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Travel Survey for Northern Ireland Report 2024 data



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Northern Ireland
Statistics and Research Agency

Gníomhaireacht Thuaisceart Éireann
um Staitistíci agus Taighde

Norlin Airlan Statistics an
Screengín Agentríe

Key Points

Overall results

- In 2024, each person travelled, on average, 5,575 miles (approximately 15 miles per day), around the same as the previous year (5,640 miles per person in 2023).
- On average, 857 journeys were made per person in 2024 (just over 2 journeys per day), similar to 2023 (828 journeys per person).
- In 2024, the average journey length was 6.5 miles, a decrease from the previous year (6.8 miles in 2023).

Main mode of travel

- On average, 591 car journeys were taken per person in 2024. This equates to just over two thirds (69%) of all journeys made, similar to 2023 (70%).
- There was an average of 204 walking and cycling journeys made per person in 2024. This represents just under one quarter (24%) of all journeys made, similar to 2023 (23%).
- In 2024, 37 public transport journeys were made per person, on average. This equates to 4% of all journeys made, the same as 2023 (4%).

Purpose of journey

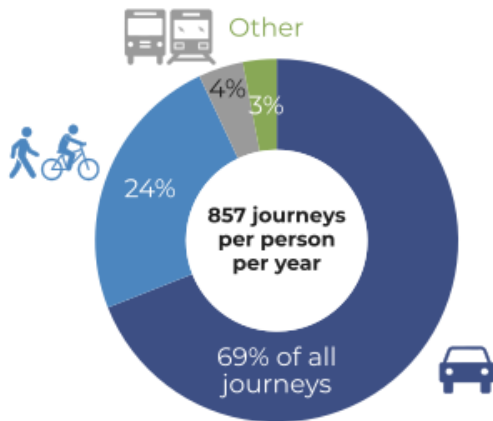
- There was an average of 334 leisure and other journeys taken per person in 2024 (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip, other including just walk, undefined purpose). This represents just under two fifths (39%) of all journeys made, similar to 2023 (36%).
- Each person made, on average, 142 shopping journeys during 2024, which represents 17% of all journeys made, no real difference compared to 2023 (18%).
- On average, 158 commuting and business journeys were taken per person in 2024. This equates to 18% of all journeys made, around the same as 2023 (20%).
- There were 98 education and escort education journeys made per person in 2024 (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school). This accounted for 11% of all journeys made, a decrease from 2023 (14%).

Urban Rural Comparison

- In 2024, people living in rural areas took more journeys, on average, compared to people living in urban areas (urban: 823 journeys; rural: 906 journeys). Similarly, rural residents travelled further than urban residents (urban: 4,352 miles; rural: 7,326 miles).

Travel Survey for Northern Ireland (TSNI) 2024

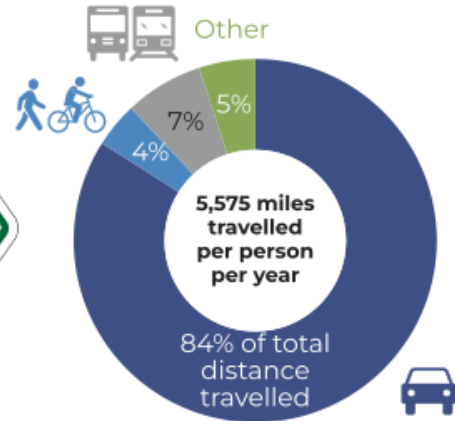
Journeys: % by main mode and average



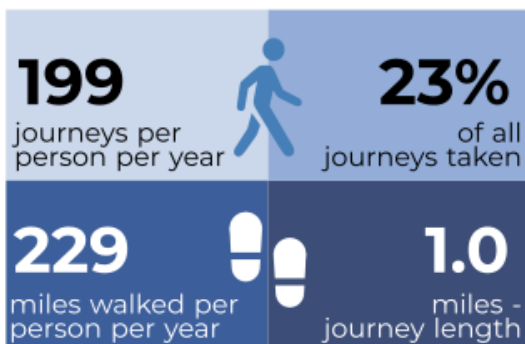
How far people travel

Average journey length
6.5 miles

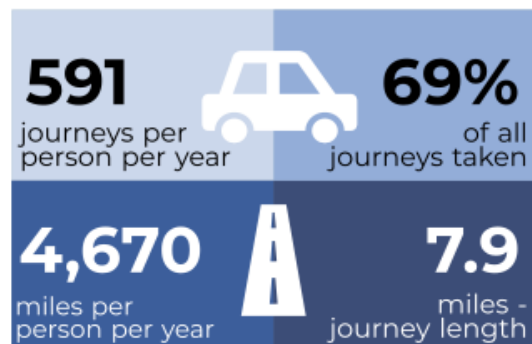
Distance travelled: % by mode and average



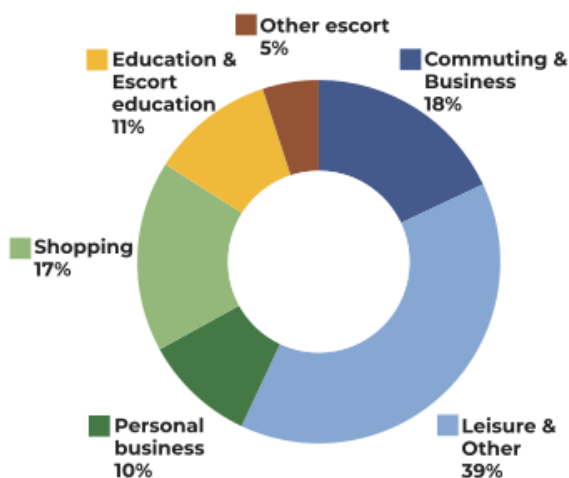
Key walking facts



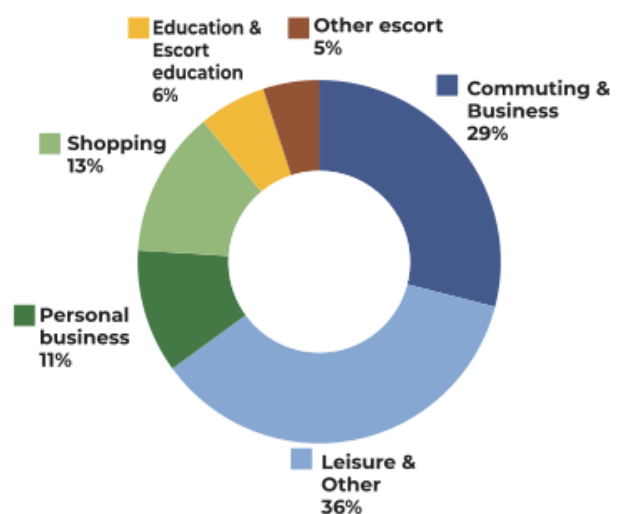
Key car facts



Journeys: % by purpose



Distance travelled: % by purpose



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About this publication

TSNI Report 2024 data

This report contains key results for the 2024 Travel Survey for Northern Ireland (TSNI) covering the time period 1st January 2024 to 31st December 2024. It contains information on journeys taken by Northern Ireland residents including sections on walking, cycling, public transport, travelling by car, journey purpose and key tables by urban-rural. For more detailed information about the TSNI, please see the [User Information](#) section (page 22) and the [Definitions](#) section (page 28).

Comparison with previous reports

From 2007-2009 to 2021, a Headline Report was published alongside an In-depth Report. The 2024 report incorporates key tables from both the Headline Report and In-depth Report and matches the report produced for the 2022 and 2023 data. A significant amount of extra work on data validation was required from 2022 onwards, which combined with the delay in receiving earlier TSNI datasets from the data supplier, continues to have a knock-on effect on the usual publication timetable.

The full suite of In-depth Report tables for 2024 are available in the spreadsheet accompanying the report, where the achieved sample is sufficient for robust analysis.

Notable changes to data reporting from 2020

Data collection for the TSNI changed from April 2020 due to the COVID-19 pandemic and a brief summary of the changes is given on page 24 of the [User Information section](#). The key effects this has had on reporting the data are highlighted below along with what this means for this report.

Survey methodology changes mean 2020 to 2024 results not directly comparable with previous years

The survey methodology changed in 2020 in response to the COVID-19 pandemic. More details of the changes are given in the 2021 TSNI reports. Therefore, 2020 to 2024 results are not directly comparable to those prior to 2020, and caution should be taken in reaching any conclusions if making these comparisons. More information about this is given in [Notes on TSNI 2020 to 2024 data](#) (page 32).

Reporting the data: The commentary is focussed on 2024 results and comparisons are made with 2023. Each chart highlights that the survey methodology changed in 2020.

Reporting data from 2020 to 2024 as single years

Since 2020, the TSNi data have been reported as a single year instead of three years combined due to the survey methodology changes.

Reporting the data: This has limited the analysis that can be done as the sample size is reduced by reporting only one year instead of three years combined.

Reporting 95% confidence intervals

The precision of survey estimates is reduced when reporting a single year of data. To assist with gauging the level of uncertainty in the data, 95% confidence intervals have been added to the charts as shaded areas or  from 2020 onwards. Figures for the 2024 confidence intervals will be published in the 2024 Technical Report (see [Current and future developments](#) section on page 24) and can be made available on request.

What is a confidence interval?

The error bars () and shaded areas of the charts in this report show 95% confidence intervals. A 95% confidence interval shows the range around a central estimate that we are 95% confident* contains the true value of the population.

For example, in 2024, each person travelled, on average, 5,575 miles with a 95% confidence interval of +/- 284 miles. This means we can be 95% certain* that the true figure for the Northern Ireland population (if we surveyed everyone and not just a sample) falls between 5,291 and 5,859 miles i.e. the values indicated by the shaded area around 2024 in Figure 1.1 (page 3).

* If 100 samples were chosen from the population giving 100 confidence intervals, we would expect 95 of these confidence intervals would contain the true population value.

Accessibility

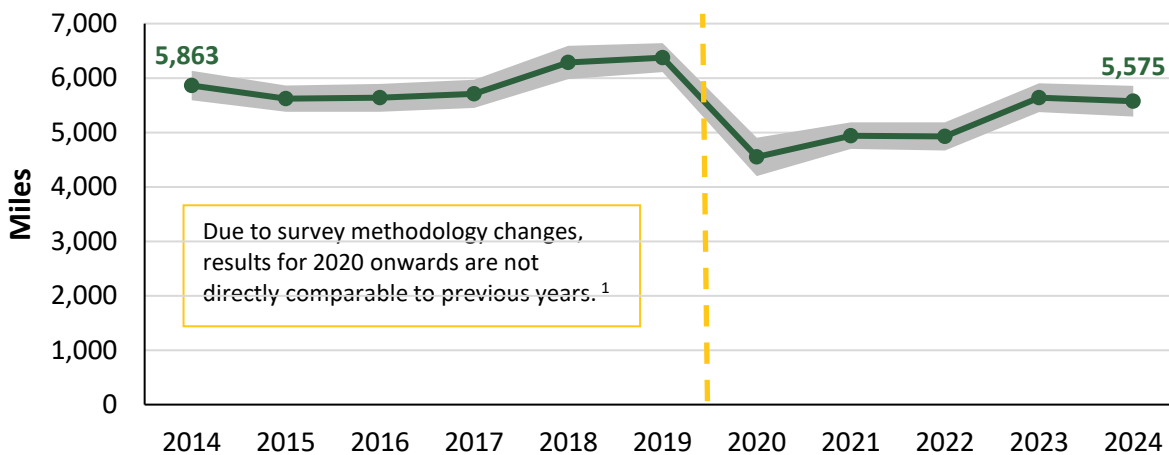
If this document is not in a format that meets your needs, please contact us to discuss your requirements.

Section 1: Overall results (all travel modes)

Average distance travelled

In 2024, each person travelled, on average, 5,575 miles (approximately 15 miles per day), around the same as the previous year (5,640 miles per person in 2023).

Figure 1.1: Average distance travelled per person per year: 2014 to 2024¹

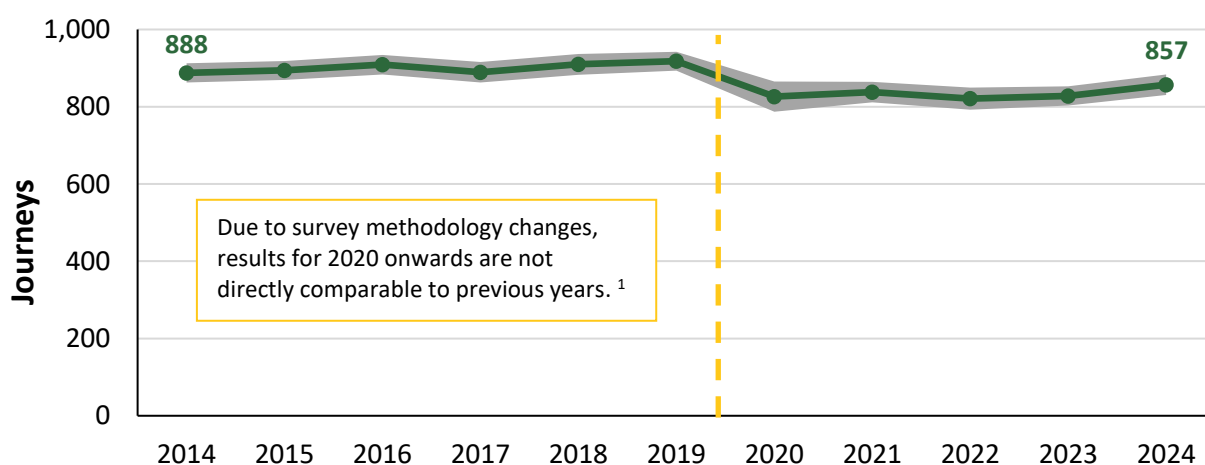


Average number of journeys and average journey length

On average, 857 journeys were made per person in 2024 (just over 2 journeys per day), similar to 2023 (828 journeys per person).

In 2024, the average journey length was 6.5 miles, a decrease from the previous year (6.8 miles in 2023).

Figure 1.2: Average number of journeys per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

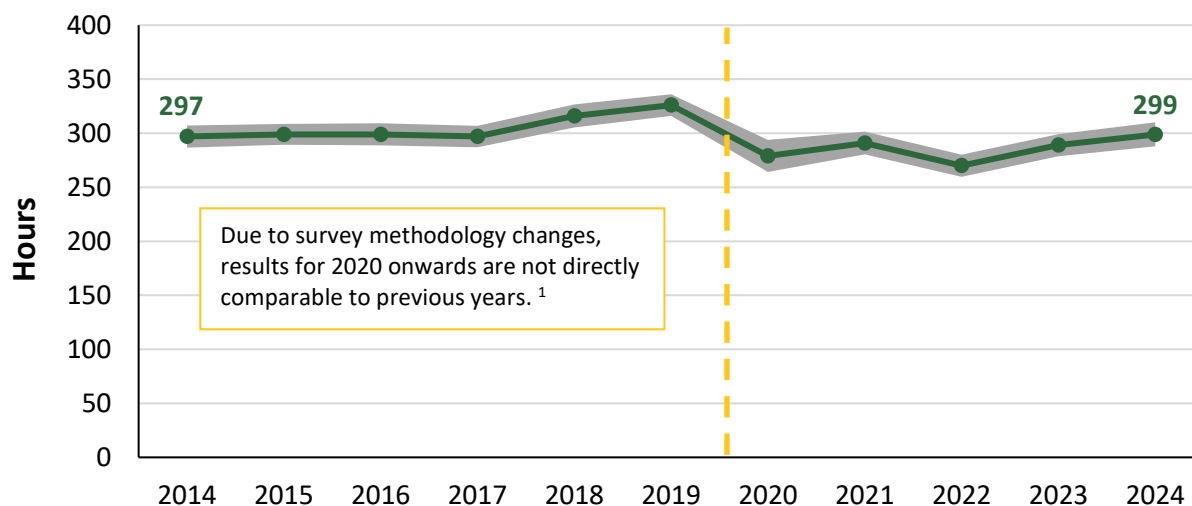
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Average time spent travelling and average journey time

In 2024, the average time spent travelling per person was 299 hours (around 49 minutes per day), around the same as 2023 (289 hours).

The average journey time in 2024 was 21 minutes.

Figure 1.3: Average time spent travelling per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Further reading

For further information and breakdowns on the statistics and charts on overall results and travel mode breakdowns, please refer to the following tables in the [accompanying spreadsheets](#):

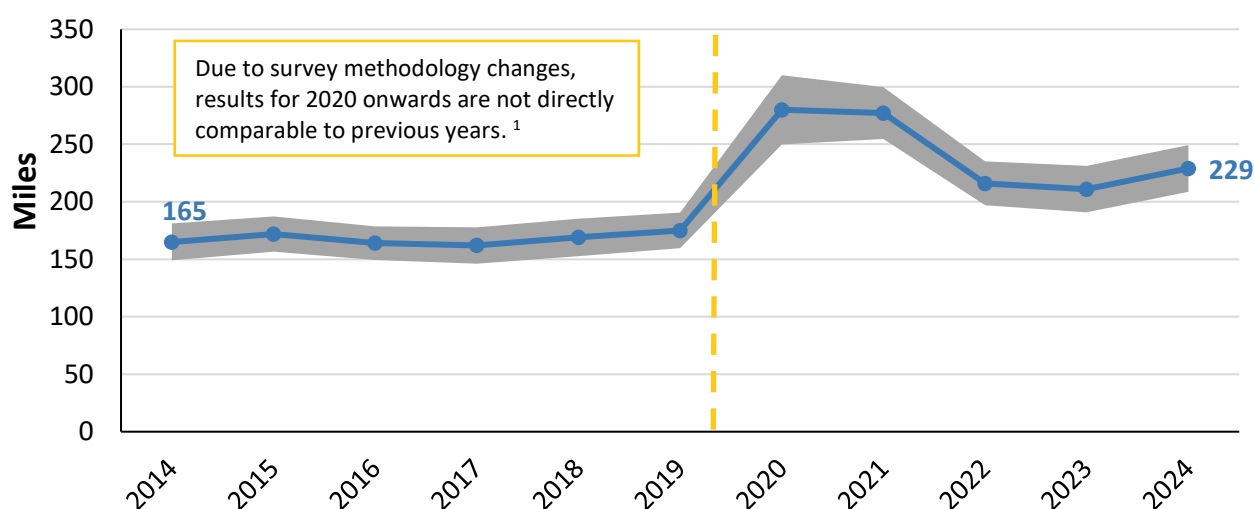
- Table 2.1: Distance, journeys & hours travelled per person
- Figure 2.1: Average distance travelled per person by mode
- Figure 2.2: Average number of journeys per person by main mode
- Figure 2.3: Average time spent travelling per person by main mode
- Table 3.1: Average distance travelled per person by travel mode
- Table 3.2: Average number of journeys per person and average journey length by main mode
- Table 3.3: Journeys per person by distance and main mode
- Table 3.4: Time spent travelling per person and average journey time by main mode
- Table 3.6: Journeys per person by main mode, age and sex
- Table 4.3: Method of travel to work

Section 2: Walking

Average distance travelled by walking

In 2024, walking accounted for 4% of the total distance travelled, the same as 2023 (4%). On average, 229 miles were walked per person in 2024, around the same as 2023 (211 miles).

Figure 2.1: Average distance travelled per person per year by walking: 2014 to 2024¹

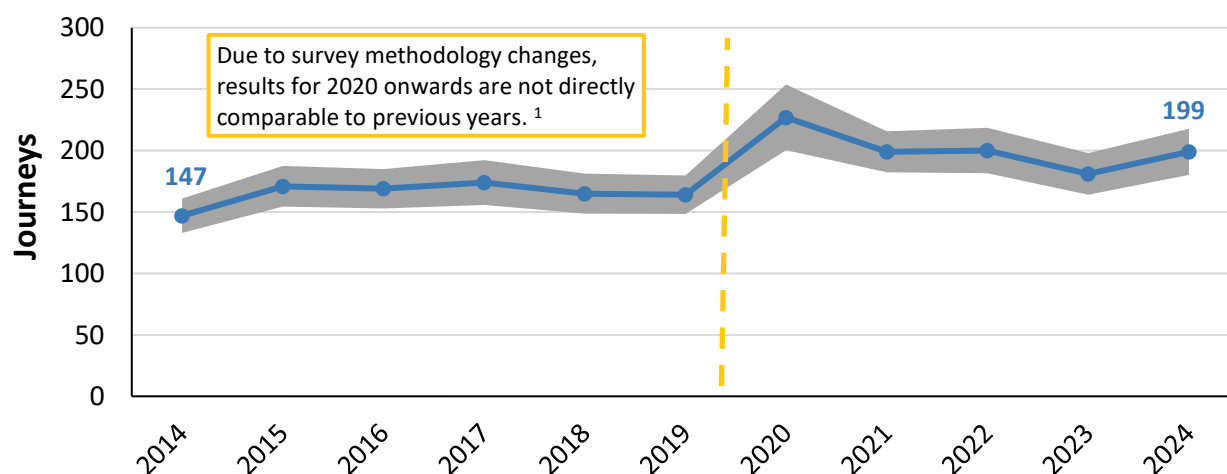


Average number of walking journeys and average journey length

Just over one fifth (23%) of all journeys in 2024 were walks, similar to 2023 (22%). There were 199 journeys walked per person in 2024, no real difference compared to 2023 (181 journeys).

On average, walks were 1.0 miles in length in 2024.

Figure 2.2: Average number of walking journeys per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

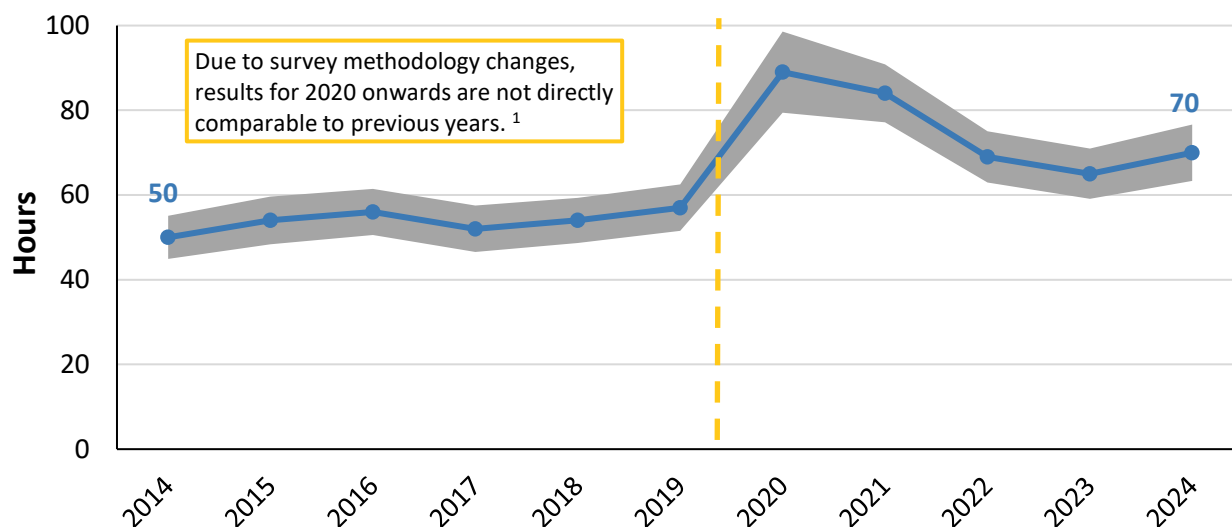
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Average time spent walking and average journey time

Walking accounted for 23% of total time spent travelling in 2024. The average time spent walking per person was 70 hours in 2024, similar to 2023 (65 hours).

The average walk lasted 21 minutes in 2024.

Figure 2.3: Average time spent travelling per person per year by walking: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Further reading

For further information and breakdowns on the statistics and charts on walking, please refer to the following tables in the [accompanying spreadsheets](#):

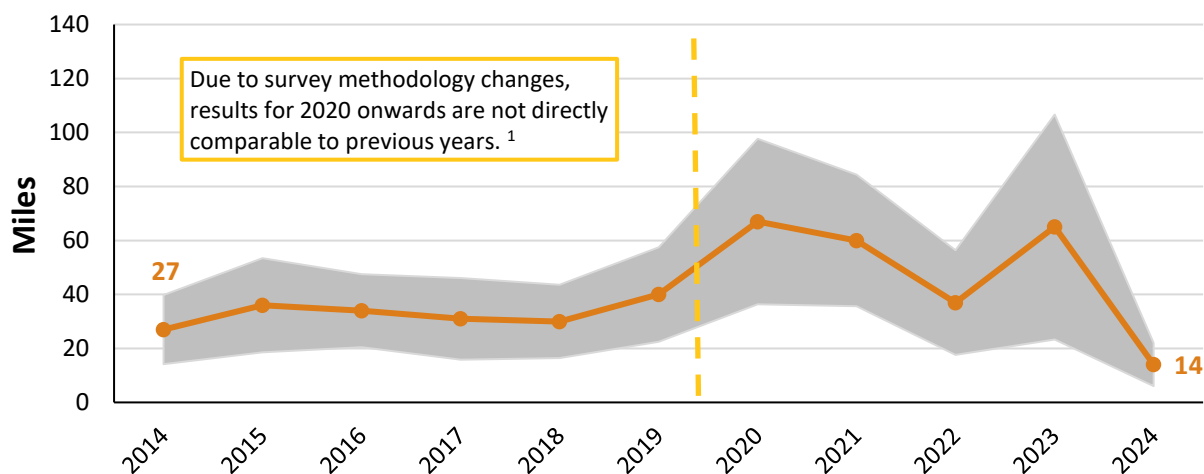
- Table 3.1: Average distance travelled per person by travel mode
- Table 3.2: Average number of journeys per person and average journey length by main mode
- Table 3.3: Journeys per person by distance and main mode
- Table 3.4: Time spent travelling per person and average journey time by main mode
- Table 3.6: Journeys per person by main mode, age and sex
- Table 4.3: Method of travel to work
- Figure 5.7: How often do you walk anywhere for 20 minutes or more?
- Figure 5.8: What would encourage you to walk more often?
- Figure 5.9: Which situations make you feel unsafe when walking by the road?

Section 3: Cycling

Average distance travelled by cycling

In 2024, cycling accounted for just less than 0.5% of the total distance travelled. On average, 14 miles were cycled per person in 2024, a decrease from 2023 (65 miles).

Figure 3.1: Average distance travelled per person per year by cycling: 2014 to 2024¹

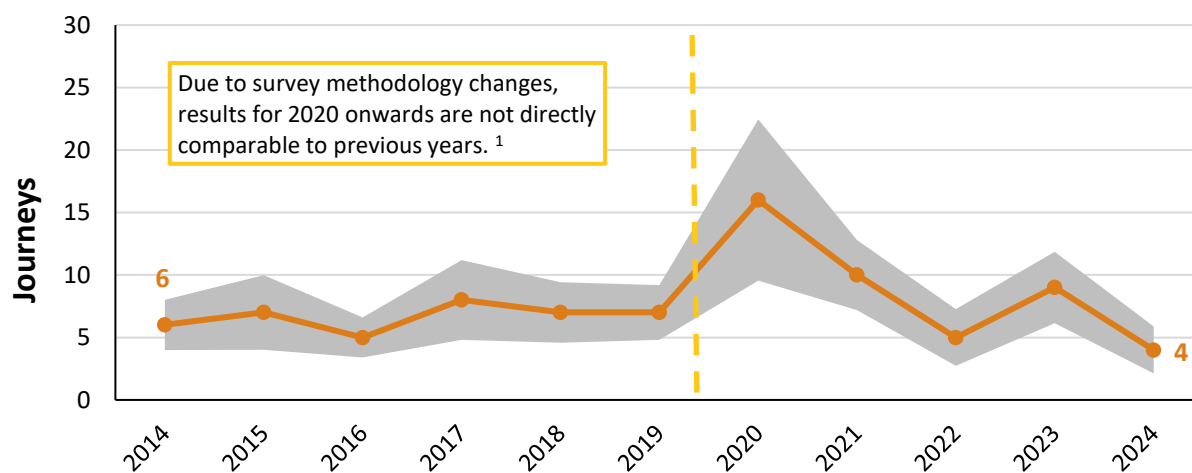


Average number of cycling journeys and average journey length

Just less than 0.5% of all journeys in 2024 were cycling journeys. There were 4 cycling journeys per person in 2024, less than in 2023 (9 journeys).

On average, cycling journeys were 3.3 miles in length in 2024.

Figure 3.2: Average number of cycling journeys per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

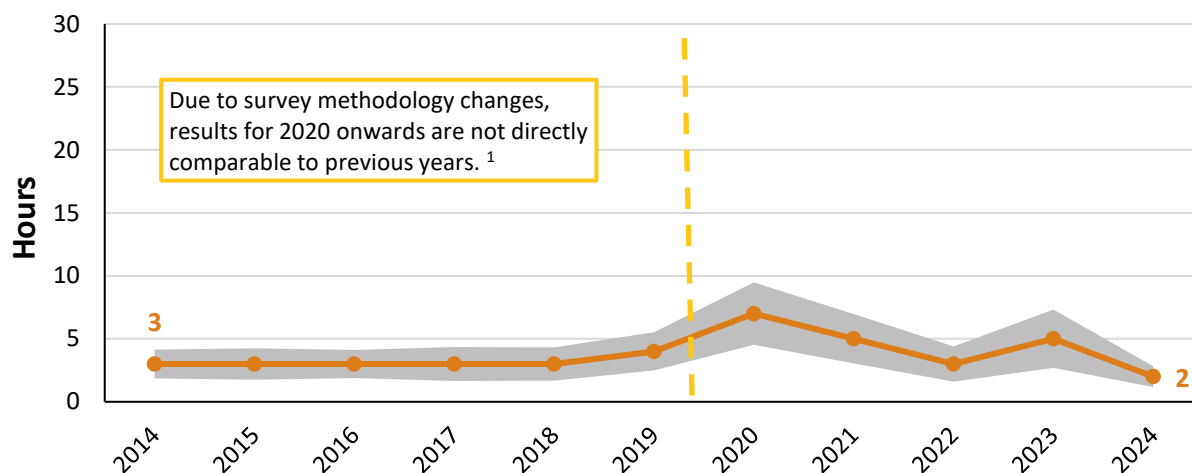
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Average time spent cycling and average journey time

Cycling accounted for 1% of total time spent travelling in 2024. The average time spent cycling per person was 2 hours in 2024, a decrease from 2023 (5 hours).

The average cycling journey lasted 26 minutes in 2024.

Figure 3.3: Average time spent travelling per person per year by cycling: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Further reading

For further information and breakdowns on the statistics and charts on cycling, please refer to the following tables in the [accompanying spreadsheets](#):

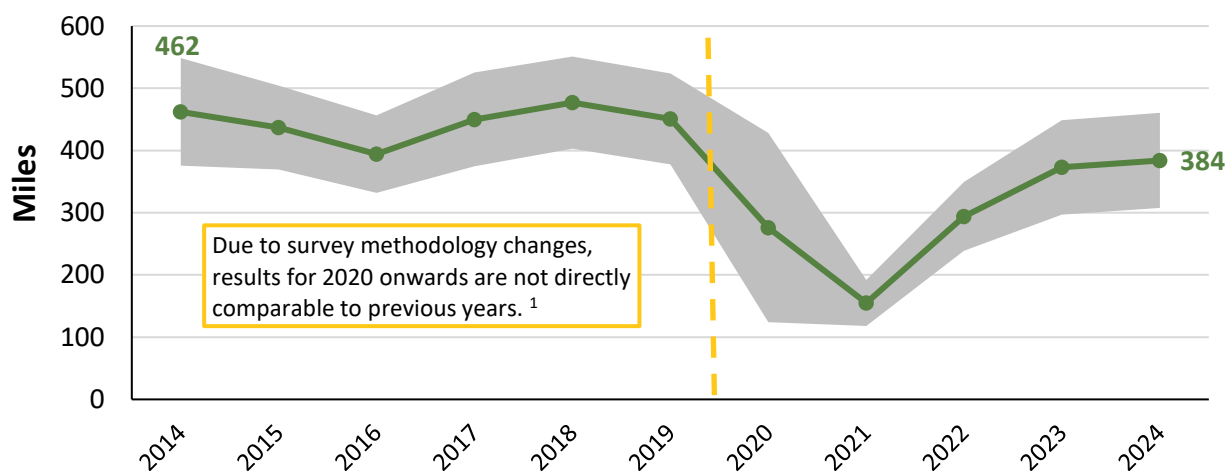
- Table 3.1: Average distance travelled per person by travel mode
- Table 3.2: Average number of journeys per person and average journey length by main mode
- Table 3.3 Journeys per person by distance and main mode
- Table 3.4: Time spent travelling per person and average journey time by main mode
- Table 3.6: Journeys per person by main mode, age and sex
- Table 4.3: Method of travel to work
- Table 5.3: Household bicycle ownership
- Table 5.4: Cycled in the last 12 months by age and sex
- Figure 5.4: How often do you cycle?

Section 4: Public Transport

Average distance travelled by public transport⁺

In 2024, journeys by public transport accounted for 7% of the total distance travelled, the same as in 2023 (7%). On average, 384 miles were travelled by public transport per person in 2024, no real difference compared to 2023 (373 miles).

Figure 4.1: Average distance travelled per person per year by public transport⁺: 2014 to 2024¹

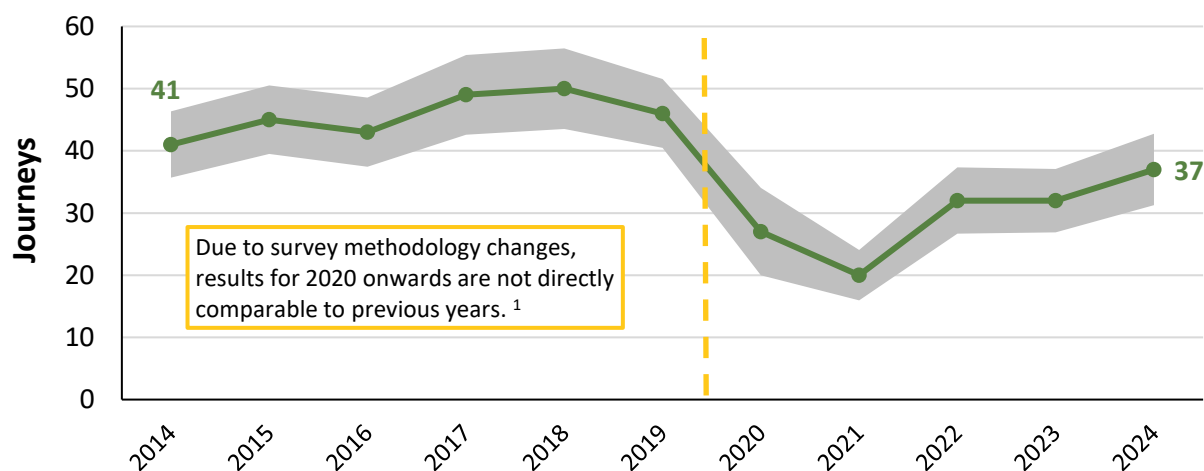


Average number of public transport⁺ journeys and average journey length

In 2024, 4% of all journeys were made by public transport, the same as in 2023 (4%). There were 37 public transport journeys per person in 2024, similar to the 2023 average (32 journeys).

On average, public transport journeys were 11.1 miles in length in 2024.

Figure 4.2: Average number of public transport⁺ journeys per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

+ Public transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'.

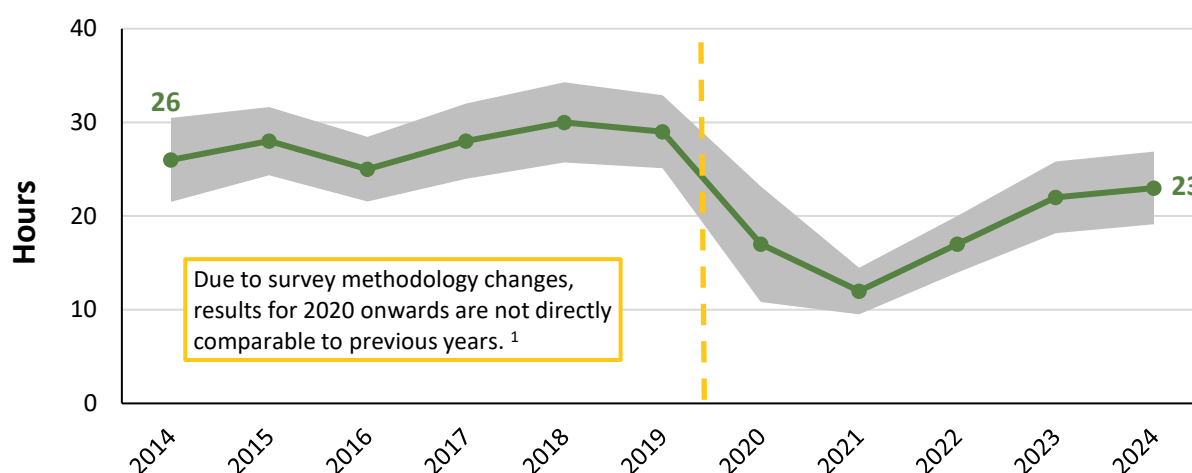
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Average time spent travelling by public transport⁺ and average journey time

Public transport journeys accounted for 8% of total time spent travelling in 2024. On average, 23 hours per person was spent travelling by public transport in 2024, around the same as in 2023 (22 hours).

The average public transport journey lasted 38 minutes in 2024.

Figure 4.3: Average time spent travelling per person per year by public transport⁺: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

+ Public transport includes 'Metro and Ulsterbus', 'Other bus', 'NI Railways' and 'Black taxi'.

Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Further reading

For further information and breakdowns on the statistics and charts on public transport, please refer to the following tables in the [accompanying spreadsheets](#):

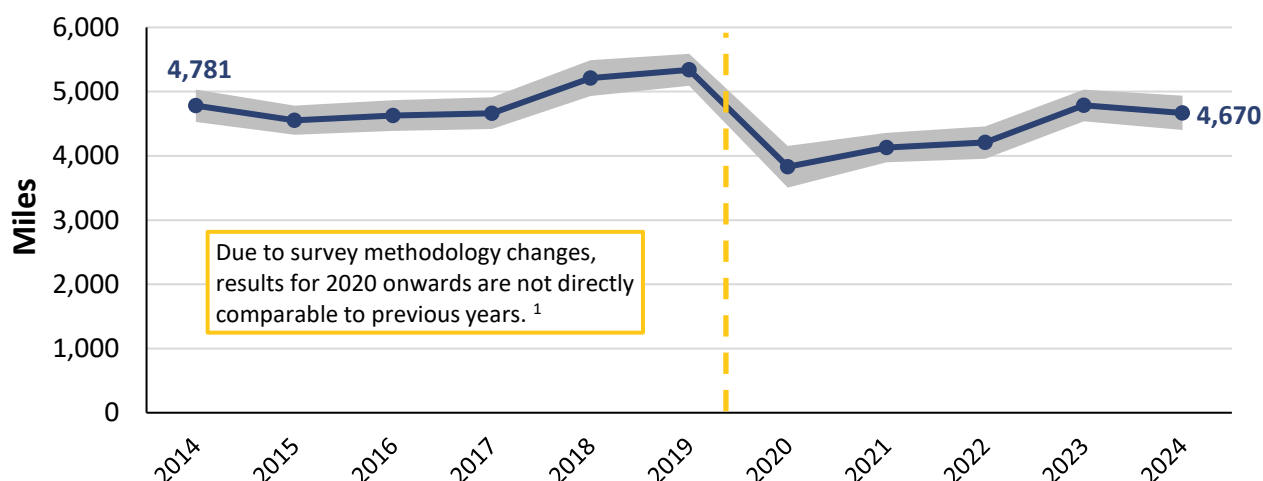
- Table 3.1: Average distance travelled per person by travel mode
- Table 3.2: Average number of journeys per person and average journey length by main mode
- Table 3.3: Journeys per person by distance and main mode
- Table 3.4: Time spent travelling per person and average journey time by main mode
- Table 3.6: Journeys per person by main mode, age and sex
- Table 4.3: Method of travel to work
- Figure 5.10: How often do you travel on a bus?
- Figure 5.11: How often do you travel on a train?
- Figure 5.12: What improvements could be made to encourage you to use local public transport services more often?
- Table 5.5: Bus service frequency
- Table 5.6: Rail service frequency
- Figure 5.13: Time taken to walk to nearest bus stop
- Figure 5.14: Time taken to walk to nearest NIR station
- Figure 5.15: How often do you use Park & Ride?

Section 5: Travelling by car

Average distance travelled by car⁺

In 2024, car journeys accounted for 84% of the total distance travelled, similar to 2023 (85%). On average, 4,670 miles were travelled by car per person in 2024, around the same as in 2023 (4,785 miles).

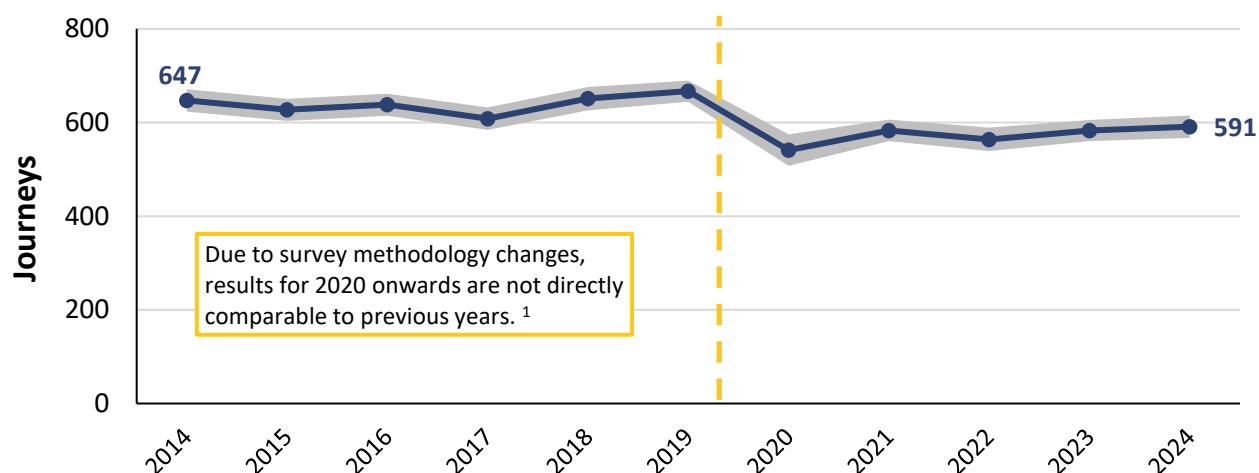
Figure 5.1: Average distance travelled per person per year by car⁺: 2014 to 2024¹



Average number of car⁺ journeys and average journey length

Just over two thirds (69%) of all journeys in 2024 were made by car, similar to 2023 (70%). There were 591 journeys by car per person in 2024, no real difference compared to 2023 (583 journeys). On average, journeys by car were 7.9 miles in length in 2024.

Figure 5.2: Average number of car⁺ journeys per person per year: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

+ Car includes 'Car driver', 'Car passenger' and 'Car undefined'

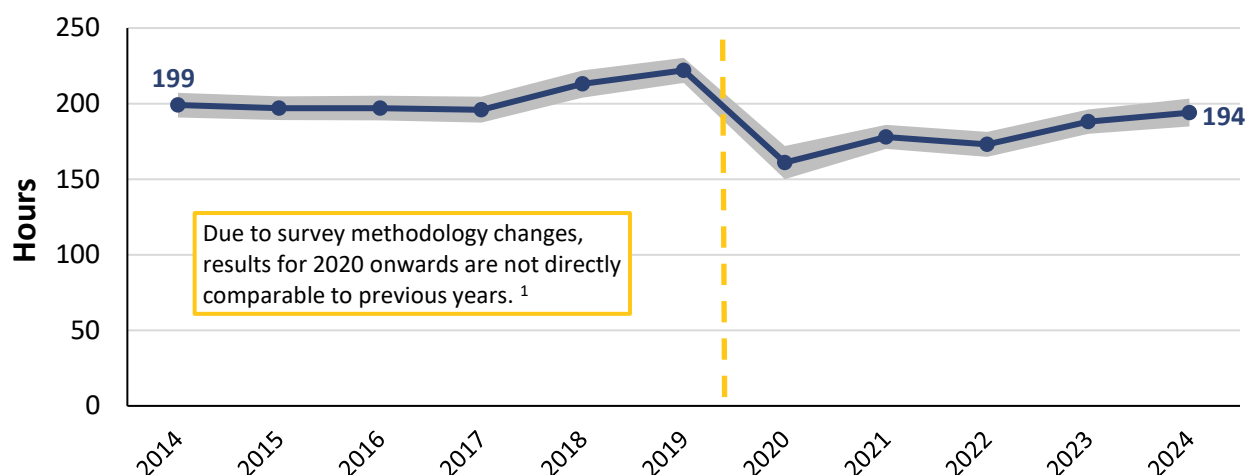
Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Average time spent travelling by car⁺ and average journey time

Car journeys accounted for 65% of total time spent travelling in 2024. The average time spent travelling by car per person was 194 hours in 2024, similar to the 2023 average (188 hours).

The average journey by car lasted 20 minutes in 2024.

Figure 5.3: Average time spent travelling per person per year by car⁺: 2014 to 2024¹



¹ The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

+ Car includes 'Car driver', 'Car passenger' and 'Car undefined'

Note: the shaded area in each chart shows 95% confidence intervals (see [What is a Confidence Interval?](#) on page 2)

Further reading

For further information and breakdowns on the statistics and charts on travelling by car, please refer to the following tables in the [accompanying spreadsheets](#):

- Table 2.2: Household car ownership
- Figure 2.4: Driving licence holders by age
- Table 2.3: Driving licence holders by age and sex
- Table 3.1: Average distance travelled per person by travel mode
- Table 3.2: Average number of journeys per person and average journey length by main mode
- Table 3.3: Journeys per person by distance and main mode
- Table 3.4: Time spent travelling per person and average journey time by main mode
- Table 3.6: Journeys per person by main mode, age and sex
- Table 4.3: Method of travel to work
- Table 5.2: Annual vehicle mileage

Section 6: Purpose of journeys

Distance travelled by purpose

Over one third (36%) of the total distance travelled in 2024 was for leisure and other¹ purposes, similar to 2023 (38%). On average, 2,003 miles were travelled per person for leisure and other¹ purposes in 2024, around the same as in 2023 (2,125 miles).

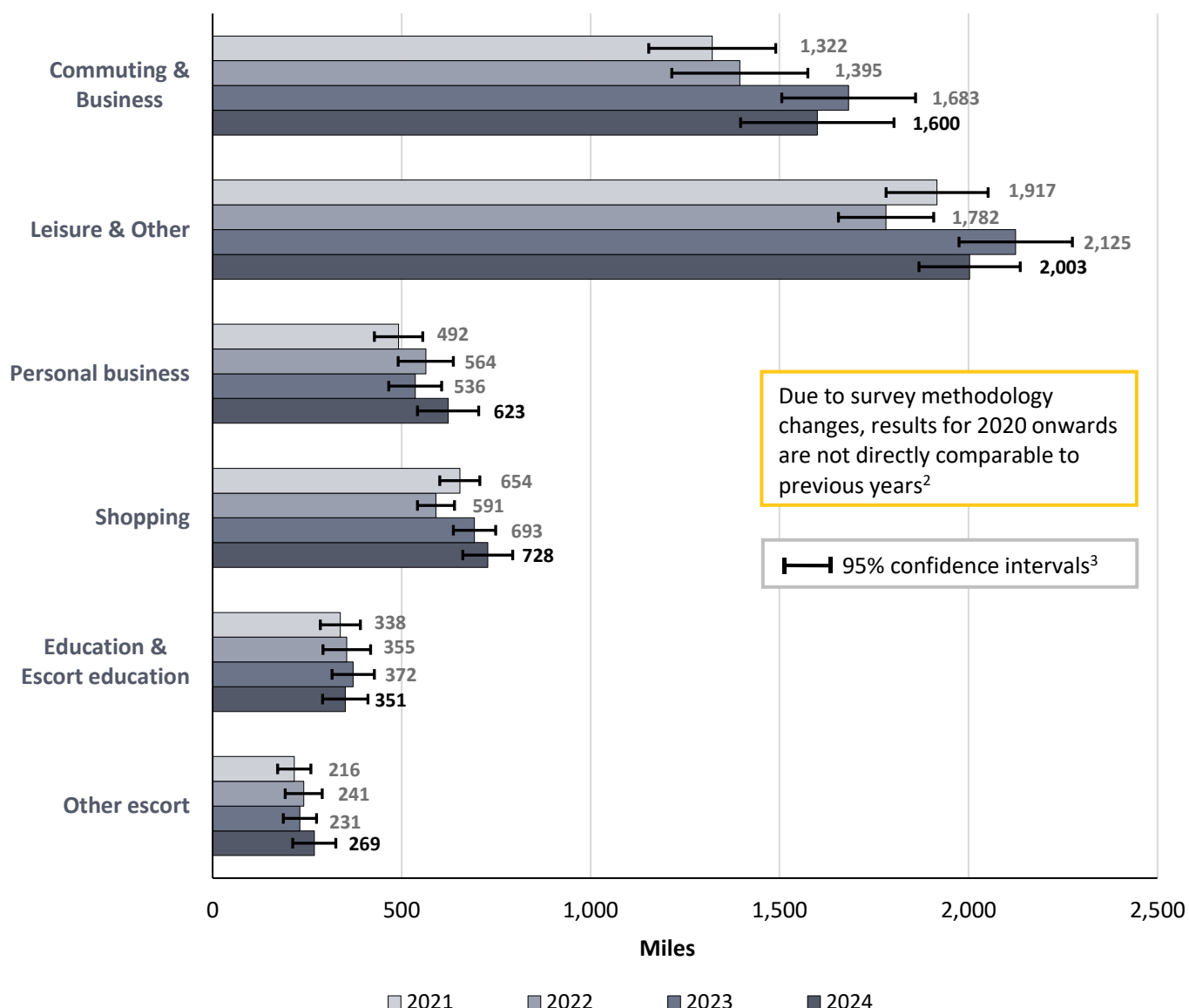
In 2024, 29% of the total distance travelled was for commuting and business, no real difference compared to 2023 (30%). The average distance travelled for these purposes was 1,600 miles per person during this period, similar to 2023 (1,683 miles).

Around one eighth (13%) of the total distance travelled in 2024 was for shopping, around the same as in 2023 (12%). On average, 728 miles per person were travelled for this purpose in 2024, no real change from 2023 (693 miles).

Just over one tenth (11%) of the total distance travelled in 2024 was for personal business purposes (journeys to services, such as the bank, doctor or library), around the same as 2023 (9%). An average of 623 miles per person were travelled for this purpose in 2024, similar to 2023 (536 miles).

¹ See [Definitions](#) section on page 30 for definitions of types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Figure 6.1: Average distance travelled per person per year by purpose¹: 2021 to 2024²



¹ See [Definitions](#) section on page 30 for definitions of types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

² The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

³ — show 95% confidence intervals around the central estimate (see [What is a confidence interval?](#) on page 2).

Average number of journeys by purpose

Almost two fifths (39%) of all journeys made were for leisure and other¹ purposes in 2024, no real difference compared to 2023 (36%). There were an average of 334 leisure and other¹ journeys taken per person during 2024, up from 2023 (296 journeys).

In 2024, commuting and business journeys made up 18% of all journeys, in line with the previous year (20% in 2023). On average, 158 commuting and business journeys were taken per person during this period, around the same as in 2023 (162 journeys).

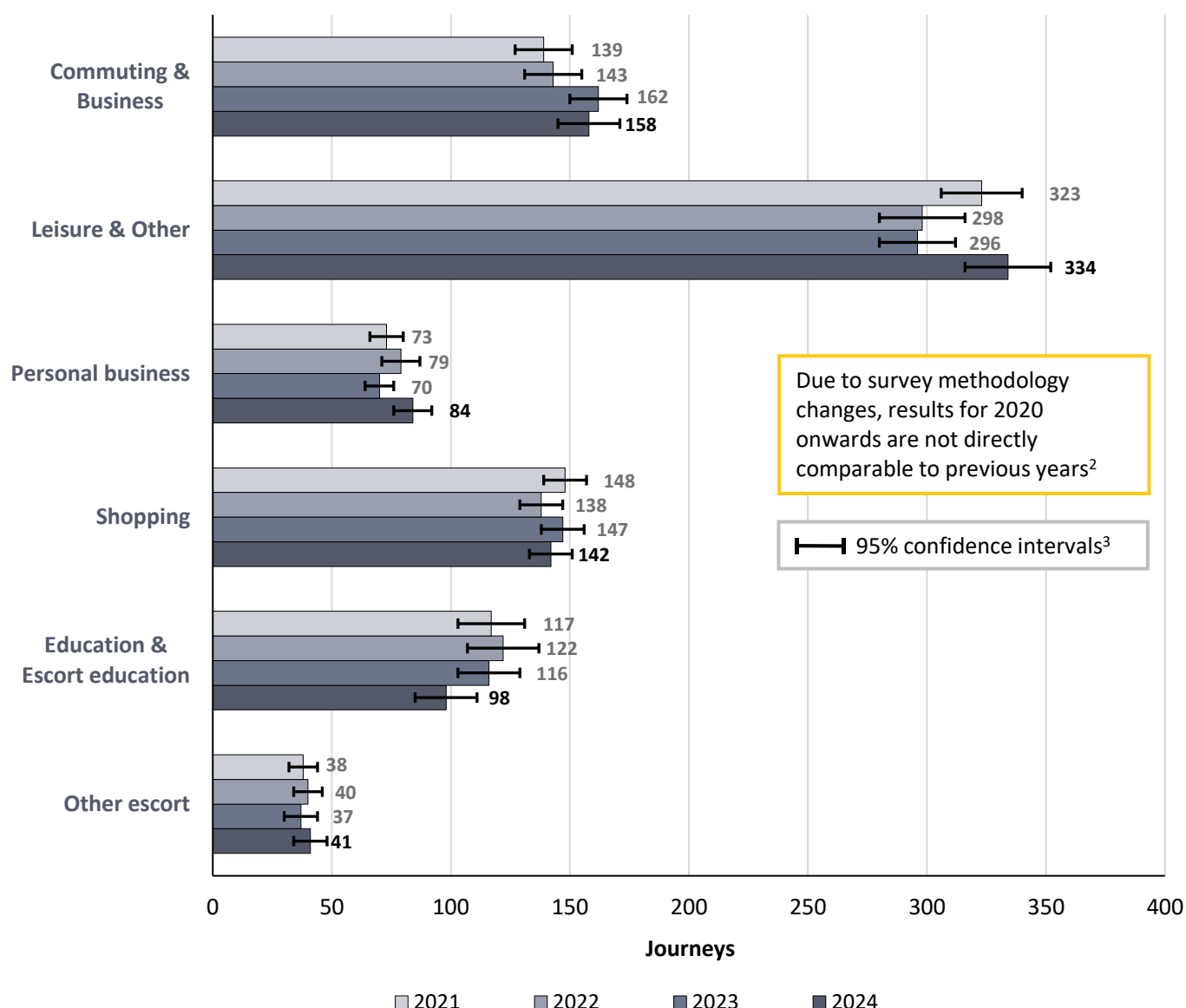
Almost one fifth (17%) of all journeys made in 2024 were for shopping, similar to 2023 (18%). Each person made, on average, 142 shopping journeys during 2024, no real change when compared to 2023 (147 journeys).

In 2024, 11% of all journeys made were for education and escort education purposes (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school), a decrease from 2023 (14%). There were 98 journeys made per person in 2024 for these purposes, down from 2023 (116 journeys).

One tenth (10%) of all journeys were made for personal business during 2024, around the same as 2023 (8%). In 2024, 84 personal business journeys were taken per person, an increase from 2023 (70 journeys).

¹ See [Definitions](#) section on page 30 for definitions of types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

Figure 6.2: Average number of journeys per person per year by purpose¹: 2021 to 2024²



¹ See [Definitions](#) section on page 30 for definitions of types of journey purpose. Leisure and Other category includes 'Visit friends at private home', 'Visit friends elsewhere', 'Entertainment/public social activities', 'Sport participate', 'Holiday base', 'Day trip', 'Other including just walk' and 'Undefined purpose'.

² The survey methodology changed in 2020 in response to the COVID-19 pandemic. Therefore, results for 2020 onwards are not directly comparable to those of previous years. See [About this publication](#) section (page 1) for details.

³ — show 95% confidence intervals around the central estimate (see [What is a confidence interval?](#) on page 2).

Further reading

For further information and breakdowns on the statistics and charts in this section, please refer to the following tables in the [accompanying spreadsheets](#):

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

Section 7: Urban Rural Comparison

Distance travelled by mode and urban-rural split

People living in rural areas travelled further (7,326 miles) than people living in urban areas (4,352 miles) in 2024.

For urban residents, 6% of total distance travelled was on foot, higher than rural residents (2%). Similarly, urban residents walked nearly one and a half times the distance (262 miles) that rural residents walked (181 miles).

For rural residents, 87% of total distance travelled was by car, higher than urban residents (80%). Rural residents also travelled more miles by car (6,388 miles) than urban residents (3,470 miles).

For urban residents, 9% of total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, NI Railways and Black Taxi), higher than rural residents (5%). The average distance travelled by public transport per person was around the same for those living in urban areas (400 miles) and those living in rural areas (361 miles).

Table 7.1: Average distance travelled per person by travel mode¹ and urban-rural split²: 2024

Travel mode ¹	Miles per person		
	Urban areas	Rural areas	All Northern Ireland
Walk	262	181	229
Bicycle	14	..	14
Car ³	3,470	6,388	4,670
Public transport ⁴	400	361	384
Other ⁵	205	382	278
All modes	4,352	7,326	5,575

¹ See [Definitions](#) section on page 29 for definitions of individual travel modes

² See [Definitions](#) section on page 31 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

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

In 2024, residents of rural areas took more journeys on average (906) than residents of urban areas (823). Journeys taken by people living in rural areas tend to be longer (8.1 miles), on average, than journeys taken by people living in urban areas (5.3 miles).

Over one quarter (27%) of all journeys taken by urban residents were walks, more than rural residents (18%). Similarly, on average, urban residents took more walking journeys (226) than rural residents (162).

Looking at car journeys as a proportion of all journeys, around three quarters (76%) of all rural residents' journeys were by car, higher than for urban residents (64%). Rural residents also took more car journeys each year (684) than urban residents (526) on average.

Comparing the proportion of all journeys taken by public transport, there is no real difference between people living in urban areas (5%) and people living in rural areas (3%). Looking at the average number of public transport journeys per person, urban residents took a higher number of journeys (42) than rural residents (29).

Table 7.2: Average number of journeys per person and average journey length by main mode¹ and urban-rural split²: 2024

Main mode of travel ¹	Average number of journeys per person			Average journey length (miles)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Walk	226	162	199	1.1	1.0	1.0
Bicycle	6	2	4	2.5	..	3.3
Car ³	526	684	591	6.6	9.3	7.9
Public transport ⁴	42	29	37	9.8	13.9	11.1
Other ⁵	23	29	25	9.1	12.9	10.9
All modes	823	906	857	5.3	8.1	6.5

¹ See [Definitions](#) section on page 29 for definitions of individual travel modes

² See [Definitions](#) section on page 31 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

Time spent travelling by main mode and urban-rural split

Rural residents spent more time travelling than urban residents in 2024. Rural residents travelled on average 334 hours (around 55 minutes per day). Urban residents travelled 274 hours on average (about 45 minutes per day).

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

People living in urban areas spent, on average, nearly one and a half times as long walking during 2024 (80 hours) compared to people living in rural areas (56 hours).

Rural residents spent more time travelling by car (243 hours) than urban residents (159 hours).

Urban residents spent around the same amount of time travelling by public transport (25 hours) as rural residents (21 hours).

Table 7.3: Time spent travelling per person and average journey time by main mode¹ and urban-rural split²: 2024

Main mode of travel ¹	Time spent travelling per person (hours)			Average journey time (minutes)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Walk	80	56	70	21	21	21
Bicycle	2	..	2	21	..	26
Car ³	159	243	194	18	21	20
Public transport ⁴	25	21	23	36	44	38
Other ⁵	8	13	10	23	27	24
All modes	274	334	299	20	22	21

¹ See [Definitions](#) section on page 29 for definitions of individual travel modes

² See [Definitions](#) section on page 31 for urban-rural definition. Note that urban-rural definitions in TSNI publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

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

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

Travel by purpose and urban-rural split

In 2024, for people living in urban areas, nearly two fifths (39%) of all journeys were for leisure and other¹ purposes, 19% for commuting and business and 18% for shopping. Journeys for education and escort education (e.g. a schoolchild going to school, a student going to college/university, a parent taking a child to school) made up 11% of all journeys. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 9% of all journeys.

For people living in rural areas, just under two fifths (39%) of all journeys were for leisure and other¹ purposes, 18% for commuting and business, 15% for shopping, 12% for education and escort education and 11% for personal business.

Comparing the above results for journey purposes as a proportion of all journeys, there is no real difference between urban residents and rural residents.

Looking at average number of journeys for leisure and other¹ purposes, urban residents made a similar number of these types of journeys (319) as rural residents (356). However, looking at the average distance travelled for leisure and other¹ purposes, rural residents travelled further (2,603 miles) than urban residents (1,584 miles).

On average, urban residents took around the same number of commuting and business journeys (156) as rural residents (160). However, looking at average distance travelled for commuting and business, rural residents travelled further (1,976 miles) than urban residents (1,338 miles).

Urban residents made an average of 146 shopping journeys in 2024, around the same as rural residents (136 shopping journeys). Although the average number of shopping journeys was similar, rural residents travelled almost twice as far as urban residents when going to the shops: 979 miles per rural resident compared to 554 miles per urban resident.

In terms of miles travelled by urban residents, 36% of the total distance travelled was for leisure and other purposes¹, 31% for commuting and business, 13% for shopping and 10% for personal business.

In terms of miles travelled by rural residents, 36% of the total distance travelled was for leisure and other purposes¹, 27% for commuting and business, 13% for shopping and 12% for personal business.

Comparing the above results for journey purposes as a proportion of total distance travelled, there is no real difference between urban residents and rural residents.

¹ See [Definitions](#) section on page 30 for definitions of types of journey purpose. Leisure and Other category includes ‘Visit friends at private home’, ‘Visit friends elsewhere’, ‘Entertainment/public social activities’, ‘Sport participate’, ‘Holiday base’, ‘Day trip’, ‘Other including just walk’ and ‘Undefined purpose’.

Table 7.4: Travel per person by journey purpose¹ and urban-rural split²: 2024

Journey purpose ¹	Average number of journeys per person			Miles per person			Average journey length (miles)		
	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland	Urban areas	Rural areas	All Northern Ireland
Commuting & Business	156	160	158	1,338	1,976	1,600	8.6	12.4	10.1
Leisure & Other ³	319	356	334	1,584	2,603	2,003	5.0	7.3	6.0
Personal Business	74	98	84	433	896	623	5.8	9.1	7.4
Shopping	146	136	142	554	979	728	3.8	7.2	5.1
Education & Escort education	90	109	98	223	534	351	2.5	4.9	3.6
Other escort	37	47	41	221	339	269	6.0	7.3	6.6
All purposes	823	906	857	4,352	7,326	5,575	5.3	8.1	6.5
Journeys per worker:									
Commuting & Business	349	347	348	2,971	4,299	3,524	8.5	12.4	10.1

¹ The purpose of a journey is governed by what the person did at the end of the journey. However, for journeys 'home' the purpose is governed by the start of the journey. This means, for example, the purpose of a journey from the shops to home is 'shopping'.

See [Definitions](#) section on page 30 for definitions of types of journey purpose.

² See [Definitions](#) section on page 31 for urban-rural definition. Note that urban-rural definitions in TSNi publications from 2013-2015 are based on the updated 2015 settlement classifications.

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

Further reading

For further information and breakdowns on the statistics and charts on urban-rural comparisons, please refer to the following tables in the [accompanying spreadsheets](#):

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

Appendix A: User Information

Symbols and Conventions

Respondents

Information in this report is based on journeys recorded in the travel diary. The travel diary is completed by, or on behalf of, participating adults and children (see [Survey methodology](#) section on page 25).

Travel included in the survey

Only travel within Northern Ireland (and inshore islands) is included.

Rounding of figures

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. Please note that percentages in the tables and commentary are calculated using unrounded figures.

Weeks in a year

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

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 those differences that are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report and are denoted in the text as increase/decrease, higher/lower, more/less, up/down etc. This means 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.

Symbols

The following symbols have been used in the report and accompanying tables:

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

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

Analysis by area

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

Grouped travel modes

Travel modes have been grouped as follows:

Category	Modes which have been grouped
Walk	Walk
Bicycle	Bicycle
Car	Car driver, Car passenger, Car undefined
Public transport	Metro and Ulsterbus, Other bus, NI Railways, Black Taxi
Other	Motorcycle, Other private, Taxi, Other public, Undefined mode

Grouped journey purposes

Journey purposes have been grouped as follows:

Category	Purposes which have been grouped
Commuting & Business	Commuting, Business
Leisure & Other	Visit friends at private home, Visit friends elsewhere, Entertainment/public social activities, Sport participate, Holiday base, Day trip, Other including just walk, Undefined purpose
Personal business	Personal business
Shopping	Shopping
Education & Escort education	Education, Escort Education
Other escort	Other escort

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 2024 time period.

Data for single year/three years combined

Three years combined

As the sample size is relatively small, 3 years of data would normally be combined to ensure the analysis carried out is robust. This ensures that a wide range of analysis can be carried out.

Single year

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.

Reporting data from 2020 to 2024 as a single year

Since 2020, the TSNI data have been reported as a single year instead of three years combined due to the survey methodology changes (see [Notable changes to data reporting from 2020](#) (page 24)). This has limited the analysis that can be done as the sample size is reduced by reporting only one year instead of three years combined.

Accredited Official Statistics

Travel Survey for Northern Ireland (TSNI) statistics are accredited official statistics. Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. A full explanation is available on the [Office for Statistics Regulation \(OSR\) website](#).

These accredited official statistics were independently reviewed by the Office for Statistics Regulation in March 2011. They comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) and should be labelled 'accredited official statistics'.

Since the [assessment](#) by the Office for Statistics Regulation, we have continued to comply with the [Code of Practice for Statistics](#).

Current and future developments

This report contains key results for the 2024 Travel Survey for Northern Ireland (TSNI). From 2007-2009 to 2021, a Headline Report was published alongside an In-depth Report. For 2022 and 2023, there is one report, which incorporates key tables from both the Headline Report and In-depth Report. A significant amount of extra work on data validation was required from 2022 onwards, which combined with the delay in receiving earlier TSNI datasets from the data supplier, continues to have a knock-on effect on the usual publication timetable. Therefore, data for 2024 is being published in one report, like the 2022 and 2023 data.

The full suite of In-depth Report tables for 2024 are available in the spreadsheet accompanying the report, where the achieved sample is sufficient for robust analysis.

A technical report for 2024 containing information on survey response rates and confidence ranges, the survey methodology and questionnaire is planned for Autumn 2026.

The report containing 2025 results is currently planned for the first quarter of 2027.

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

Notable changes to data reporting from 2020

Data collection for the TSNI changed from April 2020 due to the COVID-19 pandemic and a brief summary of the changes is given in [Survey Methodology](#) (page 25). The key effects this has had on reporting the data are highlighted below along with what this means for this report:

Comparison with previous years

Survey methodology changes mean 2020 to 2024 results not directly comparable with previous years. The survey methodology changed in 2020 in response to the COVID-19 pandemic. More details of the changes are given in the 2021 TSNI reports. Therefore, 2020 to 2024 results are not

directly comparable to those prior to 2020, and caution should be taken in reaching any conclusions if making these comparisons. More information about this is given in [Notes on TSNi 2020 to 2024 data](#) (page 32).

Reporting data from 2020 to 2024 as single years

Since 2020, the TSNi data have been reported as a single year instead of three years combined due to the survey methodology changes. The sample size is reduced by reporting only one year instead of the usual three years combined. This limits the analysis that can be carried out and some examples of this are given below:

- May limit breakdowns of data e.g. lower-level geographies, analysis by age and sex.
- The sample size for certain data not collected from the full sample may be too small for robust analysis.

With reporting a single year of data, the precision of survey estimates is reduced. To assist with gauging the level of uncertainty in the data, 95% confidence intervals have been added to the charts from 2020 onwards.

Survey methodology

Information for the survey is collected using two methods: a computer interview and a paper travel diary. Prior to April 2020, the interview was conducted face to face and the paper travel diary was left with the respondent for completion. From April 2020, following the suspension of face to face interviewing, the interview was conducted over the telephone. The paper diary was completed by the interviewer who received details of the respondent's journeys over the telephone.

From January 2023, the option to conduct the interview face-to-face was re-introduced, providing both interviewer and respondent preferred this option. The option to conduct the interview by telephone remained. Therefore, from January 2023, there was a mixture of face to face and telephone interviews.

Note that a small subset of respondents who completed an interview did not complete a travel diary (9% in 2024). A few respondents have completed a travel diary but not an interview (less than 0.5% in 2024).

The seven day travel diary 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

In 2024, a sample of 1,920 addresses was drawn from the NISRA Address Register using a methodology that is designed to provide representative geographical coverage across Northern Ireland. The NISRA Address Register is developed within NISRA and is primarily based on the Land & Property Services (LPS) POINTER database.

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

940 households and 1,552 persons were interviewed for the TSNI over the time period 1 January to 31 December 2024. 866 households returned at least one travel diary and 1,423 persons returned a travel diary.

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 Programme for Government 2024-2027. It provides information on areas such as active travel, safe and sustainable travel, accessible transport and equality monitoring.

Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes DfI's NI Road Safety Strategy to 2030 Annual Statistical Report and the Department for Agriculture, Environment and Rural Affairs' annual Key Rural Issues report. Private companies may use the data to look at travel trends, academics for research and other government Departments and Agencies to inform cross-cutting policy and strategy development.

Data quality assessment

A [Background Quality Report](#) has been produced and is published on the Travel Survey for Northern Ireland website.

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 Statistics](#).

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

Guidance on using the data

Since 2020, the TSNI data have been reported as a single year instead of three years combined due to the survey methodology changes (see [Notes on TSNI 2020 to 2024 data](#) (page 32)). This has limited the analysis that can be carried out as the sample size is reduced by reporting only one year instead of three years combined.

Sampling errors

Data are from a sample survey i.e. not asked of the whole population of Northern Ireland.

Therefore, particularly when reporting a single year of data, the confidence intervals/ranges associated with the figures should be noted to assist with gauging the level of uncertainty in the data.

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. Further details are given in [What is a Confidence Interval?](#) (page 2).
- Where charts contain 95% confidence intervals, these are indicated by shaded areas or error bars (—|—).

Average distance travelled

For average distance travelled by mode tables in this report, [mode of travel](#) is used (see page 28 of Definitions). This means the actual mode of travel used during each stage of the journey is captured by the data analysis.

Average number of journeys

For the average number of journeys by mode tables in this report, [main mode of travel](#) is used (see page 28 of Definitions). This is because whole journeys are being tabulated not stages or parts of a journey.

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

Appendix B: Definitions

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'.

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.

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 "public transport" 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 "public transport" category.

Definitions of modes of travel

Walk

Walks of 50 metres or more are collected on day 1 and walks of 1 mile or more on days 2-7 (see information on grossing short walks in the [Survey methodology](#) section on page 25).

Bicycle

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

Car

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

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

Public transport

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

Metro and Ulsterbus:

Metro covers all those regular bus services, which provide short distance travel within urban or suburban areas in and around Belfast.

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

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

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

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

Other

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

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

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

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

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

- *Unspecified private* -This code should be used where you know the method of transport was ‘private’ but where you cannot be specific and the respondent is not available to ask.
- *Unspecified public* -This code should be used where you know the method of transport was ‘public’, e.g. because a fare has been paid, but where a specific method cannot be ascertained.

Journey purpose

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

Types of journey purpose

Commuting and Business

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

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

Education and Escort Education

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

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

Other escort

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

Shopping

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

Personal Business

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

Leisure and Other

The *visit friends at private home* includes journeys to a private home to visit friends, relatives, etc. A stay in the private home of 4 or more nights is coded as “Holiday base”.

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

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

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

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

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

Other including just walk

- *Just walk* journeys are walking journeys made just for pleasure/exercise.
- The categories “Other non escort” and “Cross country/walk/hike/mountain climbing” are also included.

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

Urban/Rural

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

In TSNi publications up to 2012-2014, the urban-rural classification was based on the 2005 Report of the [Inter-Departmental Urban-Rural Definition Group](#). A review of the classification and delineation of settlements was carried out in 2015. There were number of changes including updating the settlement classifications previously based on Census 2001 populations to Census 2011 populations and changing the threshold between settlements classed as urban and those classed as rural from a population of 4,500 to 5,000. Full details are available in the [Review of the Statistical Classification and Delineation of Settlements report](#) published in March 2015:

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

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

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

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

Appendix C: Notes on Travel Survey for Northern Ireland 2020 to 2024 data

NISRA suspended all face-to-face household interviews in the middle of March 2020 due to the Coronavirus (COVID-19) pandemic. Following intensive work by Central Survey Unit, the Travel Survey for Northern Ireland (TSNI) became a telephone survey which commenced in April 2020. From that date to December 2022, all interviews carried out on the TSNI were conducted by telephone. From January 2023, the option to conduct the interview face-to-face was re-introduced, providing both interviewer and respondent preferred this option. The option to conduct the interview by telephone remained. Therefore, from January 2023, there was a mixture of face to face and telephone interviews.

There are a number of factors which users should take into consideration when interpreting the 2020 to 2024 results and care should be taken when comparing these to previously published findings from the survey.

1. While survey methodology changed, the impact of the Coronavirus (COVID-19) pandemic and the resultant introduction of new public health regulations, guidance and advice may have also fundamentally changed peoples' behaviour and attitudes. It is difficult to separate out change caused by the methodological adjustments and actual behavioural change at this point in time;
2. The change in data collection mode from face-to-face to telephone may have altered how people responded to the survey. Note that from January 2023, the respondent can choose whether they prefer a face-to-face or telephone interview;
3. The change in data collection mode also necessitated changes to how some questions were asked or presented. Full details are available in the TSNI Technical Report 2021. These changes may also have implications for how people responded to the survey;
4. The change to reporting data as a single year rather than three years combined and when there was a reduction in the achieved sample, means the precision of survey estimates is reduced. To assist with gauging the level of uncertainty in the data, 95% confidence intervals have been added to the charts in the main report.

Any changes within the 2020 to 2024 data compared to previous years have to be considered in the context of all of the above.

While 2020 to 2024 results can be compared to each other, care should be taken in reaching any conclusions based on these data and comparisons to previous years. It would be advisable to look at any changes in behaviour or attitudes contained in the 2020 to 2024 results over the next couple of years, to see if they are part of a permanent changing trend.