

# Travel Survey for Northern Ireland Headline Report 2013-2015



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## Contents

|  |    |
|--|----|
| Key Points                                 | 1  |
| Symbols and Conventions                    | 2  |
| Overall results for 2013-2015              | 2  |
| Mode of Travel used for Journeys           | 3  |
| Distance travelled by Mode                 | 3  |
| Number and Length of Journeys by Main Mode | 4  |
| Purpose of Journeys                        | 5  |
| Walking journeys 2013-2015                 | 7  |
| Journeys to and from school                | 7  |
| User Information                           | 10 |
| Definitions                                | 14 |



## **About this publication**

This is the first release of 2013-2015 Travel Survey for Northern Ireland (TSNI) results. It contains key information on journeys taken by Northern Ireland residents by mode of travel and purpose of journey. For more detailed information about the TSNI, including details about the publication of future 2013-2015 reports, please see the User Information section on page 10.

## **Accessibility**

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

## **Acknowledgements**

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

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

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

## Key Points

- Over the time period 2013-2015, each person in Northern Ireland travelled on average 5,827 miles per year (approximately 16 miles travelled per person per day), similar to 2012-2014 (5,958 miles).
- On average, there were 901 journeys made per person per year over the period 2013-2015 (more than 2 journeys per person per day). There was no real difference when compared to 2012-2014 (908 journeys per person per year).
- The average journey length for the period 2013-2015 was 6.5 miles, around the same as 2012-2014 (6.6 miles).
- On average, 645 car journeys were taken per person per year in 2013-2015. This equates to 72% of all journeys made, around the same as previous years (back to 2010-2012).
- There were 160 walking journeys per person per year in 2013-2015. This represents 18% of all journeys made, an increase from 2010-2012 (16% of all journeys made).
- During 2013-2015, the longest journey length was for train journeys, averaging 21.5 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.
- In 2013-2015, 23% of journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 18% for shopping, 15% for commuting and 12% for personal business (for services such as bank, doctor or library). This is in line with results from previous years included in the report (back to 2010-2012).
- In terms of miles travelled, 31% of the distance travelled was for leisure purposes (see definition above), 21% for commuting, 13% for shopping and 11% for personal business. These results are similar to recent years (back to 2010-2012).
- In 2013-2015, the most commonly used main method of travel to or from school for the 4-11 age group was the car (55%), followed by walking or cycling (31%) and then the bus (14%).
- In 2013-2015, the most commonly used main method of travel to or from school for the 12-18 age group was the bus (48%), followed by the car (33%), and then walking or cycling (18%).

## 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.

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

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.

The following conversion factors may be of use:

1 Mile = 1.609 Kilometres

1 Kilometre = 0.6214 Miles

Only differences which are statistically significant ( $p < 0.05$ ) are included in 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.

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.

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

For further information, there is a User Information section on page 10 and a Definitions section on page 14.

## Overall results for 2013-2015

- Over the time period 2013-2015, each person in Northern Ireland travelled on average 5,827 miles per year (approximately 16 miles travelled per person per day), similar to 2012-2014 (5,958 miles).
- On average, there were 901 journeys made per person per year over the period 2013-2015 (more than 2 journeys per person per day). There was no real difference when compared to 2012-2014 (908 journeys per person per year).
- The average journey length for the period 2013-2015 was 6.5 miles, around the same as 2012-2014 (6.6 miles).

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

### Distance travelled by Mode (Table 1)

- During 2013-2015, 4,747 miles per person per year were travelled by car (as a driver or passenger), 81% of the total distance travelled. This is in line with results from recent years included in the table.
- 8% of the total distance travelled was on public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi). An average of 447 miles per person per year were travelled on public transport in 2013-2015, similar to 2010-2012 (417 miles).
- Walking accounted for 3% of the total distance travelled. On average, 162 miles were walked per person per year in 2013-2015, an increase from 149 miles in 2010-2012.

**Table 1: Average distance travelled per person per year by travel mode\*:  
2010-2012 to 2013-2015**

Miles

| Travel mode *          | Miles per person per year |              |              |                  |             |
|------------------------|---------------------------|--------------|--------------|------------------|-------------|
|                        | 2010-2012                 | 2011-2013    | 2012-2014    | 2013-2015        |             |
|                        |                           |              |              | Average distance | %           |
| Walk                   | 149                       | 157          | 164          | 162              | 3%          |
| Bicycle                | 28                        | 26           | 28           | 27               | 0%          |
| Car Driver             | 3,340                     | 3,349        | 3,393        | 3,282            | 56%         |
| Car Passenger          | 1,450                     | 1,478        | 1,460        | 1,463            | 25%         |
| Car Undefined          | ..                        | ..           | ..           | ..               | ..          |
| Motorcycle             | 8                         | 6            | 11           | 14               | 0%          |
| Other private**        | 426                       | 426          | 399          | 380              | 7%          |
| Metro and Ulsterbus*** | 271                       | 280          | 274          | 251              | 4%          |
| Other bus              | 47                        | 54           | 64           | 67               | 1%          |
| NI Railways            | 96                        | 100          | 111          | 128              | 2%          |
| Black taxi             | 3                         | ..           | ..           | ..               | ..          |
| Taxi                   | 52                        | 51           | 50           | 50               | 1%          |
| Other public           | ..                        | ..           | ..           | ..               | ..          |
| Undefined mode         | ..                        | ..           | ..           | ..               | ..          |
| <b>All modes</b>       | <b>5,873</b>              | <b>5,932</b> | <b>5,958</b> | <b>5,827</b>     | <b>100%</b> |

\* See Travel Survey for Northern Ireland In-depth Report 2012-2014 for definitions of travel mode

\*\* Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2012-2014)

\*\*\* See User Information section (page 12), for details about the combined Metro and Ulsterbus figure.

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

- Over the 2013-2015 period, each person took, on average, 901 journeys each year. This result is consistent with recent years included in the table.
- On average, 645 car journeys were taken per person per year in 2013-2015. This equates to 72% of all journeys made, around the same as previous years (back to 2010-2012).
- There were 160 walking journeys per person per year in 2013-2015. This represents 18% of all journeys made, an increase from 2010-2012 (16% of all journeys made).
- During 2013-2015, the longest journey length was for train journeys, averaging 21.5 miles. In contrast, the shortest journeys were walks which were 0.9 miles on average.

**Table 2: Average number of journeys per person per year and average journey length by main mode\*: 2010-2012 to 2013-2015**

Journeys / Miles

| Travel mode*           | Journeys per person per year |            |            |                |             | Average journey length |            |            |            |
|------------------------|------------------------------|------------|------------|----------------|-------------|------------------------|------------|------------|------------|
|                        | 2010-2012                    | 2011-2013  | 2012-2014  | 2013-2015      |             | 2010-2012              | 2011-2013  | 2012-2014  | 2013-2015  |
|                        |                              |            |            | Average Number | %           |                        |            |            |            |
| Walk                   | 143                          | 152        | 156        | 160            | 18%         | 1.0                    | 1.0        | 1.0        | 0.9        |
| Bicycle                | 7                            | 6          | 6          | 5              | 1%          | 4.2                    | 4.8        | 5.0        | 5.1        |
| Car Driver             | 451                          | 450        | 453        | 445            | 49%         | 7.4                    | 7.4        | 7.5        | 7.4        |
| Car Passenger          | 202                          | 198        | 200        | 200            | 22%         | 7.1                    | 7.4        | 7.3        | 7.3        |
| Car Undefined          | -                            | -          | -          | -              | -           | ..                     | ..         | ..         | ..         |
| Motorcycle             | 1                            | -          | 1          | 1              | 0%          | 9.9                    | ..         | 13.1       | 15.4       |
| Other private**        | 37                           | 36         | 35         | 32             | 4%          | 11.6                   | 11.9       | 11.4       | 11.9       |
| Metro and Ulsterbus*** | 35                           | 35         | 33         | 31             | 3%          | 8.1                    | 8.2        | 8.5        | 8.3        |
| Other bus              | 4                            | 6          | 6          | 7              | 1%          | 12.6                   | 9.7        | 11.3       | 9.9        |
| NI Railways            | 5                            | 5          | 6          | 7              | 1%          | 20.3                   | 20.6       | 21.5       | 21.5       |
| Black taxi             | 1                            | -          | -          | -              | -           | 4.7                    | ..         | ..         | ..         |
| Taxi                   | 14                           | 12         | 13         | 13             | 1%          | 3.7                    | 4.0        | 3.9        | 3.7        |
| Other public           | -                            | -          | -          | -              | -           | ..                     | ..         | ..         | ..         |
| Undefined mode         | -                            | -          | -          | -              | -           | ..                     | ..         | ..         | ..         |
| <b>All modes</b>       | <b>900</b>                   | <b>901</b> | <b>908</b> | <b>901</b>     | <b>100%</b> | <b>6.5</b>             | <b>6.6</b> | <b>6.6</b> | <b>6.5</b> |

\* See Travel Survey for Northern Ireland In-depth Report 2012-2014 for definitions of travel mode

\*\* Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2012-2014)

\*\*\* See User Information section (page 12), for details about the combined Metro and Ulsterbus figure.

### Purpose of Journeys (Table 3)

- In 2013-2015, 23% of journeys were made for leisure purposes (visiting friends at private home/elsewhere, entertainment/social activities, sports, holiday/day trip), 18% for shopping, 15% for commuting and 12% for personal business (for services such as bank, doctor or library). This is in line with results from recent years included in the table.
- In terms of miles travelled, 31% of the distance travelled was for leisure purposes (see definition above), 21% for commuting, 13% for shopping and 11% for personal business. These results are similar to recent years (back to 2010-2012).
- 6% of all journeys taken were by school children/students going to or from school/college. A further 8% of all journeys were 'escort education' journeys. These are journeys made to accompany a school child/student to their school/college.
- The shortest journeys, which were 1.4 miles on average, were "other" types of journey including walking for pleasure. The longest journeys were those made to go on holiday (within Northern Ireland), averaging out at 38.0 miles.



**Table 3: Travel per person per year by journey purpose\*: 2010-2012 to 2013-2015**

Number of Journeys/Miles

| Journey Purpose*                               | Journeys per person per year |           |           |                |      | Miles per person per year |           |           |                  |      | Average journey length |           |                  |           |
|--|------------------------------|-----------|-----------|----------------|------|---------------------------|-----------|-----------|------------------|------|------------------------|-----------|------------------|-----------|
|  | 2010-2012                    | 2011-2013 | 2012-2014 | 2013-2015      |      | 2010-2012                 | 2011-2013 | 2012-2014 | 2013-2015        |      | 2010-2012              | 2011-2013 | 2012-2014        | 2013-2015 |
|  |                              |           |           | Average number | %    |                           |           |           | Average distance | %    |                        |           |                  |           |
| <b>Commuting</b>                               | 142                          | 138       | 140       | 137            | 15%  | 1,274                     | 1,260     | 1,291     | 1,215            | 21%  | 9.0                    | 9.1       | 9.2              | 8.9       |
| <b>Business</b>                                | 31                           | 31        | 34        | 34             | 4%   | 480                       | 465       | 493       | 488              | 8%   | 15.5                   | 14.9      | 14.6             | 14.5      |
| <b>Education</b>                               | 55                           | 59        | 57        | 57             | 6%   | 248                       | 273       | 263       | 256              | 4%   | 4.5                    | 4.6       | 4.6              | 4.5       |
| <b>Escort Education</b>                        | 58                           | 66        | 66        | 69             | 8%   | 138                       | 162       | 156       | 165              | 3%   | 2.4                    | 2.5       | 2.3 <sup>r</sup> | 2.4       |
| <b>Shopping</b>                                | 173                          | 167       | 163       | 160            | 18%  | 793                       | 779       | 772       | 755              | 13%  | 4.6                    | 4.7       | 4.7              | 4.7       |
| <b>Other escort</b>                            | 78                           | 75        | 77        | 78             | 9%   | 419                       | 423       | 434       | 446              | 8%   | 5.4                    | 5.7       | 5.6              | 5.7       |
| <b>Personal business</b>                       | 117                          | 117       | 117       | 111            | 12%  | 641                       | 641       | 658       | 625              | 11%  | 5.5                    | 5.5       | 5.6              | 5.6       |
| <b>Visit friends at private home</b>           | 95                           | 90        | 92        | 95             | 11%  | 703                       | 703       | 701       | 710              | 12%  | 7.4                    | 7.8       | 7.6              | 7.5       |
| <b>Visit friends elsewhere</b>                 | 39                           | 38        | 37        | 36             | 4%   | 327                       | 317       | 308       | 283              | 5%   | 8.4                    | 8.4       | 8.2              | 7.7       |
| <b>Entertainment/ public social activities</b> | 25                           | 27        | 25        | 24             | 3%   | 198                       | 215       | 187       | 171              | 3%   | 7.8                    | 8.0       | 7.5              | 7.0       |
| <b>Sport participate</b>                       | 26                           | 28        | 28        | 29             | 3%   | 147                       | 153       | 149       | 140              | 2%   | 5.7                    | 5.5       | 5.3              | 4.9       |
| <b>Holiday base</b>                            | 6                            | 7         | 6         | 6              | 1%   | 194                       | 214       | 211       | 224              | 4%   | 30.1                   | 30.8      | 33.7             | 38.0      |
| <b>Day trip</b>                                | 20                           | 20        | 19        | 21             | 2%   | 255                       | 264       | 262       | 283              | 5%   | 13.1                   | 13.3      | 13.7             | 13.5      |
| <b>Other including just walk</b>               | 34                           | 38        | 45        | 45             | 5%   | 54                        | 61        | 69        | 62               | 1%   | 1.6                    | 1.6       | 1.5              | 1.4       |
| <b>Undefined purpose</b>                       | -                            | -         | -         | -              | -    | ..                        | ..        | ..        | ..               | ..   | ..                     | ..        | ..               | ..        |
| <b>All purposes</b>                            | 900                          | 901       | 908       | 901            | 100% | 5,873                     | 5,932     | 5,958     | 5,827            | 100% | 6.5                    | 6.6       | 6.6              | 6.5       |
| <b>Journeys per worker per year:</b>           |                              |           |           |                |      |                           |           |           |                  |      |                        |           |                  |           |
| <b>Commuting</b>                               | 314                          | 313       | 308       | 300            |      | 2,815                     | 2,874     | 2,875     | 2,702            |      | 9.0                    | 9.2       | 9.3              | 9.0       |
| <b>Business</b>                                | 71                           | 74        | 78        | 77             |      | 1,111                     | 1,105     | 1,133     | 1,125            |      | 15.6                   | 14.9      | 14.6             | 14.6      |

\* See Travel Survey for Northern Ireland In-depth Report 2012-2014 for definitions of journey purpose

<sup>r</sup> Escort Education journey length was revised following minor corrections to 2012-2014 journey data after the publication of the TSNi In-depth Report 2012-2014

## Walking journeys 2013-2015

- 87 short walking journeys (less than 1 mile) were taken per person per year in Northern Ireland during 2013-2015.
- Residents of the Belfast Metropolitan Area (BMA) took on average 84 short walking journeys (less than 1 mile) per person per year. People living outside the BMA took on average 89 short walking journeys per person per year.
- Looking at all walking journeys of less than 2 miles, BMA residents took 137 per person per year and people living outside of the BMA took 139. For all of Northern Ireland there were 138 walking journeys of less than 2 miles per person per year.
- Looking at miles walked per person per year, the average distance walked by BMA residents was 172 miles per person per year. People living outside the BMA walked 157 miles per person per year. The average distance walked per person per year in Northern Ireland as a whole was 162 miles.

## Journeys to and from school (Table 4 to Table 7)

- In 2013-2015, the most commonly used main method of travel to or from school for the 4-11 age group was the car (55%), followed by walking or cycling (31%) and then the bus (14%).
- In 2013-2015, the most commonly used main method of travel to or from school for the 12-18 age group was the bus (48%), followed by the car (33%), and then walking or cycling (18%).
- Looking at the proportion of school journeys which were walked, this was higher in the 4-11 age group (30%) than in the 12-18 age group (18%).
- These figures are around the same as results from recent years (back to 2010-2012).

**Table 4: Main mode of travel<sup>1</sup> to or from school<sup>2</sup> for 4-11 year olds: 2010-2012 to 2013-2015**

Percent of school journeys<sup>2</sup>

| Age group                             | Travel mode        | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 |
|---------------------------------------|--------------------|-----------|-----------|-----------|-----------|
| 4-11                                  | Walk or Bicycle    | 26%       | 27%       | 27%       | 31%       |
|                                       | Bus                | 12%       | 13%       | 13%       | 14%       |
|                                       | Car <sup>3</sup>   | 61%       | 60%       | 60%       | 55%       |
|                                       | Other <sup>4</sup> | 0%        | 0%        | 0%        | 0%        |
|                                       | All modes          | 100%      | 100%      | 100%      | 100%      |
| Number of persons in sample aged 4-11 |                    | 494       | 511       | 464       | 468       |

- 1 Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.
- 2 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 3 Car includes car passenger, van or lorry, black taxi and taxi minicab.
- 4 Other includes motorcycle, NIR train, other private, other public and undefined modes of travel.

**Table 5: Percentage of journeys to or from school<sup>1</sup> by walking/cycling<sup>2</sup> for 4-11 year olds: 2010-2012 to 2013-2015**

Percent of school journeys<sup>1</sup>

| Age group | Travel mode | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 |
|-----------|-------------|-----------|-----------|-----------|-----------|
| 4-11      | Walk        | 26%       | 26%       | 27%       | 30%       |
|           | Bicycle     | 0%        | 0%        | 0%        | 0%        |
|           | All modes   | 100%      | 100%      | 100%      | 100%      |

- 1 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 2 Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

**Table 6: Main mode of travel<sup>1</sup> to or from school<sup>2</sup> for 12-18 year olds: 2010-2012 to 2013-2015**

Percent of school journeys<sup>2</sup>

| Age group                              | Travel mode        | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 |
|--|--------------------|-----------|-----------|-----------|-----------|
| 12-18                                  | Walk or Bicycle    | 16%       | 15%       | 17%       | 18%       |
|  | Bus                | 50%       | 52%       | 48%       | 48%       |
|  | Car <sup>3</sup>   | 33%       | 32%       | 34%       | 33%       |
|  | Other <sup>4</sup> | 0%        | 0%        | 0%        | 1%        |
|  | All modes          | 100%      | 100%      | 100%      | 100%      |
| Number of persons in sample aged 12-18 |                    | 454       | 419       | 414       | 379       |

- 1 Main mode of travel: Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.
- 2 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 3 Car includes car driver, car passenger, van or lorry, black taxi and taxi minicab.
- 4 Other includes motorcycle, NIR train, other private, other public and undefined modes of travel.

**Table 7: Percentage of journeys to or from school<sup>1</sup> by walking/cycling<sup>2</sup> for 12-18 year olds: 2010-2012 to 2013-2015**

Percent of school journeys<sup>1</sup>

| Age group | Travel mode | 2010-2012 | 2011-2013 | 2012-2014 | 2013-2015 |
|-----------|-------------|-----------|-----------|-----------|-----------|
| 12-18     | Walk        | 16%       | 15%       | 17%       | 18%       |
|           | Bicycle     | 0%        | 0%        | 0%        | 0%        |
|           | All modes   | 100%      | 100%      | 100%      | 100%      |

- 1 Based on journeys where the journey purpose was education. Journey purpose is governed by what the person did at the end of the journey but for journeys home the purpose is governed by the start of the journey. Therefore a journey home from school is classified as an education journey as well as any journey to school.
- 2 Walking or cycling as main mode of travel to or from school. Journeys can consist of stages e.g. walk to bus stop and take the bus to school. The main mode of travel is the form of transport used for the greatest length of the journey.

## User information

### Background to the Travel Survey for Northern Ireland (TSNI)

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

### 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 the Department for Infrastructure'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

The TSNI Headline Report 2013-2015 is the first publication based on the 2013-2015 TSNI data. The headline report contains key results for 2013-2015 and is produced and published as soon as the data have been processed and quality assured. A technical report, supplementary to this report, will be published in August 2016. This will contain information on 2013-2015 survey response rates and confidence ranges. A further report,

the TSNI In-depth Report 2013-2015, will be published in September 2016. This will contain more detailed results including longer term trends, cross-tabulations by variables such as area, age and gender and results from other questions asked in the survey.

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 early 2017). This will mean the data will be available to researchers for secondary analysis.

### **Survey methodology**

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

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

### **Sample design**

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

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

2,978 households and 5,558 persons were interviewed for the TSNI over the time period 1 January 2013 to 31 December 2015.

### **Uses of the TSNI**

The TSNI is the only source of information on how, over the region as a whole, people use different forms of transport to meet their travel needs as individuals or family groups. It provides information to inform government policy, set objectives and to monitor performance in relation to transport and travel in Northern Ireland, for example in the New Approach to Regional Transportation, Active Travel Strategy, Accessible Transport Strategy and Equality Monitoring. Data from the TSNI has been used in the development of the NI Transport Model. It is also used in a variety of publications as well as the TSNI reports. This includes the annual NI Transport Statistics publication (from 2013-14) and the annual NI Environmental Statistics report.

## Data quality assessment

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

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

## Metro and Ulsterbus journeys

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

This trend, of higher numbers of Metro journeys per person per year and higher average distance travelled compared to TSNi data prior to 2007-2009, continued into 2008-2010. It is also worth noting that over this period there was a trend of lower numbers of Ulsterbus journeys per person per year and lower average distance travelled on Ulsterbus services in the TSNi data. Results from recent surveys have continued to show a similar trend. However, whereas in 2007-2009 and 2008-2010 the TSNi data reflected Translink's own

Metro passenger journey and Ulsterbus passenger journey figures, 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 2014/15 there were 26.3 million passenger journeys on Metro and 40.3 million passenger journeys on Ulsterbus. This gives a total of 66.6 million Metro and Ulsterbus passenger journeys.
- Using the 2014 mid year population estimate (1,840,498), this equates to approximately 14 Metro journeys per person per year and 22 Ulsterbus journeys per person per year.
- Using the total figure of 66.6 million passenger journeys and the 2014 mid year population estimate gives a total of around 36 Metro and Ulsterbus journeys per person per year.

From the TSNI 2013-2015:

- There were, on average, 17 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 31 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 2013-2015 TSNI Metro journey figures and Ulsterbus journey figures separately, the individual figures are not reflective of the Translink administrative data estimates. This would suggest that there is an element of respondent misclassification between bus types.

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 2013-2015 should note that around 61% of all public bus passenger journeys are on Ulsterbus. This is estimated using the Translink figures. Using this and the TSNI 2013-2015 combined Metro and Ulsterbus figure of 31 journeys per person per year, gives an estimate of 19 Ulsterbus journeys per person per year and 12 Metro journeys per person per year in 2013-2015.



## Definitions

For a full set of definitions (including types of modes of travel, types of journey purpose) see Travel Survey for Northern Ireland In-depth Report 2012-2014:

<https://www.infrastructure-ni.gov.uk/publications/travel-survey-northern-ireland-depth-report-2012-2014>

## Geographical coverage

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

## Journeys

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

## Stages

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

## Distance travelled

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

## Mode of travel/Main mode of travel

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

### Example of mode of travel

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

### Example of main mode of travel

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

## Journey purpose

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

## Journeys excluded

The survey is only concerned with travel involving a person moving from one place to another in order to reach that destination. Travel involving the movement of freight and for

people paid to walk (e.g. policemen, postmen, etc.) is excluded.

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

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

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

### **Belfast Metropolitan Area (BMA)/Outside the BMA**

This area classification is based on the old 26 Local Government Districts which were in place prior to April 2015.

The Belfast Metropolitan Area consisted of the following 6 Local Government Districts: Belfast, Newtownabbey, Carrickfergus, Lisburn, North Down and Castlereagh. The area 'outside the BMA' was the other 20 Local Government Districts.