



Travel Survey for Northern Ireland In-depth Report 2014-2016



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Analysis, Statistics and Research Branch
Department for Infrastructure
Room 4-13c, Clarence Court
10-18 Adelaide Street,
Belfast, BT2 8GB

Contact: Leah Ginn

Telephone: 028 9054 0799 (Text relay prefix 18001)

Email: ASRB@nisra.gov.uk

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

Contents

List of Tables	iii
List of Figures	iv
Symbols and Conventions	vi
Key Points	1
Section 1 User Information	3
Section 2 Trends in Personal Travel	10
Section 3 How People Travel	16
Section 4 Why People Travel	23
Section 5 Other Factors Affecting Travel	38
Appendix A Travel Survey for Northern Ireland Definitions and Survey Notes	58



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

Analysis, Statistics and Research Branch
Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

Tel: +44 (0)28 9054 0799

Email: ASRB@nisra.gov.uk

About this publication

TSNI In-depth Report 2014-2016

This is the second release of 2014-2016 Travel Survey for Northern Ireland (TSNI) results following the publication of the Headline Report. The report contains information on trends in personal travel for Northern Ireland residents, how they travel, why they travel and some of the other factors affecting travel. It contains more detailed analysis on journeys taken by the Northern Ireland population over the time period 2014 to 2016 (including breakdowns by age and gender) and more trend comparisons with earlier years. For more detailed information about the TSNI, please see the User Information section on page 3.

Changes from previous In-depth Reports

There have been a number of changes to the TSNI In-depth Report for the 2014-2016 edition.

Change to Local Government Districts (LGDs) – removal of tables

Tables containing comparison by “area” (Belfast old LGD, East of Northern Ireland, West of Northern Ireland) have been removed. The area classification was based on the old 26 LGDs which were superseded by the new 11 LGDs in April 2015. There is no equivalent of the area classification based on the new LGDs.

The sample size at LGD level was sufficient to produce the analysis for a new table on “Journeys per person per year by main mode and Local Government Districts” (Table 3.5). However, the sample size was too small to produce other tables at LGD level that had been previously published based on the old area classification (Belfast old LGD, East of Northern Ireland, West of Northern Ireland).

Additional Tables Report – addition of tables/figures

Since 2012-2014, an Additional Tables report has been produced and published separately from the main TSNI In-depth Report. This report contains information on questions which were added to the survey in 2012 following a consultation of TSNI users. The questions cover a variety of areas including walking, cycling and public transport.

All the data, bullet points and charts that were previously included in the Additional Tables report will instead be published in the In-depth Report from 2014-2016 onwards. Therefore there is no need to produce a separate Additional Tables Report and there will no further editions.

Changes to publication including renumbering of tables

The following table details the amendments to tables in the publication following these changes. This also includes some of the usual In-depth Report tables which have been renumbered.

2014-2016 In-depth Report	Change from previous In-depth Reports
Table 2.2 Household car ownership	Data by the old area classification removed from this table.
Table 3.5 Journeys per person per year by main mode and Local Government District	Replaced - Table 3.5 Average distance travelled per person per year by mode & area in previous reports
Table 4.3 Method of travel to work	Renumbered - Table 4.3a in previous reports
Removal of Table 4.3b	Removed - Table 4.3b Method of travel to work by area
Figure 4.4 How many people would normally be in the car/van when you are travelling to work (including the respondent)?	Added – Figure 7.11 in Additional Tables Report
Figure 4.5 Difficulties experienced travelling to or from work by car, van or motorcycle	Renumbered – Figure 4.4 in previous reports
Figure 4.6 Difficulties travelling to or from work if not using car, van or motorcycle	Renumbered – Figure 4.5 in previous reports
Figure 4.7 Difficulties experienced travelling to or from work by other forms of transport	Renumbered – Figure 4.6 in previous reports
Figure 4.8 Difficulties experienced travelling by car, van or motorcycle to do main food shopping	Renumbered – Figure 4.7 in previous reports
Figure 4.9 Difficulties if car, van or motorcycle not used to do main food shopping	Renumbered – Figure 4.8 in previous reports
Figure 4.10 Difficulties experienced travelling by other forms of transport to do main food shopping	Renumbered – Figure 4.9 in previous reports

2014-2016 In-depth Report	Change from previous In-depth Reports
Figure 5.4 How often do you cycle?	Added – Figure 7.4 in Additional Tables Report
Figure 5.5 What would encourage you to cycle more often?	Added – Figure 7.5 in Additional Tables Report
Figure 5.6 Which situations make you feel unsafe when cycling on the road?	Added – Figure 7.6 in Additional Tables Report
Figure 5.7 How often do you walk anywhere for 20 minutes or more?	Added – Figure 7.1 in Additional Tables Report
Figure 5.8 What would encourage you to walk more often?	Added – Figure 7.2 in Additional Tables Report
Figure 5.9 Which situations make you feel unsafe when walking by the road?	Added – Figure 7.3 in Additional Tables Report
Figure 5.10 How often do you travel on a bus?	Added – Figure 7.7 in Additional Tables Report
Figure 5.11 How often do you travel on a train?	Added – Figure 7.8 in Additional Tables Report
Figure 5.12 What improvements could be made to encourage you to use local public transport services more often?	Added – Figure 7.9 in Additional Tables Report
Figure 5.13 Time taken to walk to nearest bus stop	Renumbered – Figure 5.4 in previous reports
Figure 5.14 Time taken to walk to nearest NI Railways station	Renumbered – Figure 5.5 in previous reports
Figure 5.15 How often do you use Park 'n' Ride?	Added – Figure 7.10 in Additional Tables Report

Urban-Rural Report

Please note that the urban-rural tables will continue to be published in a separate report (TSNI Urban-Rural report) for 2014-2016. It is intended that the tables in the Urban-Rural report will be published in the main TSNI In-depth Report from 2015-2017.

Accessibility

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

Contents

List of Tables	iii
List of Figures	iv
Acknowledgements	vi
Symbols and Conventions	vi
Key Points	1
Section 1 User Information	
Background to the Travel Survey for Northern Ireland (TSNI)	3
Why are data for three years combined?	3
Topics covered in this report	3
National Statistics	3
Current developments	4
Survey methodology	4
Sample design	4
Uses of the TSNI	5
Data quality assessment	5
Guidance on using the data	5
Summary of basic statistics	8
Section 2 Trends in Personal Travel	
Trends in distance, journeys and time spent travelling	10
Trends in car ownership	13
Trends in driving licence holding	14
Section 3 How People Travel	
Distance travelled	16
Number and length of journeys	17
Average journey distance	18
Time spent travelling	19
Journeys by Local Government District (LGD)	20
Variations in travel by age and sex	21

Section 4	Why People Travel	
	Travel by purpose	23
	Purpose of travel by age and sex	27
	Travel to work	29
	Difficulties travelling to work – car, van or motorcycle users	31
	Difficulties travelling to work – users of other forms of transport	33
	Travelling to do main food shopping	34
	Difficulties travelling to do main food shopping – car, van or motorcycle users	35
	Difficulties travelling to do main food shopping – users of other forms of transport	37
Section 5	Other Factors Affecting Travel	
	Difficulty with travel due to physical disability or long-standing health problem	38
	Annual vehicle mileage and reason for vehicle use	39
	Cycling	40
	Bicycle ownership	40
	Bicycle usage	41
	Cycling frequency	42
	Incentives to cycle more often	43
	Unsafe situations when cycling on the road	45
	Walking	47
	Walking frequency	47
	Incentives to walk more often	47
	Unsafe situations when walking by the road	49
	Public Transport	51
	Frequency of bus use	51
	Frequency of train use	52
	Satisfaction with local public transport	53
	Incentives to use local public transport more often	53
	Access to public transport	55
	Park ‘n’ Ride – Frequency of using Park ‘n’ Ride	57
Appendix A:	Travel Survey for Northern Ireland Definitions and Survey Notes	58

List of Tables

Table 1.1	Unweighted sample numbers on which analyses are based	8
Table 1.2	Basic travel statistics	9
Table 2.1	Distance, journeys & hours travelled per person per year: 2014 to 2016; 2004-2006, 2009-2011, 2013-2015 and 2014-2016	10
Table 2.2	Household car ownership: 2014 to 2016; 2004-2006, 2009-2011, 2013-2015 and 2014-2016	13
Table 2.3	Driving licence holders by age and sex: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	15
Table 3.1	Average distance travelled per person per year by travel mode: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	16
Table 3.2	Average number of journeys per person per year and average journey length by main mode: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	17
Table 3.3	Journeys per person per year by distance and main mode: 2014-2016	18
Table 3.4	Journey time by main mode: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	19
Table 3.5	Journeys per person per year by main mode and Local Government District: 2014-2016	20
Table 3.6	Journeys per person per year by main mode, age and sex: 2014-2016	22
Table 4.1	Travel per person per year by journey purpose: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	24
Table 4.2	Journeys per person per year by age, sex and purpose: 2014-2016	28
Table 4.3	Method of travel to work: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	29
Table 4.4	Method of travel to do main food shopping: 2014-2016	34
Table 5.1	Difficulty with travel due to physical disability by age and sex: 2014-2016	38
Table 5.2	Annual vehicle mileage: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	39
Table 5.3	Household bicycle ownership: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	40
Table 5.4	Cycled in the last 12 months by age and sex: 2014-2016	41
Table 5.5	Bus service frequency: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	55
Table 5.6	Rail service frequency: 2004-2006, 2009-2011, 2013-2015 and 2014-2016	56

List of Figures

Figure 2.1	Average distance travelled per person per year by mode: 2009-2011 to 2014-2016	11
Figure 2.2	Average number of journeys per person per year by main mode: 2009-2011 to 2014-2016	11
Figure 2.3	Average time spent travelling per person per year by main mode: 2009-2011 to 2014-2016	12
Figure 2.4	Driving licence holders by age and sex: 2014-2016	14
Figure 4.1	Average journey length by purpose: 2014-2016	25
Figure 4.2	Number of journeys per person per year 2014-2016: proportion in each journey purpose group	25
Figure 4.3	Distance travelled per person per year 2014-2016: proportion in each journey purpose group	26
Figure 4.4	How many people would normally be in the car/van when you are travelling to work (including the respondent)?: 2014-2016	30
Figure 4.5	Difficulties experienced travelling to or from work by car, van or motorcycle: 2014-2016	31
Figure 4.6	Difficulties travelling to or from work if not using car, van or motorcycle: 2014-2016	32
Figure 4.7	Difficulties experienced travelling to or from work by other forms of transport: 2014-2016	33
Figure 4.8	Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2014-2016	35
Figure 4.9	Difficulties if car, van or motorcycle not used to do main food shopping: 2014-2016	36
Figure 4.10	Difficulties experienced travelling by other forms of transport to do main food shopping: 2014-2016	37
Figure 5.1	Difficulty with travel due to physical disability by age and sex: 2014-2016	38
Figure 5.2	Household bicycle ownership: 2014-2016	40
Figure 5.3	Cycled in the last 12 months by age and sex: 2014-2016	41
Figure 5.4	How often do you cycle?: 2014-2016	42

List of Figures continued

Figure 5.5	What would encourage you to cycle more often?: 2014-2016	44
Figure 5.6	Which situations make you feel unsafe when cycling on the road?: 2014-2016	46
Figure 5.7	How often do you walk anywhere for 20 minutes or more?: 2014-2016	47
Figure 5.8	What would encourage you to walk more often?: 2014-2016	48
Figure 5.9	Which situations make you feel unsafe when walking by the road?: 2014-2016	50
Figure 5.10	How often do you travel on a bus?: 2014-2016	51
Figure 5.11	How often do you travel on a train?: 2014-2016	52
Figure 5.12	What improvements could be made to encourage you to use local public transport services more often?: 2014-2016	54
Figure 5.13	Time taken to walk to nearest bus stop: 2014-2016	55
Figure 5.14	Time taken to walk to nearest NI Railways station: 2014-2016	56
Figure 5.15	How often do you use Park 'n' Ride?: 2014-2016	57

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The Survey was carried out on behalf of the Department for Infrastructure (formerly the Department for Regional Development) by the Central Survey Unit of the Northern Ireland Statistics and Research Agency. Thanks are due to the Unit whose hard work has produced the Survey.

Thanks are also due to the interviewers for conducting the fieldwork.

Finally, the help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

Symbols and Conventions

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

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

Spontaneous answers – When there are a large number of answer options, particularly for multiple response questions, a showcard (a card with the answer options written out) is used. This enables the respondent to select all the answers that are relevant to them. A spontaneous answer is one that is available for selection by the interviewer, if the respondent gives that response, but it is not on included on the showcard. These are generally one off answers such as "I already walk as much as I can" or "Nothing would encourage me to walk more often".

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

Symbols

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

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

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

Conversion factors for miles and kilometres

The following conversion factors may be of use:

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

Respondents – The travel diary and some individual interview questions are asked to all persons in the household taking part in the survey (the full sample). This includes both adults and children and face to face and proxy interviews. In addition, some individuals completed a travel diary but not an individual interview. The majority of the individual interview questions have been asked to a subgroup of the full sample as children are only included in a small number of questions. Where it is not clear, it is highlighted in the bullet points whether a question is asked to the full sample or a subgroup.

Face to face interview – An interview with the respondent in person

Proxy interview – An interview completed by someone else on behalf of the respondent

Men and women

Men = Males aged 16 and over, except where otherwise stated.

Women = Females aged 16 and over, except where otherwise stated.

Cyclists – Persons who stated that they cycled during the last 12 months.

Bus users – Persons who stated that they have travelled on a bus (i.e. did not state they never travel on a bus).

Train users – Persons who stated that they have travelled on a train (i.e. did not state they never travel on a train).

Statistical significance

Only those differences which are statistically significant ($p < 0.05$) have been highlighted in the commentary within this report. This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

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

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

For further information, there is a User Information section (Section 1) on page 3 and a Definitions section (Appendix A) on page 58.

Key Points

In 2014–2016:-

General travel statistics

- On average, Northern Ireland residents travelled 5,704 miles per year over the three-year reporting period. This is a decrease from the average distance travelled per person per year in 2004-2006 (6,094 miles) (Table 1.2).
- Each person made an average of 897 journeys each year. This has decreased from the 2004-2006 average of 937 journeys per person per year (Table 1.2).
- The average time each person spent travelling over the three year reporting period was 298 hours per year, similar to 2004-2006 (304 hours) (Table 1.2).

Trends in personal travel

- Looking at the 17 and over age group, a higher proportion of men (82%) held full car driving licences than women (72%) in 2014-2016. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 61% in 2004-2006 to 72% in 2014-2016, whereas there has been no real change in the proportion of men holding a licence during this time period (81% in 2004-2006, 82% in 2014-2016) (Table 2.3).

How people travel

- Car travel made up just over four fifths (82%) of the total distance travelled in 2014-2016. Public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 8% of total distance travelled and walking 3% (Table 3.1).
- In 2014-2016, 71% of all journeys were made by car, 18% by walking and 5% by public transport (Table 3.2).
- Nearly one sixth (16%) of all journeys were less than one mile long, and just over three fifths (62%) of these short journeys were on foot. The car was the dominant mode of transport (78%) for all journeys one mile or over (Table 3.3).
- In 2014-2016, a higher proportion of all journeys were taken by walking, cycling or public transport in Belfast LGD (35%) and Derry City and Strabane LGD (32%) than other Local Government Districts. These results are also higher than the proportion of all journeys taken by walking, cycling or public transport in Northern Ireland as a whole (24%) (Table 3.5).
- Men and women made a similar number of journeys each year (901 for men, 919 for women). However, men travelled 22% further than women, averaging 6,719 miles a year, compared to 5,515 miles for women (Table 3.6).
- Children under 16 made 67% of their journeys as car passengers, with most of the rest on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (18%) (Table 3.6).

Why people travel

- Twenty-four percent of all journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 17% to and from the shops, 15% for commuting and 12% for personal business. Shopping has decreased from 21% of all journeys in 2004-2006 to 17% of all journeys in 2014-2016 (Table 4.1).
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 21% for commuting, 12% for shopping and 11% for personal business in 2014-2016. Shopping has decreased from 15% of total distance travelled in 2004-2006 to 12% in 2014-2016 (Table 4.1).
- Looking only at single journey purposes, the most common reasons for men taking a journey were commuting (20%) and shopping (18%) (Table 4.2).
- For women, the most popular reason for making a journey was for going to and from the shops (21%) (Table 4.2).
- The most frequently given reason for journeys made by children under 16 was for education (31%) (Table 4.2).
- In 2014-2016, the majority of workers in Northern Ireland used a car or van to travel to work (81%), the same as 10 years ago (81% in 2004-2006) (Table 4.3).

Other factors affecting travel

- In 2014-2016, 24% of all respondents said they had cycled in the last 12 months. Almost half (47%) of these cycled once a week or more and an additional 23% cycled at least once a month (but less than once a week) (Table 5.4, Figure 5.4).
- Nearly two fifths (39%) of cyclists (those who had cycled in the last 12 months) stated that “More cycle lanes” would encourage them to cycle more often, the most popular answer given (Figure 5.5).
- Just under two thirds (65%) of all respondents took a walk lasting at least 20 minutes once a week or more, with a further 9% walking this length of time at least once a month (but less than once a week) (Figure 5.7).
- When asked what would encourage them to walk more often, the top answer given was “Better weather” stated by one third (33%) of the respondents (Figure 5.8).
- Almost one sixth (16%) of all respondents travelled on a bus once a week or more and a further 10% travelled by bus at least once a month (but less than once a week) (Figure 5.10).
- Around 1 in 30 (3%) of all respondents travelled on a train once a week or more and an additional 7% travelled by train at least once a month (but less than once a week) (Figure 5.11).
- Respondents were asked what would encourage them to use local public transport services more often and the most popular answer, given by just over one quarter (26%) of respondents was “Cheaper fares” (Figure 5.12).
- Fourteen percent of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 8% in 2004-2006. Nearly 3 in 10 households (29%) said they did not know how often they could get a bus from their nearest stop (Table 5.5).

Section 1: User Information

Background to the Travel Survey for Northern Ireland (TSNI)

The TSNI is based on the National Travel Survey (NTS), as used in Great Britain up to 2012 (NTS coverage changed to England only from 2013). It began in Northern Ireland as a continuous survey in 1999 (after a pilot survey). It is conducted over a calendar year (from January to December). The first results were published in 2003 for the period 1999-2001. This latest report covers the 2014-2016 time period.

Why are data for three years combined?

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

However, in this report, for certain stable groups of the sample, limited information for shorter (one year) periods of time is shown.

Topics covered in this report

Section 2 covers trends in personal travel, Section 3 deals with how we travel, Section 4 contains information on why we travel and Section 5 includes other topics linked to travel, including vehicle mileage.

National Statistics

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

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

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

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

<http://www.statisticsauthority.gov.uk/assessment/assessment-reports/index.html>

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

For a copy of the Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf>

Current developments

Two reports have been published based on analysis of the 2014-2016 TSNi data. The first, the headline report, containing key figures was published in July 2017. A technical report was published in September 2017 containing information on 2014-2016 survey response rates and confidence ranges. This report, the in-depth report, contains more detailed results including age and gender breakdowns. It also includes, for the first time, information and charts that were previously published in the Additional Tables Report on topics such as walking, cycling and public transport. Full details of the changes are contained in the “Changes from previous In-depth Reports” section at the start of the publication. A supplement to this report containing urban-rural travel comparisons is planned for early 2018. The next headline report, based on 2015-2017 results, is planned for July 2018. The 2015-2017 in-depth report is planned for November 2018. It is intended that the 2015-2017 in-depth report will incorporate the urban-rural report.

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

Once these changes to the database structure have been made, the data will be deposited in the University of Essex Data Archive (planned for 2018). This will mean the data will be available to researchers for secondary analysis.

Survey methodology

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

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

Sample design

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

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

2,982 households and 5,599 persons were interviewed for the TSNI over the time period 1 January 2014 to 31 December 2016.

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 2016-2021, New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy and Equality Monitoring. Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes the annual NI Transport Statistics publication (from 2013-14) and the annual NI Environmental Statistics report.

Data quality assessment

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

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 but care should be taken when looking at results based on smaller breakdowns.

Guidance on using the data

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

Sampling errors

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

What are Confidence intervals/ranges?

These are available in the TSNI Technical Report 2014-2016 (pages 11 to 15): <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>

- As estimates made from a sample survey depend upon the particular sample chosen, they may differ from the true values of the population.

- This variance from the true population value is measured using a confidence interval. The confidence intervals published for TSNi data are 95% confidence intervals. This means there is a 95% probability that the true population value is contained within the range of values given.

Data validation

As the database has continued to be validated as part of the data analysis process, a small number of discrepancies have been discovered and corrected figures appear in this current report. These have been flagged with a footnote to explain that figures have been revised from previous reports. The corrections are minor and therefore have not warranted a recirculation of previous reports. However, revised figures are available on request from ASRB should they be required (see front of the report for contact details).

Mode of travel/Main mode of travel

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

Average distance travelled

For average distance travelled by mode tables in this report, mode of travel is used. This means the actual mode of travel used during each stage of the journey is captured by the data analysis. For example, if a journey consisted of 2 stages, a 1 mile walk to the train station followed by a 10 mile train journey, 1 mile would be assigned to “walk” mode of travel and 10 miles to “NI Railways” mode of travel.

Number of journeys/Average journey length/Journey time

For the Number of journeys/Average journey length/Journey time by mode tables in this report, main mode of travel is used. This is because whole journeys are being tabulated not stages or parts of a journey. For the example above this means the main mode of travel, “NI Railways”, would be assigned to the journey. The walking element is not captured in the data analysis.

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

Metro and Ulsterbus journeys

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

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

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

- From Translink figures, in 2015/16 there were 26.4 million passenger journeys on Metro and 38.8 million passenger journeys on Ulsterbus. This gives a total of 65.2 million Metro and Ulsterbus passenger journeys.
- Using the 2015 mid-year population estimate (1,851,621), this equates to approximately 14 Metro journeys per person per year and 21 Ulsterbus journeys per person per year.
- Using the total figure of 65.2 million passenger journeys and the 2015 mid year population estimate gives a total of around 35 Metro and Ulsterbus journeys per person per year.

From the TSNI 2014-2016:

- There were, on average, 15 Metro journeys per person per year and 15 Ulsterbus journeys per person per year.
- Looking at Metro and Ulsterbus journeys combined, there were an average of 29 Metro and Ulsterbus journeys per person per year.

As has been noted in previous reports, the survey estimate for all Metro and Ulsterbus journeys combined has always approximated Translink's own estimate and can therefore be considered robust. However when looking at the 2014-2016 TSNI Metro journey figures and Ulsterbus journey figures separately, although the Metro figure is similar, the Ulsterbus figure is not reflective of the Translink administrative data estimates. Looking at journeys taken by Metro/Ulsterbus as a proportion of all Metro and Ulsterbus journeys, the split is approximately 50% Metro and 50% Ulsterbus from TSNI 2014-2016 data. Translink administrative figures indicate the split to be 40% Metro and 60% Ulsterbus. This would suggest that there is an element of respondent misclassification between bus types which may also include buses categorised as 'Other bus'.

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

In the meantime, users who wish to approximate the number of Ulsterbus journeys per person per year and number of Metro journeys per person per year for 2014-2016 should note that around 60% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNI 2014-2016 combined Metro and Ulsterbus figure of 29 journeys per person per year, gives an estimate of 17 Ulsterbus journeys per person per year and 12 Metro journeys per person per year in 2014-2016.

Summary of basic statistics

Table 1.1 provides information taken from the 2004-2006, 2009-2011, 2013-2015 and 2014-2016 databases.

Table 1.1: Unweighted sample numbers on which analyses are based.

	Numbers						
	2014	2015	2016	2004-2006	2009-2011	2013-2015	2014-2016
Households	1,001	988	993	2,799	3,074	2,978	2,982
Individuals	1,815	1,867	1,917	6,338	6,196	5,558	5,599
Children (<16)	267	325	321	1,278	1,079	935	913
Adults (16+)	1,548	1,542	1,596	5,053	5,117	4,623	4,686
Motor vehicles ¹	1,262	1,248	1,302	3,194	3,846	3,758	3,812
Cars ²	1,222	1,219	1,261	3,063	3,689	3,650	3,702
4-wheeled cars	1,158	1,157	1,183	2,908	3,503	3,460	3,498
Journeys ³	28,753	29,082	30,428	102,576	97,473	88,089	88,263
Stages⁴	29,391	29,940	31,021	105,033	99,438	90,195	90,352

¹ Motor vehicles = cars (see below) + invalid cars + motorcycle/scooter with or without a sidecar + moped + other van/lorry + other vehicle types.

² Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

³ These are the unweighted base numbers for journeys. These figures are then grossed for short walks before analysis.

⁴ 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.

Table 1.2: Basic travel statistics

	Numbers/Percentage						
	2014	2015	2016	2004-2006 ¹	2009-2011 ¹	2013-2015 ¹	2014-2016 ¹
No. of journeys per person per year	888	894	909	937	894	901	897
No. of journeys (1 mile+)	764	749	756	772	757	766	756
Miles travelled	5,863	5,620	5,635	6,094	5,888	5,827	5,704
Miles travelled by car	4,781	4,554	4,628	4,944	4,762	4,747	4,653
Hours travelled	297	299	299	304	298	298	298
Vehicles per household	1.26	1.26	1.31	1.14	1.25	1.26	1.28
Cars² per household	1.22	1.23	1.27	1.09	1.20	1.23	1.24
Cars² per adult (17+)	0.80	0.80	0.80	0.62	0.73	0.80	0.80
% men (17+) full car driving licence	82%	83%	81%	81%	82%	83%	82%
% women (17+) full car driving licence	72%	73%	71%	61%	68%	72%	72%
Participating individuals per household	1.8	1.9	1.9	2.3	2.0	1.9	1.9
% of households with bus service at least every 15 mins	14% (29% don't know)	14% (29% don't know)	15% (30% don't know)	8% (27% don't know)	15% (27% don't know)	13% (29% don't know)	14% (29% don't know)
Northern Ireland Population for survey period (mid year estimate)^{3,r}	1,840,498	1,851,621	1,862,137	1,728,296	1,804,161	1,840,615	1,851,419

¹ Three year rolling averages calculated from raw data.

² Cars = 4-wheeled + 3-wheeled vehicles + Land Rovers + Jeeps + minibuses + motor caravans + dormobiles + light vans.

^{3,r} Mid Year Estimates of population have been revised (back to 2001) to take account of the 2011 Census results. The table contains these revised figures.

Section 2: Trends in personal travel

Tables and figures in this section show the changes in personal travel over the selected time periods (2004-2006, 2009-2011, 2013-2015 and 2014-2016).

Trends in distance, journeys and time spent travelling (Table 2.1, Figures 2.1-2.3)

- Looking at the individual years over the three year reporting period 2014 to 2016, travel habits have not changed considerably.
- On average, Northern Ireland residents travelled 5,704 miles per year over the three year reporting period. This is a decrease from the average distance travelled per person per year in 2004-2006 (6,094 miles).
- Each person made an average of 897 journeys each year (just over 2 journeys per day). This has decreased from the 2004-2006 average of 937 journeys per person per year.
- The average journey length is around the same as 10 years ago (6.5 miles in 2004-2006, 6.4 miles in 2014-2016).
- The average time each person spent travelling over the three years was 298 hours per year, or approximately 49 minutes per day. This is similar to the average time spent travelling per person per year in 2004-2006 (304 hours).
- Comparing results from 2009-2011 to 2014-2016, there has been no significant modal shift (change from one mode of travel to another).

Table 2.1: Distance, journeys & hours travelled per person per year: 2014 to 2016; 2004-2006, 2009-2011, 2013-2015 and 2014-2016

	Average distance travelled per person per year(miles)		Average number of journeys per person per year		Average journey length (miles)	Average time spent travelling per person per year (hours)
	All journeys	Journeys 1 mile +	All journeys	Journeys 1 mile +	All journeys	All journeys
2014	5,863	5,809	888	764	6.6	297
2015	5,620	5,557	894	749	6.3	299
2016	5,636	5,565	909	756	6.2	299
2004-2006	6,094	6,023	937	772	6.5	304
2009-2011	5,888	5,828	894	757	6.6	298
2013-2015	5,827	5,769	901	766	6.5	298
2014-2016	5,704	5,641	897	756	6.4	298

Figure 2.1: Average distance travelled per person per year by mode: 2009-2011 to 2014-2016

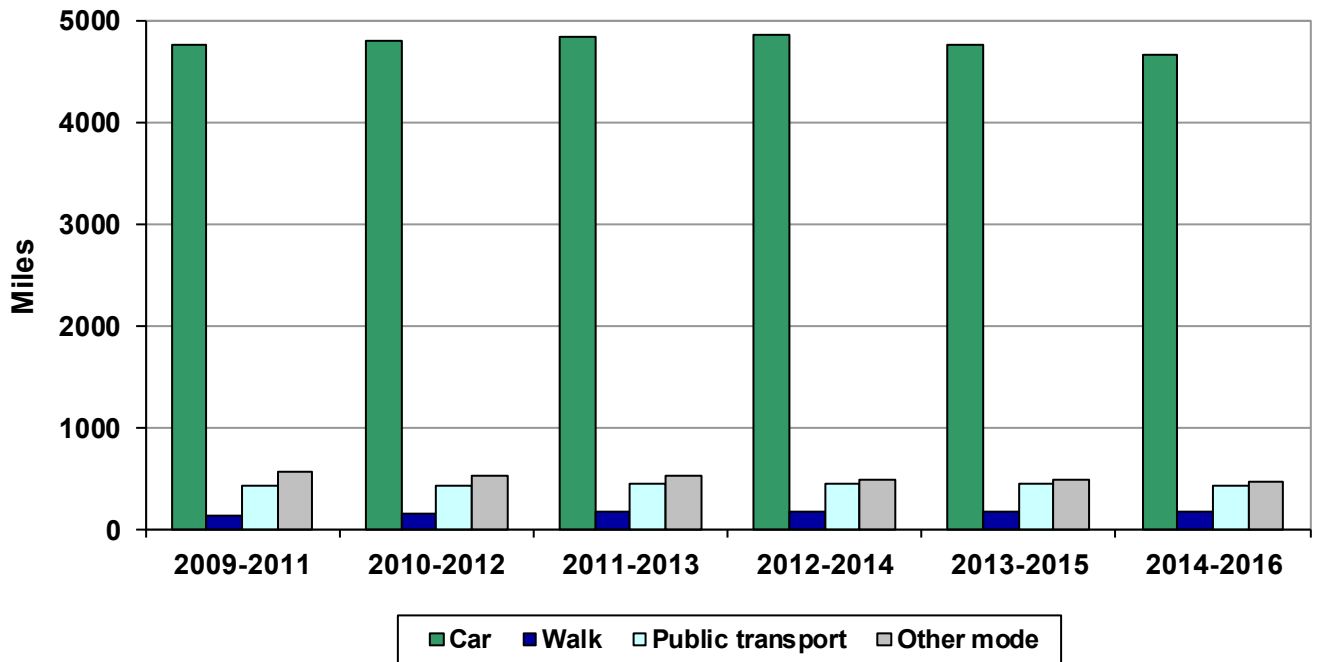


Figure 2.2: Average number of journeys per person per year by main mode: 2009-2011 to 2014-2016

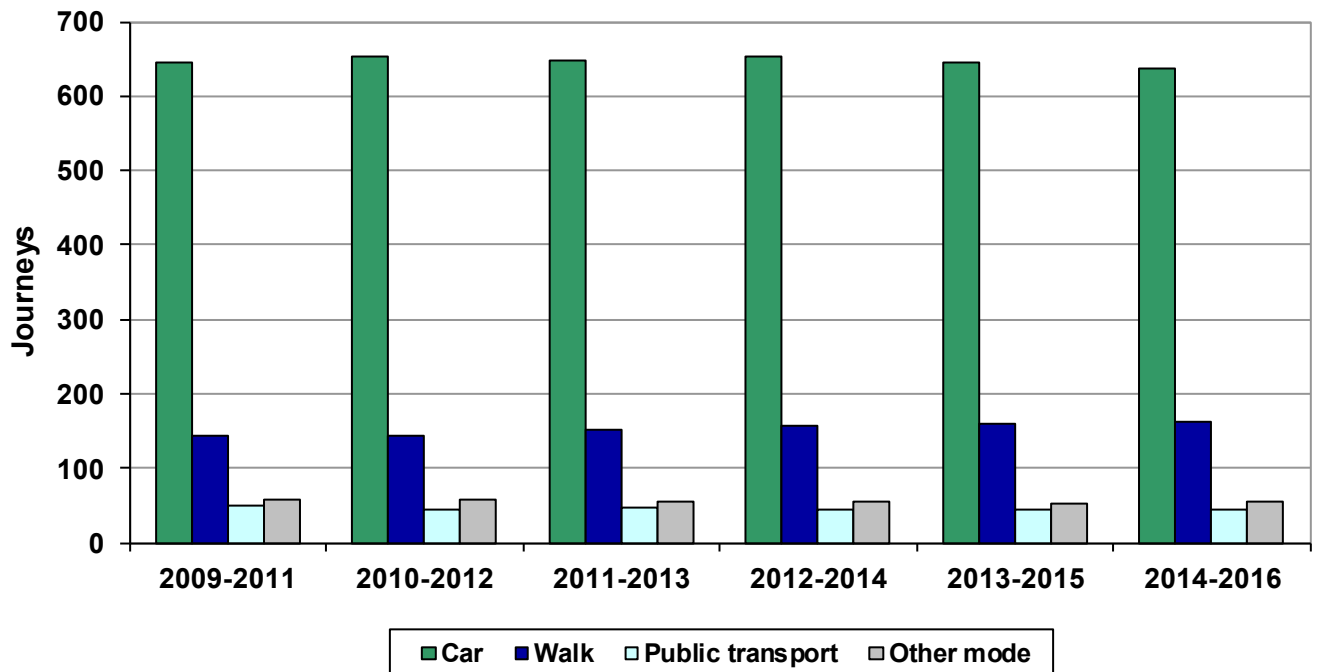
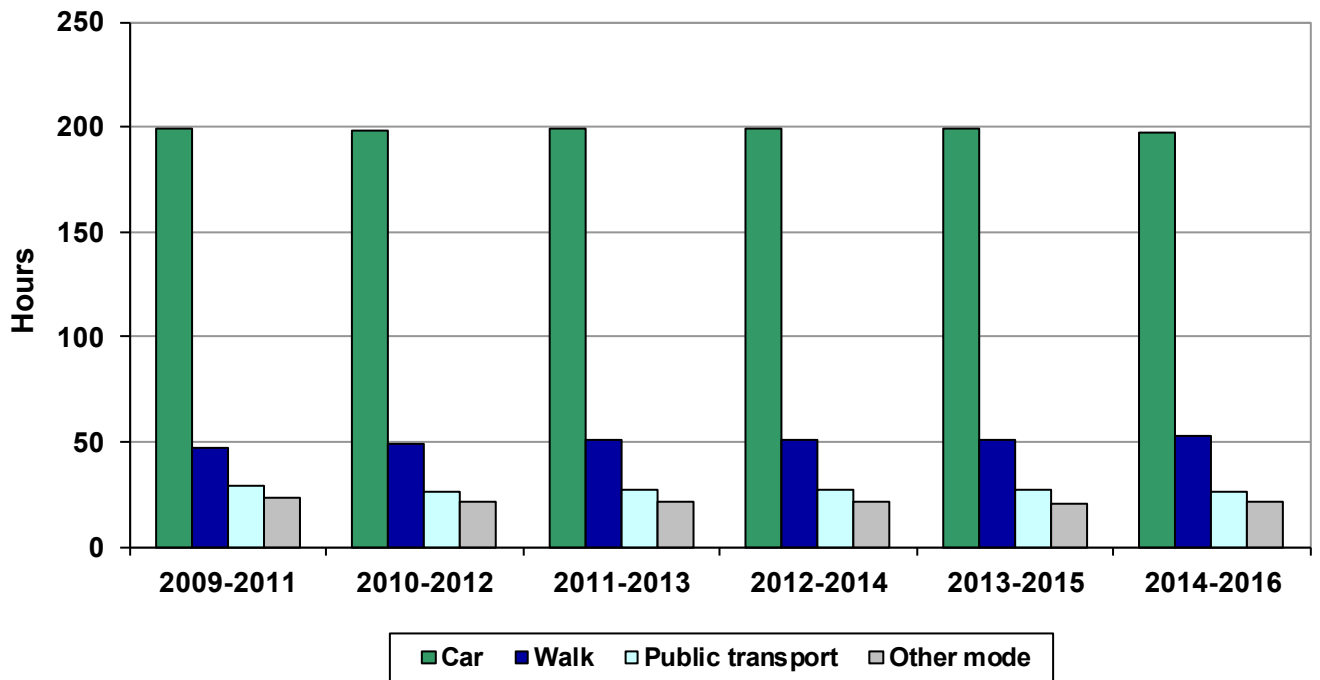


Figure 2.3: Average time spent travelling per person per year by main mode: 2009-2011 to 2014-2016



Trends in car ownership (Table 2.2)

- A higher proportion of households have access to a car in 2014-2016 (79%) compared to 2004-2006 (74%).
- The proportion of one car households is around the same as 10 years ago (44% in 2004-2006, 43% in 2014-2016). In contrast, over the same time period, the proportion of households with access to two or more cars has increased from 30% in 2004-2006 to 36% in 2014-2016.
- Average number of cars per household has increased from 1.09 cars in 2004-2006 to 1.24 cars in 2014-2016.

Table 2.2: Household car ownership: 2014 to 2016; 2004-2006, 2009-2011, 2013-2015 and 2014-2016

	No Car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult 17+
2014	21%	43%	30%	6%	100%	1.22	0.80
2015	21%	45%	27%	7%	100%	1.23	0.80
2016	22%	41%	29%	8%	100%	1.27	0.80
2004-2006	26%	44%	26%	4%	100%	1.09	0.62
2009-2011	23%	42%	28%	7%	100%	1.20	0.73
2013-2015	20%	44%	29%	6%	100%	1.23	0.80
2014-2016	21%	43%	29%	7%	100%	1.24	0.80

Please note: This table previously contained household car ownership data by area. The area classification was based on the old 26 Local Government Districts (LGDs) which were in place prior to April 2015. These LGDs have now been superseded. However, there is no equivalent area classification based on the new LGDs (the 11 LGDs in place from April 2015) and the sample sizes of some LGDs are not sufficient to report data at LGD level. Therefore this table now reports Northern Ireland level data only.

Trends in driving licence holding (Table 2.3, Figure 2.4)

- Comparing 2004-2006 to 2014-2016, there has been an increase in the proportion of adults (aged 17 and over) holding a full car driving licence from 70% to 76%.
- Looking at the 17 and over age group, a higher proportion of men (82%) held full car driving licences than women (72%) in 2014-2016. Over the last ten years, there has been an increase in the proportion of women holding a car driving licence from 61% in 2004-2006 to 72% in 2014-2016, whereas there has been no real change in the proportion of men holding a licence during this time period (81% in 2004-2006, 82% in 2014-2016).
- The gender gap in licence holding is most noticeable in the older age groups. Looking at the 70+ age group, there is a difference of 25 percentage points between men (78%) and women (53%).
- The lowest proportion of driving licence holders (42%) is in the 17-20 age group. This increases to 66% in the 21-29 age group and rises again to 85% in the 30-39 age group. Driving licence holding tends to decrease in the older age groups, particularly those aged 70 and over (64%).

Figure 2.4: Driving licence holders by age and sex: 2014-2016

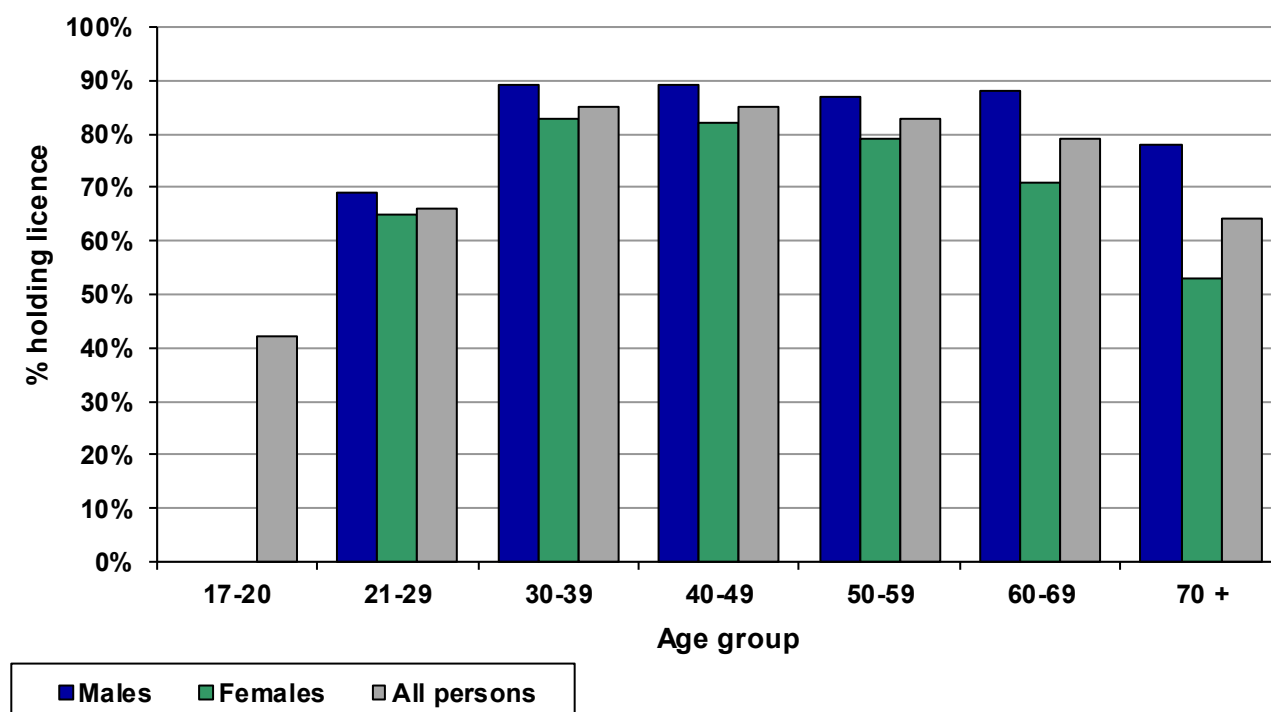


Table 2.3: Driving licence holders by age and sex: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Percentage

	2004-2006			2009-2011			2013-2015			2014-2016		
Age group	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults	Male	Female	Adults
17-20	..	..	27%	..	..	41%	..	..	40%	..	..	42%
21-29	70%	63%	66%	75%	65%	69%	75%	66%	70%	69%	65%	66%
30-39	89%	78%	83%	89%	81%	84%	91%	84%	87%	89%	83%	85%
40-49	89%	76%	82%	87%	80%	83%	88%	83%	85%	89%	82%	85%
50-59	88%	71%	79%	86%	74%	80%	86%	79%	82%	87%	79%	83%
60-69	91%	59%	74%	85%	69%	77%	89%	72%	80%	88%	71%	79%
70 +	70%	28%	46%	79%	40%	56%	75%	54%	63%	78%	53%	64%
All adults aged 17+	81%	61%	70%	82%	68%	74%	83%	72%	77%	82%	72%	76%

Figures include only respondents who gave a valid answer to the question “Do you hold any driving licences valid in the UK?”

Section 3: How People Travel

Tables 3.1 to 3.6 show details of how people travelled in Northern Ireland in 2004-2006, 2009-2011, 2013-2015 & 2014-2016.

Distance travelled (Table 3.1)

- During 2014-2016, just over four fifths (82%) of the total distance travelled in Northern Ireland was by car. There has been no real change over the last 10 years.
- Walking accounted for 3% of total distance travelled. Average distance walked has increased over the last 10 years from 138 miles in 2004-2006 to 167 miles in 2014-2016.
- 8% of the total distance travelled was on public transport (Ulsterbus, Citybus/Metro, Other Bus, Northern Ireland Railways and Black Taxi), the majority on Citybus/Metro and Ulsterbus. In total, 430 miles were travelled per person per year on public transport in 2014-2016, similar to 2004-2006 (446 miles).
- Average distance travelled per person per year for all journeys taken is less than 10 years ago (6,094 miles in 2004-2006, 5,704 miles in 2014-2016).

Table 3.1: Average distance travelled per person per year by travel mode*: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Miles

Travel mode *	Miles per person per year			
	2004-2006	2009-2011	2013-2015	2014-2016
Walk	138	137	162	167
Bicycle	18	22	27	33
Car Driver	3,272	3,260	3,282	3,227
Car Passenger	1,669	1,501	1,463	1,425
Car Undefined	..	..	..	..
Motorcycle	30	13	14	14
Other private	448	467	380	353
Citybus/Metro and Ulsterbus**	304	285	251	237
Other bus	66	52	67	64
NI Railways	72	86	128	127
Black taxi	4	4	..	..
Taxi	69	58	50	53
Other public	..	..	..	..
Undefined mode	..	..	..	..
All modes	6,094	5,888	5,827	5,704

(See Table 6.1 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges).

* See page 60/61 for definition of travel modes

** Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Number and length of journeys (Table 3.2)

- Car journeys accounted for 71% of all journeys made in 2014-2016, similar to 10 years ago (70% in 2004-2006). They were, on average, just over 7 miles long.
- Walks accounted for 18% of all journeys in 2014-2016, the same as 10 years ago (18% in 2004-2006). They averaged 1.0 mile in length in 2014-2016 (the shortest journeys compared to other modes of travel).
- During 2014-2016, the longest average journey lengths were on Northern Ireland Railways (20.2 miles), although only an average of 7 of these journeys were made per person per year.
- Fewer journeys are being made per person per year compared to 10 years ago (937 in 2004-2006, 897 in 2014-2016). However, journeys are, on average, around the same length (6.5 miles in 2004-2006, 6.4 miles in 2014-2016).

Table 3.2: Average number of journeys per person per year and average journey length by main mode*: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Journeys / Miles

Travel mode*	Journeys per person per year				Average journey length			
	2004-2006	2009-2011	2013-2015	2014-2016	2004-2006	2009-2011	2013-2015	2014-2016
Walk	165	143	160	163	0.8	0.9	0.9	1.0
Bicycle	5	6	5	6	3.9	3.9	5.1	5.2
Car Driver	426	440	445	437	7.7	7.4	7.4	7.4
Car Passenger	231	204	200	200	7.2	7.3	7.3	7.1
Car Undefined	-	-	-	-	..	..	..	..
Motorcycle	3	1	1	1	8.8	9.1	15.4	16.6
Other private	36	36	32	33	12.5	13.1	11.9	10.6
Citybus/Metro and Ulsterbus**	42	38	31	29	7.6	7.9	8.3	8.3
Other bus	6	5	7	6	11.8	11.0	9.9	11.3
NI Railways	4	5	7	7	22.5	20.8	21.5	20.2
Black taxi	2	1	-	-	2.6	4.1	..	..
Taxi	18	16	13	14	3.7	3.5	3.7	3.8
Other public	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	..	..	..	..
All modes	937	894	901	897	6.5	6.6	6.5	6.4

(See Tables 6.4 & 6.6 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 60/61 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Average journey distance (Table 3.3)

- Nearly one sixth (16%) of all journeys were less than one mile long, and just over three fifths (62%) of these short journeys were on foot.
- The car was the dominant mode of transport (78%) for all journeys one mile or over.
- Just over four fifths (81%) of all journeys were less than 10 miles long in 2014-2016.

Table 3.3: Journeys per person per year by distance and main mode*: 2014-2016

Journeys

Mode of travel*	Journey Distance							
	< 1 mile	1 to <2 miles	2 to <5 miles	5 to <10 miles	10 to <25 miles	25 to <50 miles	50 miles & over	All journeys
Walk	88	52	21	1	-	-	-	163
Bicycle	-	1	2	1	1	-	-	6
Car driver	32	72	142	90	74	21	6	437
Car passenger	17	35	66	41	29	9	3	200
Car undefined	-	-	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-	-	1
Other private	2	5	8	7	7	3	1	33
Metro and Ulsterbus**	-	3	11	8	6	1	-	29
Other bus	-	1	2	1	1	-	-	6
NI Railways	-	-	-	1	4	1	1	7
Black taxi	-	-	-	-	-	-	-	-
Taxi	1	3	6	2	1	-	-	14
Other public	-	-	-	-	-	-	-	-
Undefined mode	-	-	-	-	-	-	-	-
All modes	141	172	259	153	124	37	12	897

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 60/61 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Time spent travelling (Table 3.4)

- The average person spent 298 hours per year travelling within Northern Ireland during the three year reporting period - approximately 49 minutes per day, or just over twelve days per year. This is comparable with 2004-2006 results.
- The average time taken per journey in 2014-2016 was 20 minutes, slightly longer than in 2004-2006 (19 minutes).
- Approximately 32 minutes per day were spent travelling by car (averaging just over eight days per year). An average of 9 minutes per day was spent walking (approximately 2 days each year).

Table 3.4: Journey time by main mode*: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Mode of travel*	Journey time per person per year (hours)				Average journey time (minutes)			
	2004-2006	2009-2011	2013-2015	2014-2016	2004-2006	2009-2011	2013-2015	2014-2016
Walk	47	47	51	53	17	20	19	20
Bicycle	2	3	3	3	24	27	30	31
Car Driver	134	136	137	136	19	19	19	19
Car Passenger	69	63	61	61	18	18	18	18
Car Undefined	..	..	..	..	..	..	..	..
Motorcycle	1	1	1	-	19	22	34	..
Other private	16	15	14	14	27	26	26	25
Citybus/Metro and Ulsterbus**	22	21	17	17	32	34	33	34
Other bus	3	3	4	4	33	33	36	37
NI Railways	3	4	6	6	53	55	54	52
Black taxi	1	1	..	..	25	29	..	..
Taxi	5	4	3	4	15	15	15	16
Other public	..	..	..	..	..	..	..	..
Undefined mode	..	..	..	..	..	..	..	..
All modes	304	298	298	298	19	20	20	20

(See Tables 6.2 & 6.8 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 60/61 for definition of travel modes

**Citybus changed to Metro in February 2005. See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Journeys by Local Government District (LGD) (Table 3.5)

- Looking at the proportion of all journeys which were walks, residents of Belfast LGD (25%) and Derry City and Strabane LGD (26%) had the highest proportions of walking journeys among all Local Government Districts in 2014-2016.
- Conversely, looking at the proportion of all journeys made by car, those living in Belfast LGD (60%) and in Derry City and Strabane LGD (61%) had the lowest proportions of car journeys compared to other Local Government Districts.
- Belfast LGD residents made the highest proportion of journeys by public transport (9%).
- In 2014-2016, a higher proportion of all journeys were taken by walking, cycling or public transport by residents of Belfast LGD (35%) and Derry City and Strabane LGD (32%) than other Local Government Districts. These results are also higher than the proportion of all journeys taken by walking, cycling or public transport in Northern Ireland (24%).

Table 3.5: Journeys per person per year by main mode and Local Government District (LGD)¹: 2014-2016

Percentage / Journeys / Miles

LGD ¹	Walk	Bicycle	Car ²	Public Transport ³	Other ⁴	All modes	Walking, Cycling or Public Transport ³	Average number of journeys	Average distance travelled (miles)
Antrim and Newtownabbey	14%	1%	77%	4%	4%	100%	19%	884	5,580
Armagh City, Banbridge and Craigavon	17%	1%	73%	4%	6%	100%	21%	938	6,183
Belfast	25%	1%	60%	9%	5%	100%	35%	822	3,720
Causeway Coast and Glens	16%	1%	77%	4%	3%	100%	21%	921	6,961
Derry City and Strabane	26%	1%	61%	5%	7%	100%	32%	919	4,526
Fermanagh and Omagh	13%	0%	75%	3%	8%	100%	16%	852	7,159
Lisburn and Castlereagh	13%	0%	77%	6%	4%	100%	19%	854	5,515
Mid and East Antrim	19%	1%	70%	4%	6%	100%	24%	896	6,125
Mid Ulster	15%	1%	78%	2%	4%	100%	18%	906	6,745
Newry, Mourne and Down	12%	1%	77%	4%	7%	100%	16%	907	6,514
Ards and North Down	17%	1%	72%	5%	6%	100%	23%	967	5,803
All Northern Ireland	18%	1%	71%	5%	5%	100%	24%	897	5,704

¹ Data has been assigned to Local Government Districts based on where the respondent lives

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

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

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

Please note: Table 3.5 has changed from previous In-depth Reports. See section on "Changes from previous In-depth Reports" at the start of the publication for details.

Variations in travel by age and sex (Table 3.6)

- Men and women made a similar number of journeys each year (901 for men, 919 for women). However, men travelled 22% further than women, averaging 6,719 miles a year, compared to 5,515 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 34% more than women on average.
- Children under 16 made 9% fewer journeys than adults. Sixty-seven percent of these journeys were as car passengers while most of the rest were on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (18%).
- The car was the most commonly used main mode of transport for both men (68%) and women (74%).
- Twenty-two percent of journeys by women aged 16-29 were on foot, declining to 15% for those aged 60+. In contrast, men aged 16-29 made a similar proportion of journeys on foot (22%) to men aged 60+ (20%).
- Overall, adults made fewer of their journeys by public transport (4%) compared to children who made 8% of their journeys by public transport (for definition of public transport see page 61).

Table 3.6: Journeys per person per year by main mode*, age and sex: 2014-2016

Percentage / Journeys / Miles

Travel modes*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Walk	21%	22%	15%	20%	18%	22%	18%	15%	18%	18%	18%
Bicycle	1%	1%	1%	1%	1%	0%	0%	0%	0%	1%	1%
Car driver	0%	38%	64%	62%	60%	41%	63%	45%	55%	57%	49%
Car passenger	67%	21%	6%	7%	9%	23%	13%	30%	19%	14%	22%
Car undefined	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other private	2%	5%	9%	6%	7%	0%	1%	2%	1%	4%	4%
Metro and Ulsterbus**	6%	7%	2%	2%	3%	7%	2%	4%	3%	3%	3%
Other bus	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%
NI Railways	0%	1%	1%	1%	1%	2%	1%	1%	1%	1%	1%
Black taxi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Taxi	1%	3%	1%	1%	1%	3%	1%	2%	2%	2%	2%
Other public	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Undefined mode	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of Journeys	826	761	965	872	901	877	1,054	711	919	911	897
Distance travelled (miles)	3,887	5,525	8,043	5,263	6,719	5,504	6,463	3,916	5,515	6,058	5,704

(See Table 6.4 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 60/61 for definition of travel modes

** See User Information section (page 6) for details about the combined Metro and Ulsterbus figure.

Section 4: Why people travel

Travel by purpose (Table 4.1, Figures 4.1 - 4.3)

- In 2014-2016, 24% of all journeys were made for leisure purposes (visit friends at private home/elsewhere, entertainment/public social activities, take part in sports activities, holiday base, day trip), 17% for shopping and 15% for going to and from work. Journeys to services, such as the bank, doctor or library (classified as “personal business” journeys) made up 12% of all journeys. Over the last 10 years, shopping has decreased from 21% of all journeys in 2004-2006 to 17% of all journeys in 2014-2016.
- In terms of miles travelled, 31% of the total distance travelled was for leisure purposes, 21% for commuting, 12% for shopping and 11% for personal business in 2014-2016. Shopping has decreased from 15% of total distance travelled in 2004-2006 to 12% in 2014-2016.
- In both 2004-2006 and 2014-2016, the longest journeys were those made to go on holiday within Northern Ireland and the shortest were for “other” purposes which included walking for pleasure.
- Business journeys were over twice as long (15.0 miles) as the average journey (6.4 miles).
- Escort journeys (where the traveller has no other purpose than to escort or accompany another person e.g. a mother taking a child to school) made up 16% of all journeys, an increase from 10 years ago (12% in 2004-2006).

Table 4.1: Travel per person per year by journey purpose*: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Journeys/Miles

Journey Purpose*	Journeys per person per year				Miles per person per year				Average journey length			
	2004-2006	2009-2011	2013-2015	2014-2016	2004-2006	2009-2011	2013-2015	2014-2016	2004-2006	2009-2011	2013-2015	2014-2016
Commuting	140	144	137	138	1,227	1,239	1,215	1,198	8.8	8.6	8.9	8.7
Business	39	33	34	34	591	516	488	504	15.3	15.8	14.5	15.0
Education	70	57	57	54	321	249	256	230	4.6	4.4	4.5	4.2
Escort Education	46	56	69	65	119	142	165	149	2.6	2.5	2.4	2.3
Shopping	194	175	160	154	913	801	755	711	4.7	4.6	4.7	4.6
Other escort	69	83	78	76	363	487	446	431	5.3	5.9	5.7	5.7
Personal Business	126	110	111	108	624	605	625	615	4.9	5.5	5.6	5.7
Visit friends at private home	107	97	95	95	750	726	710	690	7.0	7.5	7.5	7.2
Visit friends elsewhere	34	39	36	39	238	313	283	293	7.0	8.0	7.7	7.5
Entertainment/public social activities	30	24	24	25	218	183	171	183	7.2	7.7	7.0	7.4
Sport participate	22	22	29	31	146	142	140	158	6.6	6.4	4.9	5.1
Holiday base	5	5	6	5	194	168	224	194	37.0	31.7	38.0	36.0
Day trip	18	19	21	22	276	274	283	268	15.3	14.4	13.5	12.3
Other including just walk	30	29	45	48	42	43	62	63	1.4	1.5	1.4	1.3
Undefined purpose	7	-	-	2	72	..	..	17	10.2	..	..	9.1
All purposes	937	894	901	897	6,094	5,888	5,827	5,704	6.5	6.6	6.5	6.4
Journeys per worker per year:												
Commuting	310	315	300	298	2,763	2,705	2,702	2,600	8.9	8.6	9.0	8.7
Business	89	75	77	75	1,368	1,192	1,125	1,134	15.4	15.8	14.6	15.0

(See Tables 6.3, 6.5 and 6.7 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 59/60 for types of journey purpose

Figure 4.1: Average journey length by purpose*: 2014-2016

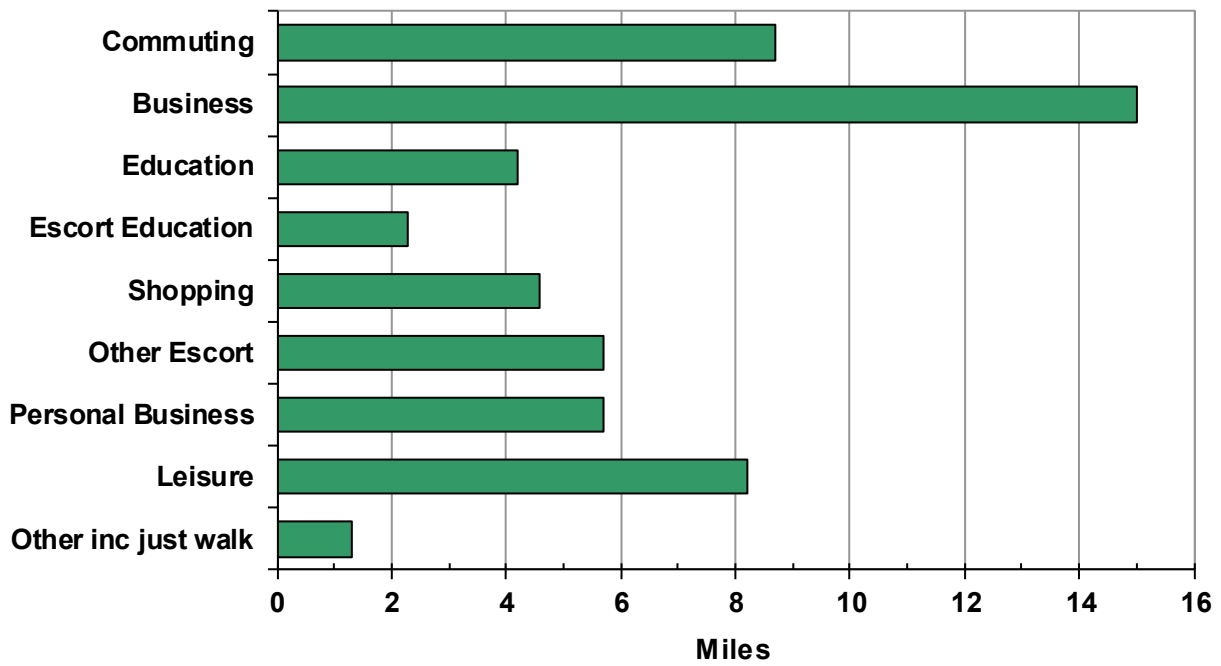
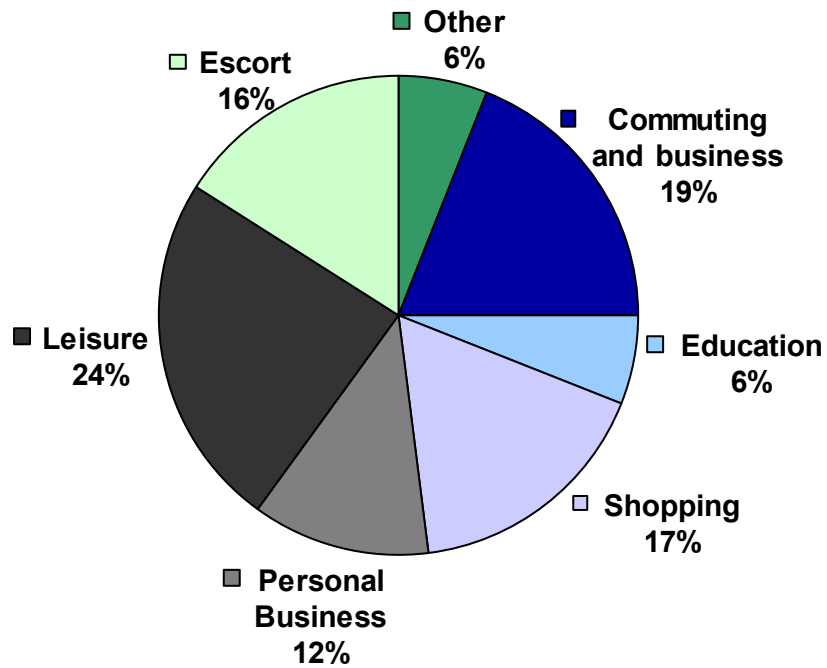
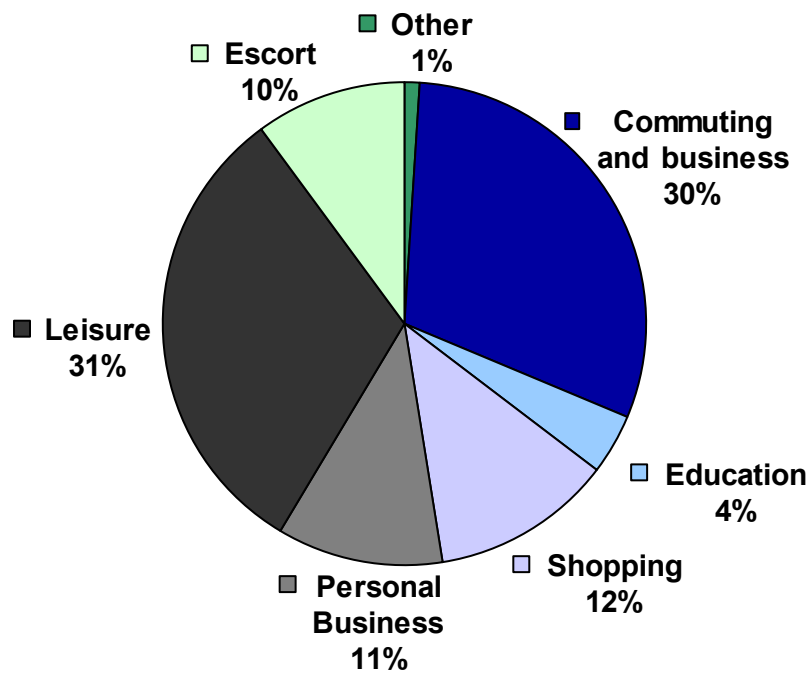


Figure 4.2: Number of journeys per person per year 2014-2016: proportion in each journey purpose group*



* See page 59/60 for types of journey purpose

Figure 4.3: Distance travelled per person per year 2014-2016: proportion in each journey purpose group*



* See page 59/60 for types of journey purpose

Purpose of travel by age and sex (Table 4.2)

- Although men and women made similar numbers of journeys (901 for men, 919 for women), they made them for different reasons.
- Women made a higher proportion of shopping journeys (21%) than men (18%).
- Men made a higher proportion of commuting journeys (20%) than women (16%). They also took a higher proportion of business journeys (7%) than women (2%).
- Looking only at single journey purposes, the most common reasons for men taking a journey were commuting (20%) and shopping (18%).
- For women, the most popular reason for making a journey was for going to and from the shops (21%).
- The most frequently given reason for journeys made by children under 16 was for education (31%).
- Men and women made a similar proportion of personal business journeys (men 12%, women 13%). 'Personal business' includes journeys to the bank, post office, library, church, playgroup, doctor or optician.
- Shopping and personal business journeys became more frequent with age for both men and women. For example, for women aged 60 and over, 53% of journeys were for shopping or personal business compared to 24% for women aged 16-29.
- Women aged under 60 were more likely to make escort education journeys (those journeys made to accompany a school child or student to their school/college) than men in the same age group. For example, 13% of journeys made by women aged 30-59 were for escort education compared to 6% for men aged 30-59.
- Women made more journeys (17%) for the purpose of accompanying someone (i.e. escort education and other escort) than men (11%).

Table 4.2 Journeys per person per year by age, sex and purpose*: 2014-2016

Percentage/Number/Miles

Journey purpose*	Children aged <16	Males				Females				All adults	All persons
		Aged 16-29	Aged 30-59	Aged 60+	All adult males	Aged 16-29	Aged 30-59	Aged 60+	All adult females		
Commuting	0%	29%	26%	6%	20%	23%	19%	5%	16%	18%	15%
Business	0%	3%	10%	3%	7%	1%	3%	1%	2%	4%	4%
Education	31%	12%	0%	0%	2%	9%	0%	0%	2%	2%	6%
Escort education	8%	1%	6%	2%	4%	7%	13%	3%	10%	7%	7%
Shopping	4%	10%	14%	28%	18%	16%	18%	31%	21%	20%	17%
Other escort	17%	4%	8%	7%	7%	5%	9%	4%	7%	7%	8%
Personal business	9%	7%	10%	19%	12%	8%	10%	22%	13%	13%	12%
Visit friends at private home	13%	11%	7%	11%	9%	13%	10%	15%	11%	10%	11%
Visit friends elsewhere	4%	6%	4%	4%	5%	6%	4%	6%	4%	4%	4%
Entertainment/public social activities	5%	3%	2%	2%	2%	3%	2%	3%	2%	2%	3%
Sport participate	4%	7%	4%	4%	4%	3%	3%	2%	3%	3%	3%
Holiday base	1%	0%	1%	1%	1%	1%	0%	1%	1%	1%	1%
Day trip	3%	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%
Other including just walk	2%	4%	6%	10%	7%	3%	5%	6%	5%	6%	5%
Undefined purpose	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All purposes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Number of journeys	826	761	965	872	901	877	1,054	711	919	911	897
Distance travelled (miles)	3,887	5,525	8,043	5,263	6,719	5,504	6,463	3,916	5,515	6,058	5,704

(See Table 6.5 in the Travel Survey for Northern Ireland Technical Report 2014-2016 for Confidence Ranges)

* See page 59/60 for types of journey purpose

Travel to work (Table 4.3 & Figure 4.4)

Method of travel to work

- In addition to filling in a diary of their actual travel, respondents are asked their 'usual' mode of travel to work. The majority of workers (81%) usually travelled to work by car or van in 2014-2016, the same as 10 years ago (81% in 2004-2006).
- One in ten workers (10%) usually walked to work in 2014-2016, the same as 10 years ago (10% in 2004-2006).
- Just over one in twenty workers (6%) travelled to work by public transport in 2014-2016, similar to 2004-2006 (5%).

Table 4.3: Method of travel to work: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Method of travel to work	Percentage of workers (excluding those who worked at home)			
	2004-2006	2009-2011	2013-2015	2014-2016
Car/van	81%	82%	82%	81%
Motorbike/moped/scooter	1%	0%	0%	0%
Bicycle	1%	1%	1%	1%
Bus	5%	4%	4%	4%
NIR train	1%	1%	2%	2%
Walk	10%	10%	9%	10%
Taxi/minicab*			1%	2%
Other*	2%	2%	1%	0%
All methods of travel	100%	100%	100%	100%

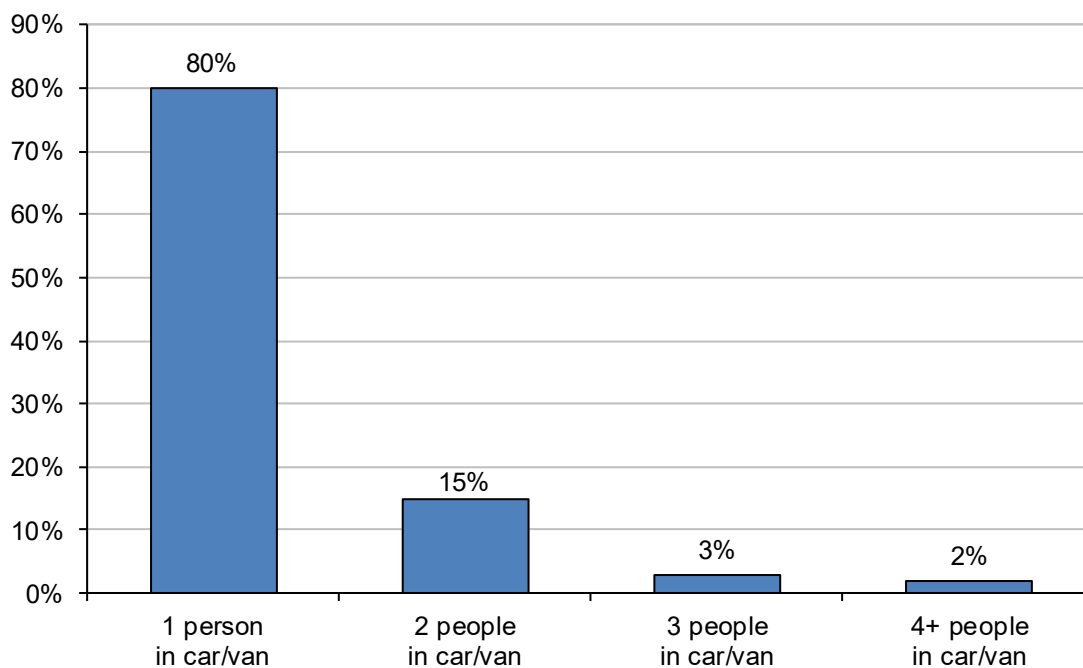
* The "Taxi/minicab" category was first added in the 2012 survey. Prior to this, travel to work by taxi was included in the "Other" category.

Please note: In previous publications, Table 4.3b containing data on travel to work by area followed this table. The area classification was based on the old 26 Local Government Districts (LGDs) which were in place prior to April 2015. These LGDs have now been superseded. However, there is no equivalent area classification based on the new LGDs (the 11 LGDs in place from April 2015) and the sample sizes of some LGDs are not sufficient to report data at LGD level. Therefore Table 4.3b (Method of travel to work by area) no longer appears in the publication.

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

- In 2014-2016, 81% of workers travelled to work by car/van (see Method of travel to work section on page 29). They were asked a follow up question to determine the number of persons travelling in the car/van (including the respondent) when going to work. The number includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work).
- The majority drove to work on their own (80%). 15% travelled to work with one other person in the car/van and the rest (5%) had 2 or more other people in the car/van when they travelled to work.

Figure 4.4: How many people would normally be in the car/van when you are travelling to work (including the respondent)*: 2014-2016



Base = 1,873 **Travel to work - Number of people travelling in car/van***

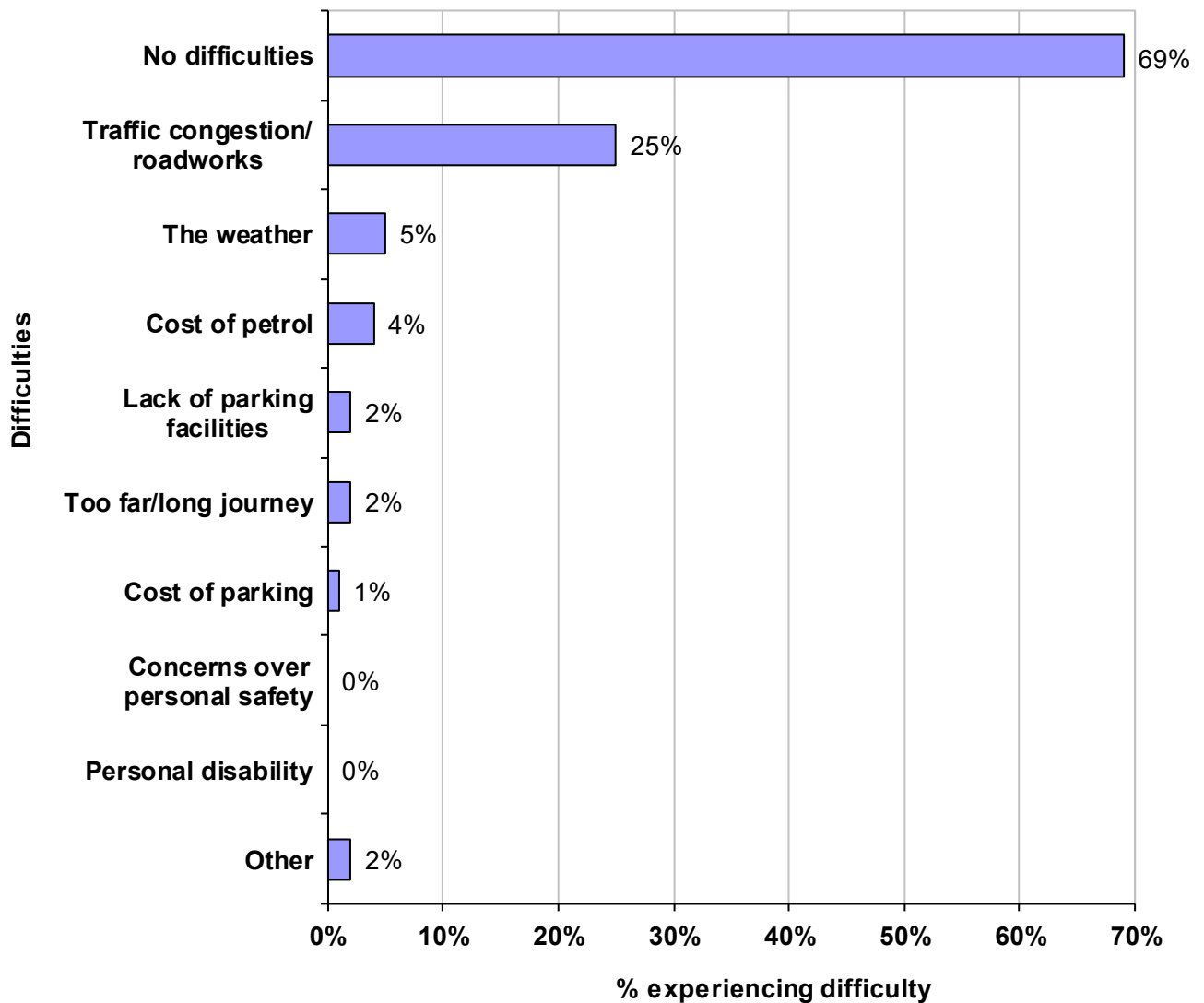
* Includes all adults and children in the car/van (e.g. children being dropped off at school on the way into work, adults sharing the journey into work). If the number in the vehicle varies during the journey, the maximum number during the journey is recorded. If the number varies during the week, the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

Difficulties travelling to work - car, van or motorcycle users (Figure 4.5 & Figure 4.6)

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

- Respondents who usually used a car, van or motorcycle to travel to work were asked if they had any difficulties. The majority (69%) stated that they had no difficulties.
- The most common difficulty when travelling to work by car, van or motorcycle was traffic congestion/roadworks (mentioned by 25% of respondents), followed by the weather (5%) and cost of petrol (4%).

Figure 4.5: Difficulties experienced travelling to or from work by car, van or motorcycle: 2014-2016

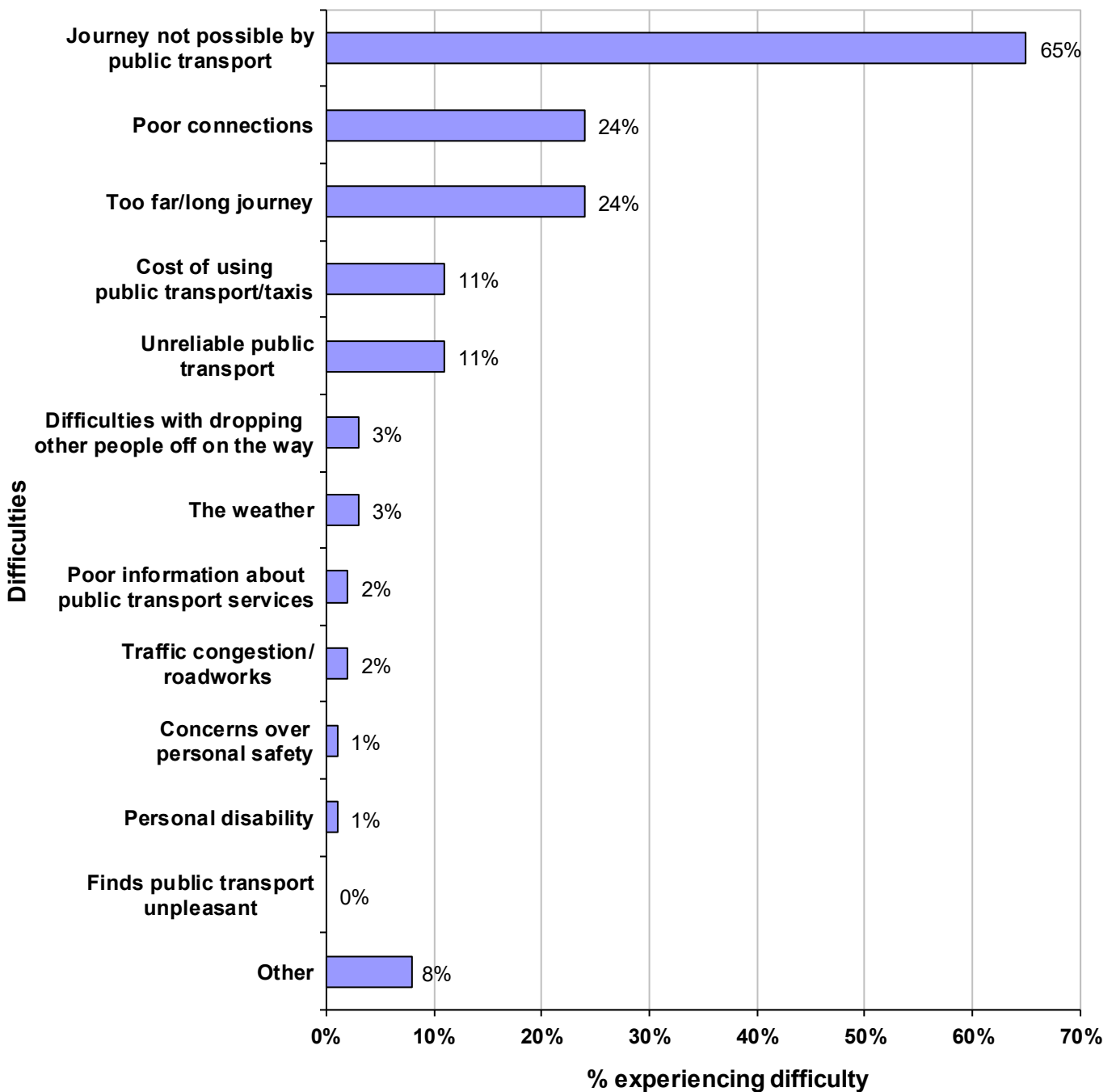


Percentages sum to more than 100% due to multiple responses.

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

- When asked how easy or difficult it would be to make the journey to work in some other way, 54% said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequently stated difficulty was that the journey was not possible by public transport (65%), followed by poor connections (24%) and too far/long journey (24%).

Figure 4.6: Difficulties travelling to or from work if not using car, van or motorcycle: 2014-2016

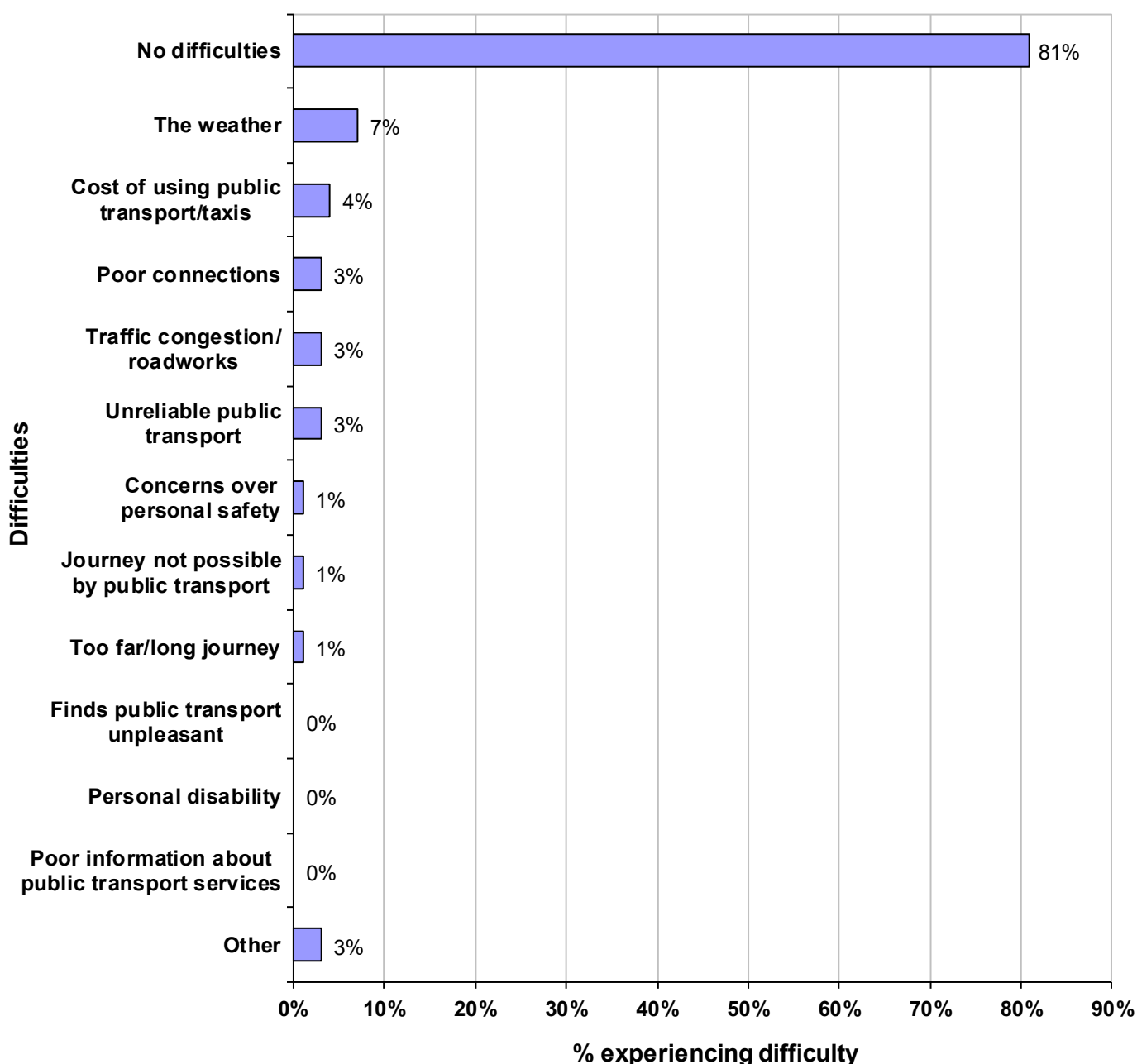


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to work – users of other forms of transport (Figure 4.7)

- Respondents who usually used other forms of transport to travel to work were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, bicycle, taxi or another form of transport. The majority (81%) reported that they had no difficulties.
- A higher proportion of users of other forms of transport (81%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (69%). However, it should be noted that fewer respondents used other forms of transport to travel to work (19%) compared to those using cars, vans or motorcycles (81%).
- One of the main difficulties mentioned by respondents was the weather (7%).

Figure 4.7: Difficulties experienced travelling to or from work by other forms of transport: 2014-2016



Percentages sum to more than 100% due to multiple responses.

Travelling to do main food shopping (Table 4.4)

- The person in the household who did the main food shopping was asked some questions about how they travelled and if they experienced any difficulties.
- The majority of those who did the main food shopping used a car or van (77%).
- The next most common answers were walking to do the main food shop (8%) and having their food shopping delivered to their home (including online shopping and shopping done by a friend, relative or carer) (8%).

Table 4.4: Method of travel to do main food shopping: 2014-2016

Percentage of main food shoppers

Method of travel to do main food shop	2014-2016
Car/van	77%
Motorbike/moped/scooter	0%
Bicycle	0%
Bus/minibus/coach	2%
NIR train	0%
Walk	8%
Taxi/minicab	5%
Does shopping online / shopping is delivered / shopping done by friend, relative or carer*	8%
Other	1%
All methods of travel	100%

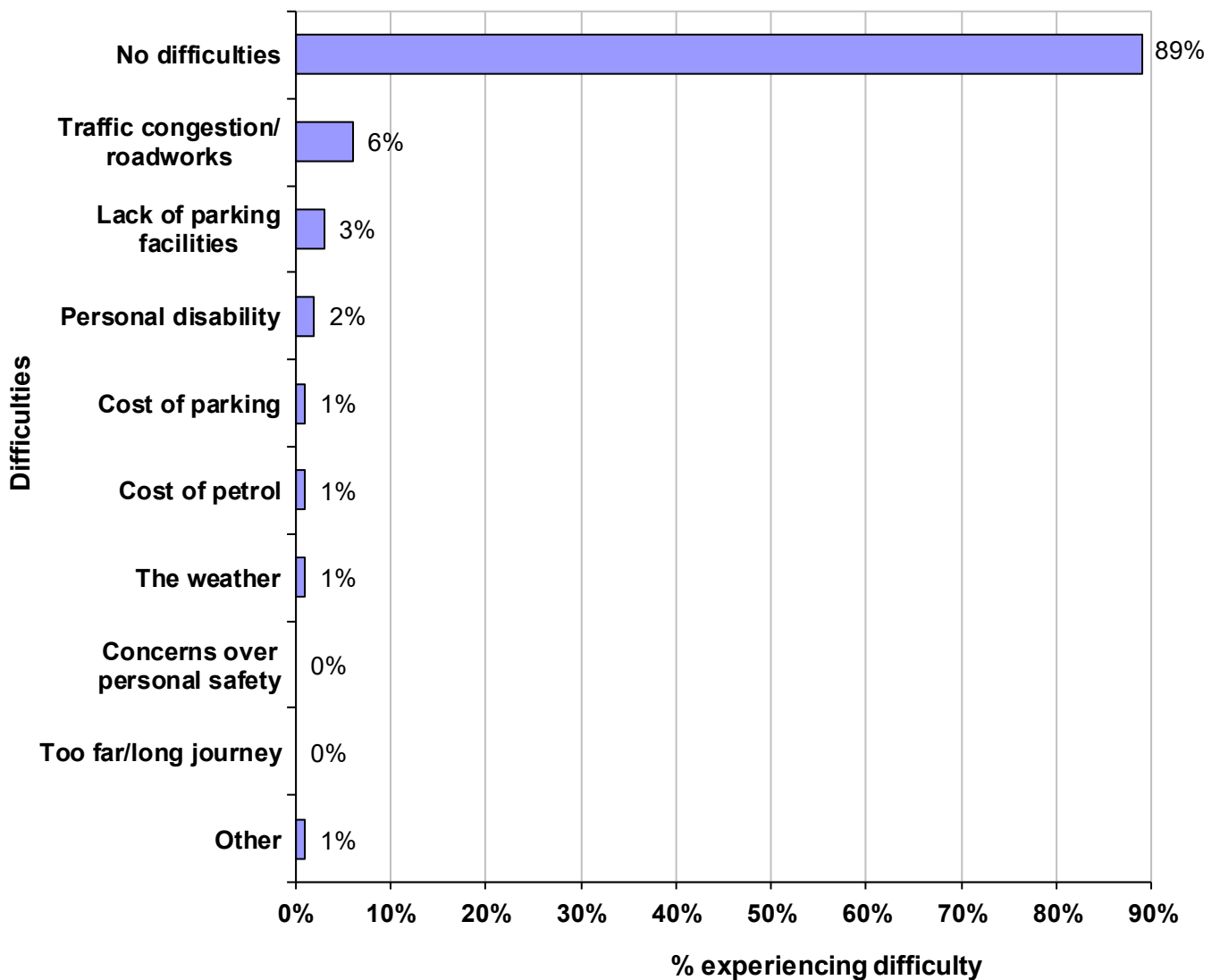
* “Does shopping online / shopping is delivered / shopping done by friend, relative or carer” option is used when the main food shopping is delivered to the house by the shop (including if the Internet is used to place the order). It also includes if a friend, relative or carer brings the shopping to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

Difficulties travelling to do main food shopping - car, van or motorcycle users (Figure 4.8 & Figure 4.9)

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

- Respondents who usually used a car, van or motorcycle to do the main food shopping were asked if they had any difficulties. The majority (89%) reported that they had no difficulties travelling to do the main food shop by car, van or motorcycle.
- The most common difficulty when travelling to do the main food shopping was traffic congestion/roadworks (mentioned by 6% of respondents), followed by lack of parking facilities (3%).

Figure 4.8: Difficulties experienced travelling by car, van or motorcycle to do main food shopping: 2014-2016

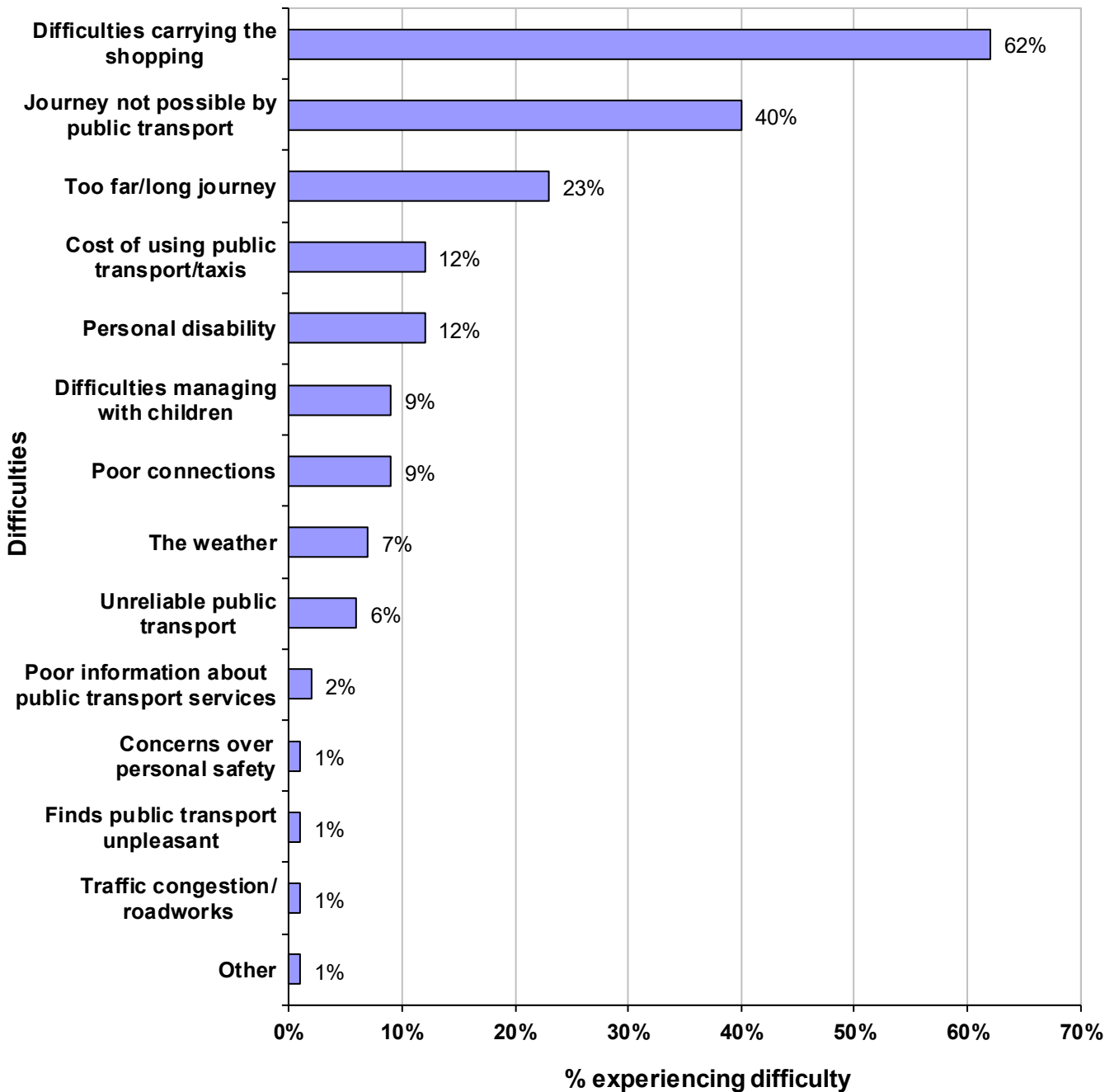


Percentages sum to more than 100% due to multiple responses.

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

- When asked how easy or difficult it would be to make the journey to do the main food shopping in some other way, 45% of respondents said it would be quite difficult or very difficult.
- Those who said it would be difficult were asked why this was the case. The most frequently stated problem was difficulties carrying the shopping (62%), followed by journey not possible by public transport (40%).

Figure 4.9: Difficulties if car, van or motorcycle not used to do main food shopping: 2014-2016

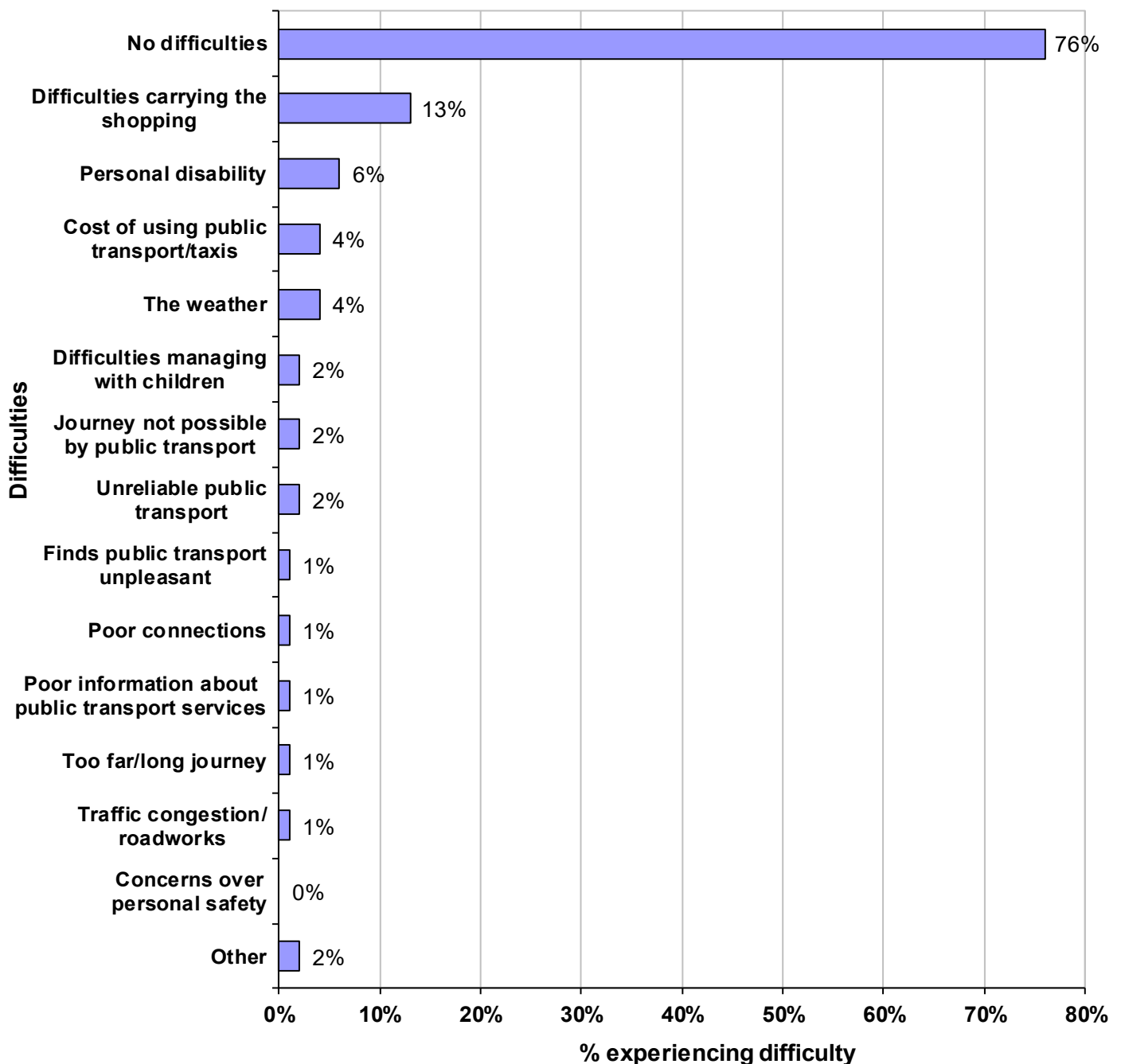


Percentages sum to more than 100% due to multiple responses.

Difficulties travelling to do main food shopping – users of other forms of transport (Figure 4.10)

- Respondents who usually used other forms of transport to travel to do the main food shopping were asked if they experienced any difficulties. Other forms of transport include walking, train, bus, taxi, bicycle or another form of transport.
- The majority of users of other forms of transport (76%) said they experienced no difficulties when travelling to do the main food shopping. This is less than the proportion of car, van or motorcycle users who had no difficulties (89%).
- The most common difficulty experienced when using other forms of transport to travel to do the main food shopping was difficulties carrying the shopping (13%).

Figure 4.10: Difficulties experienced travelling by other forms of transport to do main food shopping: 2014-2016



Percentages sum to more than 100% due to multiple responses.

Section 5: Other factors affecting travel

This section gives details of difficulty with travel due to physical disability, vehicle mileage, bicycle usage, the availability of various modes of public transport and access to bus and train services.

Difficulty with travel due to physical disability or long-standing health problem (Table 5.1, Figure 5.1)

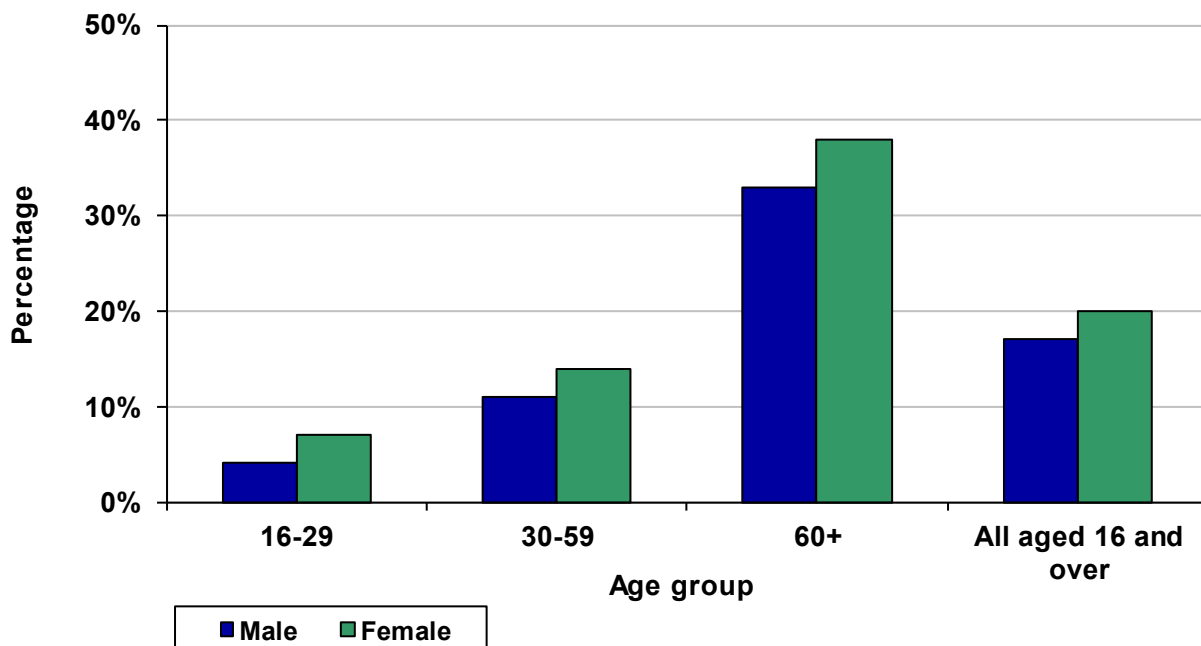
- Overall, 19% of respondents said they had some difficulty with travel due to a physical disability or long-standing health problem (see definition page 61). As expected, this increases with age: 5% of 16-29 year olds had difficulty with travel compared to 35% of those aged 60 and over.

Table 5.1: Difficulty with travel due to physical disability by age and sex: 2014-2016

Percentage of persons

Age group	Percent who have difficulty with travel due to physical disability or long-standing health problem		
	Male	Female	All adults
16-29	4%	7%	5%
30-59	11%	14%	13%
60+	33%	38%	35%
All aged 16 and over	17%	20%	19%

Figure 5.1: Difficulty with travel due to physical disability by age and sex: 2014-2016



Annual vehicle mileage (Table 5.2) and reason for vehicle use

- Three quarters (75%) of the vehicles surveyed had an annual mileage of between 5,000 and 17,999 miles, similar to 2004-2006 (74%). However, comparing the proportion of vehicles with an annual mileage of 12,000 miles or more, there has been a decrease from 40% in 2004-2006 to 28% in 2014-2016.
- Households containing one or more school-aged child were asked if their vehicles were used to take someone to school. In 2014-2016, 41% of vehicles in these households were used to take someone in the household to school.
- Just over one half of all vehicles in the survey (51%) were used to take someone in the household to work. Of the vehicles that were used for work journeys, 64% were parked in a “private or firm’s car park” during work hours, with most of the rest (27%) parked “in a non-payment area”.
- One quarter of vehicles that were used to take someone in the household to work (25%) were also used in the course of work.

Table 5.2: Annual vehicle mileage: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Percentage of vehicles

Miles per year	2004-2006	2009-2011	2013-2015 ^r	2014-2016
0-499	1%	1%	1%	1%
500-999	0%	1%	1%	1%
1,000-1,999	2%	2%	2%	3%
2,000-2,999	3%	3%	3%	3%
3,000-3,999	3%	4%	4%	5%
4,000-4,999	4%	4%	5%	5%
5,000-6,999	15%	16%	18%	19%
7,000-8,999	12%	14%	14%	14%
9,000-11,999	21%	21%	23%	23%
12,000-14,999	15%	15%	13%	13%
15,000-17,999	11%	8%	7%	7%
18,000-20,999	8%	6%	5%	5%
21,000-29,999	3%	3%	2%	2%
30,000 or over	3%	2%	2%	2%
All vehicles	100%	100%	100%	100%

^r There have been some minor revisions to the 2013-2015 figures following validation and correcting the categorisation of “Don’t Know” and “Refusal” answers.

Cycling

Bicycle ownership (Figure 5.2, Table 5.3)

- Thirty-five percent of households in Northern Ireland own at least one bicycle: 14% of households have one bicycle, 11% have two bicycles and a further 11% have 3 or more bicycles. These results are similar to 2004-2006.

Figure 5.2: Household bicycle ownership: 2014–2016

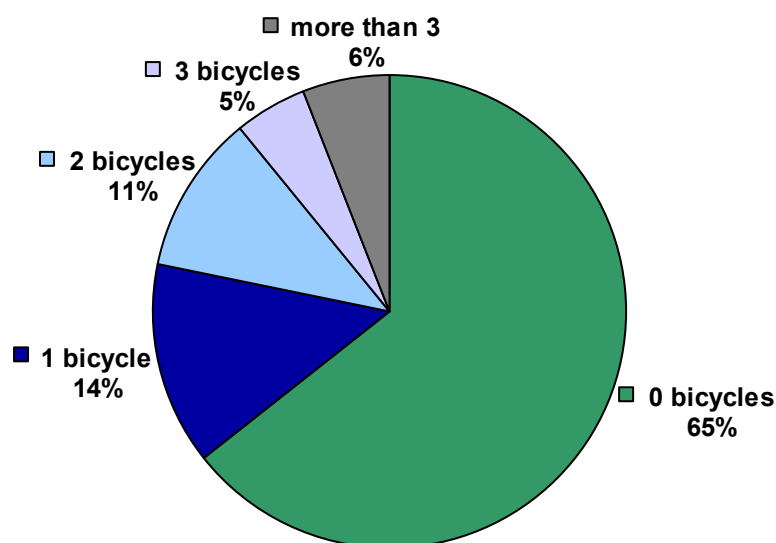


Table 5.3: Household bicycle ownership: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Percentage of households

Number of bicycles	2004-2006	2009-2011	2013-2015	2014-2016
0	64%	61%	64%	65%
1	14%	15%	13%	14%
2	11%	12%	12%	11%
3	5%	6%	5%	5%
4	4%	4%	4%	4%
5	2%	1%	2%	1%
6	0%	1%	1%	0%
7+	0%	0%	0%	0%
All households	100%	100%	100%	100%

Bicycle usage (Table 5.4, Figure 5.3)

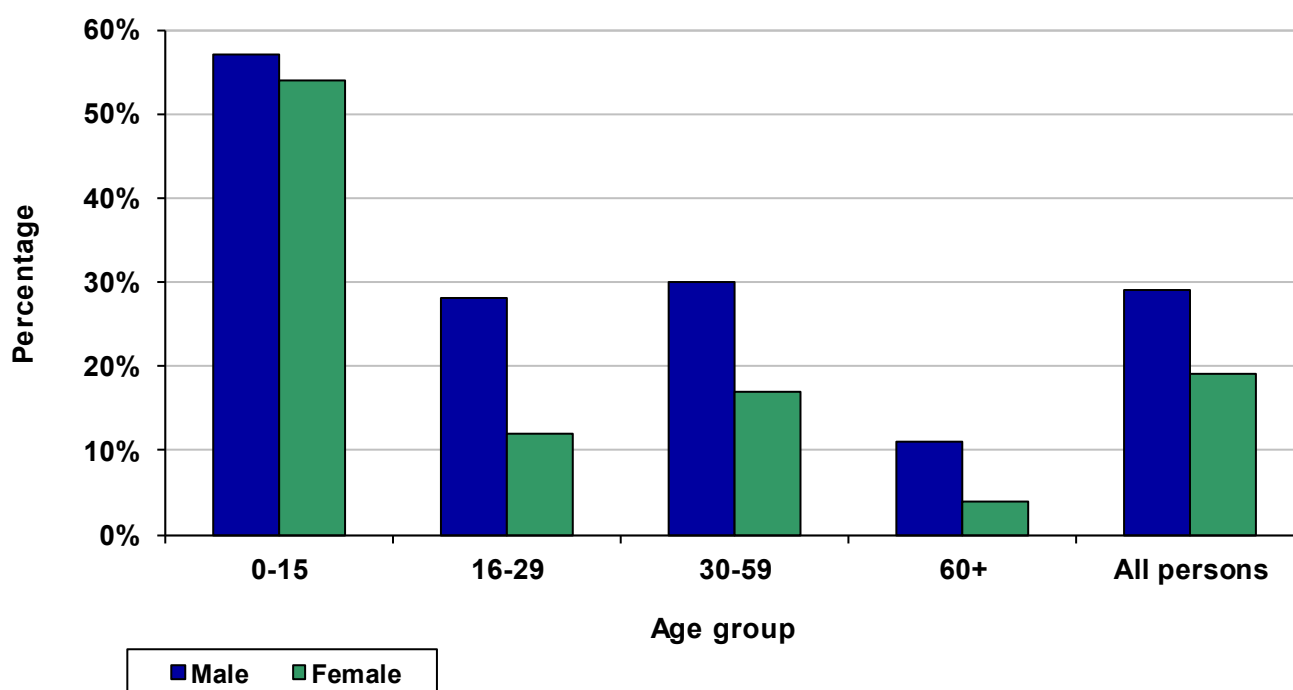
- This question is asked to everyone taking part in the survey (all ages, face to face and proxy interviews).
- The majority (56%) of children (aged 0-15) had cycled in the last 12 months, higher than cycle usage in any of the other age groups.
- Cycle usage is generally higher among males: 29% of males had cycled in the last 12 months compared with 19% of females. The exception to this is the 0-15 age group where usage is the around the same: 57% of males and 54% of females aged 0-15 had cycled in the last 12 months.

Table 5.4: Cycled in the last 12 months by age and sex: 2014-2016

Percentage of persons

Age group	Percent who have cycled in the last 12 months		
	Male	Female	All persons
0-15	57%	54%	56%
16-29	28%	12%	20%
30-59	30%	17%	23%
60+	11%	4%	7%
All persons	29%	19%	24%

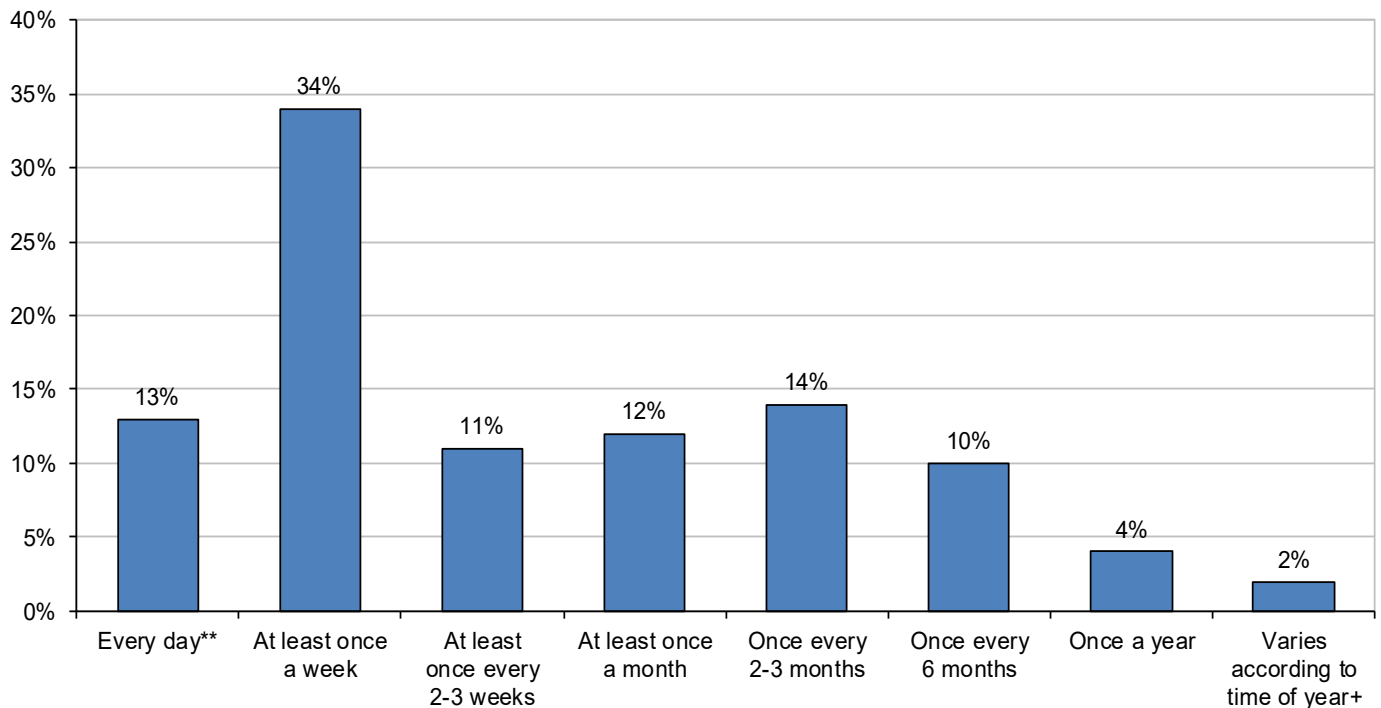
Figure 5.3: Cycled in the last 12 months by age and sex: 2014-2016



Cycling frequency (Figure 5.4)

- In 2014-2016, 24% of all respondents had cycled in the last 12 months (see Bicycle usage section on page 41). These respondents are referred to as cyclists in this report. A follow up question was asked to determine how often they cycled.
- 13% of cyclists reported that they cycle every day (including those that cycle every working day/school day but not at weekends), over three times as many as those who only cycle once a year (4%).
- Nearly half (47%) of all cyclists cycled once a week or more and an additional 23% cycled at least once a month (but less than once a week).

Figure 5.4: How often do you cycle?*: 2014-2016



Base = 1,315

Frequency of cycling journeys*

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

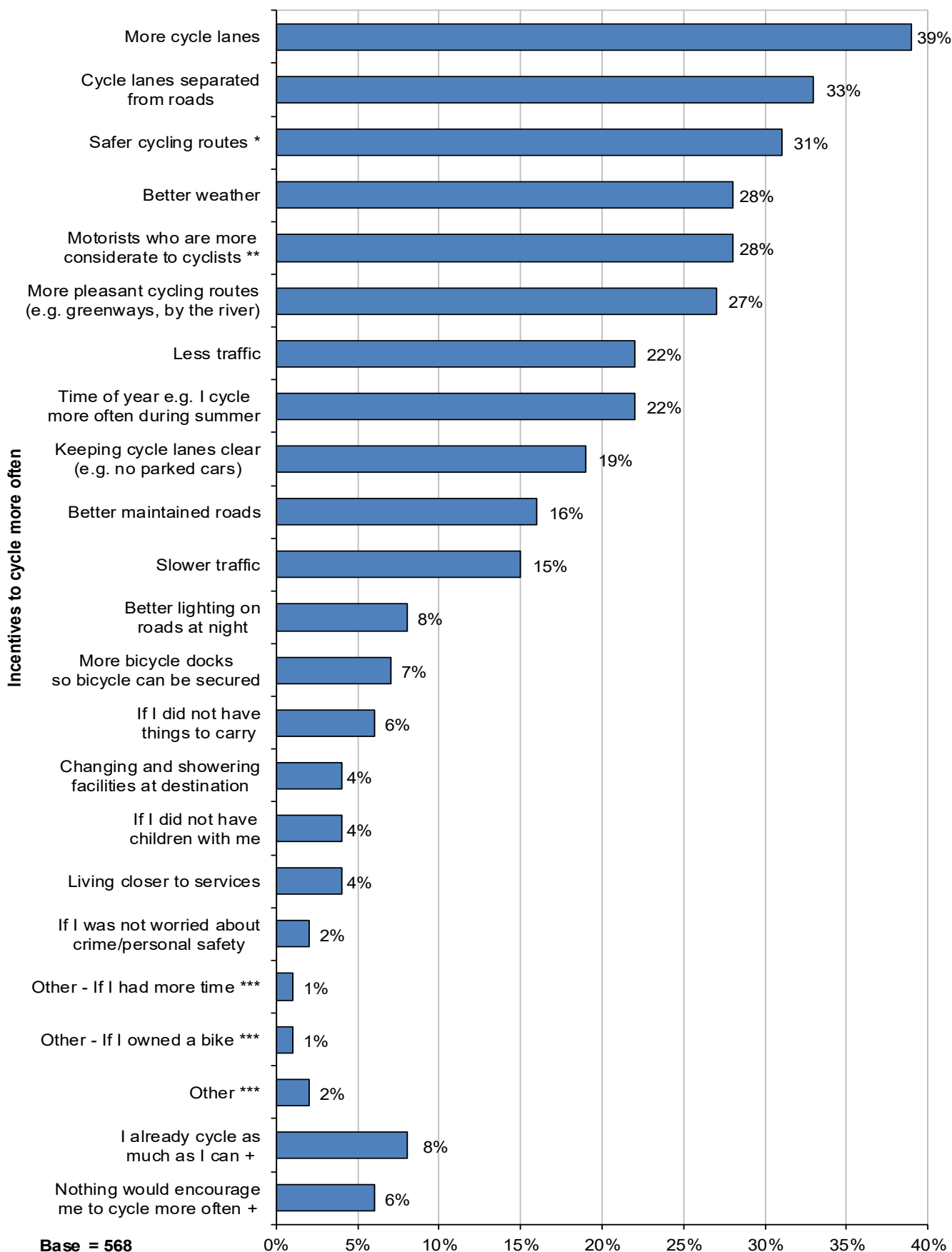
** "Every day" is selected if the respondent cycles every working day/school day but not at weekends as well as if they cycle every day.

+ Spontaneous answer

Incentives to cycle more often (Figure 5.5)

- Cyclists aged 16 and over giving a face to face interview were asked what would encourage them to cycle more often.
- The most frequently stated incentive that would encourage them to cycle more often was “more cycle lanes” (39%), followed by “cycle lanes separated from roads” (33%), “safer cycling routes” (31%), “better weather” (28%), “motorists who are more considerate to cyclists” (28%) and “more pleasant cycling routes” (27%).
- Almost one tenth (8%) of cyclists said that they already cycle as much as they can and a further 6% said that nothing would encourage them to cycle more often.

Figure 5.5: What would encourage you to cycle more often?: 2014-2016



Percentages sum to more than 100% due to multiple responses.

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

** Full answer option - Motorists who are more considerate to cyclists (e.g. taking more care when overtaking)

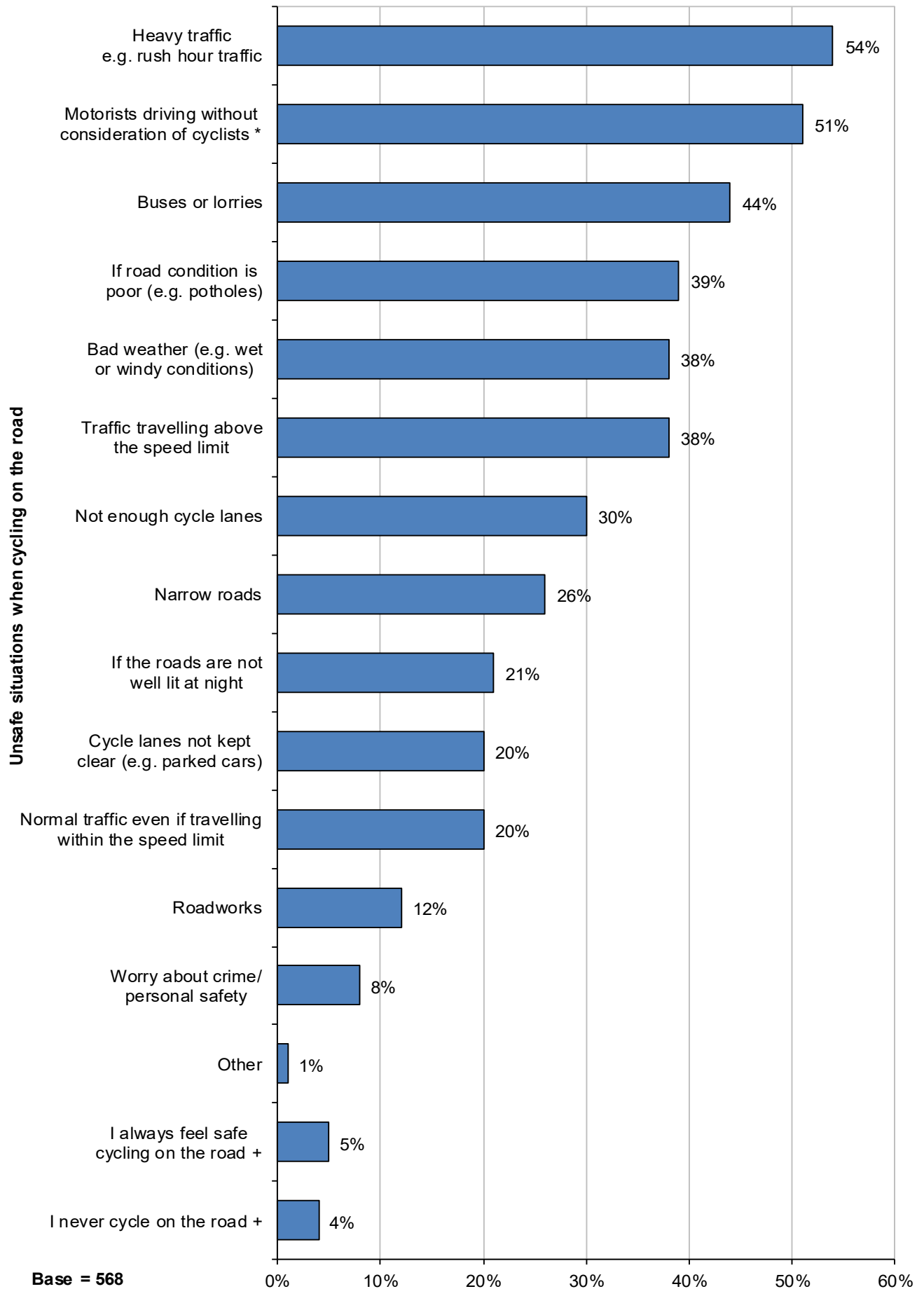
*** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

Unsafe situations when cycling on the road (Figure 5.6)

- Cyclists aged 16 and over giving a face to face interview were asked which situations make them feel unsafe when cycling on the road.
- The most commonly stated situations that made cyclists feel unsafe were “Heavy traffic” (54%) and “Motorists driving without consideration of cyclists” (51%), followed by “Buses or lorries” (44%).
- One in 20 cyclists (5%) stated that they always feel safe cycling on the road and an additional 4% said that they never cycle on the road.

Figure 5.6: Which situations make you feel unsafe when cycling on the road?: 2014-2016



Percentages sum to more than 100% due to multiple responses.

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

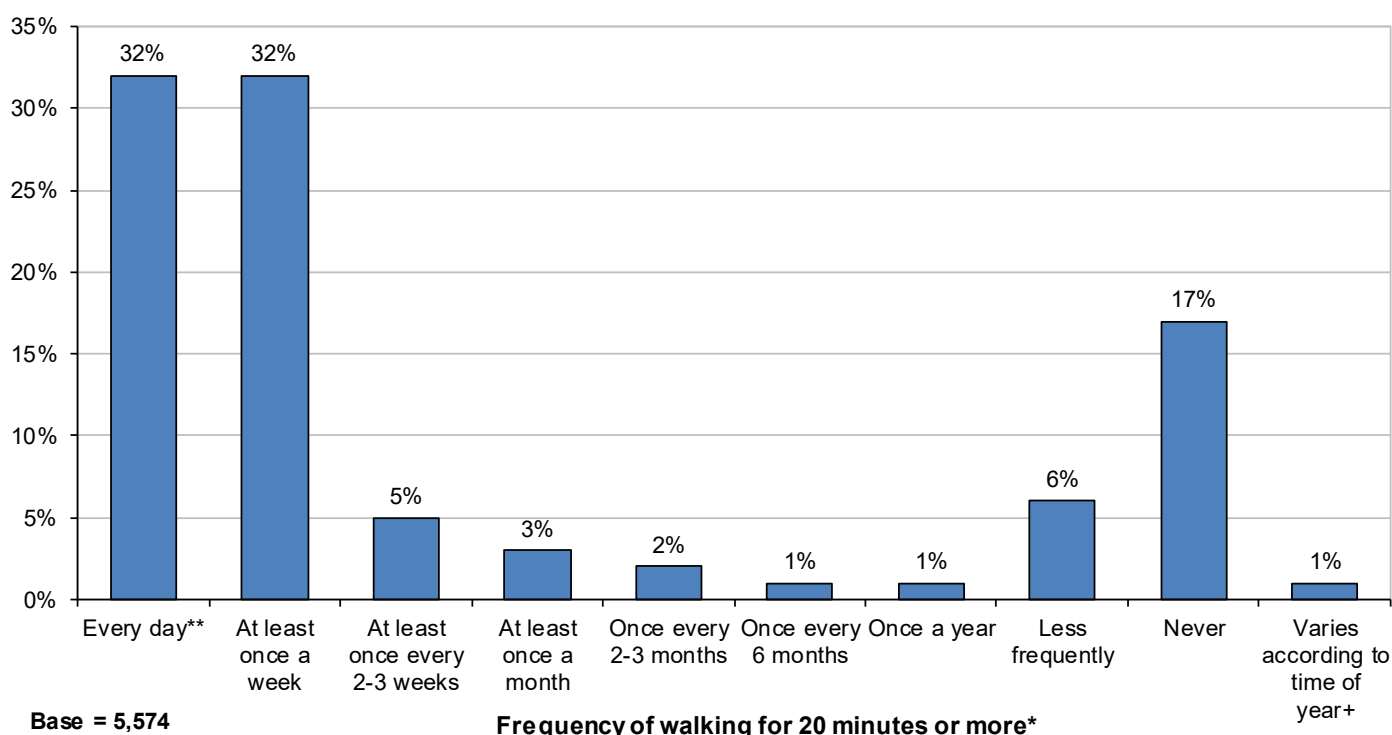
+ Spontaneous answer

Walking

Walking frequency (Figure 5.7)

- Just under two thirds (65%) of all respondents (everyone taking part in the survey) took a walk lasting at least 20 minutes once a week or more, with a further 9% walking this length of time at least once a month (but less than once a week).
- Nearly one third (32%) of respondents stated that they walked 20 minutes or more every day (this includes those that walk this length of time every working day/school day but not at weekends). This is almost twice as many as those who never walked for 20 minutes or more (17%).
- Looking only at those who walked for 20 minutes or more (i.e. did not state “Never”), 77% walked this length of time once a week or more and a further 10% walked this length of time at least once a month (but less than once a week).

Figure 5.7: How often do you walk anywhere for 20 minutes or more?: 2014-2016



* Includes all walks of 20 minutes or more whether for leisure or with a purpose (e.g. to go to the shops).

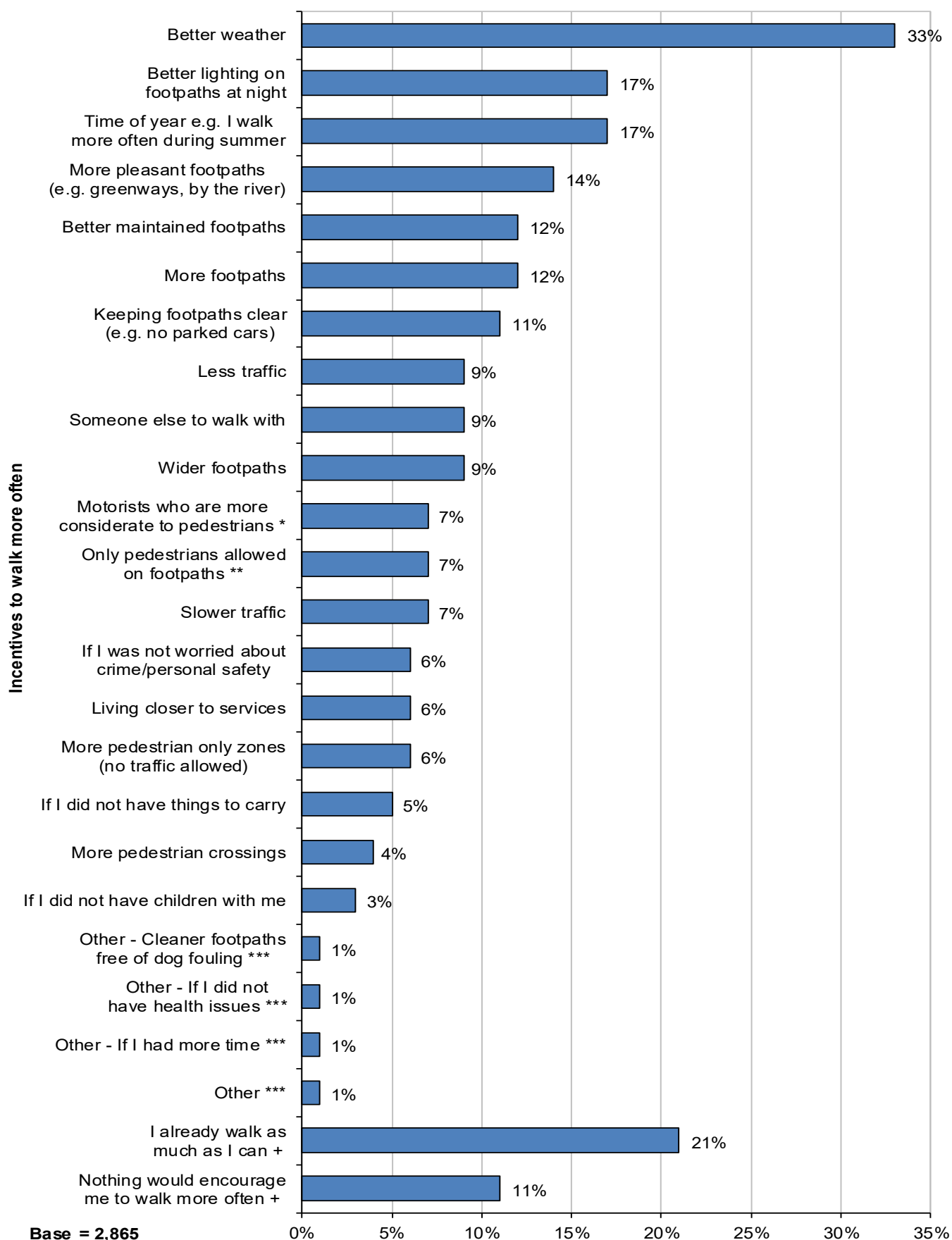
** “Every day” is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

+ Spontaneous answer

Incentives to walk more often (Figure 5.8)

- Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes (i.e. did not state “Never”) were asked what would encourage them to walk more often.
- “Better weather” was the most commonly mentioned incentive that would encourage the respondent to walk more often; this was stated by one third (33%) of the respondents, followed by “Time of year” (17%) and “Better lighting on footpaths at night” (17%).
- Over one fifth (21%) stated that they already walk as much as they can and a further 11% said that nothing would encourage them to walk more often.

Figure 5.8: What would encourage you to walk more often?: 2014-2016



Percentages sum to more than 100% due to multiple responses.

* Full answer option - Motorists who are more considerate to pedestrians (e.g. slowing down if pedestrian is crossing the road)

** Full answer option - Only pedestrians allowed on footpaths (e.g. no cyclists, skateboarders or scooters allowed)

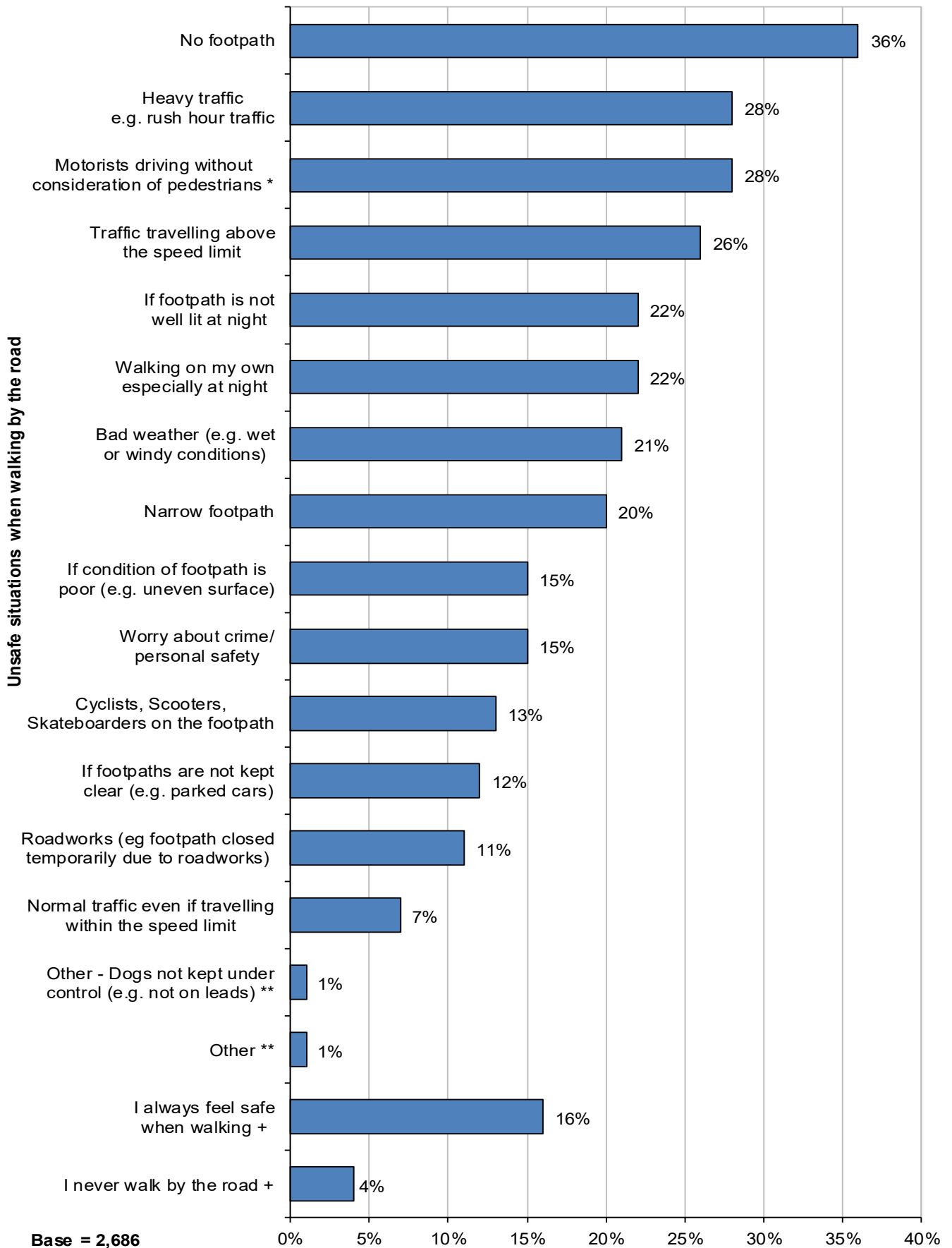
*** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

Unsafe situations when walking by the road (Figure 5.9)

- Respondents aged 16 and over, giving a face to face interview, who stated that they walked for at least 20 minutes once a year or more were asked which situations made them feel unsafe when walking by the road.
- “No footpath” (36%) was the most frequently stated situation that made the respondent feel unsafe, followed by “Heavy traffic” (28%), “Motorists driving without consideration of pedestrians” (28%) and “Traffic travelling above speed limit” (26%).
- Nearly one sixth (16%) stated that they always feel safe when walking and an additional 4% said that they never walk by the road.

Figure 5.9: Which situations make you feel unsafe when walking by the road?: 2014-2016



Percentages sum to more than 100% due to multiple responses.

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

** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

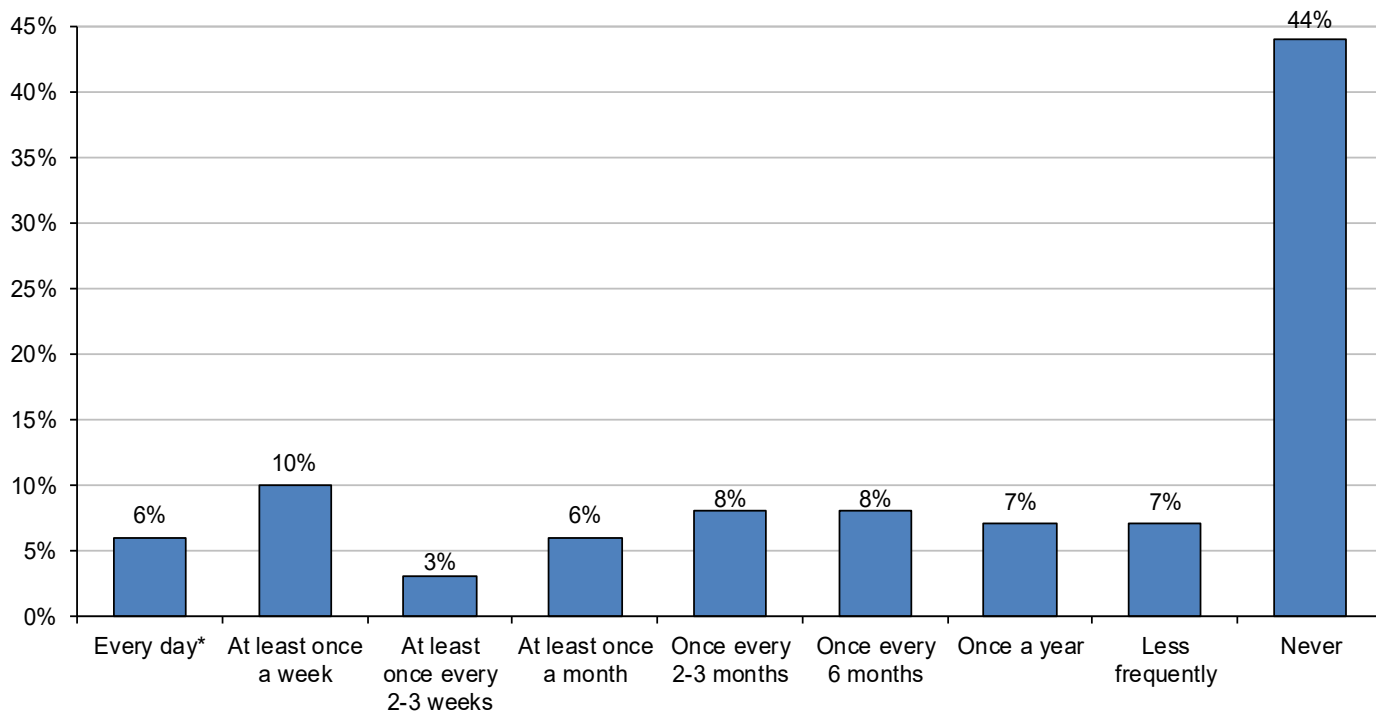
+ Spontaneous answer

Public Transport

Frequency of bus use (Figure 5.10)

- Almost one sixth (16%) of all respondents (everyone taking part in the survey) travelled on a bus once a week or more and a further 10% travelled by bus at least once a month (but less than once a week).
- Over 4 in 10 respondents (44%) stated that they never travelled by bus.
- Looking only at bus users (i.e. those who did not state that they never travelled by bus), just under 3 in 10 (29%) took a bus once a week or more and a further 17% travelled by bus at least once a month (but less than once a week).

Figure 5.10: How often do you travel on a bus?: 2014-2016



Base = 5,575

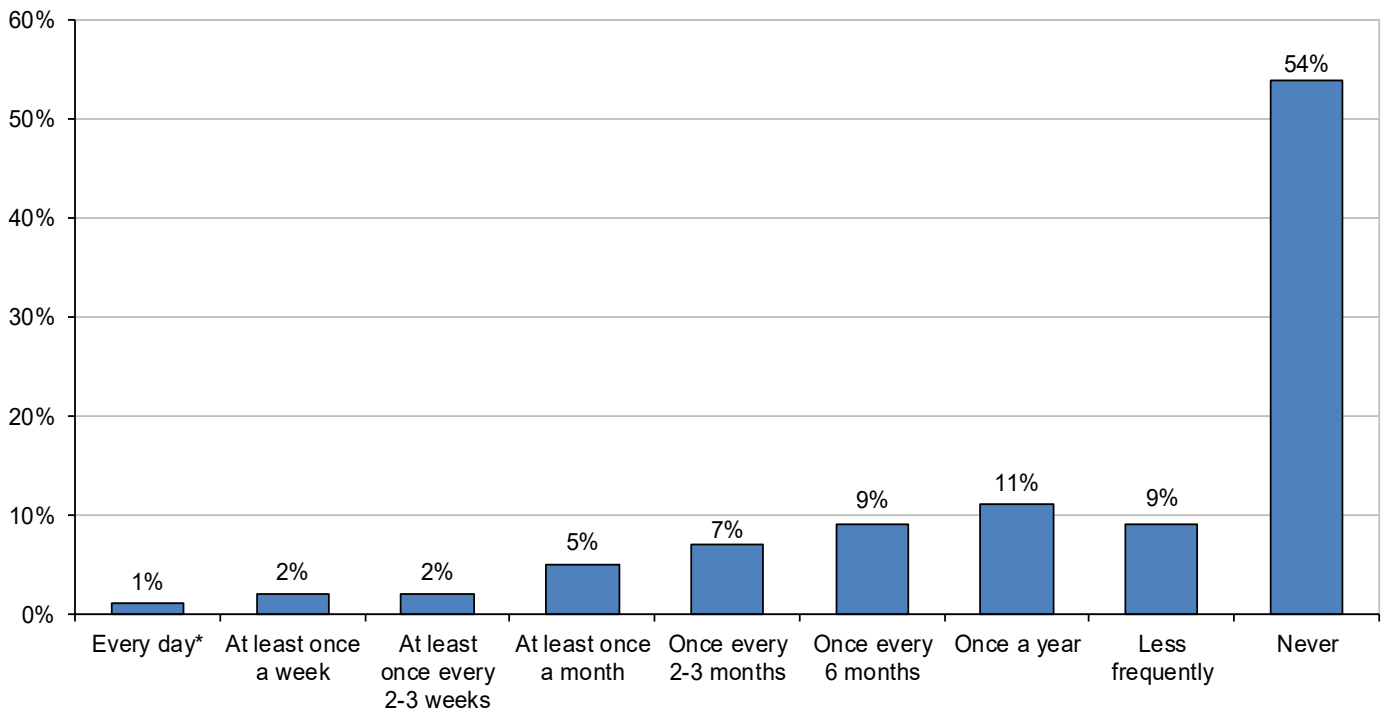
Frequency of travelling on bus

* "Every day" is selected if the respondent travels on a bus every working day/school day but not at weekends as well as if they travel on a bus every day.

Frequency of train use (Figure 5.11)

- Around 1 in 30 (3%) of all respondents (everyone taking part in the survey) travelled on a train once a week or more and an additional 7% travelled by train at least once a month (but less than once a week).
- Over half of respondents (54%) stated that they never travelled by train.
- Looking only at train users (i.e. those who did not state that they never travelled by train), 7% took a train once a week or more and an additional 15% travelled by train at least once a month (but less than once a week).

Figure 5.11: How often do you travel on a train?: 2014-2016



Base = 5,575

Frequency of travelling on train

* "Every day" is selected if the respondent travels on a train every working day/school day but not at weekends as well as if they travel on a train every day.

Comparison of bus and train usage

- There are more bus users (56%) than train users (46%).
- Frequency of bus usage is higher than train usage. Looking at everyone taking part in the survey, five times as many respondents take a bus once a week or more (16%) as take a train once a week or more (3%).

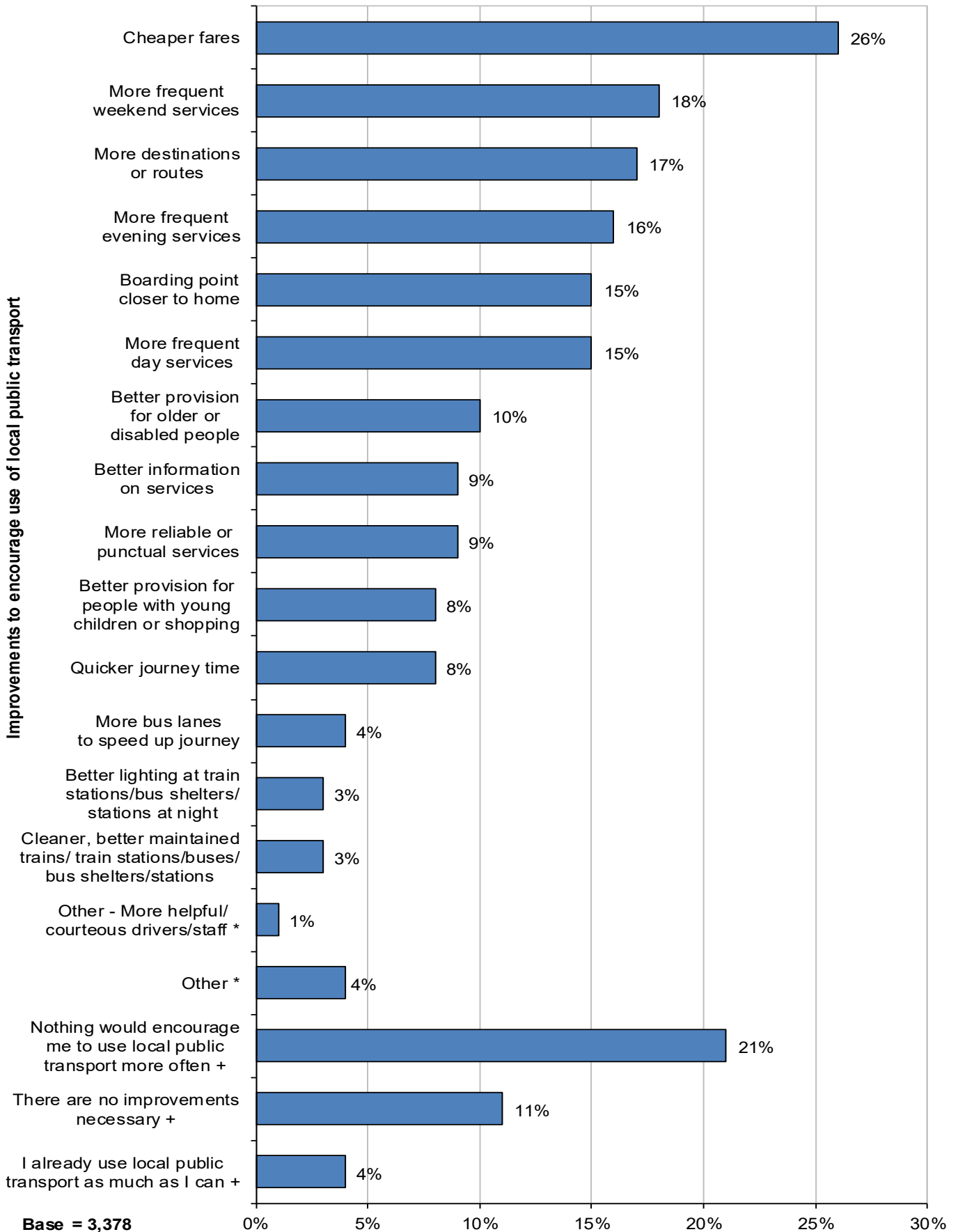
Satisfaction with local public transport

- Respondents aged 16 and over, giving a face to face interview, were asked how satisfied they were with public transport services which operate near their home. Just over two fifths (41%) said they don't use local public transport.
- Of those who used local public transport, three quarters (75%) said they were satisfied with their local public transport services.

Incentives to use local public transport more often (Figure 5.12)

- Respondents aged 16 and over, giving a face to face interview, were asked what improvements would encourage them to use local public transport services more often.
- The most popular improvement to local public transport services was "Cheaper fares" stated by just over one quarter of respondents (26%). This was followed by "More frequent weekend services" (18%) and "More destinations or routes" (17%).
- In addition, just over one fifth (21%) said nothing would encourage them to use local public transport more often, another 11% stated that no improvements were necessary and a further 4% said that they already use local public transport as much as possible.

Figure 5.12: What improvements could be made to encourage you to use local public transport services more often?: 2014-2016



Percentages sum to more than 100% due to multiple responses.

* Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

Access to public transport (Tables 5.5-5.6, Figures 5.13-5.14)

- In 2014-2016, 14% of households in Northern Ireland said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 8% in 2004-2006. Nearly 3 in 10 households (29%) said they did not know how often they could get a bus from their nearest stop.
- One member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2014-2016, two thirds of households (67%) lived within six minutes walk of a bus stop or place where they could get a bus.
- Relatively few households were close to a train station. Three fifths (60%) said it would take them 44 or more minutes or that it was not feasible to walk. Overall, over one quarter of households (27%) lived within 26 minutes walk of an NI Railways station, 10% within 13 minutes walk.

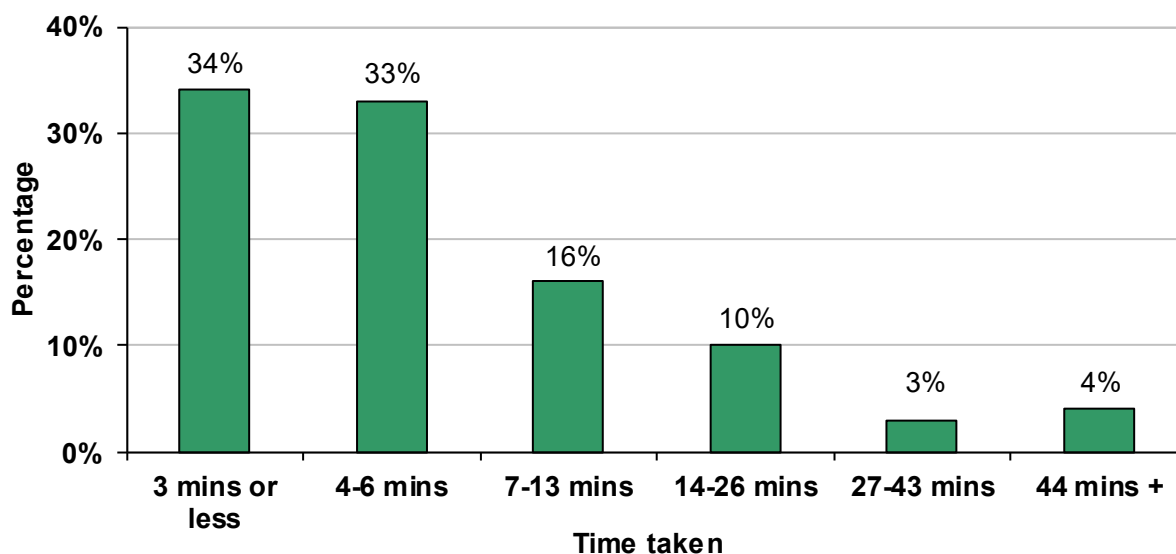
Table 5.5: Bus service frequency: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Percentage of households

Frequency of Service	2004-2006	2009-2011	2013-2015	2014-2016
At least once every quarter-hour	8%	15%	13%	14%
At least once every half-hour	19%	18%	17%	16%
At least once an hour	23%	19%	21%	21%
About 3 times a day	17%	17%	15%	14%
At least once a day	5%	4%	4%	4%
Less than once a day	1%	1%	1%	1%
Don't know*	27%	27%	29%	29%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of bus service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.13: Time taken to walk to nearest bus stop*: 2014-2016



* Note that 'Time taken to walk to nearest bus stop' figures have been validated and corrected. They are not comparable with figures in TSNi reports prior to 2007-2009. Figures for previous years are available on request (contact details at the front of the report).

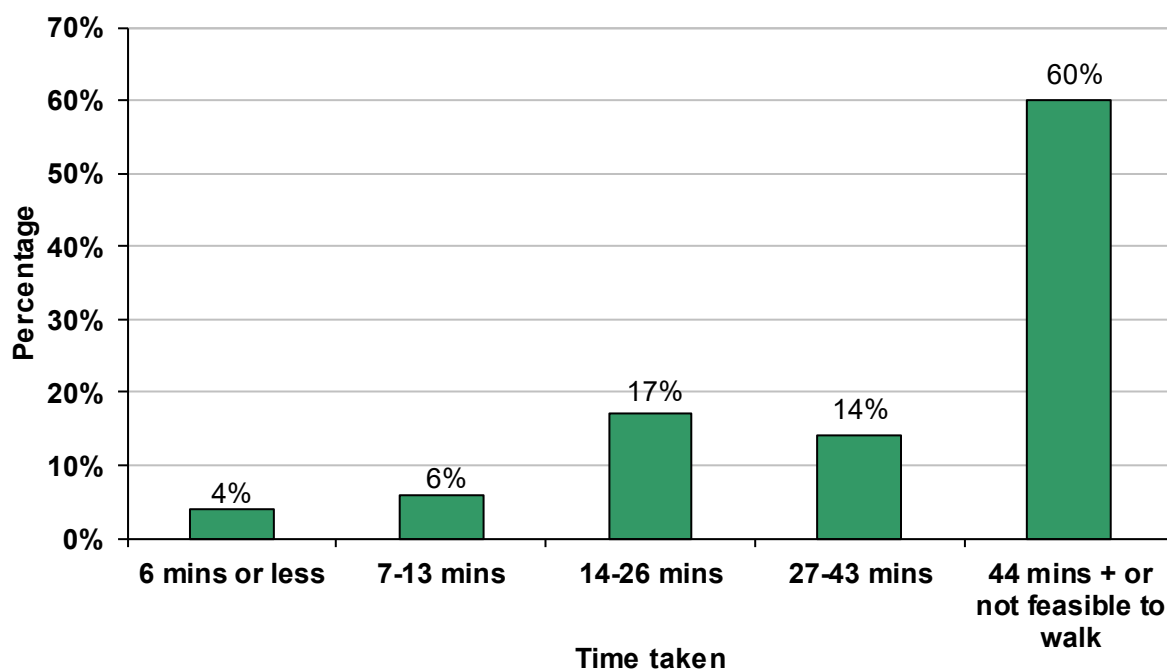
Table 5.6: Rail service frequency: 2004-2006, 2009-2011, 2013-2015 and 2014-2016

Percentage of households

Frequency of Service (asked if households did not state "Not applicable" to time taken to walk to nearest station question)	2004-2006	2009-2011	2013-2015	2014-2016
Frequent service throughout day (at least once per hour)	59%	73%	77%	80%
Frequent service during rush hour (at least once per hour)	5%	4%	3%	2%
Less frequent service	8%	3%	1%	1%
Not applicable	7%	1%	1%	1%
Don't know*	21%	20%	18%	16%
All households	100%	100%	100%	100%

* Interviewers can code "Don't Know" responses in two ways for the frequency of rail service question. The "Don't Know" percentage reported in this table now includes both "Don't Know" options.

Figure 5.14: Time taken to walk to nearest NI Railways station*: 2014-2016



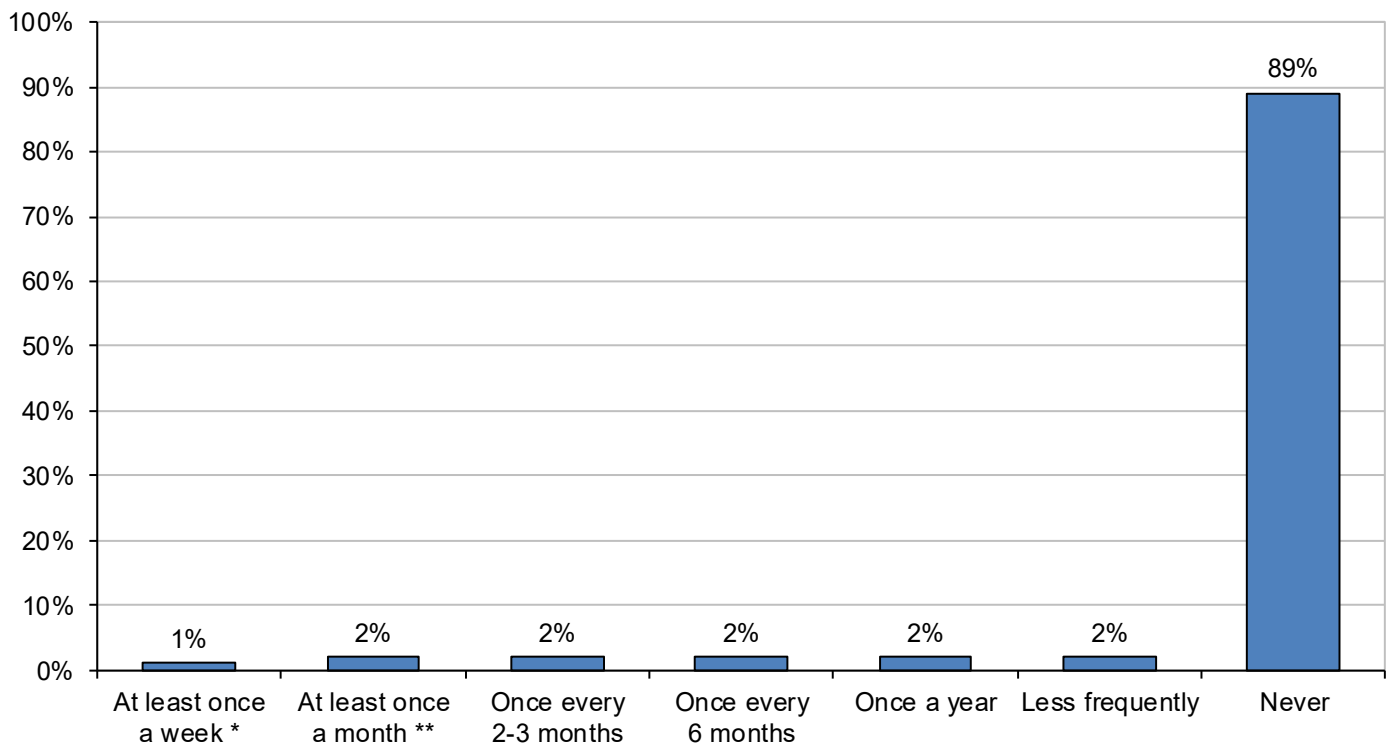
* Note that 'Time taken to walk to nearest NI Railways station' figures have been validated and corrected. They are not comparable with figures in TSNi reports prior to 2006-2008. Figures for previous years are available on request (contact details at the front of the report).

Park 'n' Ride

Frequency of using Park 'n' Ride (Figure 5.15)

- Park 'n' Ride is the term used when the vehicle you are travelling in is parked in a designated Park 'n' Ride car park and a train or a bus is then taken to your destination. For respondents aged 16 and over, a question was asked on how often they used Park 'n' Ride. This question applied whether they were a driver or a passenger in the vehicle.
- 1% of respondents used Park 'n' Ride once a week or more with a further 2% using it at least once a month (but less than once a week).
- Just under 9 in 10 respondents (89%) said they never used Park 'n' Ride.
- Looking only at Park 'n' Ride users (i.e. those who did not state that they never used Park 'n' Ride), just under 1 in 10 (9%) used it once a week or more with a further 17% using it at least once a month (but less than once a week).

Figure 5.15: How often do you use Park 'n' Ride?: 2014-2016



Base = 4,664

Frequency of using Park 'n' Ride

* "At least once a week" combines the answers "Every day" and "At least once a week". "Every day" is selected if the respondent uses Park 'n' Ride every working day but not at weekends as well as if they use Park 'n' Ride every day.

** "At least once a month" combines the answers "At least once every 2-3 weeks" and "At least once a month".

Appendix A: Travel Survey for Northern Ireland Definitions and Survey Notes

Personal Travel

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

Geographical Coverage

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

Journeys

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

Stages

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

Households

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

Mode of travel/Main mode of travel

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

Distance travelled

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

Series of calls journeys

Travel involving a number of stops for the same main purpose and using the same form of transport are treated as one continuous series of calls. Series of calls can only be used for shopping and journeys in the course of work. A doctor's round for example would therefore consist of one journey to visit the first patient, one series of calls journey to all the other patients, and one journey from the last call back to the surgery or home.

Journeys excluded

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

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

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

Children's play is excluded.

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

Journey purpose

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

Types of journey purpose

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 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.

An *escort* code is used when the traveller has no purpose of his or her own, other than to escort or accompany another person e.g. a mother taking a child to school. Escort commuting for example is escorting or accompanying someone from home to work or from

work to home. Escort education journeys are presented separately for the purposes of this report.

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

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.

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.

Just walk journeys are walking journeys made just for pleasure.

Modes of travel

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 4).

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.

For the purpose of this report 'car' travel includes travel in all 3 or 4-wheeled cars.

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

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.

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

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

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

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

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

Black taxis include taxis which operate like a minibus. 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.

Other definitions

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

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