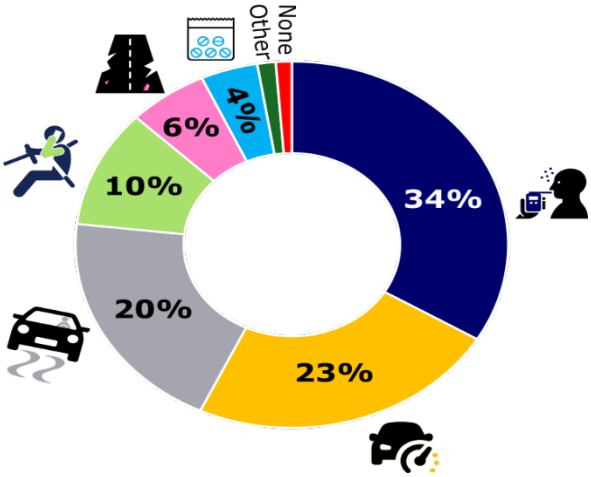
There were differences between people living in the most deprived areas and people living in the least deprived areas when asked whom they considered themselves responsible for when using the transport network. There were six significant differences between the groups.

People living in the least deprived areas were more likely to say they were responsible for Pedestrians (93%), Other drivers (91%), Cyclists (90%), Motorcyclists (88%), Horse-riders (84%) and Everyone (81%) than people living in the most deprived areas with 71%, 62%, 61%, 60%, 57% and 54% respectively.

Section 3: Road Safety Concerns

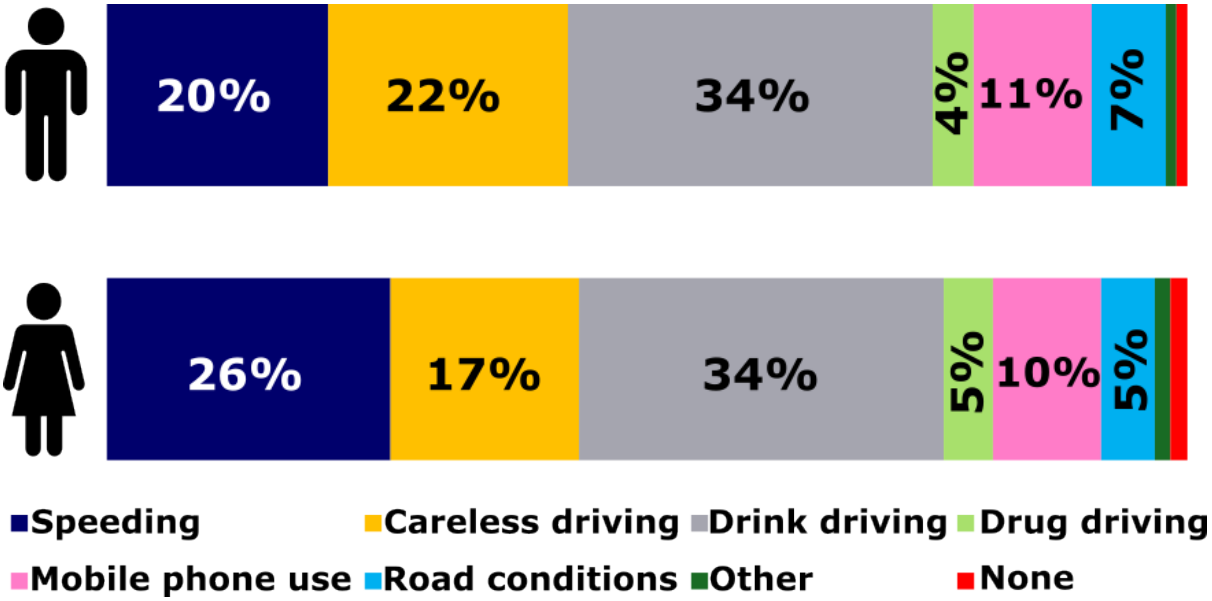
Participants were asked: Which, if any, of the following road safety issues is most important to you?

Figure 12: which road safety issue is most important to you?



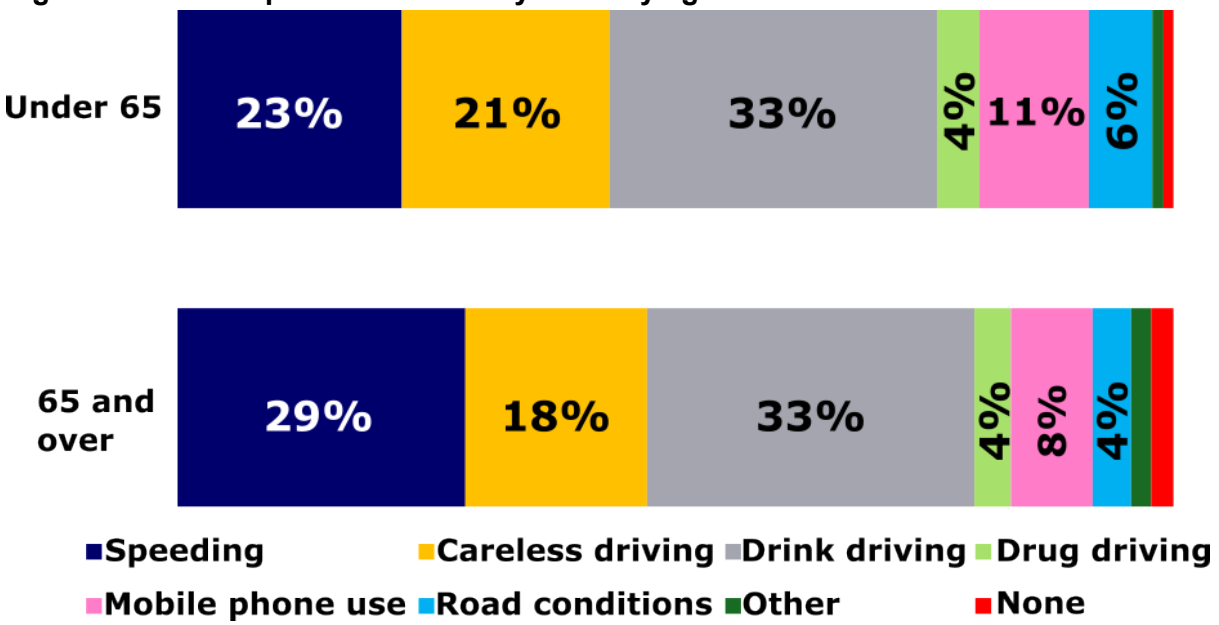
Drink driving (34%) was the road safety issue people were most concerned about, followed by speeding (23%), careless driving (20%), mobile phone use (10%), road conditions (6%), drug driving (4%), while 1% provided other road safety concerns. Just 1% selected that no road safety issue was important to them.
Other road safety concerns include “Joy riders”, “New Highway Code”, “Not using indicators”, “Pedestrians crossing road inappropriately”, “Selfish parking”, “Too many traffic lights”, “Drivers being intolerant of learner drivers”.

Figure 13: Most important road safety issue by sex



There was little difference between males and females when selecting which road safety issue was most important to them. There were only two significant differences between the groups.
Females (26%) were more likely to be concerned about speeding than males (20%). Males (22%) were more likely to be concerned about careless driving than females (17%).

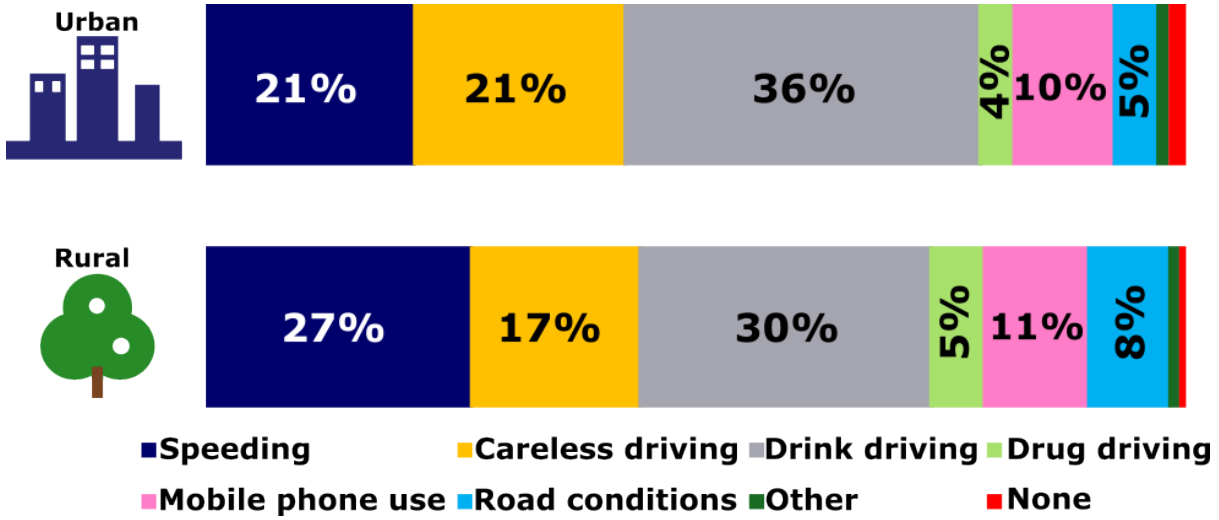
Figure 14: Most important road safety issue by age



There were some differences between people aged under 65 and people aged 65 and over when selecting which road safety issue was most important to them. There were four significant differences between the groups.

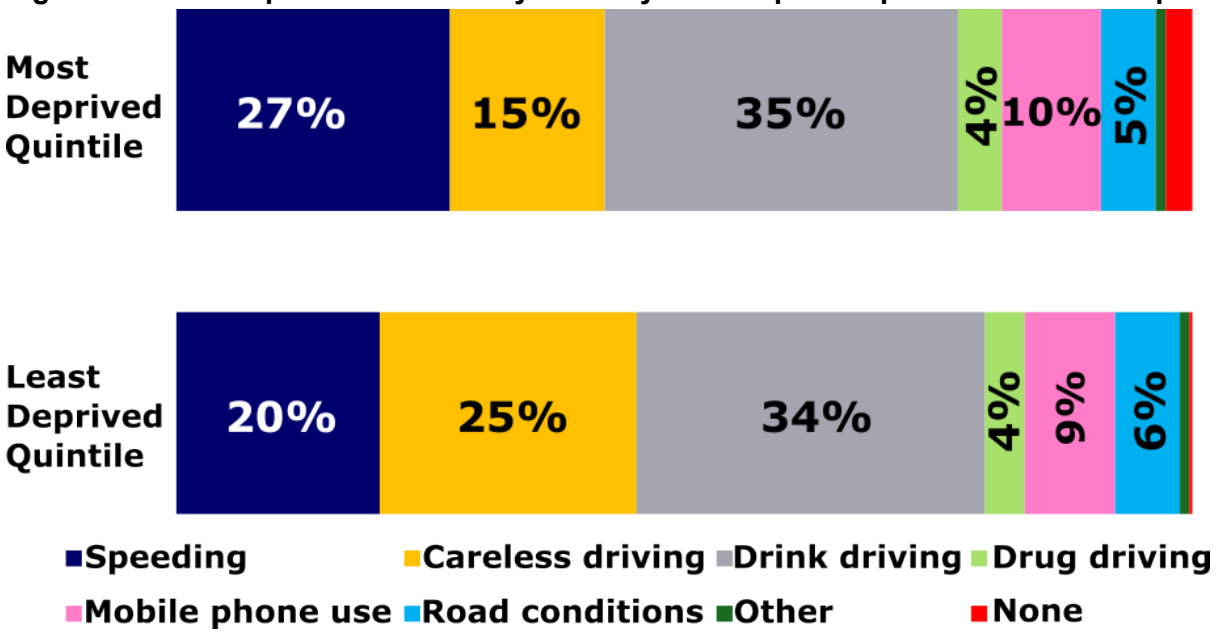
People aged 65 and over were more likely to be concerned about speeding (29%) or have no road safety concerns (2%), than those aged under 65 with 23% and 1% respectively.
People aged under 65 were more likely to be concerned about mobile phone use (11%) and road conditions (6%), than those aged 65 and over with 8% and 4% respectively.

Figure 15: Most important road safety issue by Urban / Rural



When comparing which road safety issues was most important to people the greatest variation was seen when comparing whether people lived in urban or rural areas. There were six significant differences between the groups.
People living in urban areas were more likely to be concerned about careless driving (21%), drink driving (36%) and have no road safety concerns (2%) than those living in rural areas with 17%, 30% and 1% respectively.
People living in rural areas were more likely to be concerned about speeding (27%), drug driving (5%) and road conditions (8%) than those living in urban areas with 21%, 4% and 5% respectively.

Figure 16: Most important road safety issue by least deprived quintile and most deprived quintile



There were some differences between people living in the least deprived areas and people living in the most deprived areas when selecting which road safety issue was most important to them. There were three significant differences between the groups.

People living in the most deprived areas were more likely to be concerned about speeding (27%) or have no road safety concerns (3%) than those living in the least deprived areas with 20% and 0% respectively.

People living in the least deprived areas were more likely to be concerned about careless driving (25%) than those living in the most deprived areas (15%).

Annex A: Tables

Table 1: How people regularly use the transport network / modes of travel - sex

Mode of travel	Male	Female	Total
Roads (as a driver)	79%	75%	78%
Roads (as a passenger)	68%	73%	71%
Roads (as a rider i.e motorcyclist)	6%	3%	5%
Footpaths (as a pedestrian)	66%	65%	66%
Cyclists	17%	6%	12%
Train	29%	24%	26%
Bus	35%	31%	33%
Horse rider / horse and carriage	0%	1%	1%
Other	2%	1%	1%
None	2%	2%	2%

Table 2: How people regularly use the transport network / modes of travel - age

Mode of travel	16-24	25-34	35-44	45-54	55-64	65+	Total
Roads (as a driver)	59%	79%	86%	88%	81%	72%	78%
Roads (as a passenger)	74%	71%	72%	72%	68%	68%	71%
Roads (as a rider i.e motorcyclist)	7%	5%	6%	6%	4%	2%	5%
Footpaths (as a pedestrian)	73%	73%	69%	65%	65%	54%	66%
Cyclists	24%	11%	11%	15%	12%	3%	12%
Train	36%	30%	23%	22%	23%	26%	26%
Bus	50%	30%	29%	27%	29%	37%	33%
Horse rider / horse and carriage	2%	1%	1%	1%	0%	0%	1%
Other	4%	0%	0%	1%	1%	2%	1%
None	4%	1%	1%	1%	2%	4%	2%

Table 3: How people regularly use the transport network / modes of travel - urban/rural

Mode of travel	Rural	Urban	Total
Roads (as a driver)	86%	72%	78%
Roads (as a passenger)	72%	70%	71%
Roads (as a rider i.e motorcyclist)	5%	5%	5%
Footpaths (as a pedestrian)	56%	71%	66%
Cyclists	11%	12%	12%
Train	23%	28%	26%
Bus	21%	41%	33%
Horse rider / horse and carriage	2%	0%	1%
Other	0%	2%	1%
None	1%	3%	2%

Table 4: How people regularly use the transport network / modes of travel – least deprived / most deprived

Mode of travel	Least Deprived	Most Deprived	Total
Roads (as a driver)	89%	56%	78%
Roads (as a passenger)	76%	64%	71%
Roads (as a rider i.e motorcyclist)	4%	2%	5%
Footpaths (as a pedestrian)	74%	65%	66%
Cyclists	13%	5%	12%
Train	38%	16%	26%
Bus	39%	42%	33%
Horse rider / horse and carriage	1%	1%	1%
Other	1%	2%	1%
None	1%	4%	2%

Table 5: When using the transport network who do you consider yourself responsible for - sex

Responsible for	Male	Female	Total
Yourself	100%	100%	100%
Pedestrians	84%	81%	83%
Other drivers	80%	76%	77%
Cyclists	78%	74%	76%
Motorcyclists	76%	73%	74%
Horse-Riders	73%	70%	71%
Other	0%	1%	1%
Everyone	69%	65%	67%

Table 6: When using the transport network who do you consider yourself responsible for - age

Responsible for	16-24	25-34	35-44	45-54	55-64	65+	Total
Yourself	100%	100%	100%	100%	99%	99%	100%
Pedestrians	69%	84%	87%	90%	82%	80%	83%
Other drivers	62%	77%	84%	86%	79%	75%	77%
Cyclists	61%	74%	83%	86%	77%	73%	76%
Motorcyclists	58%	74%	80%	85%	76%	71%	74%
Horse-Riders	56%	71%	78%	80%	73%	69%	71%
Other	1%	1%	0%	0%	1%	1%	1%
Everyone	53%	65%	72%	75%	69%	65%	67%

Table 7: When using the transport network who do you consider yourself responsible for - urban/rural

Responsible for	Rural	Urban	Total
Yourself	100%	100%	100%
Pedestrians	82%	83%	83%
Other drivers	79%	76%	77%
Cyclists	77%	75%	76%
Motorcyclists	75%	74%	74%
Horse-Riders	73%	71%	71%
Other	0%	1%	1%
Everyone	66%	67%	67%

Table 8: When using the transport network who do you consider yourself responsible for – least deprived / most deprived

Responsible for	Least Deprived	Most Deprived	Total
Yourself	100%	99%	100%
Pedestrians	93%	71%	83%
Other drivers	91%	62%	77%
Cyclists	90%	61%	76%
Motorcyclists	88%	60%	74%
Horse-Riders	84%	57%	71%
Other	0%	2%	1%
Everyone	81%	54%	67%

Table 9: which if any of the following road safety issues is most important to you - sex

Road Safety issue	Male	Female	Total
Speeding	20%	26%	23%
Careless driving	22%	17%	20%
Drink driving	34%	34%	34%
Drug driving	4%	5%	4%
Mobile phone use	11%	10%	10%
Road conditions	7%	5%	6%
Other	1%	1%	1%
None	1%	2%	1%

Table 10: which if any of the following road safety issues is most important to you - age

Road Safety issue	16-24	25-34	35-44	45-54	55-64	65+	Total
Speeding	20%	18%	21%	23%	26%	29%	23%
Careless driving	14%	23%	22%	23%	18%	18%	20%
Drink driving	41%	36%	31%	31%	32%	33%	34%
Drug driving	4%	5%	4%	3%	4%	4%	4%
Mobile phone use	14%	7%	12%	13%	10%	8%	10%
Road conditions	7%	8%	7%	5%	6%	4%	6%
Other	0%	1%	0%	0%	2%	2%	1%
None	1%	2%	2%	0%	1%	2%	1%

Table 11: which if any of the following road safety issues is most important to you – urban/rural

Road Safety issue	Rural	Urban	Total
Speeding	27%	21%	23%
Careless driving	17%	21%	20%
Drink driving	30%	36%	34%
Drug driving	5%	4%	4%
Mobile phone use	11%	10%	10%
Road conditions	8%	5%	6%
Other	1%	1%	1%
None	1%	2%	1%

Table 12: which if any of the following road safety issues is most important to you – least deprived / most deprived

Road Safety issue	Least Deprived	Most Deprived	Total
Speeding	20%	27%	23%
Careless driving	25%	15%	20%
Drink driving	34%	35%	34%
Drug driving	4%	4%	4%
Mobile phone use	9%	10%	10%
Road conditions	6%	5%	6%
Other	1%	1%	1%
None	0%	3%	1%

Annex B: Technical Notes

Background

The information presented in this publication derives from the Northern Ireland Continuous Household Survey (CHS), a Northern Ireland wide household survey administered by the Central Survey Unit (CSU) of the Northern Ireland Statistics and Research Agency (NISRA). CSU is one of the main business areas of NISRA and 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 Official Statistics Code of Practice.

The survey is based on a sample of the general population resident in private households and has been running since 1983 and is designed to provide a regular source of information on a wide range of social and economic issues relevant to Northern Ireland.

The Sample

DfI commissioned these questions on road safety issues in the 2023/2024 CHS. The questions are presented in Annex C on page 24 of this publication.

The sample for the survey consisted of a systematic random sample of addresses selected from the NISRA Address Register. The NISRA Address Register is maintained by Census Branch and is created by merging the POINTER database with additional records and removing duplicates and communal establishments. The survey samples 8,940 addresses throughout the survey year (1 April 2023 – 31 March 2024). The NISRA Address Register provides a good sampling frame of addresses but contains no information about the number of people living at an address.

Each interview begins with the interviewer listing all members of the household. Anyone aged 16 or over is eligible to take part in the survey and there can be multiple respondents at each household.

The Questionnaire

The questionnaire has two distinct parts; a household schedule and an individual schedule. One person on behalf of the entire household answers the household schedule, while all participating adults in the household answer the individual schedule.

The questionnaire consisted of a split sample. This means that depending on the serial number of the questionnaire (even or odd) the respondents would be exposed to a different set of questions for part of the questionnaire. This was implemented to reduce survey length.

Survey Methodology

During the coronavirus pandemic face-to-face interviewing, or CAPI (Computer Assisted Personal Interviewing), was put on hold. This was replaced by telephone interviewing, or CATI (Computer assisted Telephone Interviewing). Changing methodology to CATI meant that showcards could no longer be used and therefore required the removal and/or editing of questions. The questionnaire was reduced to a manageable size in order to ensure that it was compatible with CATI.

With the lifting of some restrictions, from the month of April 2022, CSU implemented the knock to nudge method. This meant that Interviewers could once again call at sampled address to encourage people to participate in the survey while adhering to the COVID health and safety advice/restrictions (social distancing/PPE). Interviewers were not permitted to enter the property, only to collect contact information to complete the survey using CATI (Computer assisted Telephone Interviewing) at an agreed time.

From July 2022 onwards, CSU reinstated the use of face-to-face interviewing, or CAPI (Computer Assisted Personal Interviewing). This meant that the survey became dual-modality – as both Telephone and Face-to-Face interviewing were carried out. The showcards remained out but more questions were reintroduced.

This dual-mode approach continued throughout 2023/24 fieldwork. However, during this period of time, the interviewers were advised that face to face interviewing should now be used where possible. Care should be taken in reaching any conclusions based on 2023-24 data and especially comparisons to

previous years. It would be advisable to look at changes in behaviour or attitudes contained in the 2023-24 results over the next couple of years, particularly when data collection on the survey continues to implement.

Respondents

The final dataset contains 2,439 records and 2,432 adults provided a response to at least one of the road safety questions. The number of respondents who answered each question, i.e., the base number, is stated in the tables. The base number is the unweighted count. The base number may also vary between questions due to some respondents not answering certain questions.

The Fieldwork

Fieldwork started on 1 April 2023 and ended on the 31 March 2024. Addresses were split across the 12 months, with approximately a 10% reduction in allocations in July, August and December to allow for reduced interviewer availability in these months.

In 2023/24, 4,113 households took part in the survey. When ineligible addresses are discounted from the sampling frame this gives a survey response rate of 50.0%. Within those 4,113 households, a total of 4,927 individuals took part in the survey (1.2 individuals per household).

Representativeness of the sample

In any survey there is a possibility of non-response bias. Non-response bias arises if the characteristics of non-respondents differ from those of respondents in such a way that they are reflected in the responses given in the survey. Accurate estimates of non-response bias can be obtained by comparing characteristics of the achieved sample with the distribution of the same characteristics in the population at the time of sampling. Such comparisons are usually made to the current Census of Population data. To assess how accurately the Continuous Household Survey sample reflects the population of Northern Ireland the sample has been compared with characteristics of the Northern Ireland population from Mid-Year Population Estimates.

Weighting for age and sex

The age profile of the participating respondents varies from that observed in the mid-year population estimates. Consequently, a variable called ‘W3’ was included to compensate for this. This weight was used in general analysis to help correct for any non-response bias.

Variables ‘W1’ and ‘W2’ were also added. W1 was used when analysing responses by age, and W2 was used if analysing responses by sex.

Sampling error

No sample is likely to reflect precisely the characteristics of the population it is drawn from because of both sampling and non-sampling errors. An estimate of the amount of error due to the sampling process can be calculated. For a simple random sample design, in which every member of the sampled population has an equal and independent chance of inclusion in the sample, the sampling error of any percentage, p, can be calculated by the formula:

$$\text{s.e. } (p) = \sqrt{(p*(100 - p)/n}$$

where n is the number of respondents on which the percentage is based. The sample for the Continuous Household Survey is drawn as a random sample, and thus this formula can be used to calculate the sampling error of any percentage estimate from the survey. A confidence interval for the population percentage can be calculated by the formula95 per cent confidence interval = p+/- 1.96 * s.e. (p)

If 100 similar, independent samples were chosen from the same population, 95 of them would be expected to yield an estimate for the percentage, p, within this confidence interval. The absence of design effects in the survey, and therefore of the need to calculate complex standard errors, means

that standard statistical tests of significance (which assume random sampling) can be applied directly to the data.

Multiple response questions

Multiple response questions are those for which respondents can give more than one response if they wish. In such questions, when individual percentages are summed, they may add to more than 100%.

Rounding conventions

Percentages have been rounded to whole numbers and as a consequence some percentages may not sum to 100.

Significant difference

Any statements in this report regarding differences between groups such as males and females, different age groups, urban/rural, etc., are statistically significant at the 95% confidence level. This means that we can be 95% confident that the differences between groups are actual differences and have not just arisen by chance. Both the base numbers and the sizes of the percentages have an effect on statistical significance. Therefore on occasion, a difference between two groups may be statistically significant while the same difference in percentage points between two other groups may not be statistically significant. The reason for this is because the larger the base numbers or the closer the percentages are to 0 or 100, the smaller the standard errors. This leads to increased precision of the estimates which increases the likelihood that the difference between the proportions is actually significant and did not just arise by chance.

The following respondent groups were considered; sex, urban/rural location, deprivation area and age group. See definitions below:

Sex

Sex of respondent is defined as whether the respondent is male or female.

Urban and Rural areas

Urban and Rural areas have been classified using the statistical classification of settlements defined by the Inter-Departmental Urban-Rural Definition Group.

- Bands A to E are classified as Urban. This includes Belfast Metropolitan Urban Area (Band A), Derry Urban Area (Band B) and large, medium and small towns (Bands C-E) with populations greater than or equal to 5,000 people.
- Bands F to H are classified as rural. This includes intermediate settlements (Band F), villages (Band G) and small villages, hamlets and open countryside (Band H) with populations of less than 5,000 people and including open countryside.

Deprivation quintile

Each respondent was assigned a deprivation quintile based on the Northern Ireland Multiple Deprivation Measure 2017 (NIMDM2017); these are the official measures of deprivation in Northern Ireland and replace the NIMDM2010. These measures were informed through public consultation and Steering Group agreement and provide a mechanism for ranking the 890 Super Output areas (SOAs) in Northern Ireland from the most deprived (rank 1 to the least deprived (rank 890). They include ranks of the areas for each of the 7 distinct types (or domains) of deprivation, which have been combined to produce an overall multiple deprivation measure (MDM) rank of the areas.

Age group

Respondents are grouped into the following age categories; 16-24, 25-34, 35-44, 45-54, 55-64, 65 or over. For the purpose of this report, the age groups 16-24, 25-34, 35-44, 45-54 and 55-64 were grouped together to compare against those aged 65+.

Annex C: Questionnaire

[DDINT] I am now going to ask some questions on road safety and modes of travel

[TRANSUSE] Do you regularly use any of the following parts of our transport network/modes of travel:
CODE ALL THAT APPLY/RUNNING PROMPT – SHOWCARD 59

1. Roads (as a driver)
2. Roads (as a passenger)
3. Roads (as a rider i.e. motorcyclist)
4. Footpaths (as a pedestrian)
5. Cyclists
6. Train
7. Bus
8. Horse rider/horse and carriage
9. Other e.g. Wheeling (mobility scooter/wheelchair)/e-scooters /e-bikes
10. None **>>[ROADSAFE]**

[TRANSRESP] When using the transport network who do you consider yourself responsible for?
CODE ALL THAT APPLY / RUNNING PROMPT – SHOWCARD 60

1. Yourself
2. Pedestrians
3. Other drivers
4. Cyclists
5. Motorcyclists
6. Horse-riders
7. Everyone
8. Other (please specify) **>>[TRANRESPO]**

[TRANSRESPoth] please specify the other responsibility

[ROADSAFE] Which, if any, of the following road safety issues is **most** important to you?
SHOWCARD 61

1. Speeding
2. Careless driving
3. Drink-driving
4. Mobile phone use
5. Road conditions
6. Drug driving
7. Other (please specify) **>> [ROADSAFEoth]**
8. None of these

[ROADSAFEoth] Please specify other safety issue