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National Transport Authority

National Household Travel Survey 2022

Final Report

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National Household Travel Survey Report 2022

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The National Household Travel survey is a nationwide study of Ireland's travel habits. The research was conducted among households across Ireland, using both a household questionnaire and a two-day travel diary completed for household members aged 4 years or over. All escorted trips for children under 4 were also recorded. Fieldwork took place between October and December 2022.

A total sample of 4,348 households participated in the research and from these households 10,535 diaries were completed, an average of 2.42 diaries per household. At a national level these diaries captured 58,428 trips and detailed distance travelled, duration of journey, mode of transport, reason for the journey, the day of travel, time of outward journey, in addition to the number of people taking the trip and their demographic profile.

The sample was achieved through telephone recruitment of households. Households that agreed to participate were sent a self-completion household questionnaire and travel diaries. A total of 8,360 households agreed to participate, yielding a sample of 4,348 - a 52% response rate among those households who initially agreed to participate.

For in-depth analysis, travel habits for six regions were examined as detailed below:

- Dublin City and Suburbs (Dún Laoghaire-Rathdown, Fingal, Dublin City and Suburbs and South Dublin)
- The Greater Dublin Area (All of counties Dublin, Kildare, Meath and Wicklow)
- The Regional Cities (urban core)*
- Urban Town (Towns with a population of over 10,000)
- Rural Areas (All areas with a population of less than 1,500)
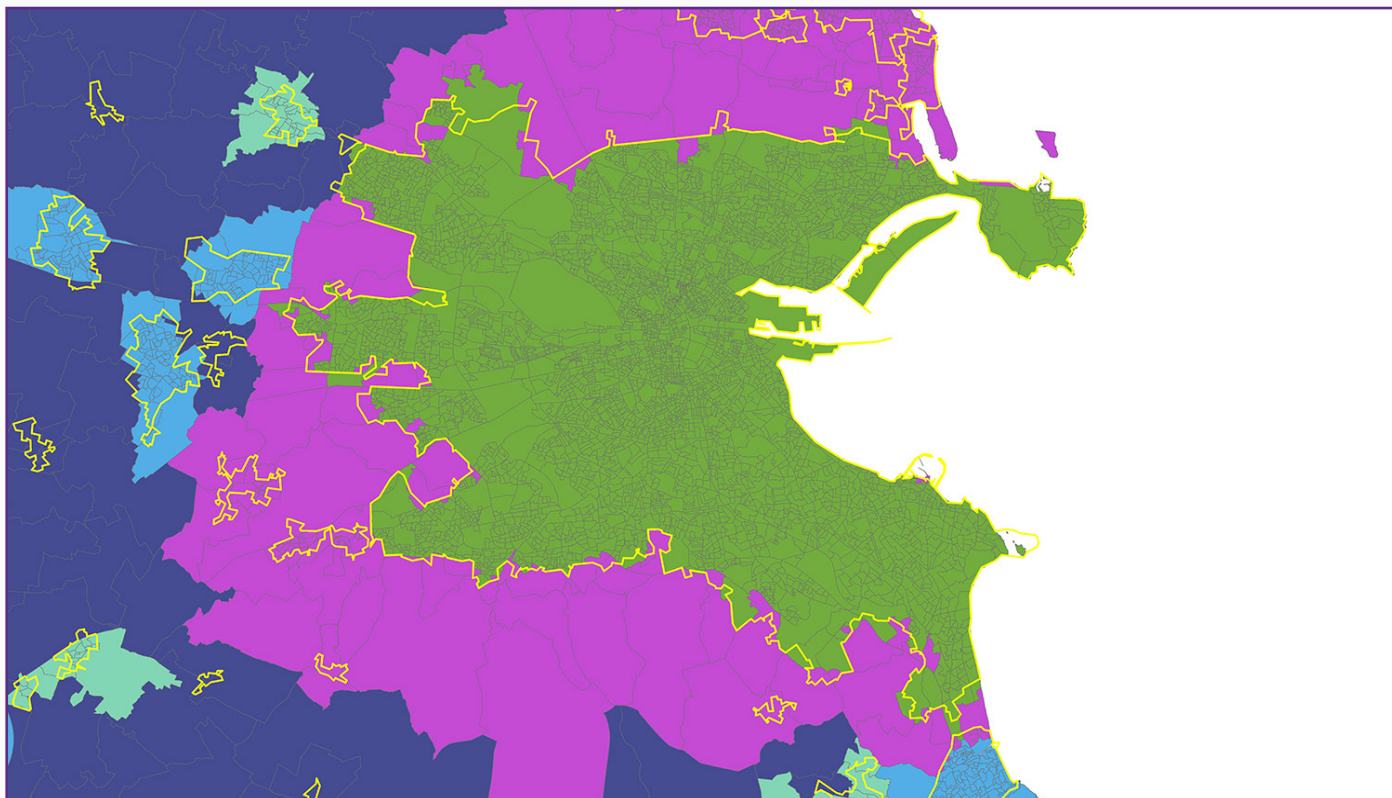- Other Urban Districts (Towns with a population of between 1,500 and 10,000).

Outlined below are maps detailing the NTA's city definitions for Dublin, Cork, Limerick, Galway and Waterford.

*For both the 2017 and 2022 NHTS reports we have used a definition for "Regional Cities" which corresponds to the urban core of Cork, Limerick, Galway and Waterford cities, largely coinciding with the historical city boundaries. For the 2023 report we plan to expand and update this to reflect the newer 2022 boundaries for Built-up Urban Areas (BUAs) as defined by the Central Statistics Office.

See: https://data-osi.opendata.arcgis.com/maps/edit?content=osi%3A%3Acso-urban-areas-national-statistical-boundaries-2022-ungeneralised
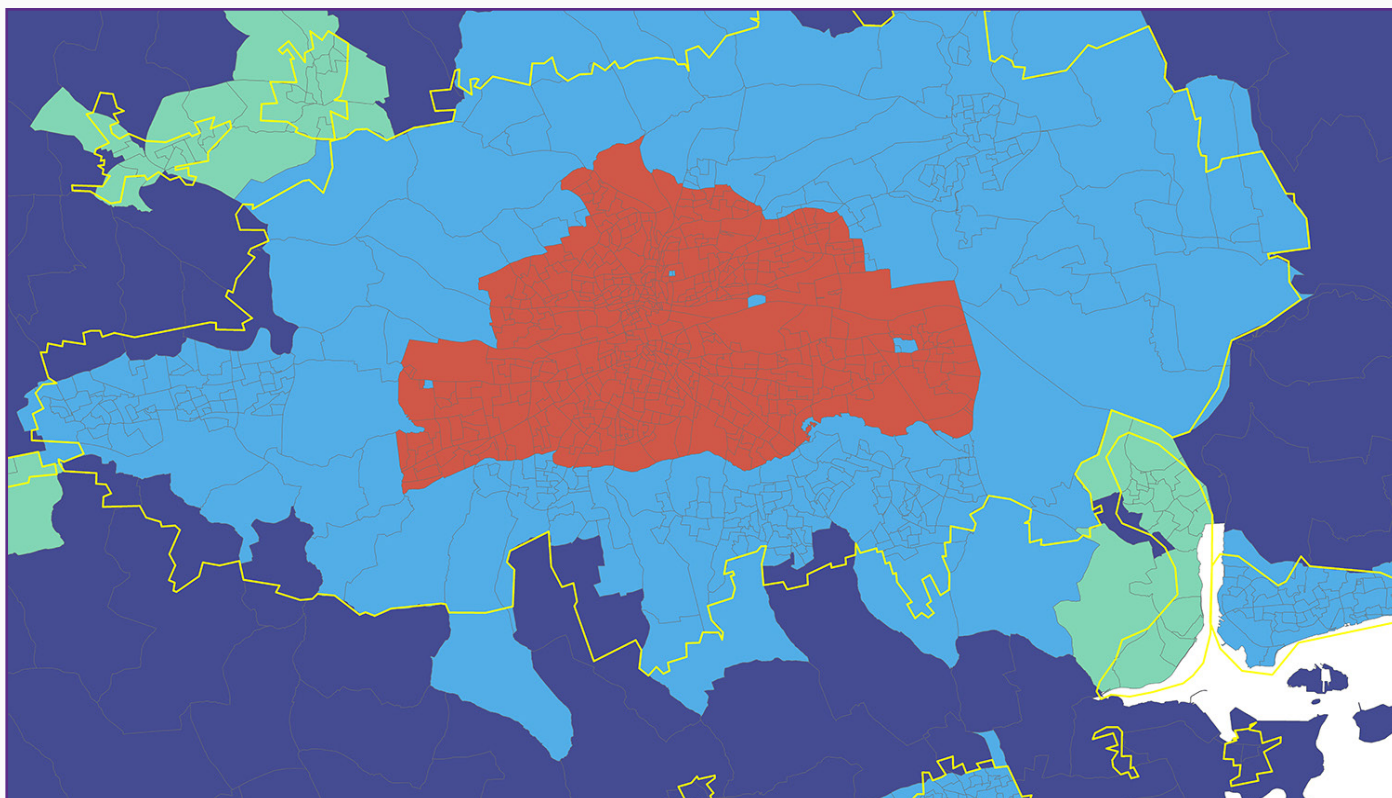
Dublin

Map showing the NTA's definition of Dublin City and Suburbs in green with the 2016 CSO settlement boundary shown in yellow.
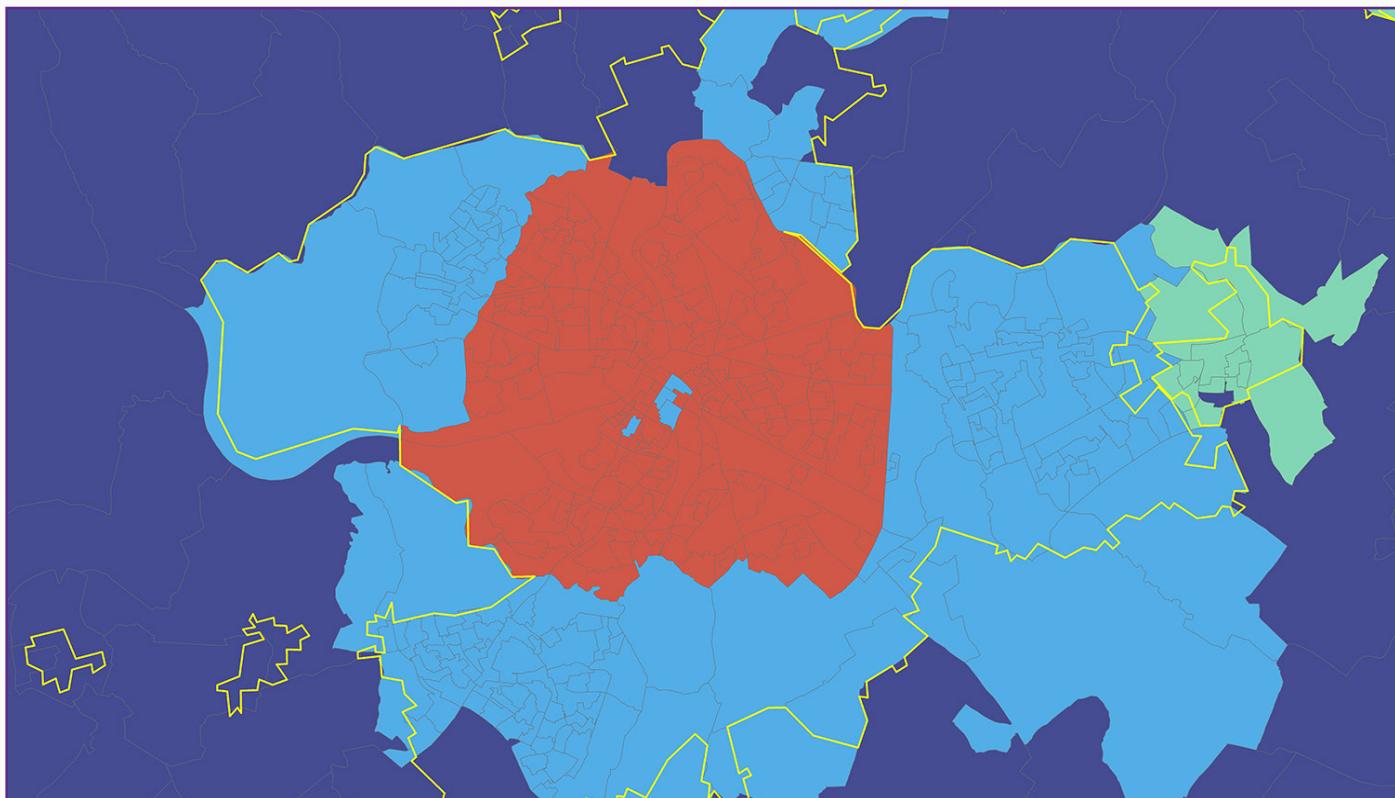
Cork

Map showing the NTA's definition of Cork City (urban) in red with the 2016 CSO settlement boundary shown in yellow.
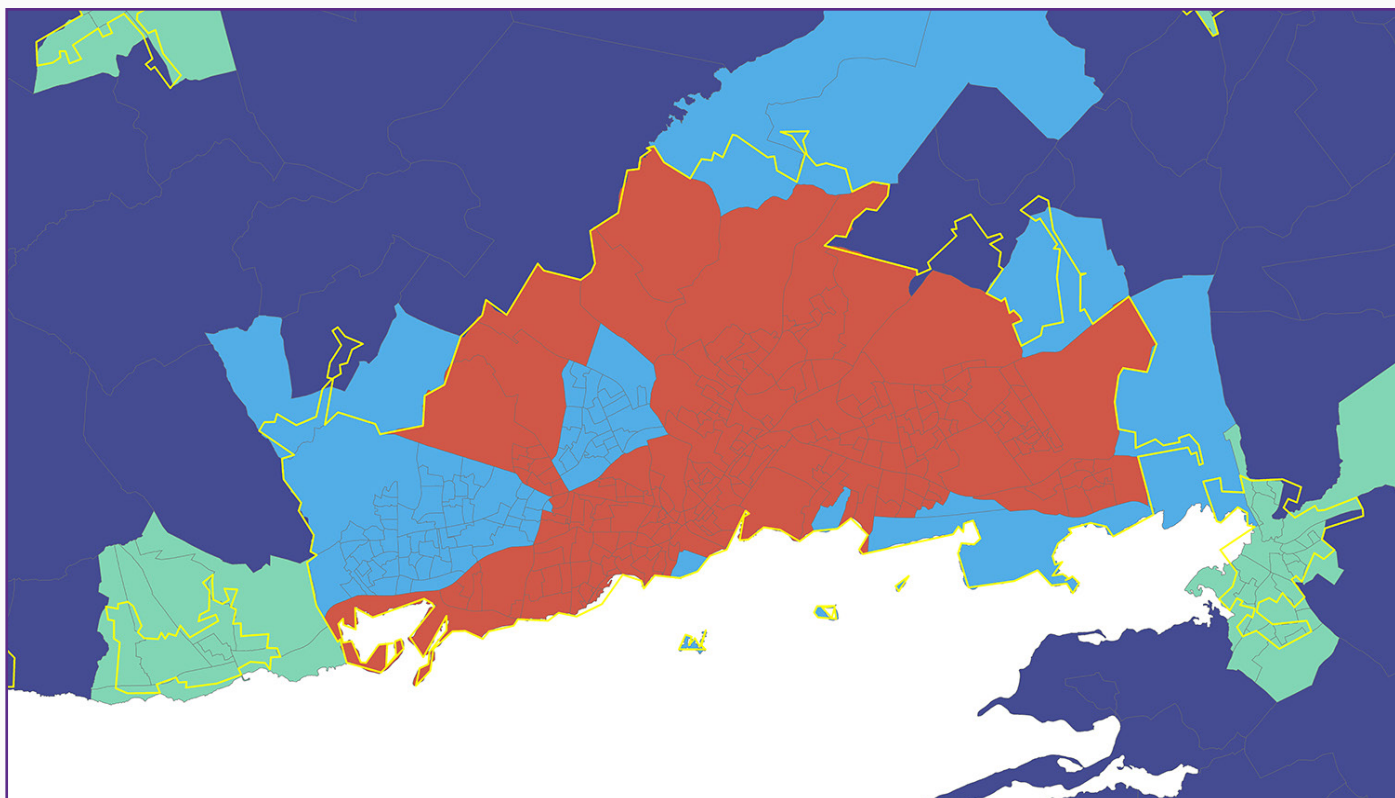
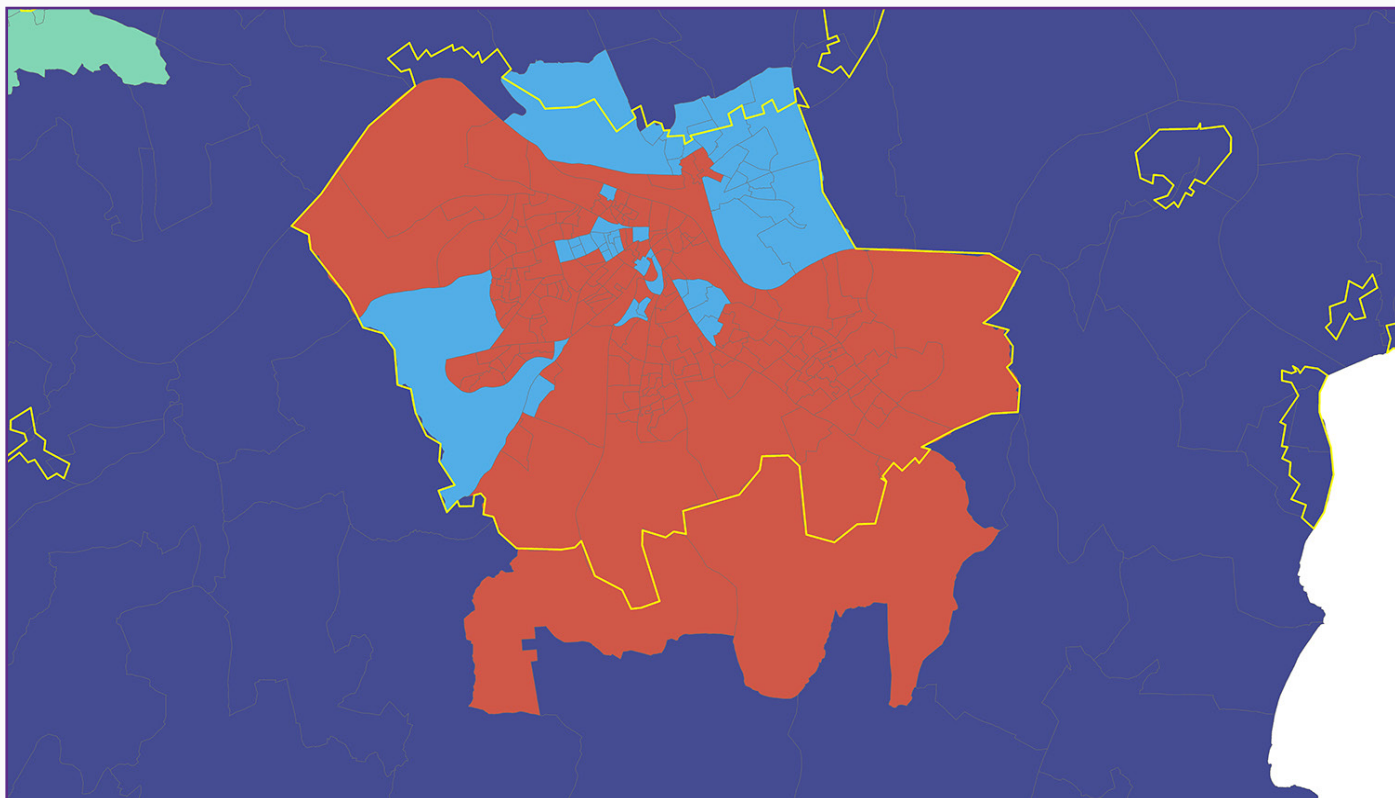## Limerick

Map showing the NTA's definition of Limerick City (urban) in red with the 2016 CSO settlement boundary shown in yellow.

Galway

Map showing the NTA's definition of Galway City (urban) in red with the 2016 CSO settlement boundary shown in yellow.

Waterford

Map showing the NTA's definition of Waterford City (urban) in red with the 2016 CSO settlement boundary shown in yellow.

The National Household Travel Survey 2022 highlights the dominance of car travel, with almost seven in 10 (69%) trips being made by car across Ireland.

While car is the primary mode of transport being used, variances have been recorded by region. A significant difference exists between those residing in Dublin City and Suburbs and those in Rural Areas; car usage in Dublin City and Suburbs registers at 53%, significantly behind the level recorded among Rural dwellers of whom 79% used a car for their trips. Those living in the Greater Dublin Area also recorded below average car usage at 61%.

Bus/coach usage and cycling levels are highest in Dublin City and Suburbs at 7% and 5% respectively. At a national level, 19% of trips were made by walking. Those living in Dublin City and Suburbs (31%), Regional Cities (31%) and the Greater Dublin Area (25%) are the most likely to make a trip by walking, considerably ahead of their counterparts in Rural Areas of whom 8% walked.

The main reasons for travel nationally are for work/business (20%) and education (19%), closely followed by social reasons (entertainment or recreation, to participate in sport, go to pub or restaurant) at 18% and shopping at 17%.

The proportion reporting that they were travelling for work/business reasons is lowest among those living in Dublin City and Suburbs at 17% and those living in the Greater Dublin Area at 19%. This is likely to be down to different working patterns across the regions, the data shows those living in these areas are the most likely to work from home. Social trips are most prevalent among those living in Dublin City and Suburbs and the Greater Dublin Area at 20% respectively.

1. Introduction

The National Household Travel Survey (NHTS) 2022 captured robust data on the travel behaviour of the Irish public on both weekdays and weekends. To achieve this, a household questionnaire and a two-day travel diary were used.

Five main types of information were captured which allow for the interpretation of the data across different demographics (e.g. age, gender, principal economic status and geographical regions):

- Number of trips made
- Mode of travel
- Time of travel
- Distance travelled
- Purpose of journey

The data captured also included information about each household:

- Household size
- Household structure
- Vehicle availability

Information about each individual household member was also captured:

- Age
- Gender
- Principal economic status

The collection of this information facilitated the weighting of the data using population estimates from the CSO Labour Force Survey (LFS) Q4 2022.

Additional data about 'relatively infrequent trips' including longer distance trips; trips by bicycle; and rail trips was also captured. Data was also collected on the number of trips made by people during their working day.

1.1 Background to the Study

The main aim of this study was to obtain accurate data describing the typical travel habits of a representative sample of the Irish population throughout the week, across all regions of the country and including the number of trips being made daily, the mode and time of travel, the distance travelled and the journey purpose.

As outlined in the NTA request for tender document:

'The purpose of the survey is to gather travel information for the Authority's on-going transportation planning role and to provide travel data for the update of their regional transport models and for the development of additional transport modelling tools'.

The survey also gathers essential background information about each household–including household size and structure, vehicle availability & ownership, approximate household income and principal economic status grouping.

National Transport Authority

The NTA implements its strategic goals as described in the Statement of Strategy and the Transport Strategy for the Greater Dublin Area 2022–2042, among others the Authority supports decision making at the national, regional and local planning levels. Therefore a fully nationally representative set of data is required.

Tier 1: National Planning	National Planning Framework	Smarter Travel	National Investment Framework for Transport in Ireland (NIFTI)
Tier 2: Regional Planning	Regional Spatial and Economic Strategies	Transport Strategy for the Greater Dublin Area	Integrated Implementation Plans
Tier 3: Local Planning	County Development Plans / Local Area Plans	Local Transport Plans	Local Economic and Community Plans

IMPLEMENTATION

In addition to this, the data will provide insight into the travel habits of the Irish population and is highly relevant to the work of the CSO, Airport Authorities, RSA, public transport operators, planners (local authorities, An Bord Pleanála, LGA, IDA, IE) and other state and semi-state organisations to better understand the needs of the Irish population.

2. Research Methodology

The research was undertaken by Ipsos using a telephone recruitment method along with a postal self-completion household questionnaire and two-day travel diaries.

Ipsos is a menber of both ESOMAR (European Society for Opinion and Market Research) and AIMRO (Association of Irish Market Research Organisations) and adheres to the most stringent quality control standards at a national and international level.

2.1 Telephone Recruitment

Households were recruited for participation using a telephone recruitment approach with calls made by fully trained Ipsos telephone interviewers from our Dublin and Mayo call centres.

Recruitment was undertaken using both landline and mobile telephone numbers. The sampling technique used was RDD (random digit dialling) to ensure that both listed and unlisted landline phone numbers had the same probability of being contacted. The mobile: landline sample ratio used was 85:15 and population coverage is estimated to be in excess of 99%.

In order to generate the sample, a random selection of known mobile and landline prefixes was conducted using records provided by the Commission for Communications Regulation.

Recruitment calls took place both during the week and at the weekend, across different times of the day. Those agreeing to participate were asked to provide address details and the number of people living in the household.

A total of 8,360 households were recruited for participation using this approach.

2.2 Self-Completion Questionnaire and Diaries

Once households were recruited to participate, they were sent their household questionnaire and a two-day travel diary for each household member for self-completion. The dates for diary completion were specified to participants. Diaries were completed for persons in the household age 4 years or older and all escorted trips for children under 4 were also recorded.

Each household was allocated a unique identification number which allowed us to link their household data with travel diaries for household members. Each diary included detailed instructions as to how it was to be completed and a hotline number was provided to assist with any difficulties encountered in completing the household questionnaire and/or travel diaries.

The 4,348 questionnaires and 10,535 diaries were then collected providing 2.42 diaries per household nationally. A copy of the household questionnaire and travel diary can be found in appendices A and B of this document.

2.3 Data Cleaning

Following the return of household questionnaires and travel diaries, Ipsos undertook a rigorous data checking and cleaning process. This process was conducted by a dedicated team of quality control personnel as and when household questionnaires and diaries were returned to us. Each household 'pack' was reviewed as a whole and if any gaps and/or inconsistencies were found in the information provided our quality control personnel phoned the respondent for clarification. Only once the quality control and review process was complete would the questionnaire be passed for data entry.

The following checks were undertaken on the two-day trip data recorded in diaries:

- Each diary was checked to ensure that the sequence of journeys provided was logical e.g. that the next trip began from the end point of the previous journey.
- Each individual journey recorded on the travel diary was checked for logic in terms of trip distance, journey times and mode.
- Each trip was checked to ensure that sufficient information was provided regarding start and end points to enable census small area coding.
- Each travel diary was checked to ensure that it had a corresponding completed household questionnaire.

2.4 Data Weighting and Sample Size

To ensure representativeness of the sample and accuracy with the current population, the data collected was weighted to population estimates as per the CSO Labour Force Survey (LFS) Q4 2022 using Random Iterative Method weights.

Random Iterative Method (or RIM) weights are used when the data needs to be weighted to a set of known profiles (e.g. gender, age, region, employment status, etc.) but where the full matrix for the universe (e.g. gender by age by region by employment status by household by number of cars) is either unknown or is known but would be time or cost-prohibitive to use or target.

The RIM procedure works by choosing a set of variables where their individual population distribution is known (e.g. gender within age, region, employment status, household size) and then iteratively adjusting the weights for each respondent until the weighted sample distribution aligns with the population for those variables.

All respondents start with a weight of 1 – meaning their responses all count equally. The procedure will first adjust the weights so that the gender within age ratio (for example) matches the desired population distribution.

Next, the weights are adjusted so that the geographic region groups are in the correct proportion. If the adjustment for geographic region pushes the age within gender distribution out of alignment, then the weights are adjusted again so age within gender is represented in the correct proportion.

The process is repeated for the remaining target variables until the distribution of all of the weighted variables matches the correct targets.

When the correct distribution of weighting targets has been computed (individual computed targets are called weighting factors), these are assigned to each respondent in accordance with his/her profile.

During analysis, each respondent's responses (count or value depending on the data type) is multiplied by his/her weighting factor so that when summed together, the responses reflect the overall profile in the target population. For 'population grossed' analyses, the weighting factor is multiplied by a 'population constant' (population divided by sample size) to generate the weighted population counts.

A detailed table breakdown of the weighting applied is shown in appendix C.

A sample of 4,348 households participated in this study, yielding a total of 10,535 travel diaries. As noted previously, weights were applied to ensure the representativeness of the sample.

Appendix D of this document details the profile of the 10,535 participants (in terms of age, gender, principal economic status, household size and NUTS region) both before the weights were applied (unweighted) and after the weights were applied (weighted). This data shows that the weights applied were corrective in nature, with the research methodology already providing a sample closely aligned with the population overall.

It is important to note that the size of the population overall is not a key factor in determining the sample size for studies of this nature. The most important issue is that the sample achieved is representative i.e., that it accurately reflects the characteristics of the population from which it is drawn.

3. National Results

Key Findings

Almost three quarters (74%) of those who participated in the NHTS 2022 reported living within a 15-minute walk of a shop.

- The majority also live within a 15-minute walk of a:
    - Pub or restaurant (67%)
    - Bus stop (67%)
    - Chemist/pharmacy (60%)
    - Post Office (55%)
- Half of all respondents live within a 15-minute walk of a doctor's surgery.
- The main reasons for travel are for work/business (20%) and education (19%), closely followed by social reasons (entertainment, recreation, sports participation) at 18%.
- Car is the most frequently used mode of transport, accounting for 69% of all trips, followed by walking (19%), bus/coach (4%), cycling at 2% and Train/DART/Luas at 1%.
- Those aged 15-34 are more likely to walk than any other age cohort (25%).

Findings for the National Study

The National Household Travel Survey consisted of a nationally representative sample of 4,348 households. Ipsos collected 10,535 diaries and recorded 58,428 trips. For analysis purposes the travel habits were divided into six regions as per the following matrix:

Region	Diaries	Households	Trips	Proportion of all Trips %
Dublin City and Suburbs (Dún Laoghaire- Rathdown,Fingal, Dublin City and Suburbs and South Dublin)	2,445	1,034	14,253	24
Greater Dublin Area (all of counties Dublin, Meath, Kildare and Wicklow)	4,324	1,757	24,633	42
Regional Cities (urban core)*	534	231	2,935	5
Large urban towns–population greater than 10,000	1,726	744	9,637	17
Other urban districts–population between 1,500 and 10,000	1,433	1,571	7,769	13
Rural–populations less than 1,500	3,941	590	21,212	36
Total Sample	10,535	4,348	58,428	

Figure 1: Regional Breakdown: National

*For both the 2017 and 2022 NHTS reports we have used a definition for "Regional Cities" which corresponds to the urban core of Cork, Limerick, Galway and Waterford cities, largely coinciding with the historical city boundaries. For the 2023 report we plan to expand and update this to reflect the newer 2022 boundaries for Built-up Urban Areas (BUAs) as defined by the Central Statistics Office.

See: https://data-osi.opendata.arcgis.com/maps/edit?content=osi%3A%3Acso-urban-areas-national-statistical-boundaries-2022-ungeneralised

The six regions are not mutually exclusive. Most notably, the Greater Dublin Area includes Counties Dublin, Meath, Kildare and Wicklow. Parts of these three counties are also included in other regions, depending on their size and population.

All findings presented throughout this report are based on those who answered the given question i.e. excluding 'Don't know' and 'Not answered'. Where % totals do not add to 100% this is due to rounding or because multiple answers were permitted.

Mode share is calculated based on the first leg of reported trips.

Where possible, comparisons have been made with the NHTS 2012, 2017 and 2022 research findings. However, it is important to note that differences in methodology and survey design make direct comparison difficult. The 2012 and 2022 surveys used a two-day travel diary, whereas a three-day travel diary was used in 2017. In addition, participant recruitment for both 2012 and 2017 was carried out using an in-home face-to-face approach, whereas in 2022 recruitment was conducted by telephone. Sample size also differs across the three surveys as outlined below.

	Households	Diaries
2012	6,013	14,860
2017	5,906	10,289
2022	4,348	10,535

49% Male | **51%** Female | * Other

19% 4-14 | **13%** 15-24 | **12%** 25-34 | **15%** 35-44 | **14%** 45-54 | **11%** 55-64 | **15%** 65+

57% Working | **4%** Unemployed | **10%** Student | **5%** Home Duties | **16%** Retired | **7%** Others

74% Yes, Full Licence | **9%** Yes, Provisional Licence | **17%** No

19% Free Travel Pass | **26%** Leap Card (active with credit) | **54%** None

8% None | **37%** One | **55%** Two or more

Country of Birth

84% Ireland | **5%** UK | **11%** Other
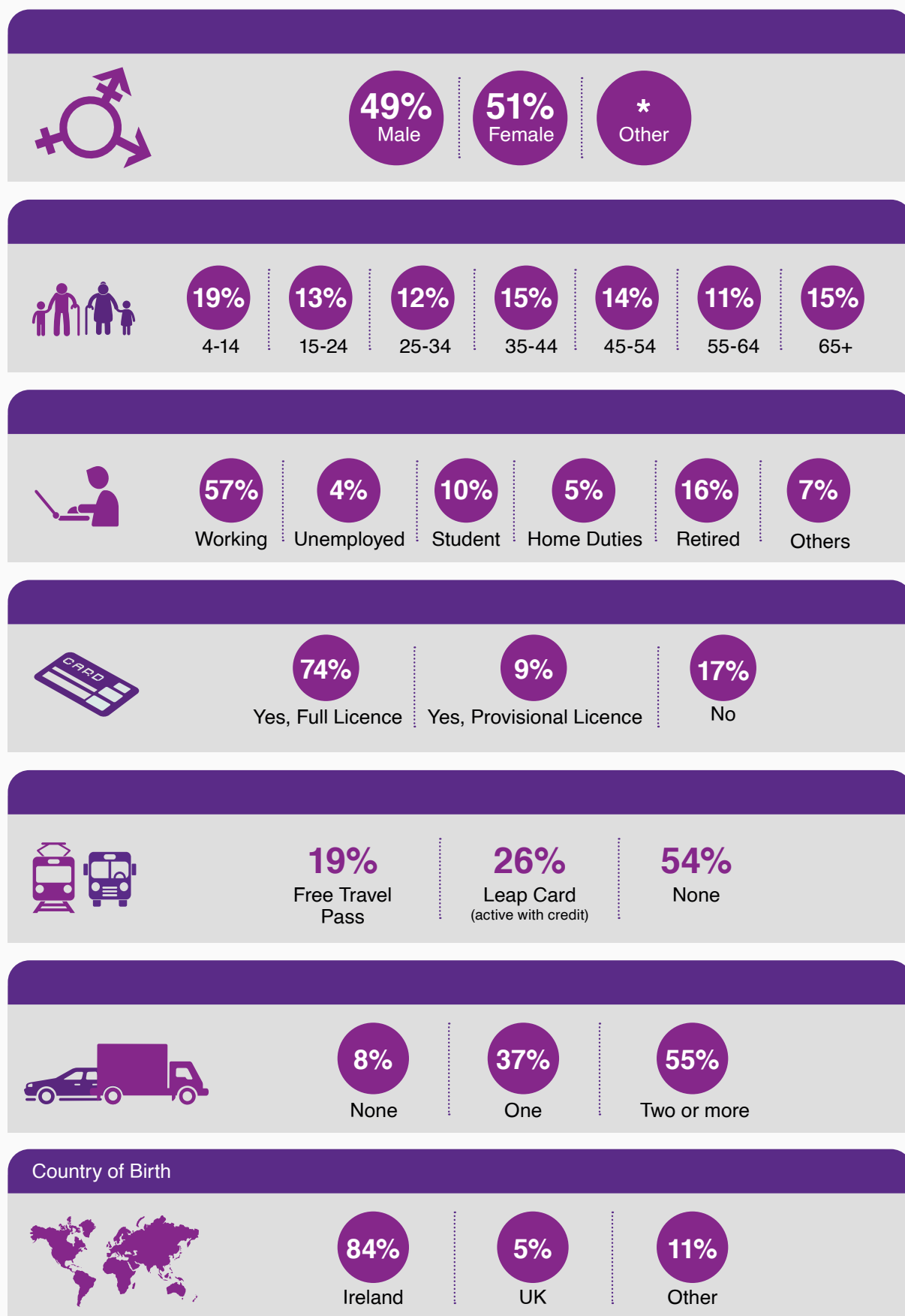
* Denotes less than 1%

Figure 2: Demographic Profile: National

Demographic Overview

The demographic profile of those who participated in the research was weighted in line with the CSO Labour Force Survey Q4 2022 data for age, gender, region, principal economic status and household structure.

Of those who participated in the research, 19% have a free travel pass and 26% have an active LEAP card. Among those aged 17 or over, 9% have a provisional licence and 74% have a full licence. Almost 6 in 10 participants (55%) have two or more cars/vans available for use, while 37% have one car/van available for use in the household.

Proximity to Amenities

Amenity	%	Population Estimates*
Shop	74%	3,823,358
Pub or restaurant	67%	3,461,689
Bus stop	67%	3,461,689
Chemist or pharmacy	60%	3,100,020
Post Office	55%	2,841,685
Doctor's surgery	50%	2,583,350
None of these	20%	1,033,340
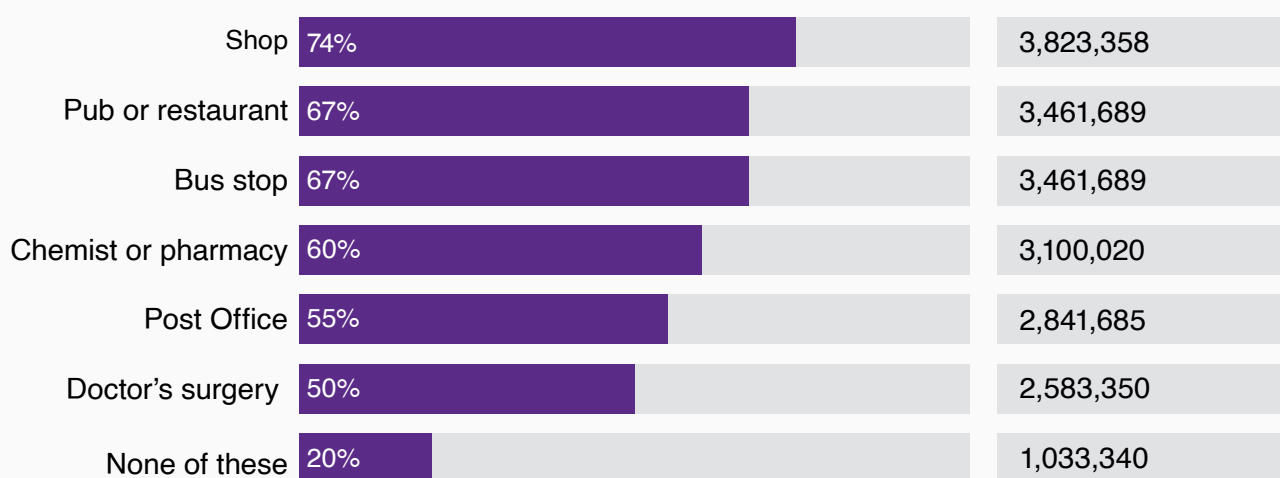
Figure 3: Proximity to Amenities (Live within a 15 minute walk): National

The majority of those surveyed live within a 15-minute walk from a shop (74%), pub or restaurant (67%), a bus stop (67%), a chemist/pharmacy (60%) or a post office (55%). Half reported living within a 15-minute walk of a Doctor's surgery (50%).

Reasons for Trip

- Work/business 12%
- Education 11%
- Shopping 10%
- Social 11%
- Return home 41%
- Personal 2%
- All others 14%

Reason for Trip excl. Returning Home

- Work/business 20%
- Education 19%
- Shopping 17%
- Social 18%
- Personal 3%
- All others 24%

	Work/business	Education	Shopping	Social	Personal	All others
Monday	23	26	14	13	2	21
Tuesday	26	24	13	15	2	20
Wednesday	25	24	13	14	3	20
Thursday	24	25	12	15	3	20
Friday	21	20	16	16	3	24
Saturday	10	2	26	29	3	30
Sunday	8	3	23	29	1	36

Figure 4: Reason for Trip: National

Other than returning home, work (12%) and education (11%) are the top reasons for travel.

Returning home is the reason for 41% of trips taken nationally. When these return home journeys are excluded from the data, work/business (20%) and education (19%) come out as the top two reasons for travel nationally.

Analysis of the data by day of the week shows that education accounts for the largest proportion of trips on a Monday (26%) with work/business accounting for 23% of Monday trips. Work/business peaks as a reason for travel on Tuesday at 26%.

The main reason for travel at the weekend is social (entertainment or recreation, to participate in sport, go to pub or restaurant) which accounts for almost three in 10 trips (29%) on both Saturday and Sunday. Shopping is the next most popular reason for travel at the weekend, accounting for 26% of Saturday trips and 23% of Sunday trips.

Trips to undertake personal business (to go to the bank, hairdresser, library etc.) are relatively steady across the week at 2-3% but decline to 1% on Sunday.

Trips Taken by Modes of Transport

Mode	Percentage
Car	69%
Walk	19%
Bus/Coach	4%
Truck/Van	4%
Train/DART/Luas	1%
Cycle	2%
Other	1%
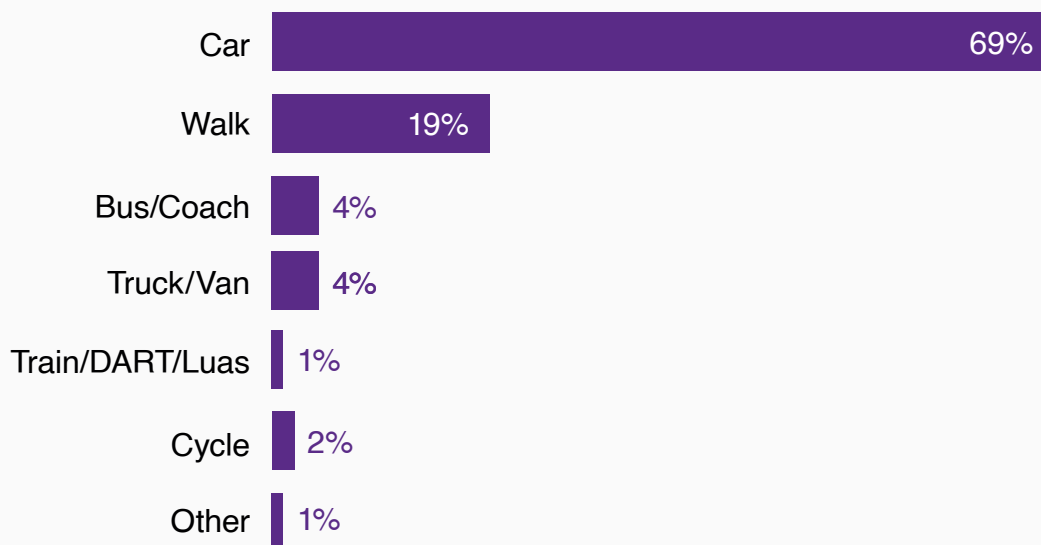
Figure 5: Trips Taken by Modes of Transport: National

The national picture is one of frequent car usage. Almost 7 in 10 (69%) of trips taken nationally are by car. Walking is the next most popular mode of transport, accounting for 19% of trips. Trips taken by bus/coach are at 4% overall, cycling registers at 2% while trips taken by train/DART/Luas are at 1%.

Trips Taken by Time of Day
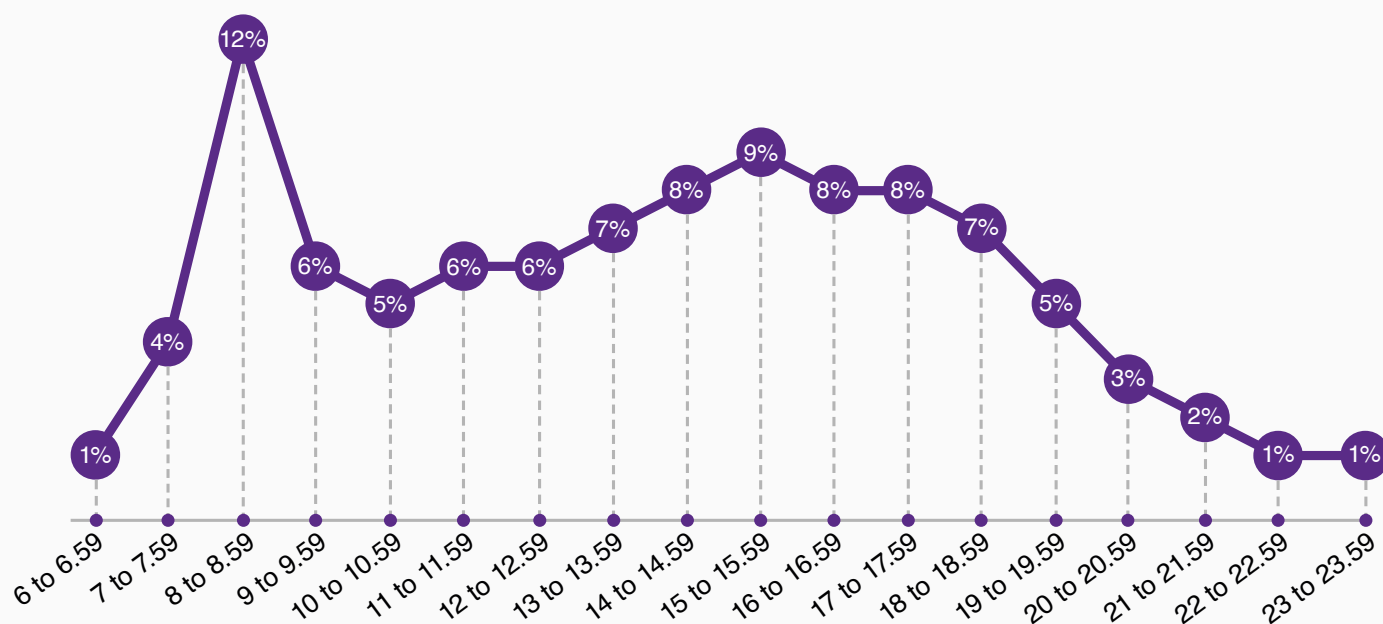
Figure 6: Trips Taken by Time of Day: National

Nationally, there is a clear peak in travel during the 'morning rush', which happens between 8 – 8.59am with 12% of all trips taking place during this period. In the following hour, travel volumes halve to 6%. For each hour between 10am and 12.59pm volumes remain relatively steady at 5% to 6%. Volumes begin to increase at 1pm and range from 7% to 9% hourly until 7pm when volumes decline again. The period between 1pm and 6.59pm accounts for 46% of trips.

Period of Travel by Mode of Transport
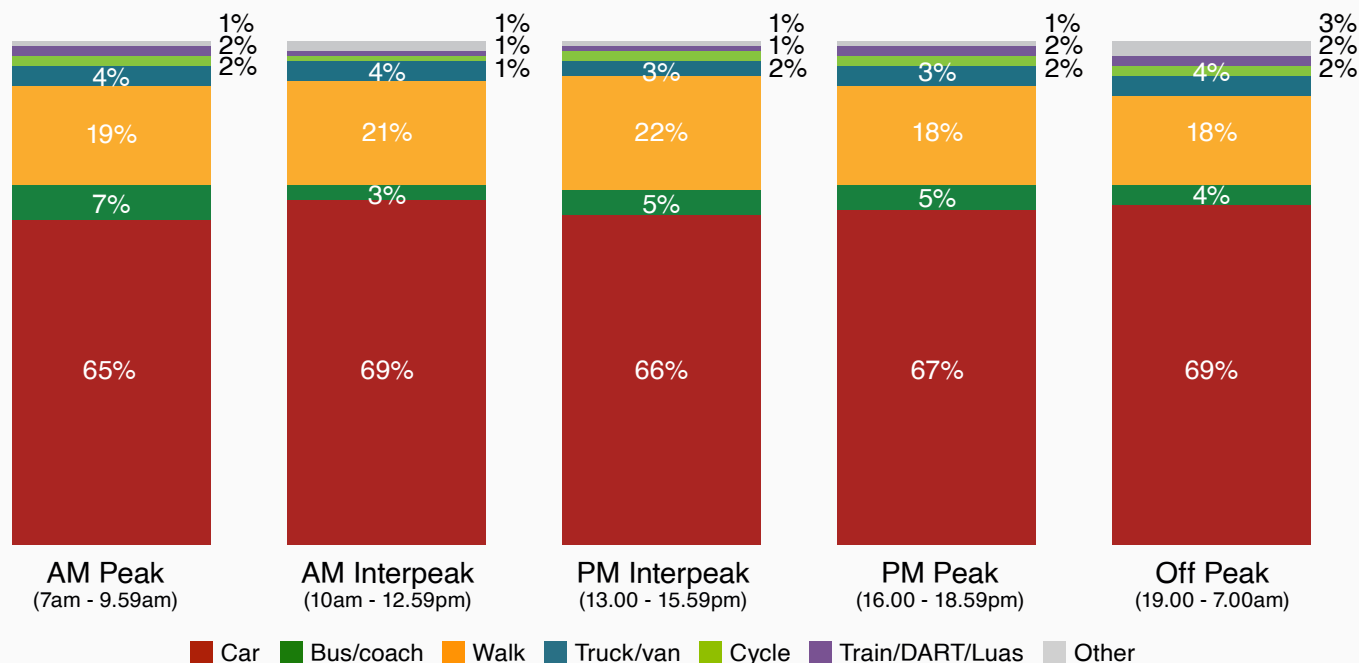
Figure 7: Period of Travel by Mode of Transport: National

The data shows that mode of transport does not vary significantly by time of day. Car accounts for the largest proportion of travel during all periods of the day and is highest during the AM interpeak and Off peak periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 22%.The highest proportion of bus trips occur during the AM Peak, however it is still relatively low at 7%.

Trips Taken by Duration
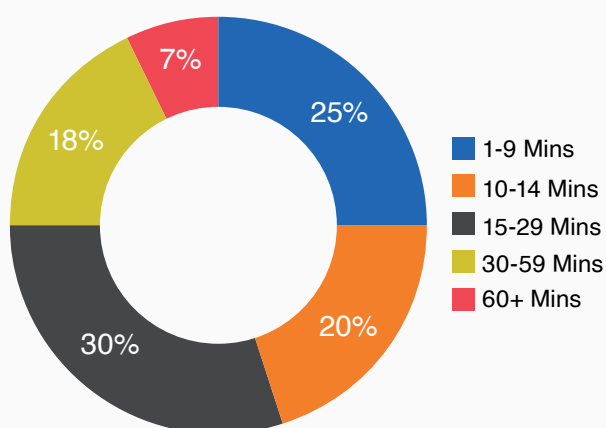
Figure 8: Trips by Duration: National

Three in ten trips nationally take between 15 and 29 minutes, one quarter take 1 to 9 minutes, and a further one in five trips take 10 to 14 minutes.

Duration of Travel by Mode of Transport (%)
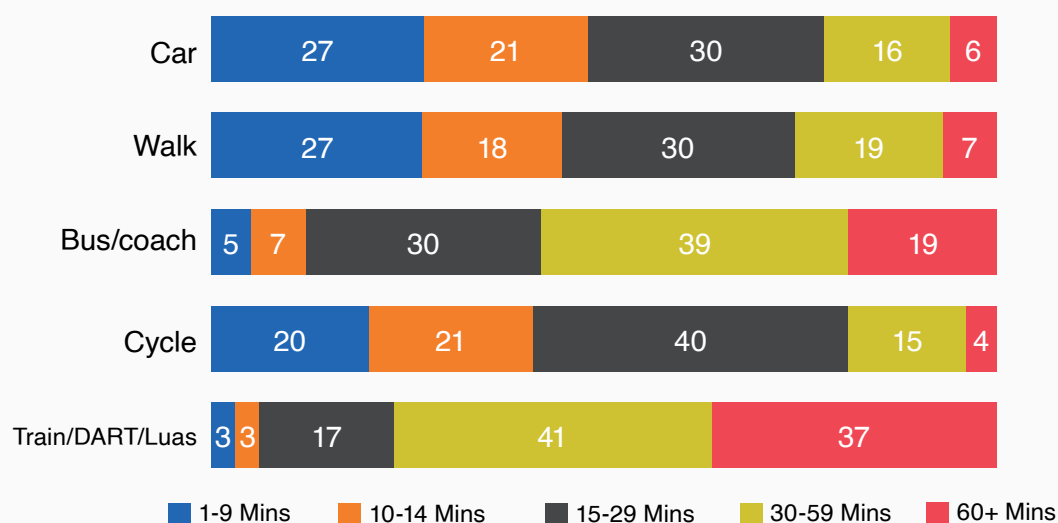
Figure 9: Duration of Travel by Mode of Transport: National (%)

As one would expect, travel times vary depending on the mode of transport being used. Train/DART/Luas journeys are the most likely to take 30 minutes or more (78%). The majority of car journeys are for less than 30 minutes (78%). Journeys made by cycling are least likely to exceed 60 minutes (4%).

Trip Distance

Distance	%
0-0.99km	9%
1-2.99km	26%
3-4.99km	14%
5-9.99km	19%
10-19.99km	15%
20-29.99km	6%
30km+	9%

Figure 10: Trip Distance: National

The majority of trips taken nationally are for a distance of less than 10 kilometres (70%) and just over one quarter (26%) of all trips taken are for journeys of between 1 and 2.99 kilometres. Just under one in 10 journeys are for a distance of 30 kilometres or more.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	28%	44%	16%	9%	1%	*	1%
10-14 mins	11%	31%	19%	31%	7%	*	1%
15-29 mins	4%	22%	13%	24%	29%	7%	1%
30-59 mins	*	10%	10%	15%	22%	18%	25%
60+ mins	*	1%	3%	9%	10%	8%	68%

Figure 11: Duration of Trips by Distance: National

The duration of trips by distance analysis demonstrates that:

• Of the trips that take less than 10 minutes, 28% are less than 1km in distance and 44% are between 1 - 2.99km.

• Of the trips taking 10 to 14 minutes, 11% are less than 1km in distance and 31% are between 1-2.99km. A further 31% are between 5-9.99km.

• Of the trips taking between 15 and 29 minutes, just under a quarter (22%) are between 1-2.99km,13% are between 3 and 4.99km and just under 3 in 10 (29%) are between 10-19.99km.

• Of those trips that take between 30 and 59 minutes the majority (80%) are over 5km, with a quarter being over 30km.

• Over two thirds (68%) of all trips taking more than 60 minutes are over 30km.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	72%	56%	60%	68%	75%	72%	71%
Walk	19%	24%	25%	19%	14%	17%	19%
Bus/Coach	5%	12%	5%	3%	2%	2%	3%
Train/DART/Luas	*	3%	2%	1%	1%	*	1%
Cycle	1%	3%	3%	2%	1%	1%	1%
Truck/van	1%	1%	3%	6%	5%	6%	4%
Other	1%	2%	2%	1%	1%	1%	1%

Figure 12: Mode of Transport by Age: National

Those aged 45-54 are most likely to travel by car at 75%, followed by those aged 4-14 years and 55-64 years (72%). Thoseaged 15-24 are least likely to travel by car at 56% and are more likely to travel by bus/coach (12%) than any other age group.

The age cohort most likely to walk is 25-34s at 25%, just slightly ahead of 15–24-year-olds at 24%. Cycling peaks at 3% among 15–34-year-olds and declines to 1% among those aged 45 or over.

Average Trip Duration (Minutes)

Total	Male	Female	4-14	15-24	25-34	35-44	45-54	55-64	65+	Working	Unemployed	Student	Home Duties	Retired	Other
21.47	22.11	20.82	14.98	26.05	24.73	21.46	22.15	22.67	22.26	23.72	18.49	25.97	16.80	21.99	21.91
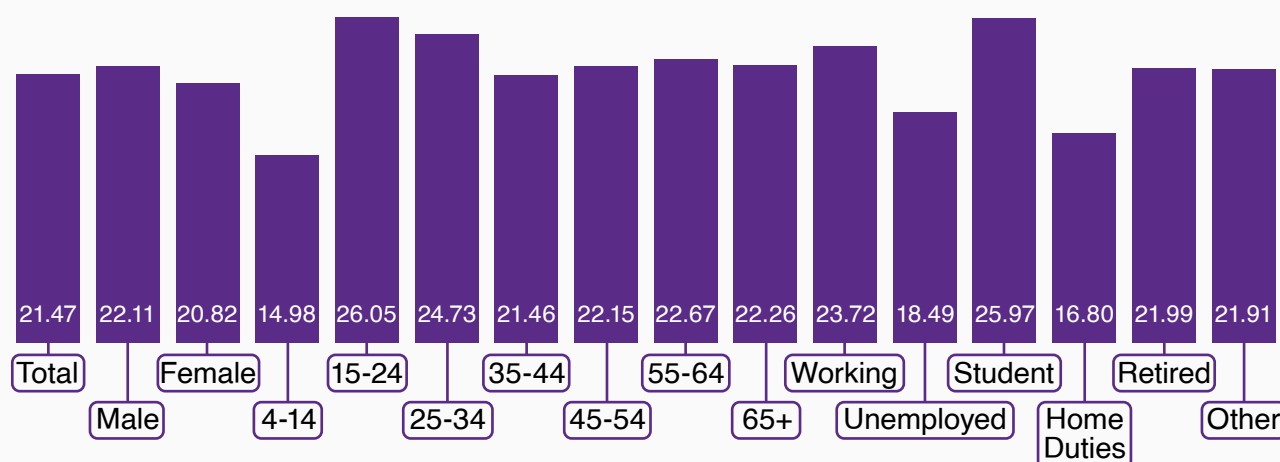
Figure 13: Average Trip Duration (Minutes): National

The average trip duration as reported by participants was 21.47 minutes. The average trip duration for males (22.11 minutes) is slightly longer than that reported by females (20.82 minutes). When it comes to age, those aged 15-24 recorded the longest average trip duration at 26.05 minutes and those aged 4-14 recorded the shortest average trip duration at 14.98 minutes.

Looking at the data by principal economic status shows that those who are working recorded an average trip duration of 23.72 minutes, with those who are unemployed at 18.49 minutes. The longest average trip duration reported was by students at 25.97 minutes, while the shortest average duration was recorded by those responsible for home duties at 16.80 minutes.

Average Trip Distance (Kilometers)

Total	Male	Female	4-14	15-24	25-34	35-44	45-54	55-64	65+	Working	Unemployed	Student	Home Duties	Retired	Other
12.98	13.66	12.38	8.47	14.37	15.41	14.47	14.42	13.60	11.91	15.59	8.39	13.88	9.05	11.59	12.30
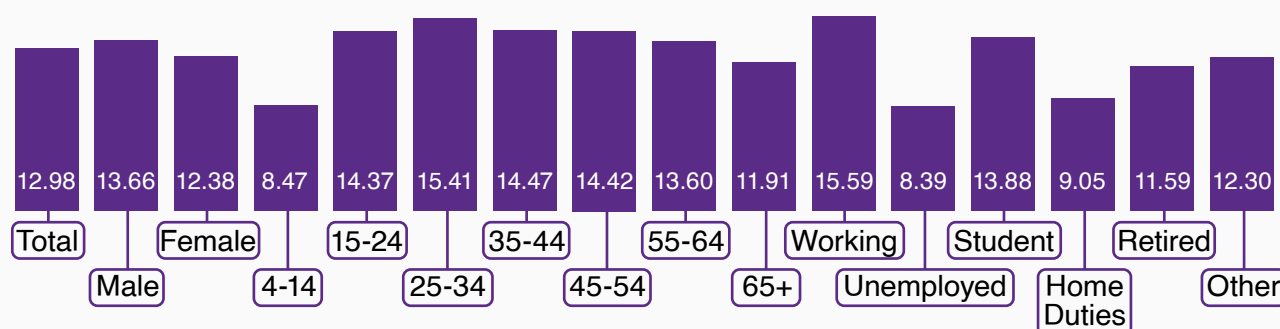
Figure 14: Average Trip Distance (Kilometers): National

Total average trip distance was recorded at 12.98 kilometres, with the average distance among males higher than that reported by females (13.66 kilometres versus 12.38 kilometres). In terms of age, those aged 4-14 recorded the shortest average trip distance at 8.47 kilometres while those aged 25-34 recorded the longest average distance at 15.41 kilometres.

As one would expect, those who are working travelled the longest average distance at 15.59 kilometres, followed by students at 13.88 kilometres. The shortest distance trips were recorded by those who are unemployed at 8.39 kilometres and those responsible for home duties at 9.05 kilometres.

Working from Home

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

Monday: 24, 21, 3
Tuesday: 19, 26, 2
Wednesday: 19, 26, 2
Thursday: 19, 26, 2
Friday: 24, 19, 3
Saturday: 4, 5, 31
Sunday: 3, 3, 32

■ Usually work from home   ■ Usually work from office/business   ■ Do not usually work that day
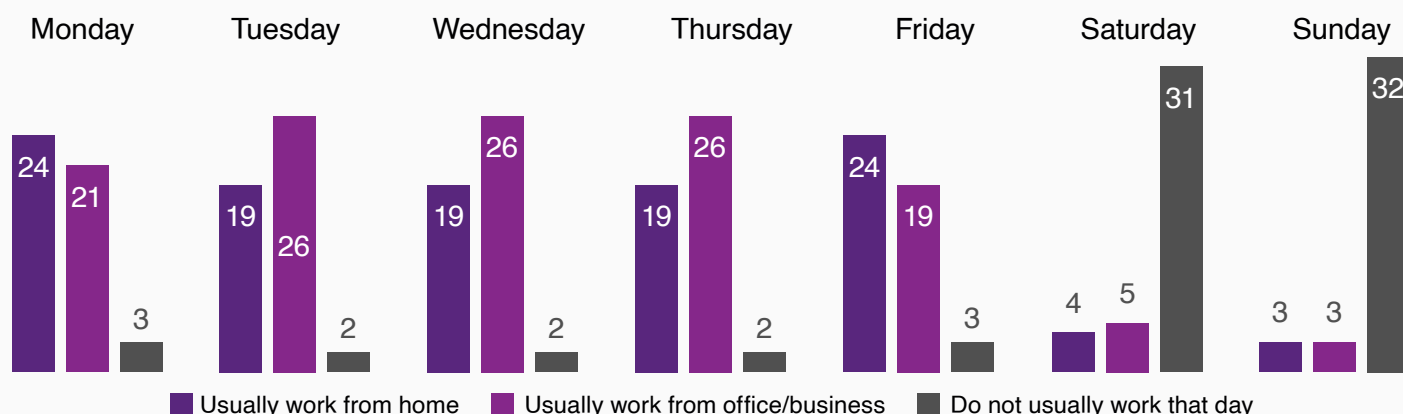
Figure 15: Mode of Transport by Age (%): National

To reflect the changes to working patterns as a result of the COVID-19 pandemic, a new question was added to the 2022 research to measure the proportion of working people who work from home. The results show that people are most likely to work from home on Monday at 24% and/or Friday, also at 24%. The option to work from home versus in the office/business is not applicable to just under half of workers at 48%, increasing to 55% and 56% for Saturday and Sunday.

National Daily Trip Rates by Region

Dublin City and Suburbs	Greater Dublin Area	Regional Cities	Large Urban Towns	Rural	Other Urban Districts
2.86	2.78	2.61	2.75	2.65	2.64
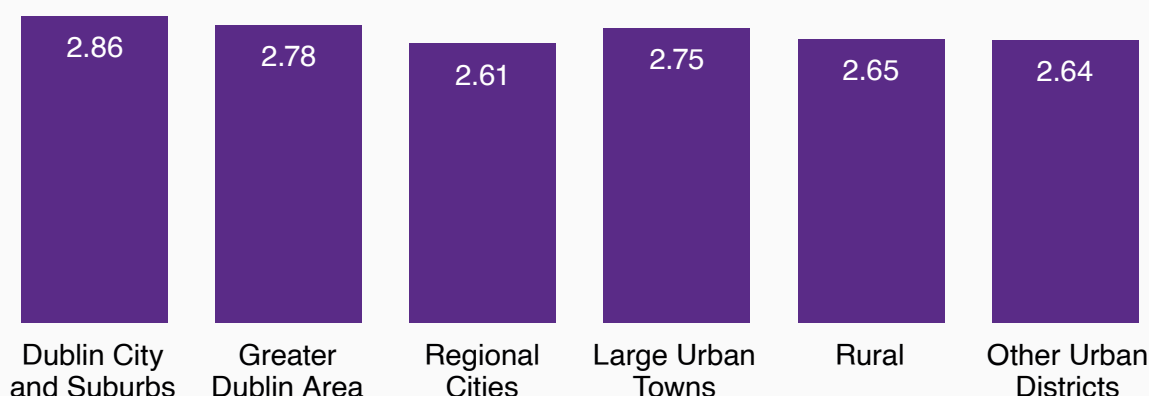
Figure 16: National Daily Trip Rates by Region: National

Looking at daily trip rates by region, the highest rate recorded is 2.86 in Dublin City and Suburbs, followed by Greater Dublin Area at 2.78. The lowest average daily trip rate recorded is 2.61 in the Regional Cities of Cork, Galway, Waterford and Limerick.

National Daily Trip Rates by Gender and Age

Male	Female	4-14	15-24	25-34	35-44	45-54	55-64	65+
2.70	2.79	2.67	2.41	2.55	3.09	3.20	2.86	2.36
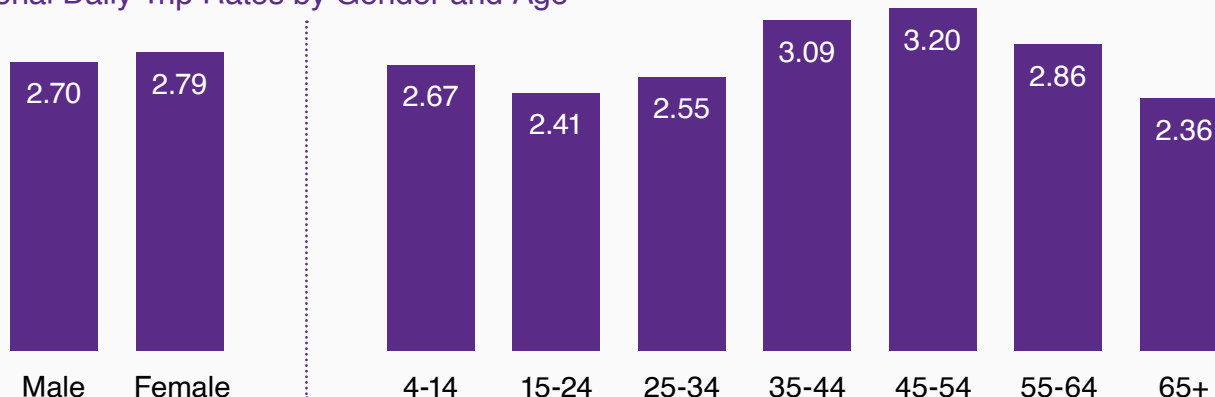
Figure 17: National Daily Trip Rates by Gender and Age: National

Analysis of the data by gender shows that females recorded a higher average daily trip rate at 2.79 than males at 2.70. In terms of age, those aged 45-54 recorded the highest average daily trip rate at 3.20 and those aged 65+ recorded the the lowest average daily trip rate at 2.36.

Daily Trip Rates by Days of the Week

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2.71	2.77	2.78	2.82	2.79	2.64	2.48
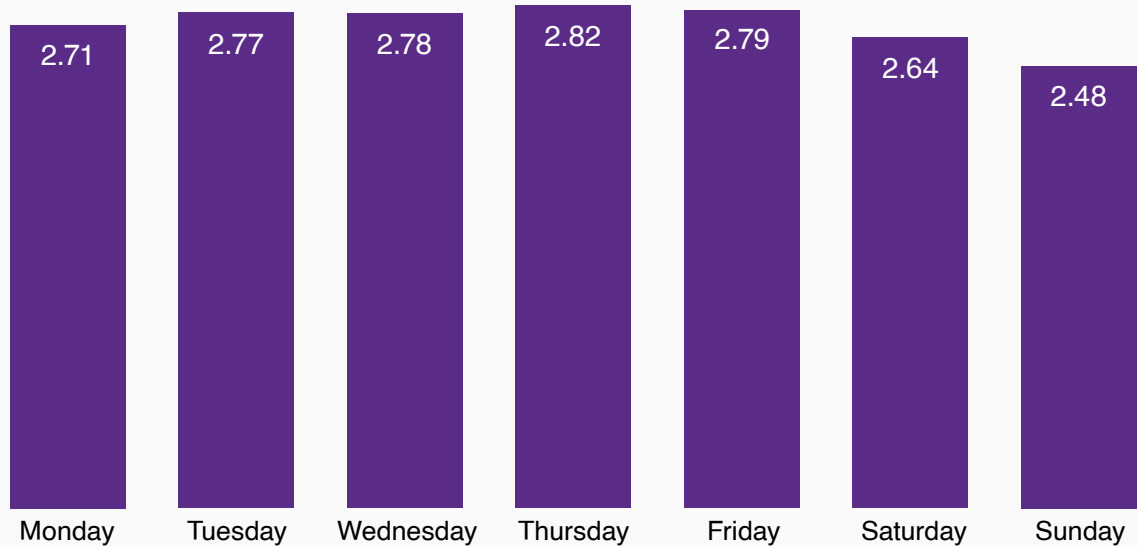
Figure 18: Daily Trip Rates by Days of the Week: National

Across the 7 day week, the highest number of trips occur on Thursdays and Fridays. People take on average 2.82 and 2.79 on these days respectively. The lowest number of trips occur on Sundays at 2.48.

Daily Trip Rates by Principal Economic Status

Working	Unemployed	Student	Home Duties	Retired	Others
2.97	1.99	2.49	3.11	2.43	2.26
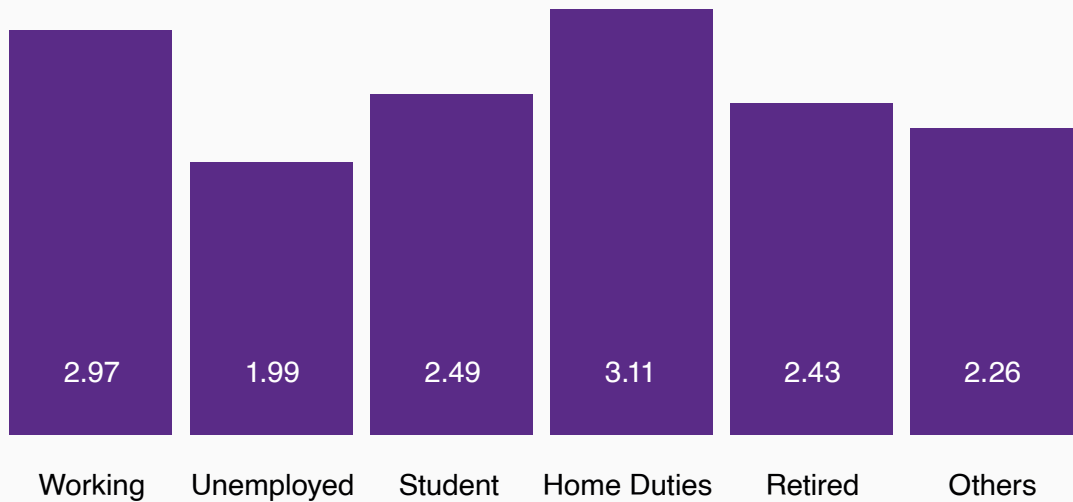
Figure 19: Daily Trip Rates by Principal Economic Status: National

When it comes to principal economic status, those looking after the home recorded the highest daily trip rate at 3.11 followed by those who were working at 2.97.

National Summary

Nationally cars dominate as a mode of transport, almost 7 in 10 (69%) of all trips were recorded as having been made by car. Walking is used as a mode of transport for almost one in five trips. Comparatively low rates of public transport usage are recorded at the national level – 4% for bus/coach and 1% for train/DART/Luas reflecting the fact that these services are not universally available and are dependent on location. Cycling accounts for 2% of all trips taken.

When it comes to time of day of travel, hourly trip volumes peak at 12% between 8am and 8.59am and the period between 1pm and 6.59pm accounts for 46% of trips.

Work/business (20%) and education (19%) are the top two reasons for travel, closely followed by social reasons (18%) and shopping (17%).

Nationally, 76% of trips taken took less than 30 minutes, with those taking one hour or more accounting for 7% of all trips.

Car is the most common mode of transport used across all age groups. Those aged 15-34 are most likely to walk at 25%. Bus/coach usage is highest among 15-24 year olds at 12%.

4. Trend Data

This section of the report provides trended results from the National Household Travel Survey. Where possible, comparisons have been made between the NHTS 2012, 2017 and 2022 results. As noted previously, it is important to note that the methodology, survey design and sample sizes differ across the three studies.

Reason for Trip (excl. Return Home)

	2017* (%)	2022 (%)
Work/business	28	20
Education	23	19
Shopping	16	17
Social	14	18
Personal	2	3
All Others	17	24

Figure 20: Reason for Trip (excl. Return Home): Trend 2017/2022

*2017 Reason for Trip data re-classified to match 2022 classification.

While work/business was the main reason for taking a trip in 2022 at 20%, this figure is eight points below that recorded in 2017 at 28%, a reflection of the change in working patterns since the Covid-19 pandemic. The proportion travelling for education also declined, down from 23% to 19%.

Mode of Transport

	2012 (%)	2017 (%)	2022 (%)
Car	70.1	70.9	68.7
Walk	20.0	18.0	19.3
Bus/Coach	4.2	5.3	4.2
Cycle	1.7	2.7	1.8
Train/DART/Luas	0.9	0.7	1.1
Truck/Van	2.4	1.4	3.7
Other	0.7	1.0	1.3

Figure 21: Mode of Transport: Trend 2012/2017/2022

While small changes have been recorded in terms of the modes of transport used between 2012 and 2022, with car continues to dominate at 69%.

Period of Travel (%)

AM Peak (07.00-10.00)			AM Interpeak (10.00-13.00)			PM Interpeak (13.00-16.00)			PM Peak (16.00-19.00)			Off Peak (19.00-7.00)		
26	25	22	17	18	17	14	23	24	21	22	22	21	11	15
2012	2017	2022	2012	2017	2022	2012	2017	2022	2012	2017	2022	2012	2017	2022
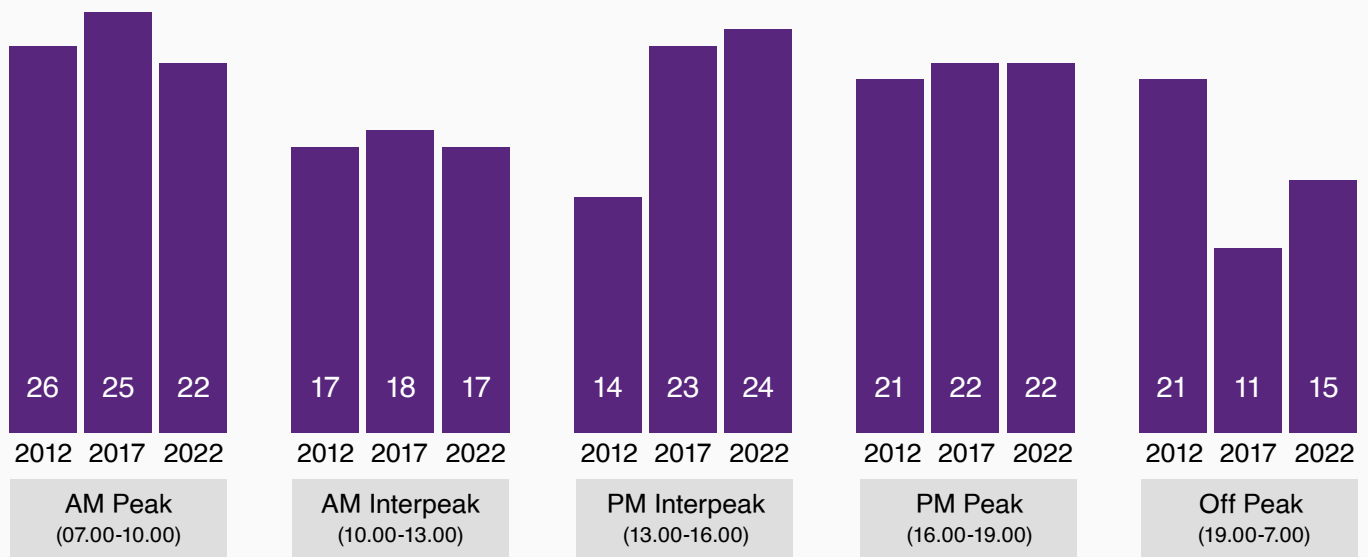
Figure 22: Period of Travel: Trend 2012/2017/2022

AM Peak travel is down by three points to 22% in 2022, the lowest level recorded across the three studies while Off Peak travel increased by four points to 15% in 2022.

Trips Taken by Time of Day
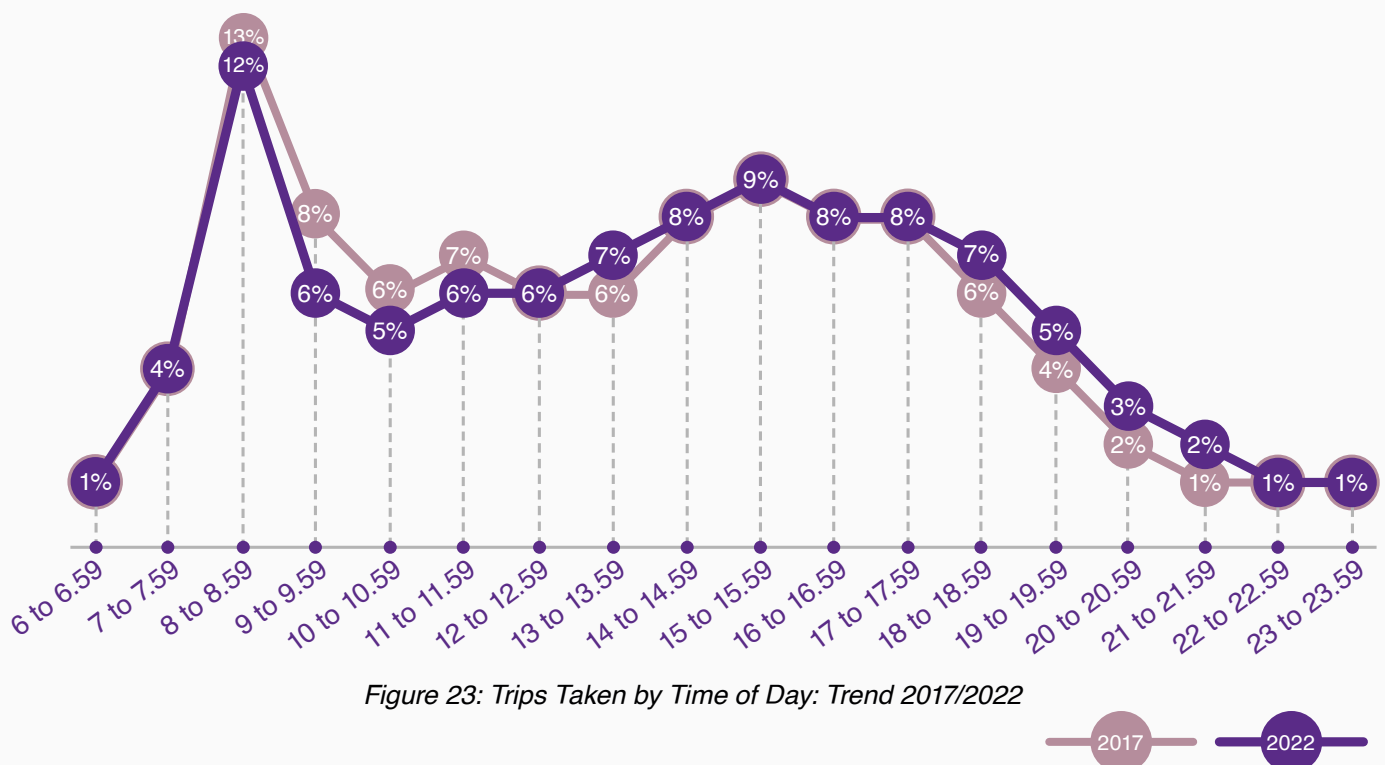
Figure 23: Trips Taken by Time of Day: Trend 2017/2022

The pattern of trips taken by time of day in 2022 is largely consistent with that recorded in 2017. Travel peaked between 8-8.59am for both studies, at 13% in 2017 and 12% in 2022.

Trips Taken by Duration
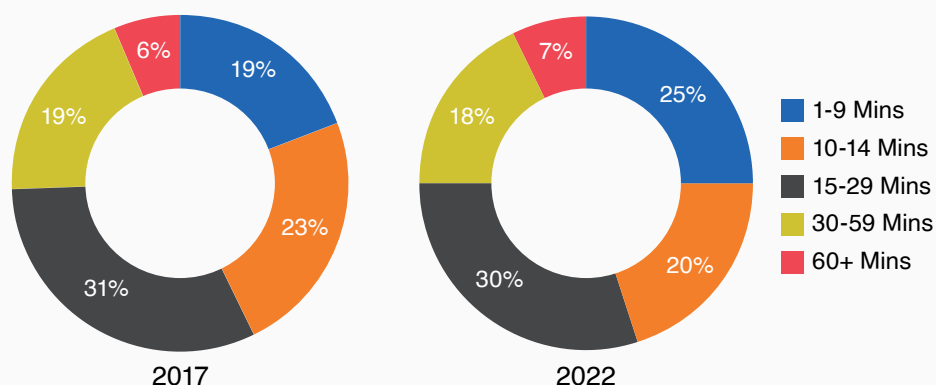
Figure 24: Trips Taken by Duration: Trend 2017/2022

Trips taking 15-29 minutes accounted for 30% of trips in 2022, just marginally behind the 2017 result of 31%. A higher proportion of short trips (1-9 minutes) were recorded in 2022 (25%) than in 2017 (19%).

Trip Distance

Distance	2017 (%)	2022 (%)
0-0.99km	7	11
1-2.99km	29	26
3-4.99km	14	14
5-9.99km	18	19
10-19.99km	16	15
20-29.99km	7	6
30km+	9	9

Figure 25: Trips Distance: Trend 2017/2022

In line with the findings in terms of trip duration, a larger proportion of short distance trips (0-0.99km) were recorded in 2022 (11%) than in 2017 (7%). Trips for a distance of 1-2.99km accounted for the largest proportion of trips at 26% in 2022. Trips of this distance were also most common in 2017 but at a higher level of 29%.

5. Comparative Data

Reason for Trip by Region (%)

	Return Home	Work/Business	Education	Shopping	Social	Personal	All Other
Dublin City and Suburbs	41	10	11	10	12	1	14
Greater Dublin Area	42	11	11	10	12	1	14
Regional Cities	41	13	11	11	10	1	13
Urban Towns	41	12	10	10	10	2	15
Rural	41	13	12	9	10	2	14
Other Urban	41	12	11	10	11	1	14
Total	41	12	11	10	11	2	14
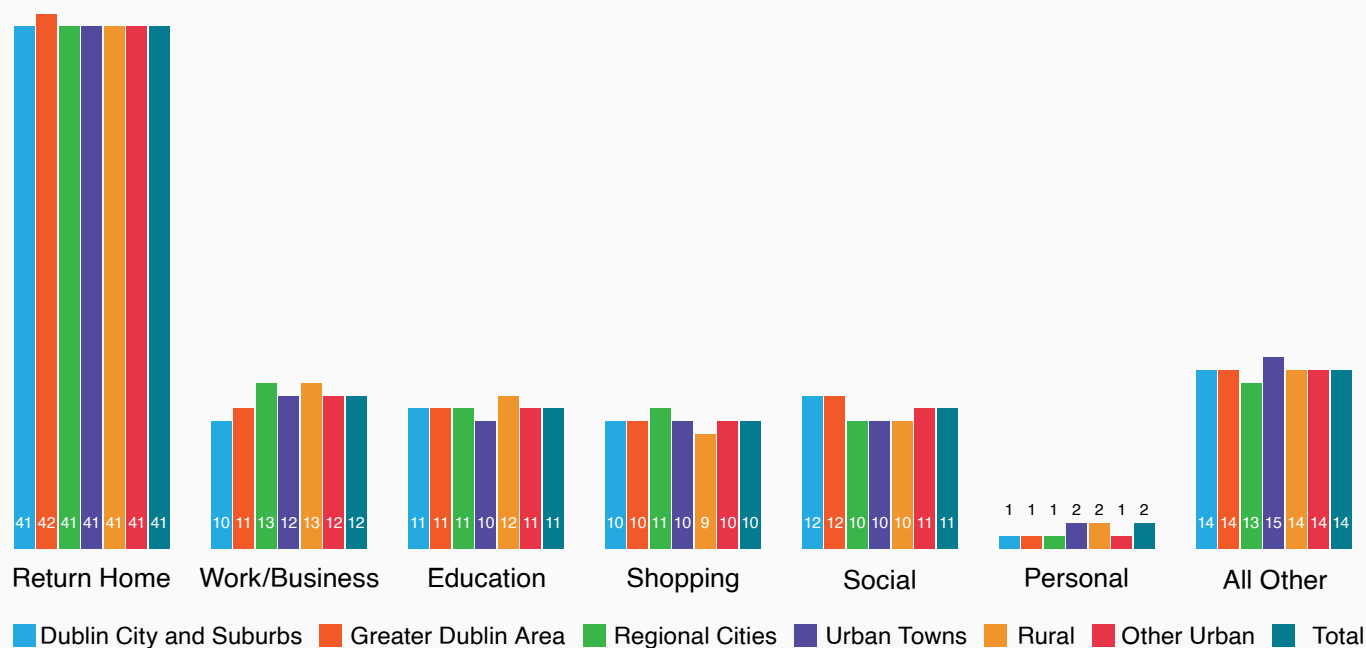
Figure 26: Reason for Trip by Region: Comparative Data

The reasons for taking a trip are largely consistent across the six regions. The main reason for travel nationally is to return home (41%).

Social trips are most prevalent in both Dublin City and Suburbs and the Greater Dublin Area at 12%.

Dublin City and Suburbs records the lowest prevalence of work/business trips at 10%, while 13% of those in both Regional Cities and Rural Areas travelled for this reason.

Reason for Trip (excl. Return Home) (%)

Figure 27: Reason for Trip (excl. Return Home): Comparative Data

When return home trips are excluded, work/business trips continue to be most prevalent among those living in Rural Areas (22%) and Regional Cities (21%).

The proportion of people reporting that they were travelling for work/business reasons is lowest among those living in Dublin City and Suburbs at 17% and the Greater Dublin Area at 19%. This is likely to be down to different working patterns across the regions, the data shows those living in these two areas are the most likely to work from home.

Social trips are most prevalent among those living in Dublin City and Suburbs and the Greater Dublin Area at 20% respectively.

Education related trips are broadly in line with the national average of 18% with a marginally higher proportion of those in Rural Areas travelling for this reason (20%).

Those in Dublin City and Suburbs and the Regional Cities are slightly more likely to take a trip to go shopping (18%) than those in other regions.

Mode of Transport by Region (%)
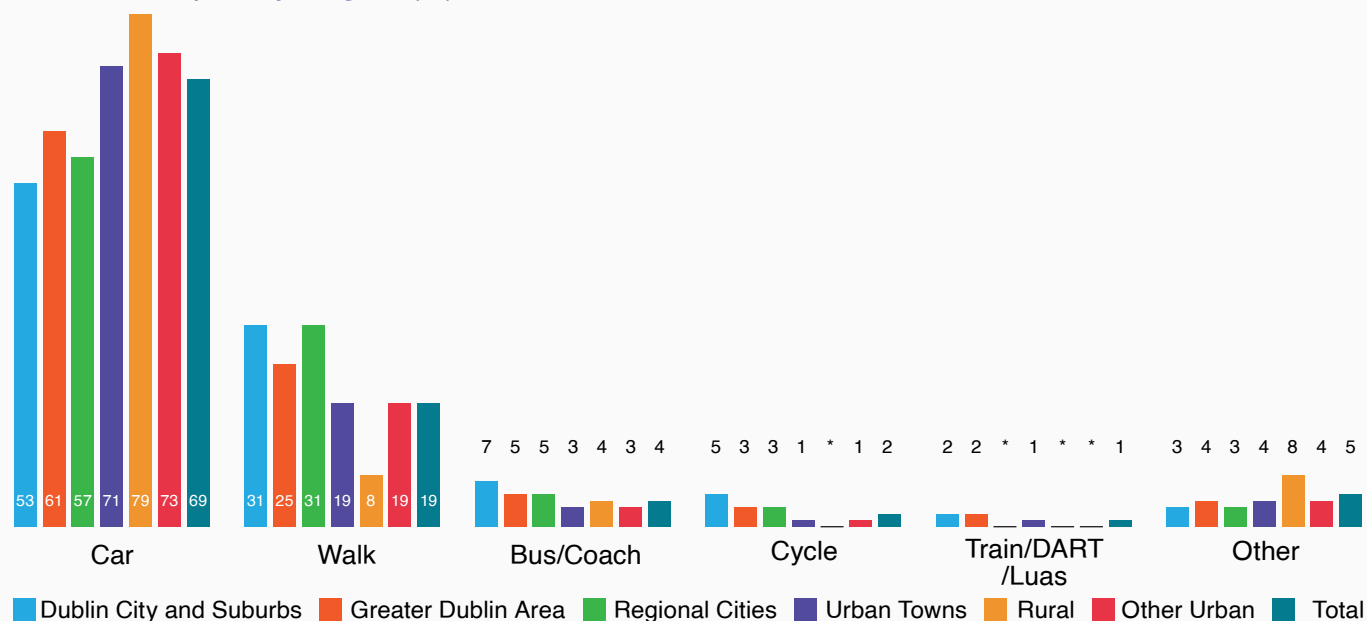
Figure 28: Mode of Transport by Region: Comparative Data

Car is the primary mode of travel across the board, averaging at 69% nationally. The vast majority (79%) of all trips taken by those living in Rural Areas were made by car. Usage of cars is lowest in cities, at 53% in Dublin City and Suburbs and 57% in Regional Cities. Those living in the Greater Dublin Area also recorded below average car usage at 61%.

Bus usage and cycling are highest in Dublin City and Suburbs at 7% and 5% respectively. At a national level, 19% of trips were made by walking. Those living in Dublin City and Suburbs (31%), Regional Cities (31%) and the Greater Dublin Area (25%) are the most likely to make a trip by walking, considerably ahead of their counterparts in Rural Areas of whom 8% walked.

Time of Trip by Region (%)
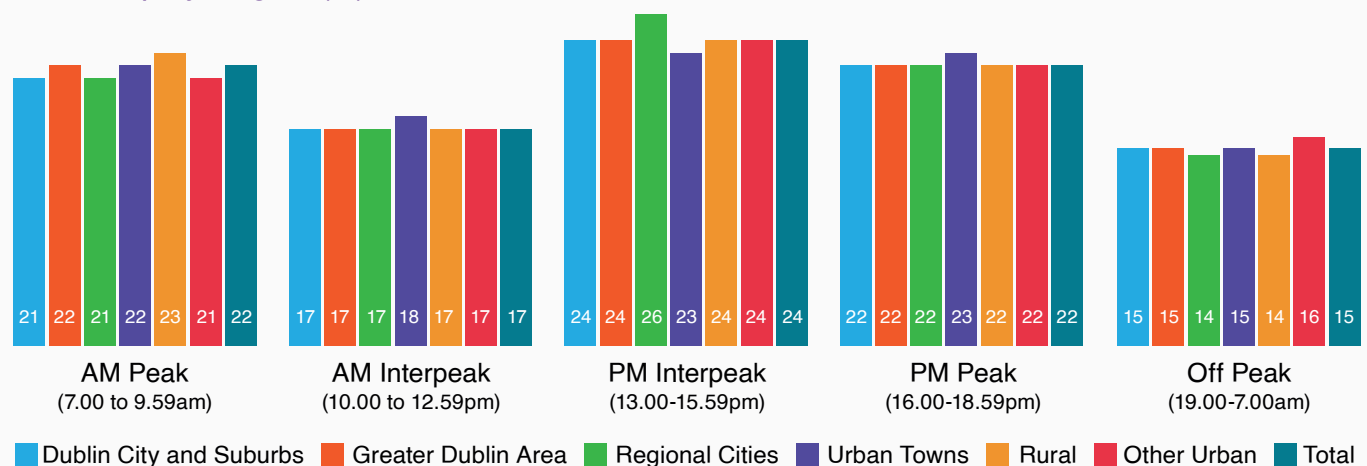
Figure 29: Time of Trip by Region: Comparative Data

Time of day of travel is largely consistent across all six regions. Travel during the AM peak in both Dublin City and Suburbs (21%) and Other Urban Districts (21%) and Regional Cities (21%) was slightly lower than that recoded among those living in rural areas at 23%. Travel during the PM interpeak was highest in Regional Cities at 26%. Little variance is recorded in terms of PM Peak travel across all regions.

Travel Times of the Day by Region
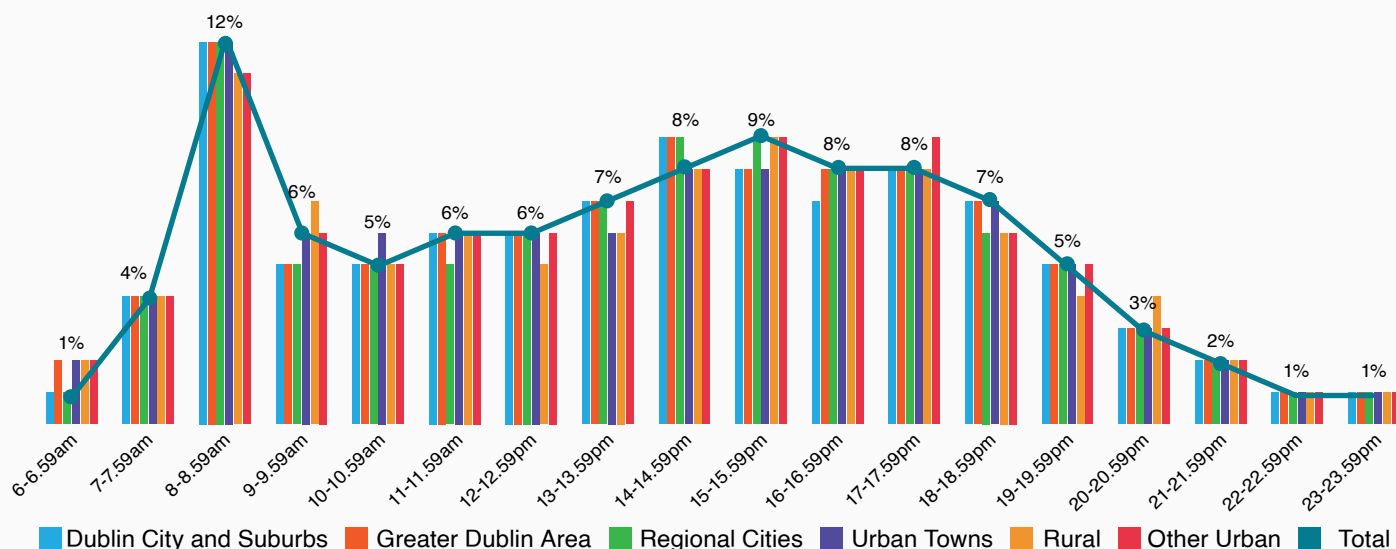
Figure 30: Travel Times of the Day by Region: Comparative Data

8-8.59am is the peak travel time across all regions and is at 12% nationally.

Trip Duration by Region (%)
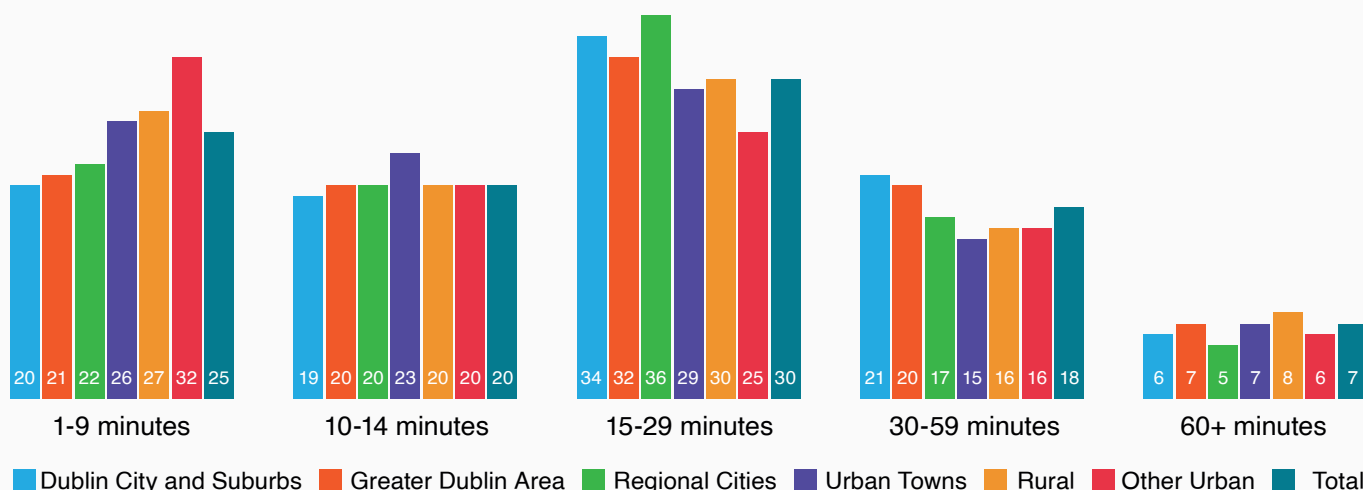
Figure 31: Trip Duration by Region: Comparative Data

Across all regions, with the exception of Other Urban Districts, the highest proportions of trips took between 15-29 minutes. Regional Cities (36%), Dublin City and Suburbs (34%) and the Greater Dublin Area (32%) all recorded above average levels of 15–29-minute trips. Those living in in Other Urban Districts, were least likely to take a trip lasting 15-29 minutes at 25% and were most likely to take a trip of 1-9 minutes in duration at 32%.

Just over one in five (23%) of those living in Urban Towns took a 10–14-minute trip, four points ahead of those living in Dublin City and Suburbs who were least likely to take a trip of this duration at 19%.

The proportion of trips that took one hour or more was broadly consistent across the regions, with the exception of Regional Cities where the proportion of these trips was slightly below the national average at 5%.

Trip Distance by Region (%)

Figure 32: Trip Distance by Region: Comparative Data

The highest proportion of trips nationally were between 1-2.99km in distance at 26%.

Dublin City and Suburbs recorded the highest level of trips between 0-0.99km at 16%. As would be expected, those living in Rural Areas were least likely to take these shorter distance trips at 6%, five points below the national average.

Almost four in 10 trips (38%) in Regional Cities covered a distance of 1-2.99km, the highest level recorded across all regions and 12 points above the national average of 26%.

Those living in rural areas were most likely to take trips of 5-19.99km in distance at 45%. This figure is lowest among those living in Regional Cities at 23%.

Those living in Rural Areas were most likely to take a trip of 30 kilometres or more at 13%, followed by those in Other Urban Districts at 11% and those in Urban Towns at 10%.Those living in Dublin City and Suburbs were least likely to take this type of longer distance journey at 4%, five points below the national average.

Demographic Comparison

Age by Region (%)
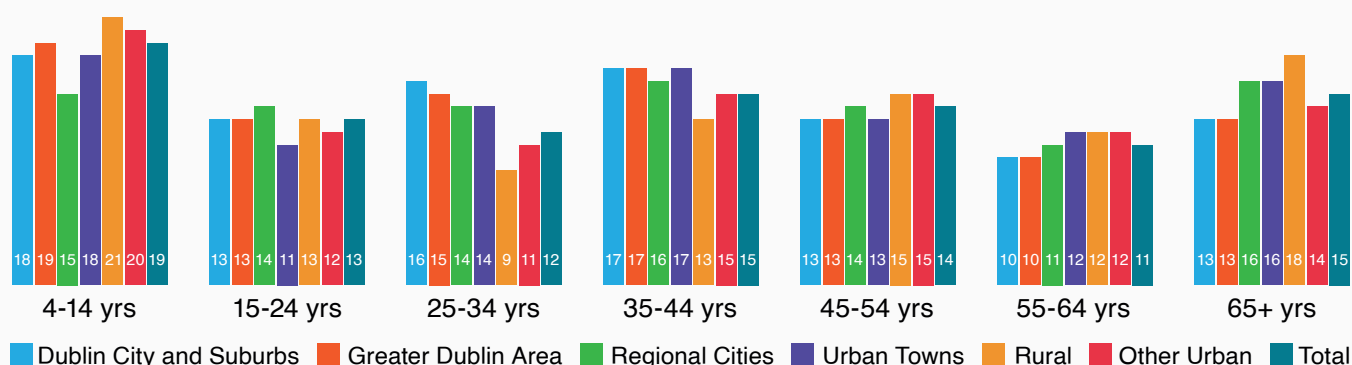
Figure 33: Demographic Comparison by Region: Comparative Data

Small variances were recorded across the regions in terms of age. Participants in Regional Cities were least likely to be aged 4-14 at 15%, while those in Other Urban Areas were most likely to fall into this category at 21%.

The proportion of participants aged 15-24 in Urban Towns is two points below the national average at 11%. Those living in Rural Areas were least likely to fall into the 25–34-year-old category at 9%, seven points behind Dublin City and Suburbs, which had the highest number of participants in this category at 16%. The national average is 12%.

Principal Economic Status by Region (%)
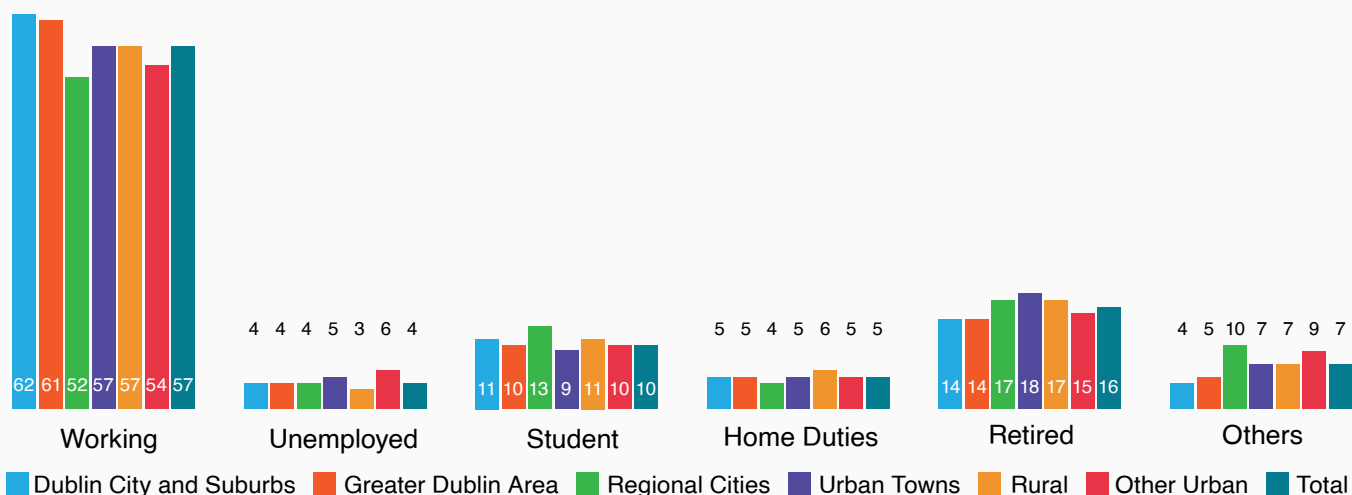
Figure 34: Principal Economic Status by Region: Comparative Data

Participants living in Dublin City and Suburbs and the Greater Dublin Area were the most likely to be working at 62% and 61% respectively, while those in Regional Cities were least likely to be working at 52%, followed by Other Urban Districts at 54%. The proportion of working participants was 57% in both Urban Towns and Rural Areas.

The proportion of Students was highest in Regional Cities at 13%, this proportion is four points lower in Urban Towns at 9%.

Retirees accounted for 16% of participants overall, with lowest level recorded in both Dublin City and Suburbs and the Greater Dublin Area at 14% and the highest level recorded in Urban Towns at 18%.

Public Transport Tickets by Region (%)
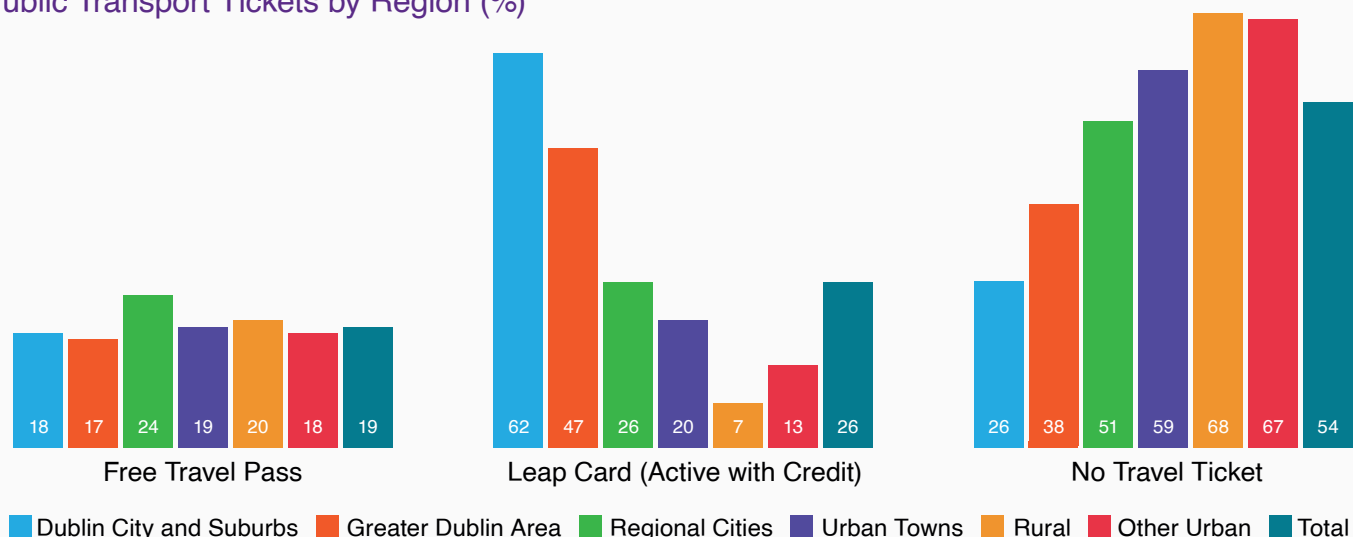
Figure 35: Public Transport Tickets by Region: Comparative Data

Nationally, 54% do not have a public transport ticket. This proportion is highest in Rural Areas (68%) and Other Urban Districts (67%). Those in Dublin City and Suburbs are most likely to have a public transport ticket at 74%.

Almost one in five (19%) state that they have a free travel pass, with those in Regional Cities most likely to have a free travel pass at 24% and those in the Greater Dublin Area least likely to have one at 17%.

Possession of an active Leap card is 26% nationally and considerably higher at 62% among those living in Dublin City and Suburbs, followed by those living in the Greater Dublin Area at 47%.

Driving Licence by Region (%)
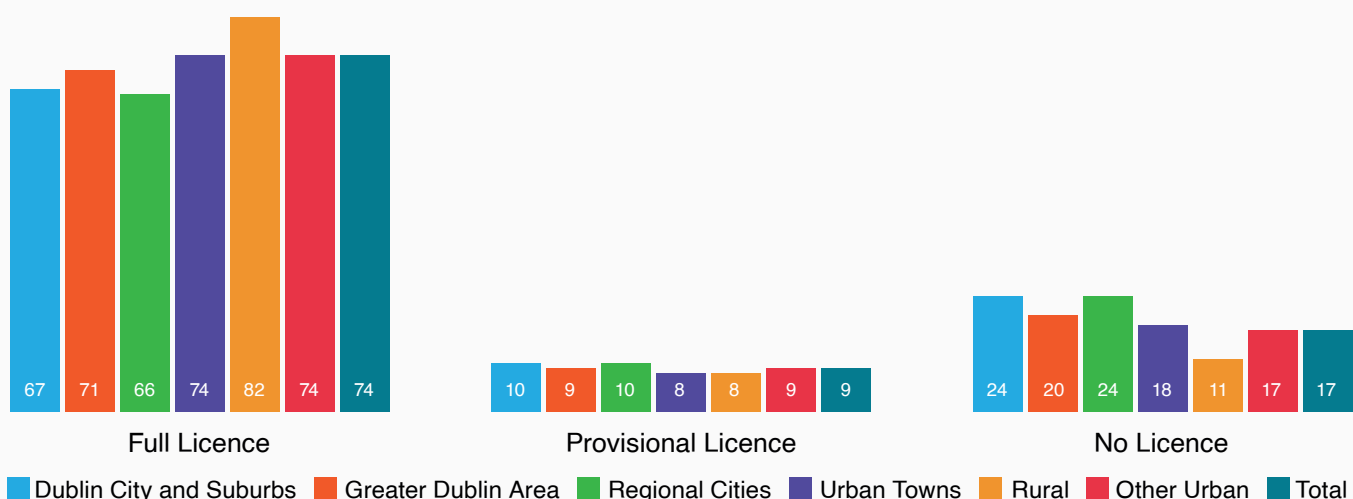
Figure 36: Public Transport Tickets by Region: Comparative Data

While the majority of participants in the study aged 17 or over hold a driving licence, some regional differences are apparent.

The vast majority (89%) of participants living in Rural Areas reported that they have a driving licence, either full (82%) or provisional (8%) further emphasising the dominance of car as a mode of transport in this region.

Just under one quarter of participants (24%) living in Dublin City and Suburbs do not have a driving license, the same proportion as recorded in Regional Cities.

Bicycle and Electric Scooter Ownership (%)
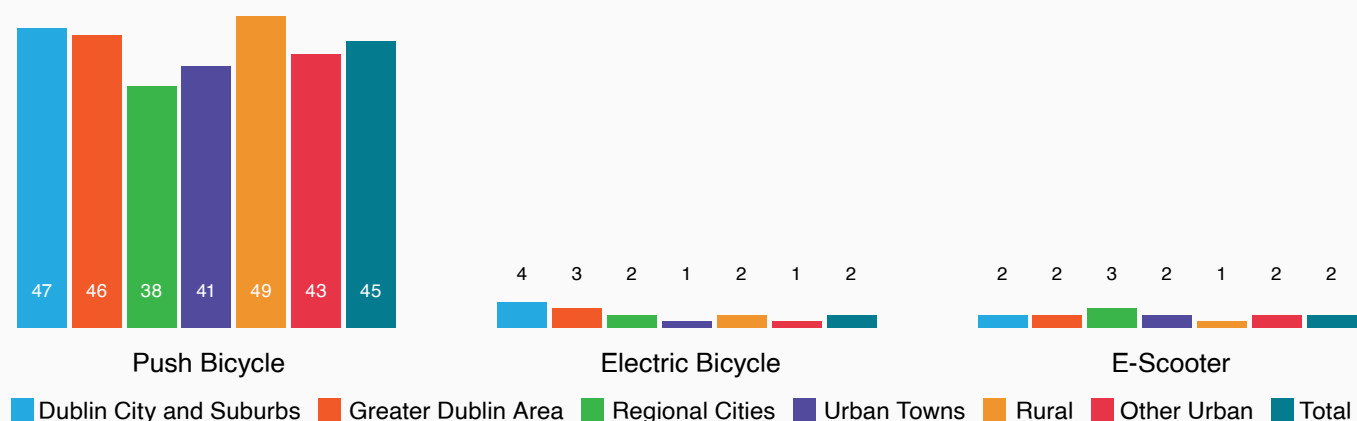
Figure 37: Bicycle and Electric Scooter Ownership by Region: Comparative Data

Bicycle ownership is highest in Rural Areas (49%), Dublin City and Suburbs (47%) and the Greater Dublin Area (46%). Ownership is lowest in Regional Cities at 38%.

Levels of ownership of both electric bicycles and e-scooters are recorded at 2% nationally. Those based in Dublin City and Suburbs are most likely to own an electric bicycle at 4%. Those in Rural Areas are least likely to own an e-scooter (1%).

Main Car Driven - Type (%)
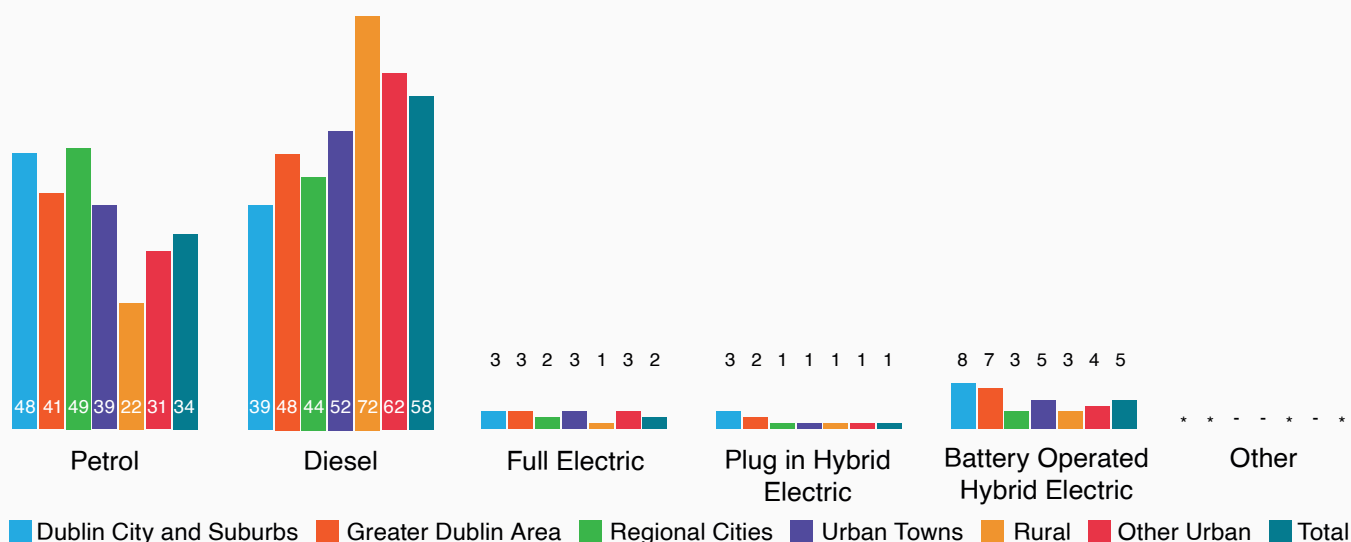
Figure 38: Main Car Driven by Region: Comparative Data

The majority of drivers reported driving a diesel car (58%), followed by a petrol car at 34%. Battery operated hybrid electric is at 5%, full electric at 2% and plug in hybrid electric at 1%. Those drivers living in rural areas were most likely to report driving a diesel car (72%), while those living in Dublin City and Suburbs were most likely to drive a battery operated hybrid electric at 8%.

6. Rural Areas

Key Findings

- Work/business trips account for just over one in five (22%) of all trips in Rural Areas, closely followed by education at 20%.

- The majority of trips made in Rural Areas are by car at 79%, considerably ahead of the next most frequent mode of travel which is walking at 8%.

- Car dominates as the main mode of transport across all age groups. Those aged 65+ are most likely to walk at 12% whereas 15–24-year-olds (12%) and 4–14-year-olds (8%) are the most likely to take a bus/coach.

- In line with the national picture, travel in Rural Areas peaks at 11% between 8am and 8.59am and one third of travel occurrs between 2 and 5.59pm.

- Just over half (53%) of all outward trips taken by those living in Rural Areas were 15 minutes or longer in duration.

- The majority of trips (78%) taken by those living in Rural Areas were for journeys of less than 20 kilometres, 13% were for trips of 30 kilometres or more, four points ahead of the national average.

Demographic Overview: Rural Areas

Gender

50% Male | **50%** Female | ***** Other

Age

21% 4-14 | **13%** 15-24 | **9%** 25-34 | **13%** 35-44 | **15%** 45-54 | **12%** 55-64 | **18%** 65+

Principal Economic Status (All aged 15+)

57% Working | **3%** Unemployed | **11%** Student | **6%** Home Duties | **17%** Retired | **7%** Others

Licence Held (All aged 17+)

82% Yes, Full Licence | **8%** Yes, Provisional Licence | **11%** No

Public Transport Tickets

20% Free Travel Pass | **7%** Leap Card (active with credit) | **68%** None

Number of Cars/Vans Available for use in Household

3% None | **27%** One | **70%** Two or more

* Denotes less than 1%

Figure 39: Demographic Profile: Rural Areas

Demographic Overview

One in five rural dwellers reported having a free travel pass and 7% have an active LEAP card. Among those aged 17 or over, 82% have a full licence, the highest of any region and further highlighting the dominance of car as a mode of travel among those living in Rural Areas. The majority of households in Rural Areas have access to one or more cars/vans at 97%, the highest level recorded across all regions.

Proximity to Amenities

Amenity	Percentage
Shop	38%
Pub or restaurant	37%
Bus stop	28%
Post Office	23%
Chemist or pharmacy	16%
Doctor's surgery	14%
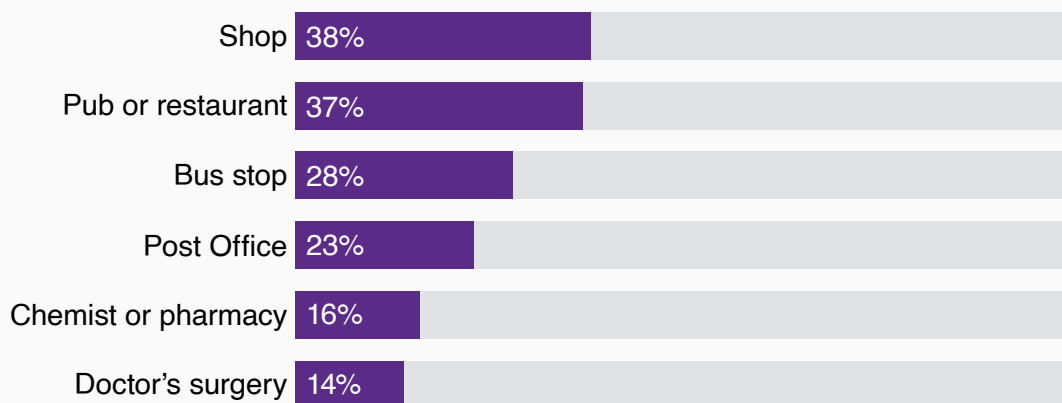
Figure 40: Proximity to Amenities (Live within a 15 minute walk): Rural Areas

When it comes to the proximity of amenities, the majority of those living in Rural Areas reported that they do not live within walking distance of each of the amenities shown above. Just 38% of rural dwellers reported that they live within a 15-minute walk of a shop, closely followed by a pub or restaurant at 37%. A doctor's surgery is least likely to be within walking distance for rural dwellers at 14%, just slightly behind a chemist or pharmacy at 16%.

Reason for Trip

Reason for Trip excl. Returning Home

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Work/business	26	29	26	25	22	13	9
Education	28	26	28	28	21	2	4
Shopping	14	12	13	12	15	25	19
Social	12	11	12	12	14	28	30
Personal	2	3	3	3	3	3	1
All others	18	20	18	20	24	29	37
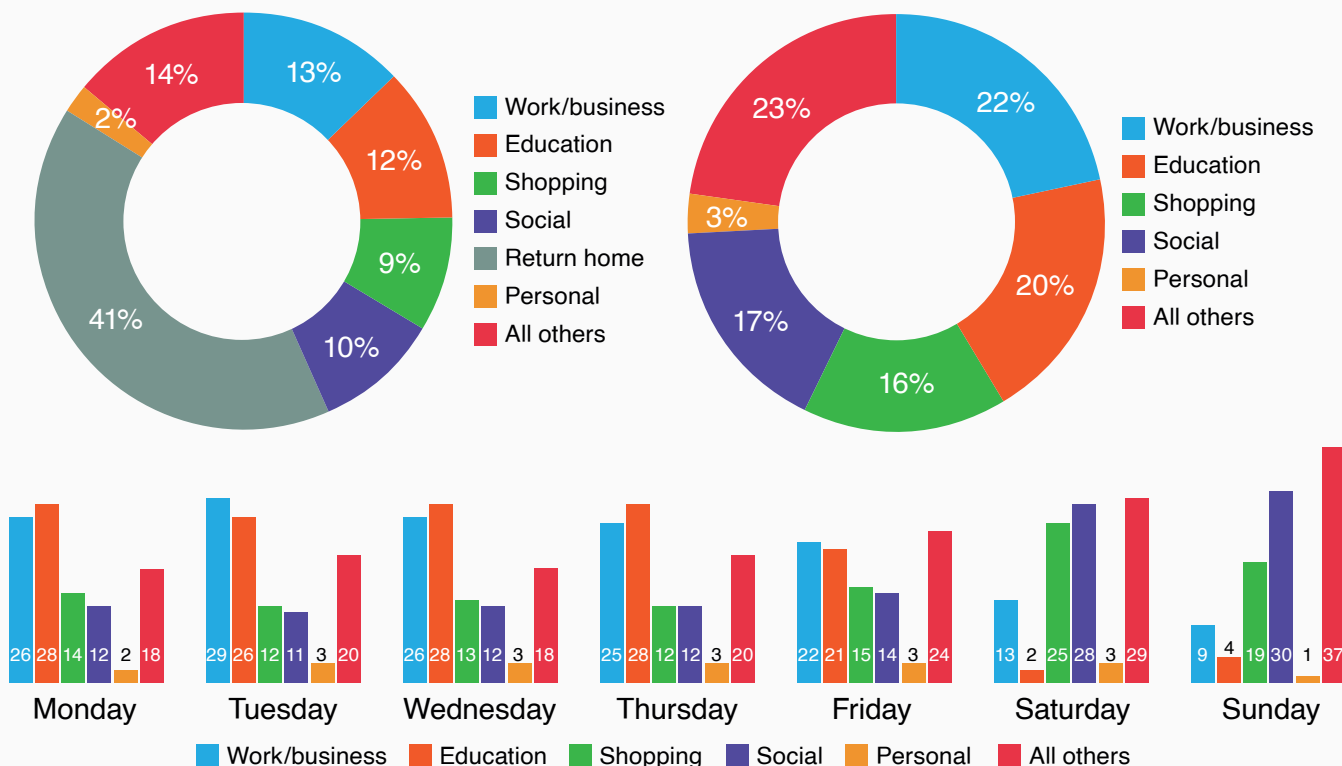
Figure 41: Reason for Trip: Rural Areas

When returning home is excluded, the main reason for travel by those in Rural Areas is work/business at 22% just slightly ahead of education at 20%. Education is the top reason for travel among rural dwellers on Monday, Wednesday and Thursday at 28%, with work/business being the main reason on Tuesday (28%) and Friday (22%). Shopping as a reason for travel is relatively steady across weekdays, increasing to 25% on Saturday. Travel for Social reasons is also relatively stable throughout the week and peaks on a Sunday at 30%, just marginally ahead of Saturday at 28%.

Trips Taken by Modes of Transport

Mode	%
Car	79%
Walk	8%
Truck/van	7%
Bus/Coach	4%
Train/DART/Luas	*
Cycle	*
Other	1%
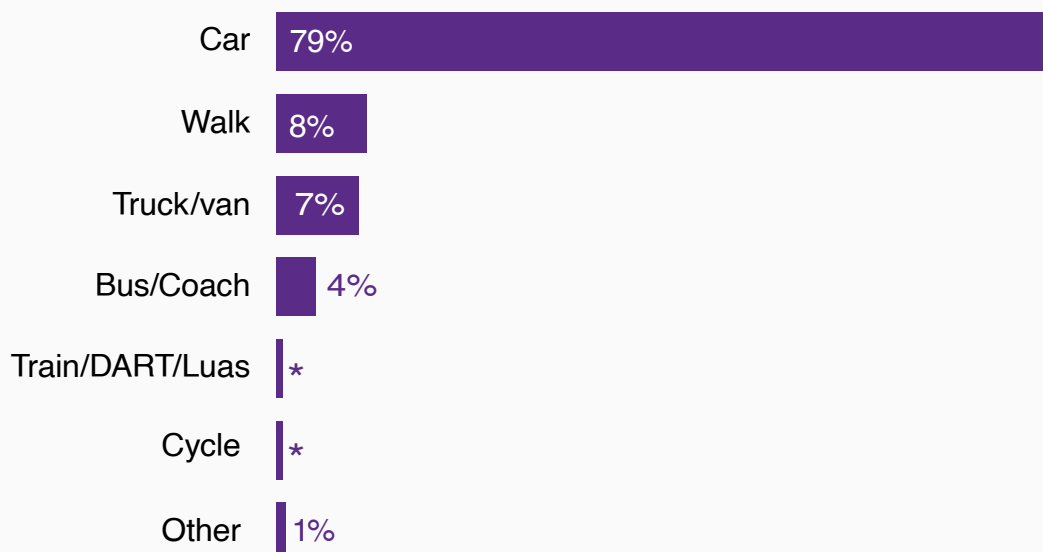
Figure 42: Trips Taken by Modes of Transport: Rural Areas

The vast majority of trips taken in Rural Areas involved a car (79%). Walking is the next most popular mode of transport at 8%, truck/van is at 7%. Bus/coach is at 4% and cycling registers at less than 1%.

Trips Taken by Time of Day
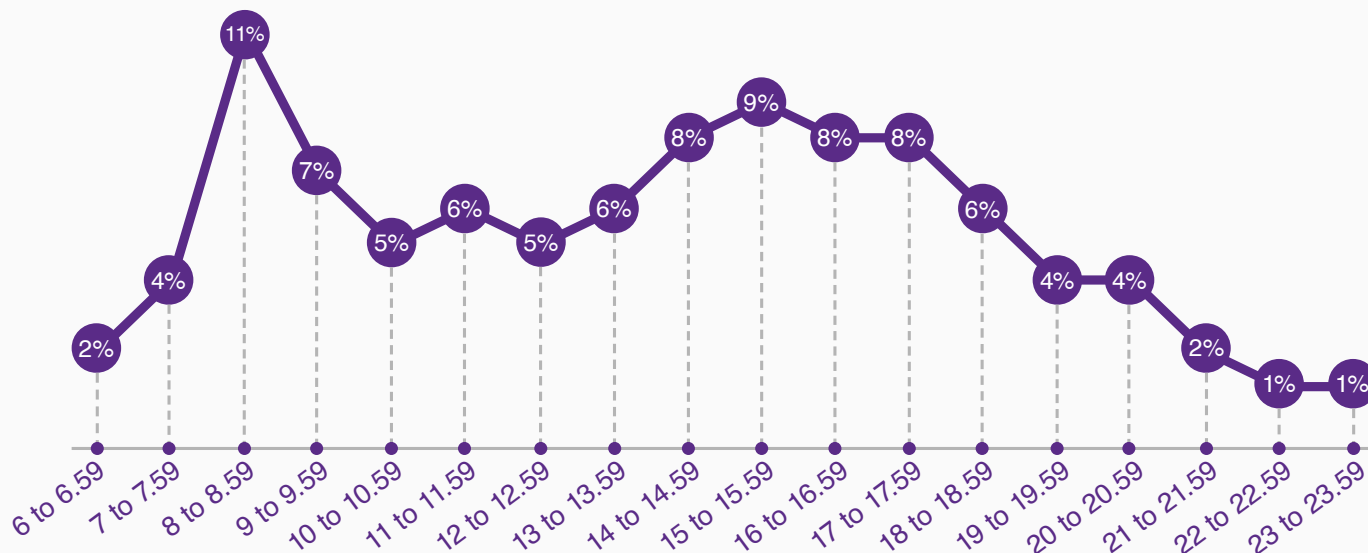
Figure 43: Trips Taken by Time of Day: Rural Areas

There is a clear peak in travel during the 'morning rush', which happens between 8 – 8.59am with 11% of all trips taking place during this period. One third of all trips taken are between 2pm and 5.59pm. Just 4% of all trips took place between 9 and 11.59 pm.

Period of Travel by Mode of Transport
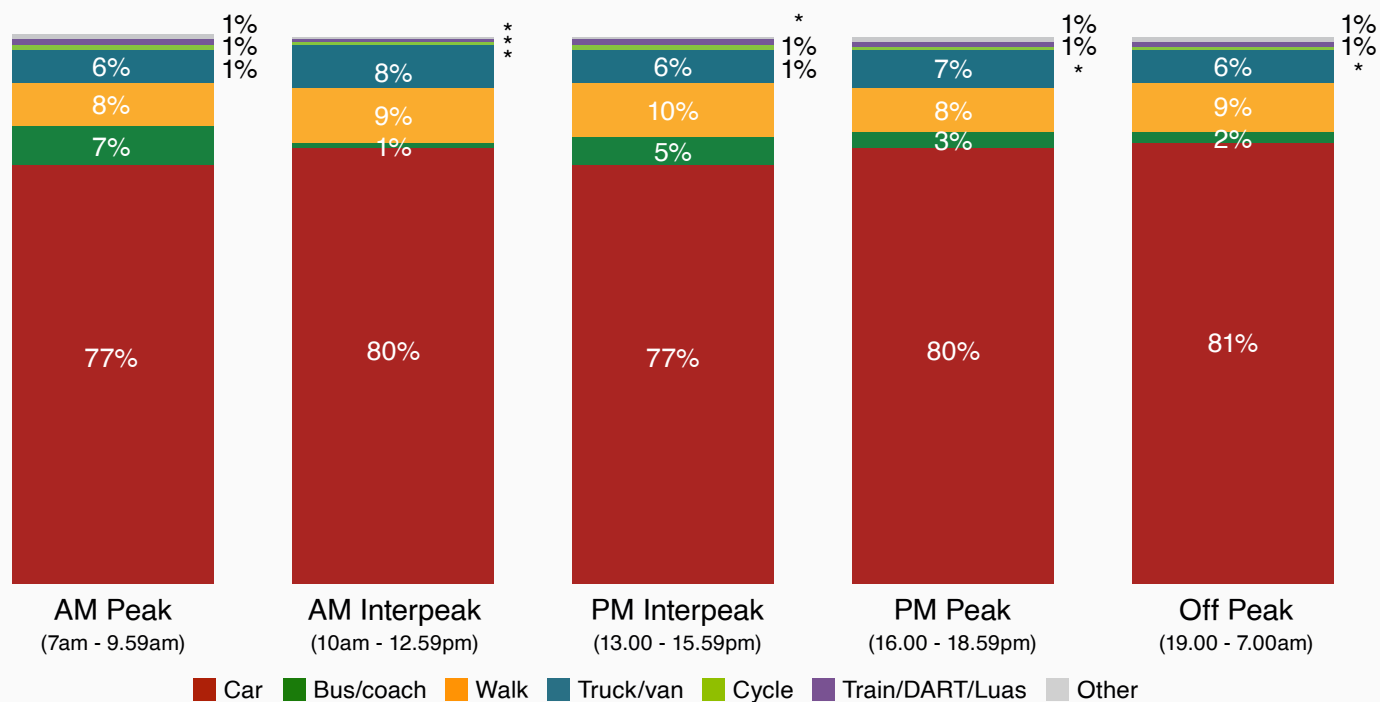
Figure 44: Period of Travel by Mode of Transport: Rural Areas

The car accounts for the vast majority of travel by rural dwellers across all periods of the day and is highest during the Off-Peak (81%), PM Peak (80%) and AM Interpeak (80%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 10%. The highest proportion of bus trips occur during the AM Peak, however levels are relatively low at 7%.

Trips Taken by Duration
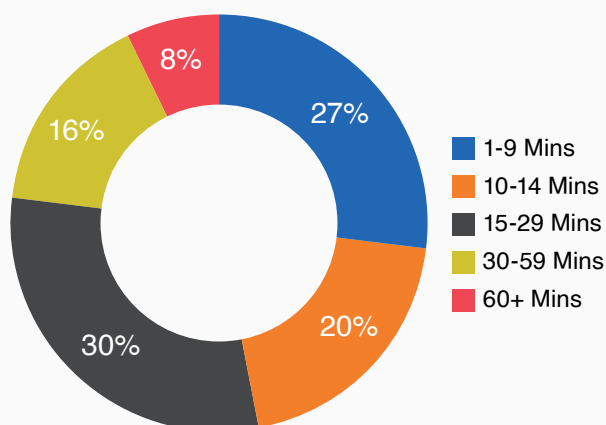
Figure 45: Trips by Duration: Rural Areas

Just over one quarter (27%) of trips were 1 to 9 minutes in duration with more than half (53%) taking 15 minutes or longer.

Duration of Travel by Mode of Transport (%)
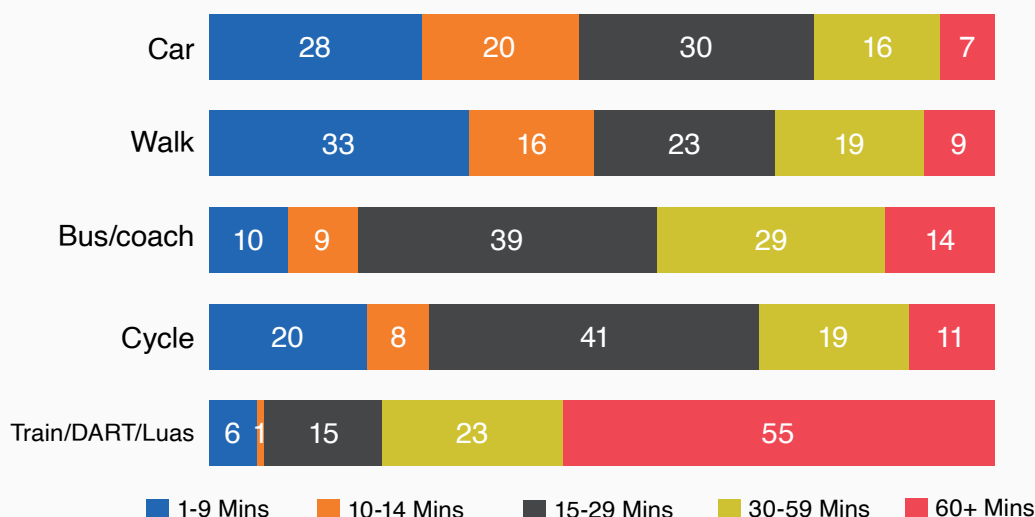
Figure 46: Duration of Travel by Mode of Transport: Rural Areas (%)

Just over three quarters of car trips (78%) taken by rural dwellers were less than 30 minutes in duration, with the largest proportion (30%) lasting between 15-29 minutes. One third of walking trips take 1-9 minutes while 14% of bus/coach trips took 60 minutes or more. Just over 4 in 10 (41%) cycling trips taken by those living in Rural Areas took 15-29 minutes. DART/Train/Luas trips are most likely to be between 30-59 minutes in duration (55%).

Trip Distance

Distance	%
0-0.99km	6%
1-2.99km	15%
3-4.99km	12%
5-9.99km	23%
10-19.99km	22%
20-29.99km	8%
30km+	13%

Figure 47: Trip Distance: Rural Areas

While the majority of trips (78%) taken by those living in Rural Areas were for journeys of less than 20 kilometres, 13% were for trips of 30 kilometres or more, four points ahead of the national average.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	17%	38%	25%	18%	2%	*	1%
10-14 mins	4%	11%	16%	53%	16%	*	*
15-29 mins	1%	7%	5%	23%	51%	12%	1%
30-59 mins	*	4%	5%	5%	21%	26%	40%
60+ mins	*	*	*	6%	3%	4%	85%

Figure 48: Duration of Trips by Distance: Rural Areas

Analysis of data for trip duration by distance among Rural dwellers shows that:

- Of the trips that take less than 10 minutes, 17% are less than 1km and 38% are between 1- 3km.

- Of trips taking 10 to 14 minutes, just over half (53%) are between 5-9.99km.

- Of the trips taking between 15 and 29 minutes, 23% are between 5-9.99km and just over half (51%) are between 10-19.99km.

- Of those trips that take between 30 and 59 minutes, the majority (66%) are over 20km, with only 9% under 5km in distance.

- The vast majority (85%) of trips lasting 60 minutes or more are for distances of 30km or more.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	81%	73%	81%	77%	82%	79%	78%
Walk	8%	10%	8%	8%	5%	9%	12%
Bus/Coach	8%	12%	1%	1%	1%	1%	1%
Cycle	*	1%	*	1%	*	*	*
Train/DART/Luas	-	2%	1%	1%	*	*	*
Truck/van	2%	1%	9%	12%	9%	9%	7%
Other	*	2%	1%	1%	1%	1%	1%

Figure 49: Mode of Transport by Age (%): Rural Areas

In line with the overall picture, car dominates as the main mode of transport in Rural Areas across all age groups and is highest among those aged 45-54 at 82%, and those aged 4–14 and 25–34-year-olds at 81%. Those aged 65+ are most likely to walk at 12% whereas 15-24s (12%) and 4–14-year-olds (8%) are the most likely to take a bus/coach.

Rural Areas Summary

The data highlights that Rural Areas are more heavily reliant on the car as a mode of transport than any other region with almost 8 in 10 trips involving a car. Location and accessibility are key factors evidenced by the fact that those living in Rural Areas are least likely to live within a 15-minute walk of a range of amenities.

Rural dwellers are more likely to travel for longer distances with 44% of trips recorded as being for journeys of 10 kilometres or more compared to 30% nationally.

The main reasons for travel among those living in Rural Areas are work/business at 22% and education at 20%, more or less in line with the national average.

7. Dublin City and Suburbs

Key Findings

- One in five trips taken by those living in Dublin City and Suburbs were for social reasons (entertainment or recreation, to participate in sport or to go to a pub or restaurant).

- Education and shopping account for 18% of trips respectively, closely followed by work/business at 17%.

- Car is less dominant as a mode of transport in Dublin City and Suburbs than nationally - just over half of trips taken by those living in Dublin City and Suburbs involved taking a car at 53%, this figure was 31% for walking, followed by bus/coach at 7%, cycling at 5% and Train/Dart/Luas at 2%.

- Car travel peaks at 61% among 45-54s and 55-64s.

- Those aged 15-24 are most likely to travel by bus/coach (16%).

- In line with the national picture, travel in Dublin City and Suburbs peaks at 12% between 8am and 8.59am. The period between 2pm and 2.59pm is the second busiest time period accounting for 9% of trips.

- 1 in 5 trips taken by those living in Dublin City and Suburbs took 1 to 9 minutes and 73% of trips took less than 30 minutes.

- The majority of trips (82%) made by those living in Dublin City and Suburbs are for a distance of less than 10km.

Demographic Overview: Dublin City and Suburbs

Gender

50% Male **50%** Female ***** Other

Age

18% 4-14 **13%** 15-24 **16%** 25-34 **17%** 35-44 **12%** 45-54 **10%** 55-64 **13%** 65+

Principal Economic Status (All aged 15+)

62% Working **4%** Unemployed **11%** Student **5%** Home Duties **14%** Retired **4%** Others

Licence Held (All aged 17+)

67% Yes, Full Licence **10%** Yes, Provisional Licence **24%** No

Public Transport Tickets

18% Free Travel Pass **62%** Leap Card (active with credit) **26%** None

Number of Cars/Vans Available for use in Household

14% None **46%** One **39%** Two or more

* Denotes less than 1%

Figure 50: Demographic Profile: Dublin City and Suburbs

Demographic Overview

The gender split of participants living in Dublin City and Suburbs is 50% female, 50% male and less than one percent other. Just over 6 in 10 (62%) of those aged 15 or over reported that they are working. A further 14% are retired and 11% are students.

Just over 6 in 10 participants who live in Dublin City and Suburbs (62%) stated that they have an active LEAP card, significantly higher than the national average of 26%. A free travel ticket is held by 18% of those living in Dublin City and Suburbs. Among those aged 17 or over, 67% have a full licence, seven points below the national average of 74% and 10% have a provisional licence.

Almost nine in 10 (85%) stated that there is at least one car/van available for use in the household, while 14% do not have a car available, six points above the national average.

Proximity to Amenities

Amenity	Percentage
Bus stop	98%
Shop	97%
Chemist or pharmacy	93%
Pub or restaurant	91%
Post Office	80%
Doctor's surgery	78%
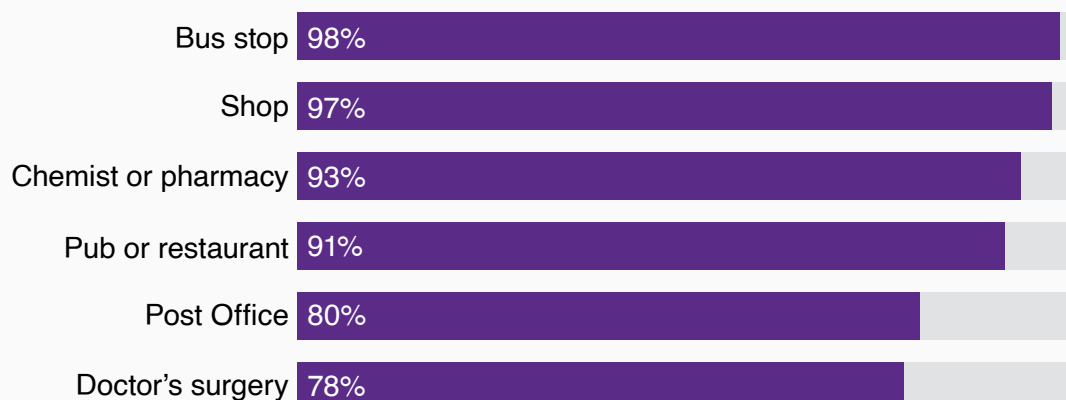
Figure 51: Proximity to Amenities (Live within a 15 minute walk): Dublin City and Suburbs

When it comes to the proximity of amenities, almost all of those living in Dublin City and Suburbs reported living within a 15-minute walk of a bus stop (98%), 97% stated that they lived within a 15-minute walk of a shop. The proportion of those living within walking distance of a Doctor's surgery was 78%, 28 points ahead of the national average of 50%.

Reason for Trip

Reason for Trip excl. Returning Home
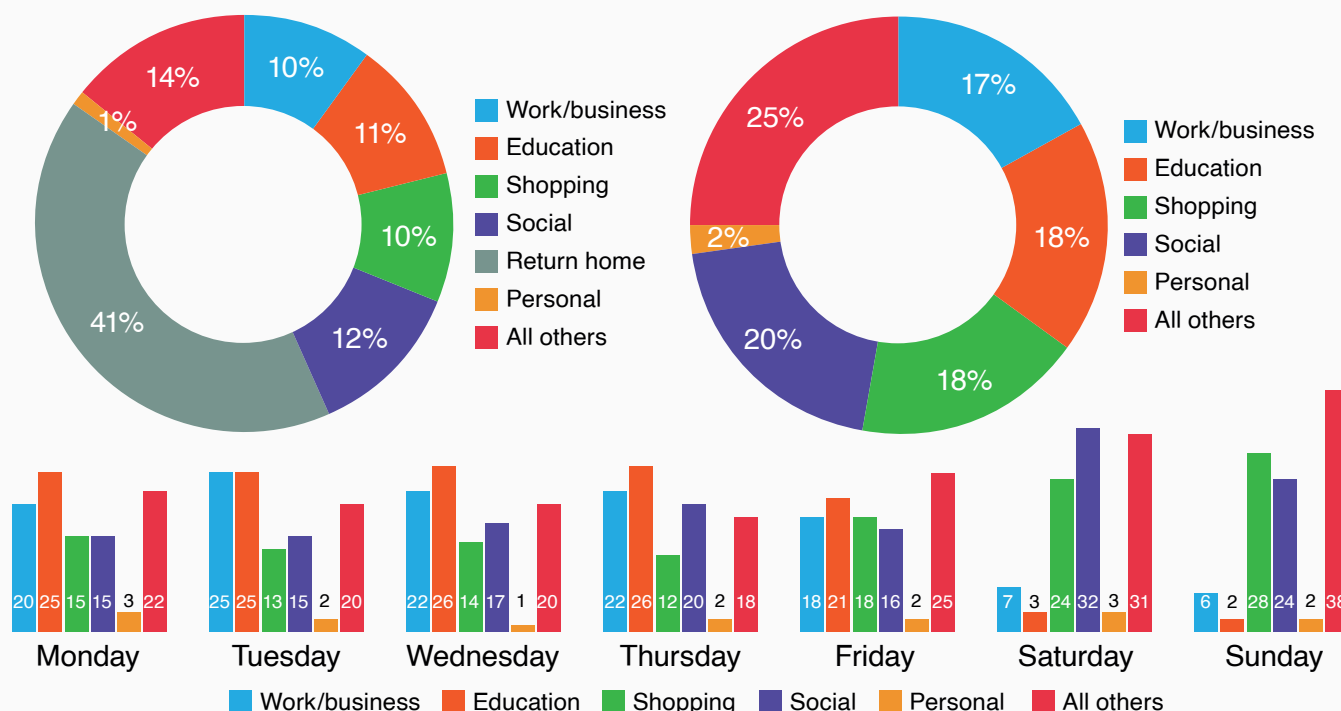
Figure 52: Reason for Trip: Dublin City and Suburbs

When trips returning home are excluded, the main reason for travel among those living in Dublin City and Suburbs is for social reasons at 20% while education and shopping account for 18% of trips respectively, closely followed by work/business at 17%.

Education is the main reason for travel daily from Monday to Friday, sharing the top position with work/business on Tuesday at 25%. Shopping peaks at 28% on Sunday. Travel for Social reasons peaks at 32% on Saturday and is lowest on both Monday and Tuesday at 15%.

Trips Taken by Modes of Transport
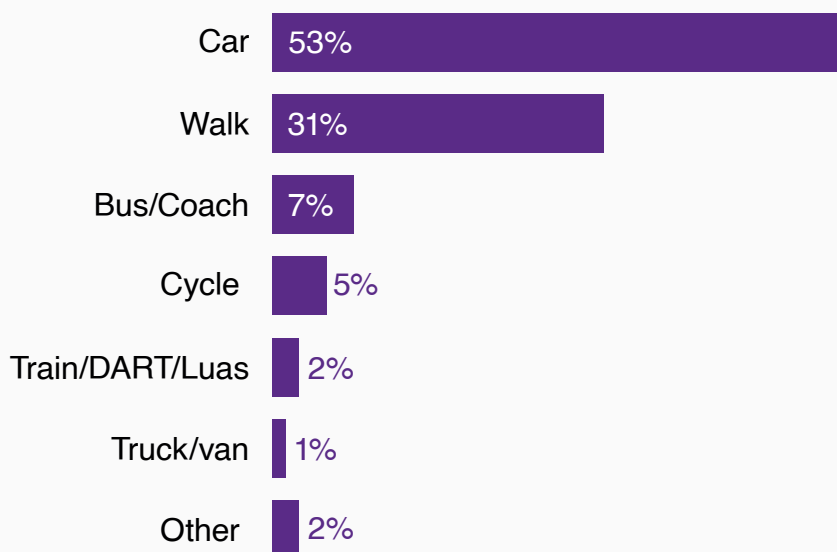
Figure 53: Trips Taken by Modes of Transport: Dublin City and Suburbs

Just over half (53%) of trips taken by those living in Dublin City and Suburbs were made by car while 31% of trips were made by walking. Trips taken by Train/DART/LUAS registered at 2% , bus/coach at 7%. Those living in Dublin City and Suburbs were more likely to take a trip by cycling (5%) than those living in any other region.

Trips Taken by Time of Day
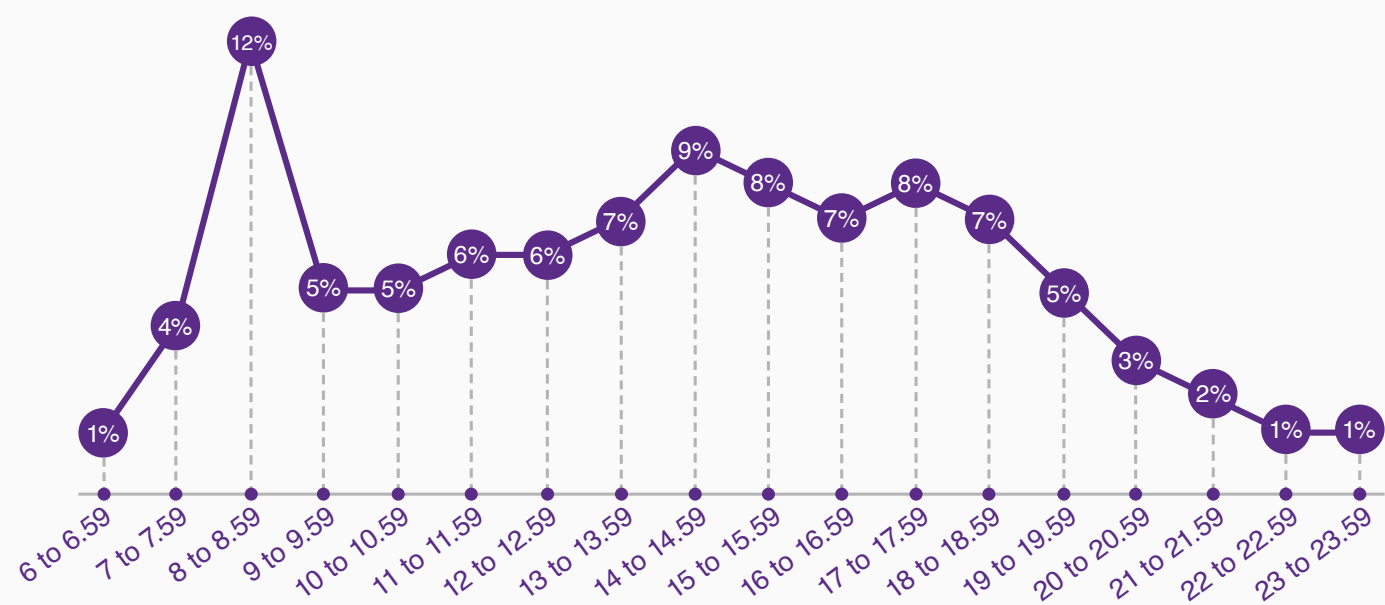
Figure 54: Trips Taken by Time of Day: Dublin City and Suburbs

In line with the national picture, travel in Dublin City and Suburbs peaks at 12% between 8am and 8.59am. The period between 2pm and 2.59pm is the second busiest time period accounting for 9% of trips.

Period of Travel by Mode of Transport
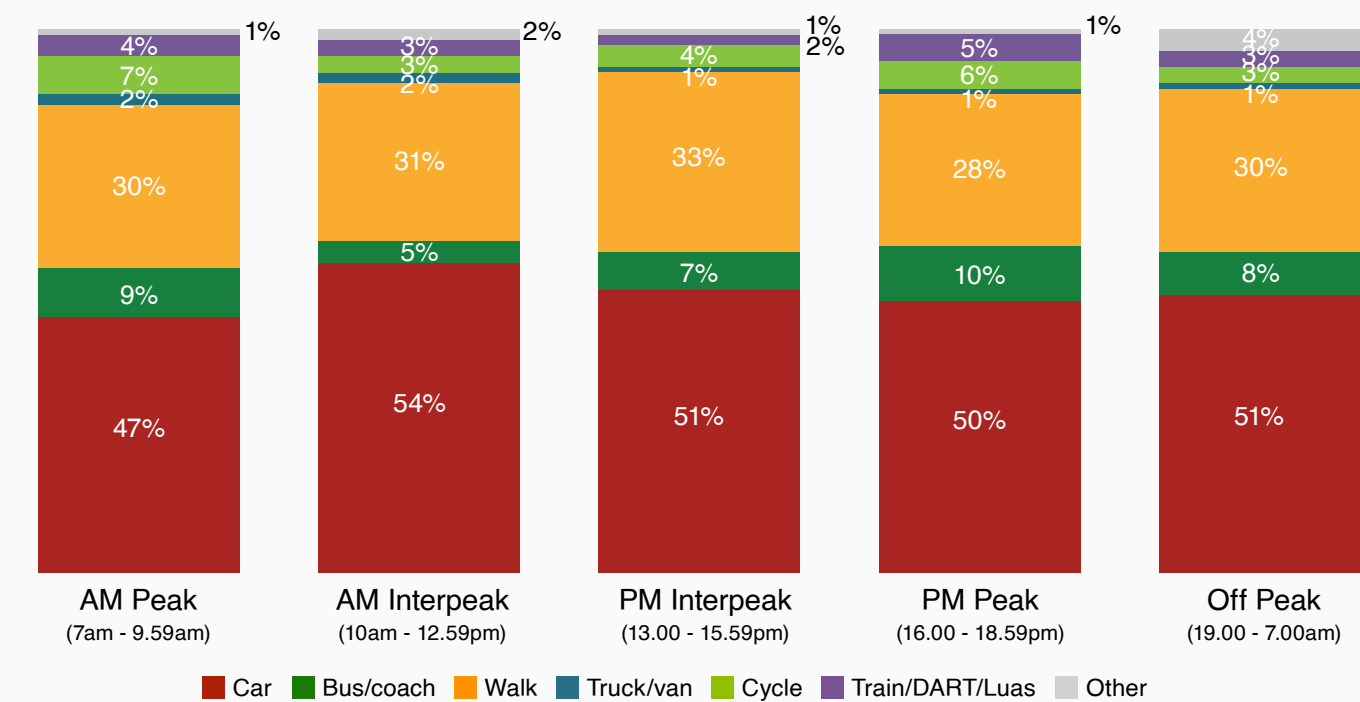
Figure 55: Period of Travel by Mode of Transport: Dublin City and Suburbs

Car dominates as the main mode of travel across all time periods, albeit at levels below the national average, and is highest during the AM Interpeak (54%), Off-Peak (51%) and PM Interpeak (51%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 33%. The highest proportion of bus trips occur during the AM Peak at 10%, only marginally ahead of the AM Peak at 9%.

Trips Taken by Duration
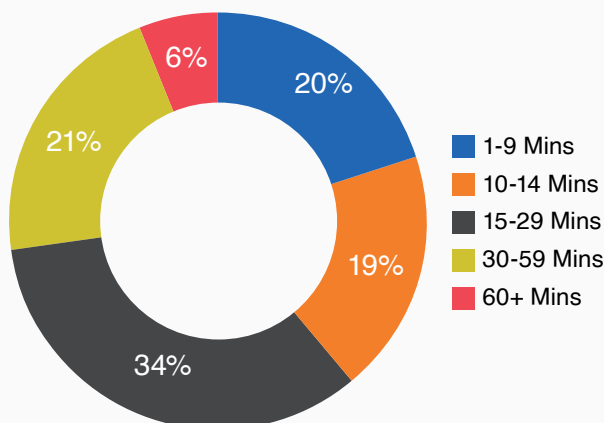
Figure 56: Trips by Duration: Dublin City and Suburbs

One in five trips taken by those living in Dublin City and Suburbs took between 1 and 9 minutes. Almost three quarters (72%) of all trips made were for a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)
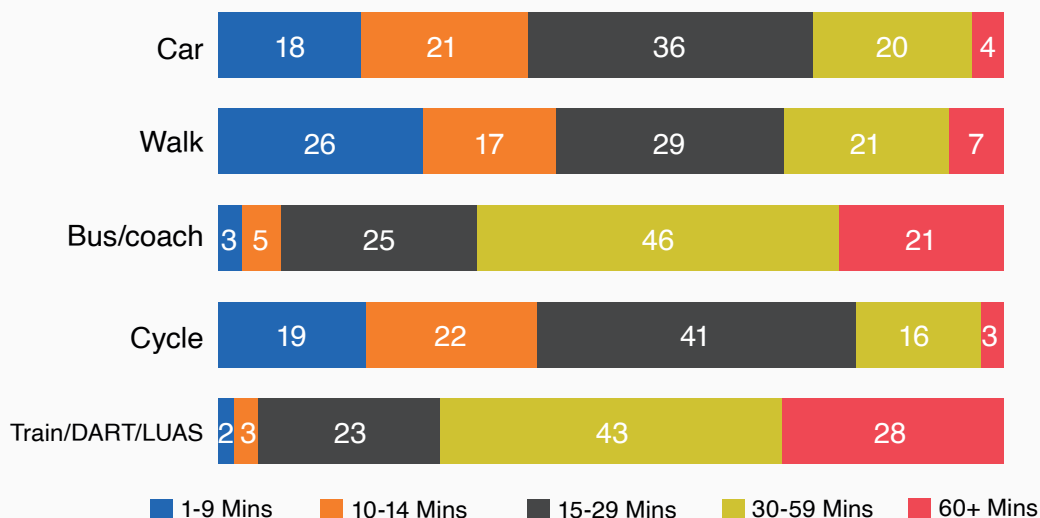
Figure 57: Duration of Travel by Mode of Transport: Dublin City and Suburbs (%)

Six in 10 car trips taken by those in Dublin City and Suburbs took 15 minutes or longer, with the largest proportion (36%) taking 15-29 minutes. Almost three in ten (29%) walking trips took 15-29 minutes. Just over two thirds (67%) of bus/coach trips took 30 minutes or longer, while 41% of cycling trips took 15-29 minutes. The majority of Train/DART/LUAS trips (71%) took 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	16%
1-2.99km	31%
3-4.99km	16%
5-9.99km	19%
10-19.99km	11%
20-29.99km	3%
30km+	4%

Figure 58: Trip Distance: Dublin City and Suburbs

Trips made by those living in Dublin City and Suburbs are most likely to be for a distance of 1-2.99km at 31% and the majority (82%) are for a distance of less than 10km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	48%	41%	7%	3%	1%	*	1%
10-14 mins	21%	46%	20%	12%	1%	*	1%
15-29 mins	6%	32%	22%	27%	10%	2%	1%
30-59 mins	1%	12%	15%	30%	27%	8%	8%
60+ mins	*	3%	8%	17%	28%	12%	32%

Figure 59: Duration of Trips by Distance: Dublin City and Suburbs

Analysis of data for trip duration by distance among those living in Dublin City and Suburbs demonstrates that:

- Of the trips that take less than 10 minutes, almost half (48%) are less than 1km and a further 41% between 1- 2.99km.
- Of trips taking 10 to 14 minutes, just over one in five (21%) are less than 1km and 46% are between 1- 2.99km, 2 in 10 are between 3- 4.99km and 12% are between 5 – 9.99km.
- Of the trips taking between 15 and 29 minutes, almost one third (32%) are between 1- 2.99km, 22% are between 3 and 4.99km and just over a quarter (27%) are between 5 and 9.99km
- Of those trips that take between 30 and 59 minutes the majority (73%) are over 5km, with 27% being between 10 – 19.99km.
- Almost one third (32%) of all trips taking more than 60 minutes are over 30km.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	60%	37%	40%	51%	61%	61%	59%
Walk	30%	33%	39%	33%	25%	24%	27%
Bus/Coach	3%	16%	8%	5%	4%	4%	7%
Cycle	5%	6%	5%	6%	4%	3%	2%
Train/DART/Luas	1%	5%	4%	2%	1%	1%	3%
Truck/van	*	*	1%	1%	2%	4%	1%
Other	1%	3%	3%	2%	2%	2%	1%

Figure 60: Mode of Transport by Age (%): Dublin City and Suburbs

Car is less dominant as a mode of transport in Dublin City and Suburbs than the national average and peaks at 61% among 45-54s and 55-64s.

Dublin City and Suburbs Summary

At 53%, car is the main mode of transport used by those living in Dublin however usage levels are 16 points below the national average of 69%. Walking was the next most frequent mode at 31%, followed by bus/coach 7%, cycling 5% and Train/DART/Luas at 2%.

The main reason for travel among those living in Dublin City and Suburbs was for social reasons at 20%, followed by shopping (18%), education (18%) and work/business (17%).

The majority of trips (73%) made by those living in Dublin City and Suburbs take less than 30 minutes and 46% of trips were taken to travel a distance of less than 3 kilometres.

8. Greater Dublin Area

Key Findings

- One in five trips taken by those living in Greater Dublin Area were for social reasons (entertainment or recreation, to participate in sport or to go to a pub or restaurant).

- Education and work/business account for 19% of trips respectively, followed by shopping at 16%.

- Cars account for 61% of trips taken by those living in the Greater Dublin Area, eight points behind the national average of 69%.

- Walking accounts for 25% of all trips, followed by bus/coach at 5% and cycling at 3%.

- Car dominates as the top mode of transport across all ages, peaking at 69% among 45-54 year olds. While car is still the main mode among 15-24 year olds, it is considerably lower than the average at 45%.

- In line with the national picture, travel in Greater Dublin Area peaks at 12% between 8am and 8.59am and 32% of travel takes place between 2pm and 5.59pm.

- Just over four in 10 trips (41%) taken by those living in the Greater Dublin Area took less than 15 minutes and 73% of trips took less than 30 minutes.

- Just over half (55%) of trips taken by those living in the Greater Dublin Area were for journeys of less than 5km, while 7% were for trips of 30km or more.

Demographic Overview: Greater Dublin Area

Gender

50% Male	**50%** Female	***** Other

Age

19% 4-14	**13%** 15-24	**15%** 25-34	**17%** 35-44	**13%** 45-54	**10%** 55-64	**13%** 65+

Principal Economic Status (All aged 15+)

61% Working	**4%** Unemployed	**10%** Student	**5%** Home Duties	**14%** Retired	**5%** Others

Licence Held (All aged 17+)

71% Yes, Full Licence	**9%** Yes, Provisional Licence	**20%** No

Public Transport Tickets

17% Free Travel Pass	**47%** Leap Card (active with credit)	**38%** None

Number of Cars/Vans Available for use in Household

10% None	**41%** One	**49%** Two or more

* Denotes less than 1%

Figure 61: Demographic Profile: Greater Dublin Area

Demographic Overview

The gender split of participants living in the Greater Dublin Area is 50% female, 50% male and less than one percent stated 'other'. Just over 6 in 10 (61%) of those aged 15 or over reported that they are working, a further 14% are retired and 10% are students.

Just under half of those who live in the Greater Dublin Area stated that they have an active LEAP card (47%), significantly higher than the national average of 26%. A free travel ticket is held by 17% of those living in the Greater Dublin Area. Among those aged 17 or over, 71% have a full licence, just slightly below the national average of 74% and 9% have a provisional licence.

One in ten households in the Greater Dublin Area reported that they do not have a car available, while almost half (49%) have access to two or more cars.

Proximity to Amenities

Amenity	Percentage
Shop	88%
Bus stop	87%
Chemist or pharmacy	80%
Pub or restaurant	79%
Post Office	70%
Doctor's surgery	66%
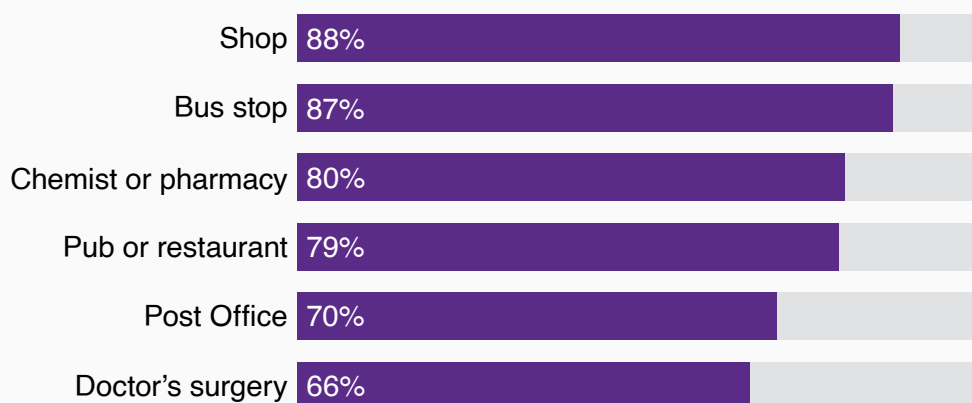
Figure 62: Proximity to Amenities (Live within a 15 minute walk): Greater Dublin Area

When it comes to the proximity of amenities, almost nine out of 10 participants living in the Greater Dublin Area reported living within a 15-minute walk of a shop (88%) or a bus stop (87%) while 80% live within walking distance of a chemist/pharmacy, and 79% within walking distance of pub/restaurant.

Reason for Trip

Reason for Trip excl. Returning Home

	Work/business	Education	Shopping	Social	Personal	All others
Monday	22	25	13	15	3	22
Tuesday	25	26	11	17	2	20
Wednesday	23	24	13	17	3	21
Thursday	24	24	13	17	2	20
Friday	18	21	17	17	2	24
Saturday	9	3	25	31	3	30
Sunday	8	3	25	27	2	36
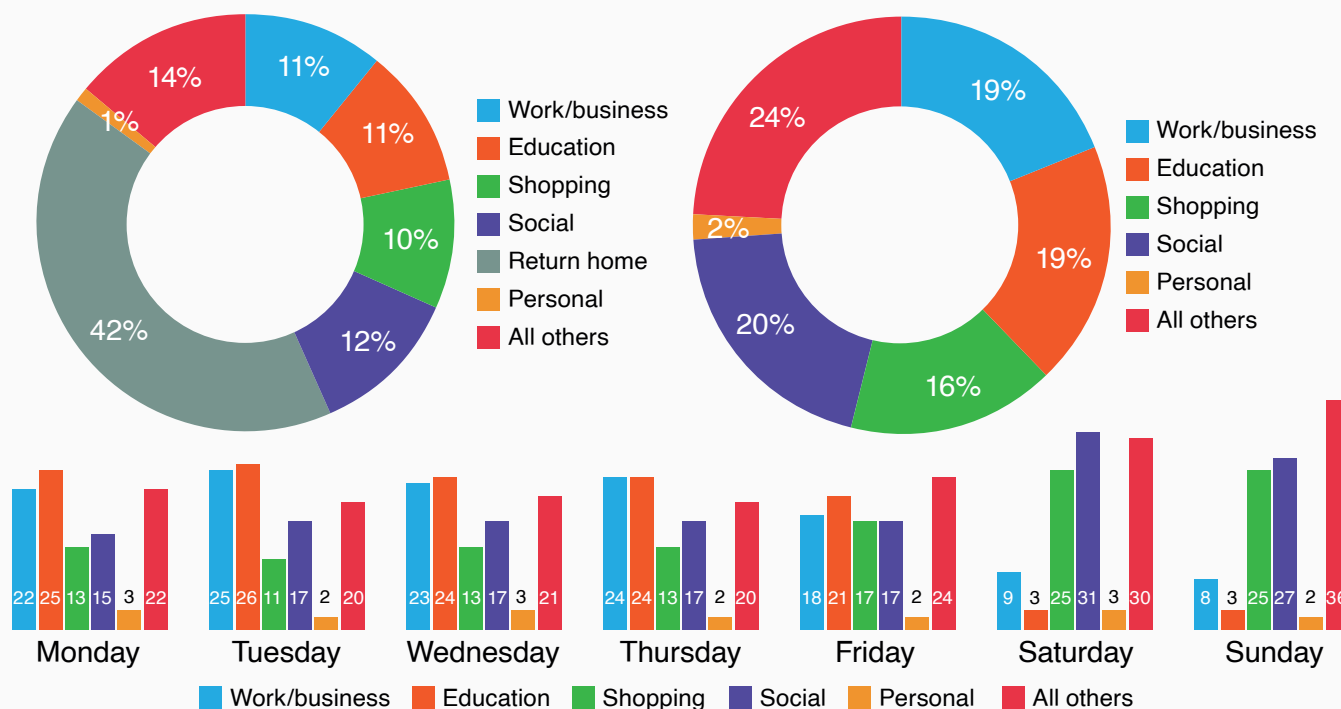
Figure 63: Reason for Trip: Greater Dublin Area

Excluding a return to home, the main reason for travel among those living in Greater Dublin Area was for social reasons at 20%, while education and work/business account for 19% of trips respectively, followed by shopping at 16%. Education is the top reason for travel on Monday (25%), Tuesday (26%), Wednesday (24%) and Friday (21%) and the joint top reason with work/business on Thursday (24%). Travel for work/business is highest on Tuesday at 25% and Thursday at 24%. Travel for Social reasons is relatively stable on weekdays with an increase on Saturday (31%) and Sunday (27%). Shopping also peaks at the weekend, accounting for 25% of trips taken by those living in the Greater Dublin Area, on both Saturday and Sunday.

Trips Taken by Modes of Transport
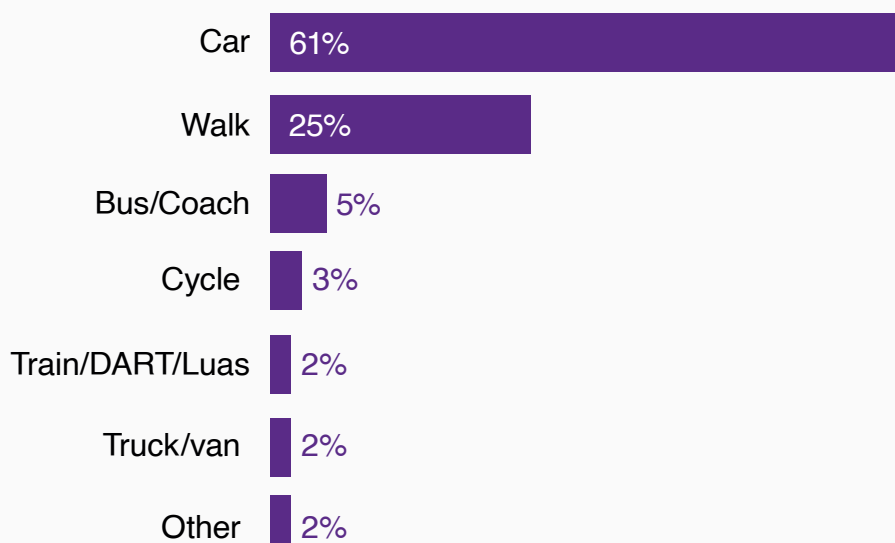
Figure 64: Trips Taken by Modes of Transport: Greater Dublin Area

Just over 6 in 10 (61%) of those living in the Greater Dublin Area travelled by car, eight points below the national average of 69%. One quarter of trips (25%) were made by walking. Trips taken by bus/coach registered at 5%, followed by cycling at 3% and Train/DART/LUAS at 2%

Trips Taken by Time of Day
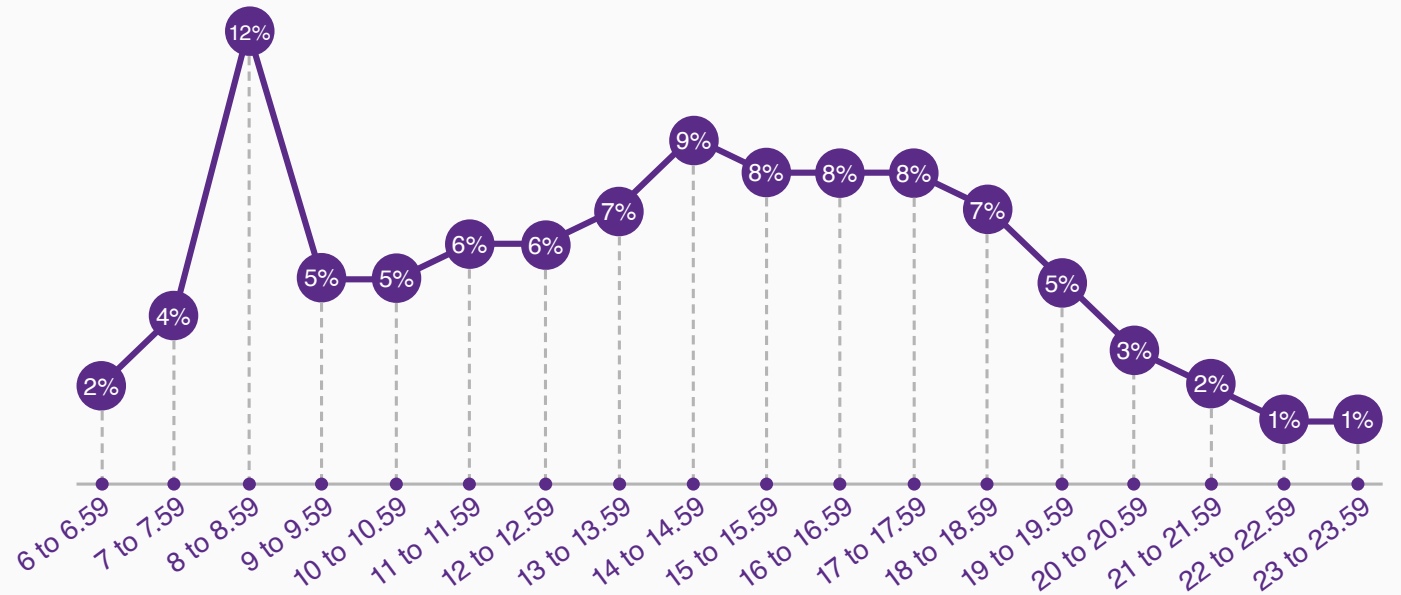
Figure 65: Trips Taken by Time of Day: Greater Dublin Area

In line with the national picture, travel in the Greater Dublin Area peaks at 12% between 8am and 8.59am. The period between 2pm and 2.59pm is the second busiest time period accounting for 9% of trips. Just under one third (32%) of trips take place between 2pm and 5.59pm.

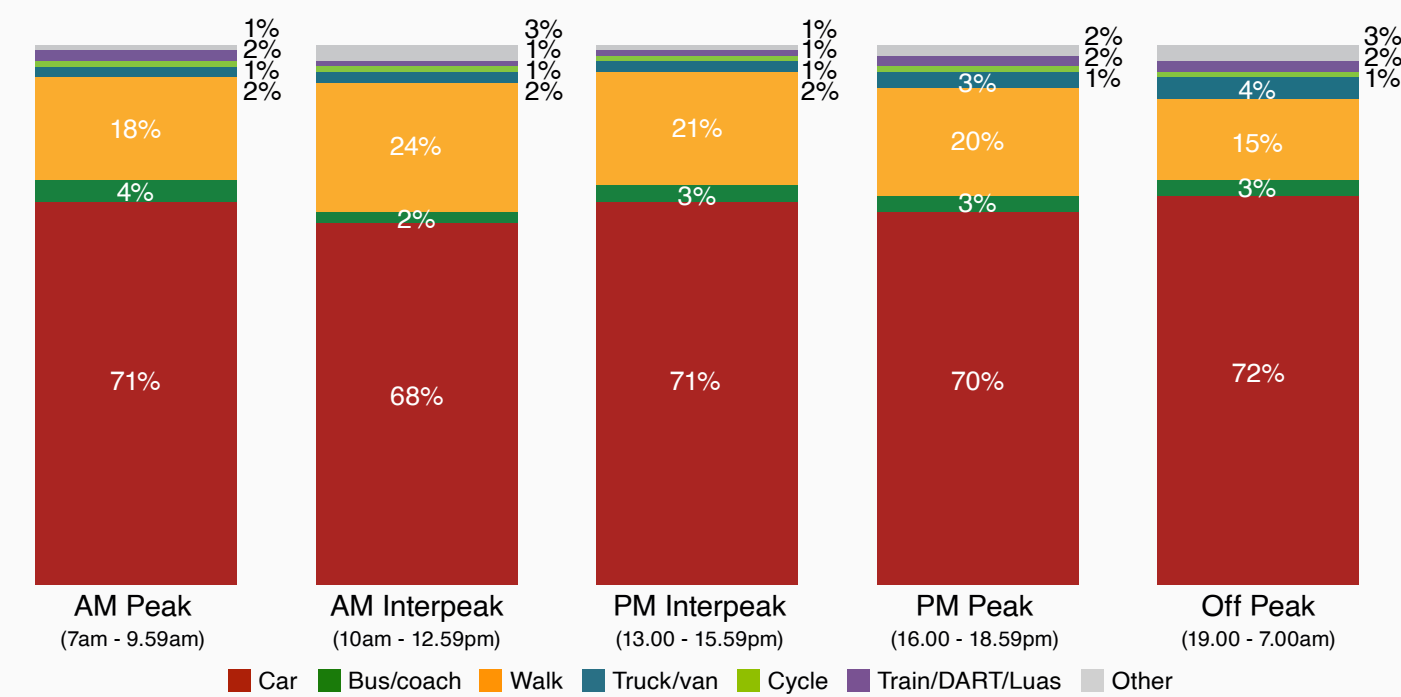## Period of Travel by Mode of Transport
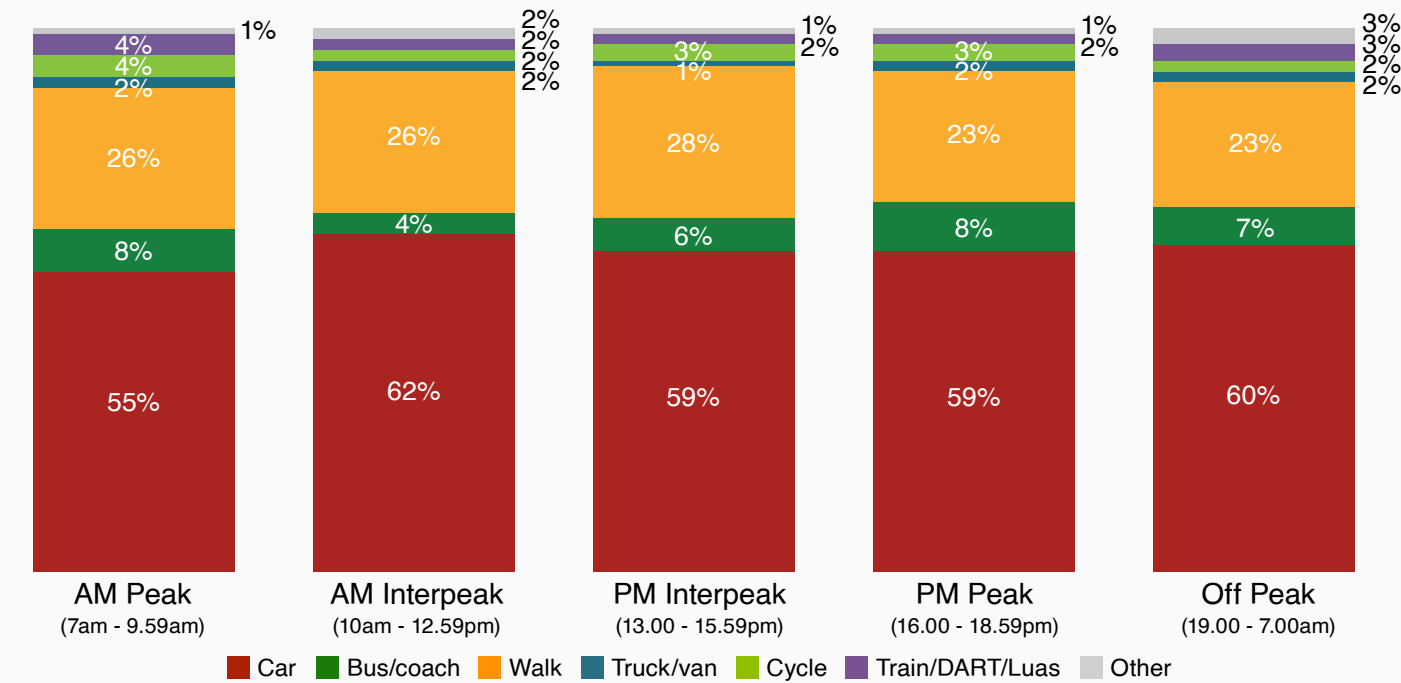
Figure 66 Period of Travel by Mode of Transport: Greater Dublin Area

Car accounts for the largest proportion of travel during all periods of the day – highest during the AM Interpeak (62%) and Off-Peak periods (60%). Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 28%. The highest proportion of bus trips occur during the AM and PM Peaks and is at 8% for both periods.

Trips Taken by Duration
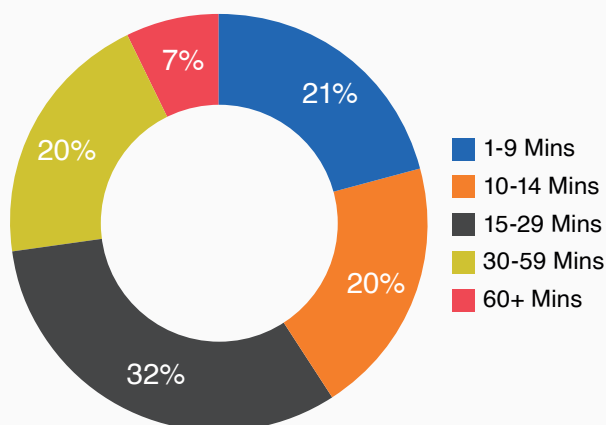
Figure 67: Trips by Duration: Greater Dublin Area

Slightly more than one in five trips (21%) taken by those living in the Greater Dublin Area took between 1 and 9 minutes. Almost three quarters (73%) of all trips made were of a duration of under 30 minutes.

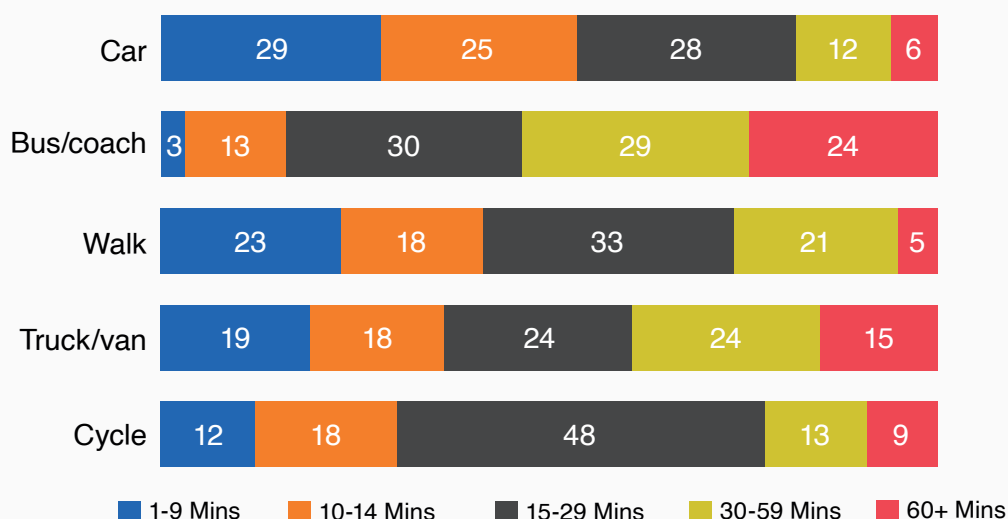## Duration of Travel by Mode of Transport (%)
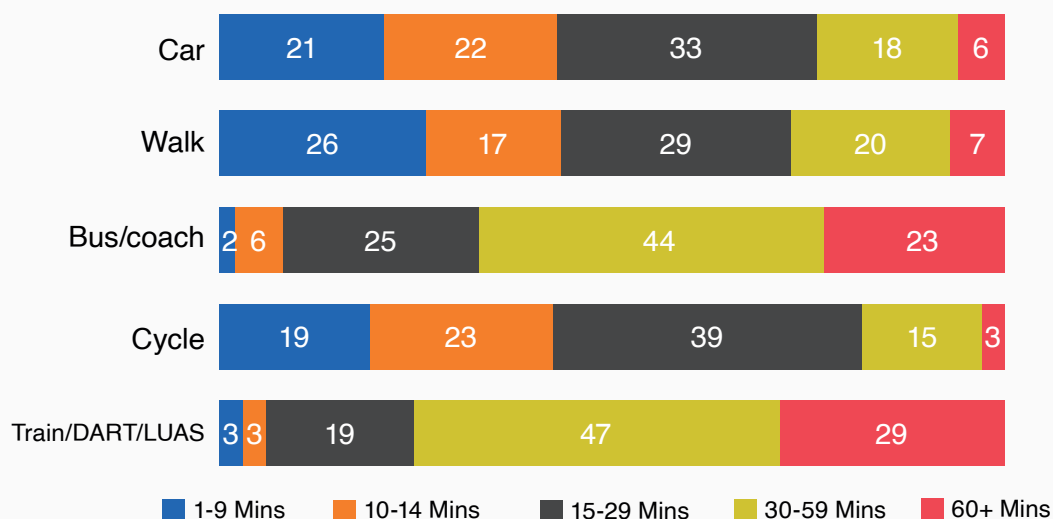
Figure 68: Duration of Travel by Mode of Transport: Greater Dublin Area (%)

The data shows that the average times for travel vary significantly between modes of transport. Train/DART/LUAS trips are most likely to be between 30-59 minutes at 47%. One third of car trips take between 15-29 minutes, while almost four in ten cycle trips take the same amount of time. Just over one quarter (26%) of walking trips take 1-9 minutes. The majority of bus/coach trips (67%) take 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	13%
1-2.99km	28%
3-4.99km	14%
5-9.99km	18%
10-19.99km	14%
20-29.99km	5%
30km+	7%

Figure 69: Trip Distance: Greater Dublin Area

Just over half (55%) of trips taken by those living in the Greater Dublin Area were for journeys of less than 5km, while 7% were for trips of 30km or more.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	38%	46%	10%	5%	1%	*	1%
10-14 mins	16%	39%	20%	21%	4%	*	1%
15-29 mins	5%	27%	16%	26%	20%	5%	1%
30-59 mins	1%	10%	12%	21%	26%	15%	16%
60+ mins	*	2%	5%	12%	17%	13%	52%

Figure 70: Duration of Trips by Distance: Greater Dublin Area

This above data shows that:

- Of the trips that take less than 10 minutes, 38% are less than 1km and almost half (46%) are between 1- 2.99km.

- Of the trips taking 10 to 14 minutes, 16% are less than 1km, and four in ten (39%) are between 1- 2.99km, just over four in ten are between 3-9.99km.

- Of the trips taking between 15 and 29 minutes, one third are between 0-2.99km and just over a quarter (26%) are between 5-9.99km.

- Of those trips that take between 30 and 59 minutes the vast majority are over 5km, with 26% being between 10-19.99km and 16% are over 30km.

- Just over half (52%) of all trips taking more than 60 minutes are over 30km.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	66%	45%	51%	60%	69%	68%	64%
Walk	26%	28%	31%	27%	21%	19%	24%
Bus/Coach	4%	15%	8%	3%	3%	3%	5%
Cycle	3%	4%	4%	4%	3%	2%	1%
Train/DART/Luas	*	5%	3%	2%	1%	1%	2%
Truck/Van	1%	1%	1%	3%	3%	4%	2%
Other	*	2%	2%	1%	1%	2%	1%

Figure 71: Mode of Transport by Age (%): Greater Dublin Area

Car dominates as the top mode of transport across all ages, peaking at 69% among 45-54 year olds. While car is still the main mode among 15-24 year olds, it is considerably lower than the national average at 45%. 15-24 year olds in the Greater Dublin Area are the most likely of all age cohorts to travel by bus/coach at 15% and almost 3 in 10 of this cohort travelled by walking. Those aged 15-44 are most likely to cycle at 4%, with those aged 65+ least likely at 1%.

Greater Dublin Area Summary

While car is the main mode of transport used by those living in the Greater Dublin Area at 61% it is eight points below the national average of 69%, followed by walking (25%). Bus/coach (5%), cycling (3%) and Train/DART/Luas at 2%.

The main reason for travel among those living in Greater Dublin Area was for social reasons at 20%, followed by work/business (19%), education (19%) and shopping (16%).

The largest proportion of trips made by those living in the Greater Dublin Area took 15-29 minutes (32%) and the distance travelled was less than 10 kilometres for 74% of trips.

9. Regional Cities

Key Findings

- Work/business trips account for just over one in five (21%) of all trips in Regional Cities, closely followed by education at 19%.

- Almost six in 10 trips (57%) were made by car, 12 points below the national average, while trips made by walking were 12 points above the national average at 31%.

- Cycling accounts for 3% of all trips taken by those living in Regional Cities.

- When it comes to age profile, trips made by those in Regional Cities are most likely to be by car across all age cohorts, with the exception of those aged 15-24 who are most likely to walk at 48%.

- The majority of trips (78%) made by those living in Regional Cities took less 30 minutes. Over one third of trips (36%) were 15-29 minutes in duration.

- Just over half of trips (51%) made by those living in Regional Cities were for journeys of less than 3km and a further 18% were for trips of 3-4.99km.

Demographic Overview: Regional Cities

Gender

47% Male	53% Female	* Other

Age

15% 4-14	14% 15-24	14% 25-34	16% 35-44	14% 45-54	11% 55-64	16% 65+

Principal Economic Status (All aged 15+)

52% Working	4% Unemployed	13% Student	4% Home Duties	17% Retired	10% Others

Licence Held (All aged 17+)

66% Yes, Full Licence	10% Yes, Provisional Licence	24% No

Public Transport Tickets

24% Free Travel Pass	26% Leap Card (active with credit)	51% None

Number of Cars/Vans Available for use in Household

13% None	48% One	39% Two or more

Denotes less than 1%

Figure 72: Demographic Profile: Regional Cities

Demographic Overview

The gender split of participants living in Regional Cities is 53% female and 47% male. Just over half (52%) reported that they are working, a further 17% are retired and 13% are students.

Almost one quarter (24%) have a free travel pass and 26% have an active LEAP card. Among those aged 17 or over, 66% have a full licence, 8 points below the national average and 10% have a provisional licence.

The majority (87%) of participants living in Regional Cities reported that one or more cars/vans are available for use in their household.

Proximity to Amenities

Amenity	Percentage
Shop	97%
Bus stop	95%
Chemist or pharmacy	90%
Pub or restaurant	82%
Post Office	75%
Doctor's surgery	74%
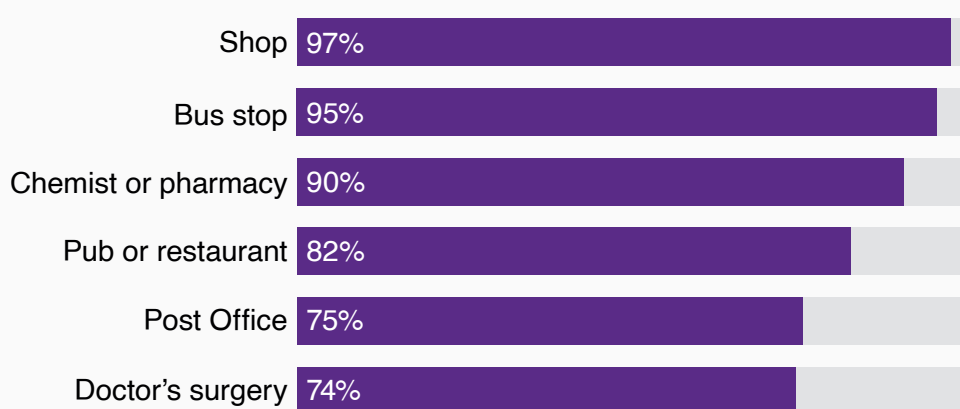
Figure 73: Proximity to Amenities (Live within a 15 minute walk): Regional Cities

When it comes to the proximity of amenities, almost all of those living in Regional Cities (97%) reported living within a 15-minute walk of a shop, 95% live within a 15-minute walk of a bus stop and 90% live within a 15-minute walk of a Chemist/Pharmacy. Almost three quarters (74%) reported living within 15 minutes of a doctor's surgery.
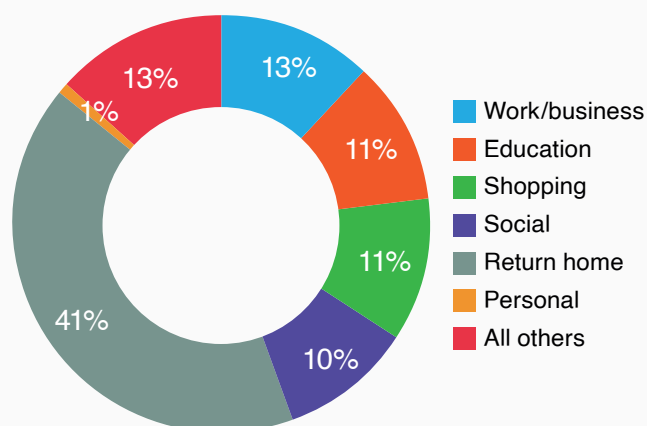
Reason for Trip

Reason for Trip excl. Returning Home
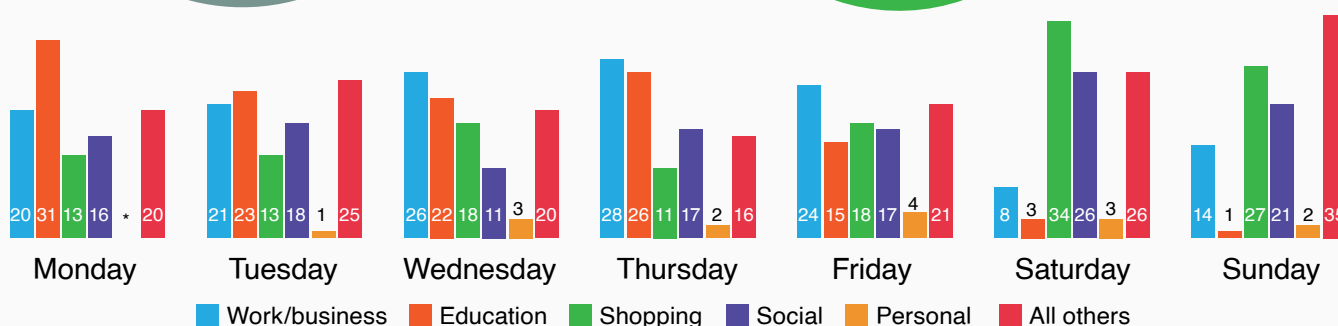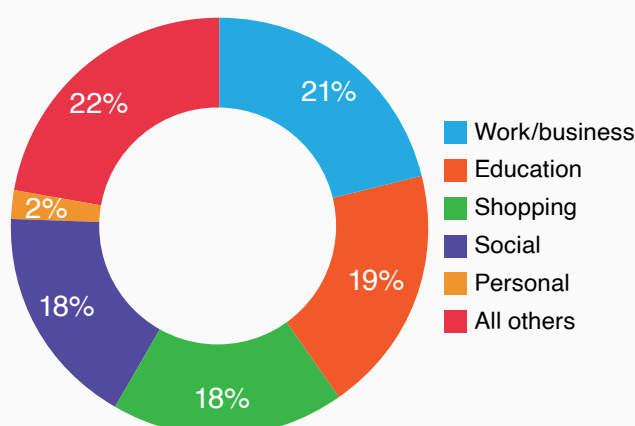
Figure 74: Reason for Trip: Regional Cities

Excluding return home, the main reason for travel by those in Regional Cities is work/business at 21%, followed by education at 19%, shopping and social reasons at 18%.

Just over three in 10 trips (31%) on Mondays are taken for education, the highest level recorded across the week. Trips for work/business are highest on Thursday (28%) and Wednesday (26%). Shopping accounts for the largest proportion (34%) of Saturday trips in Regional Cities.

Social trips are most likely to occur at the weekend, 26% on Saturday and 21% on Sunday.

Trips Taken by Modes of Transport
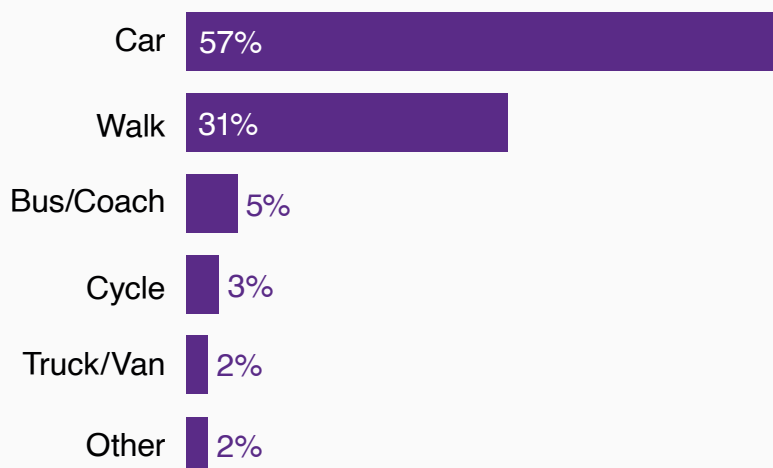
Figure 75: Trips Taken by Modes of Transport: Regional Cities

Almost six in 10 (57%) of those living in Regional Cities travelled by car while 31% of trips were made by walking. Trips taken by bus/coach are at 5% and cycling is at 3%.

Trips Taken by Time of Day
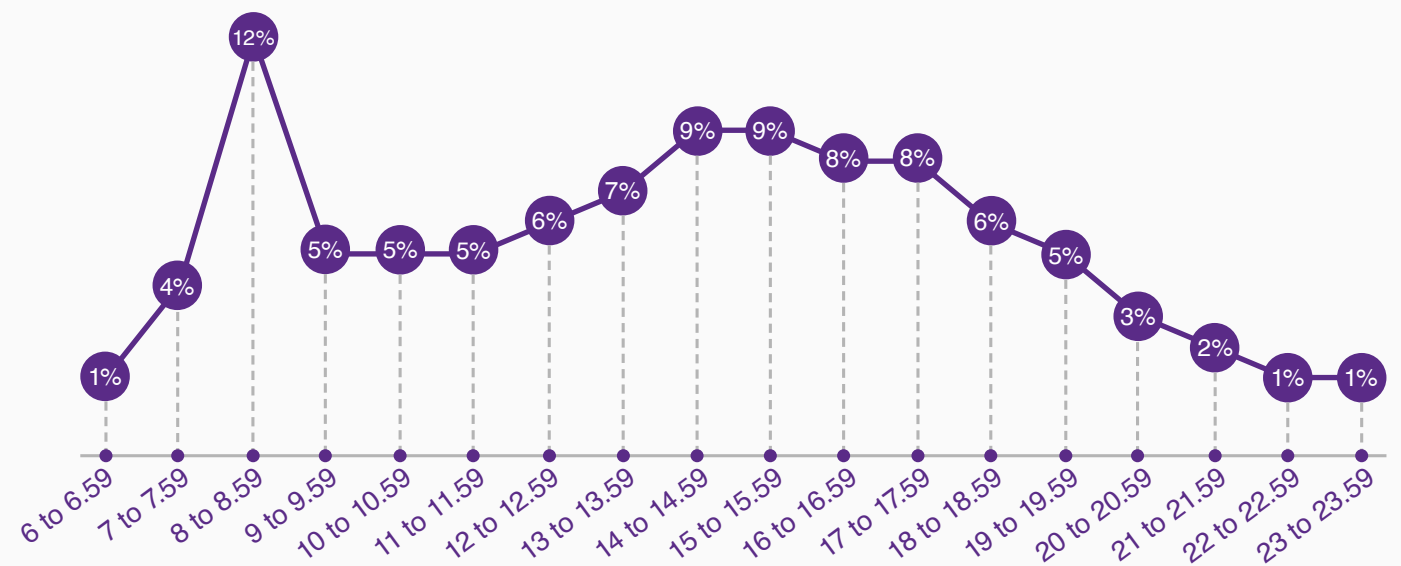
Figure 76: Trips Taken by Time of Day: Regional Cities

As is the case across all regions, there is a clear peak in travel between 8 – 8.59am with 12% of all trips taking place during this period. Just over one third (35%) of all trips taken are between 2pm and 5.59pm.

Period of Travel by Mode of Transport
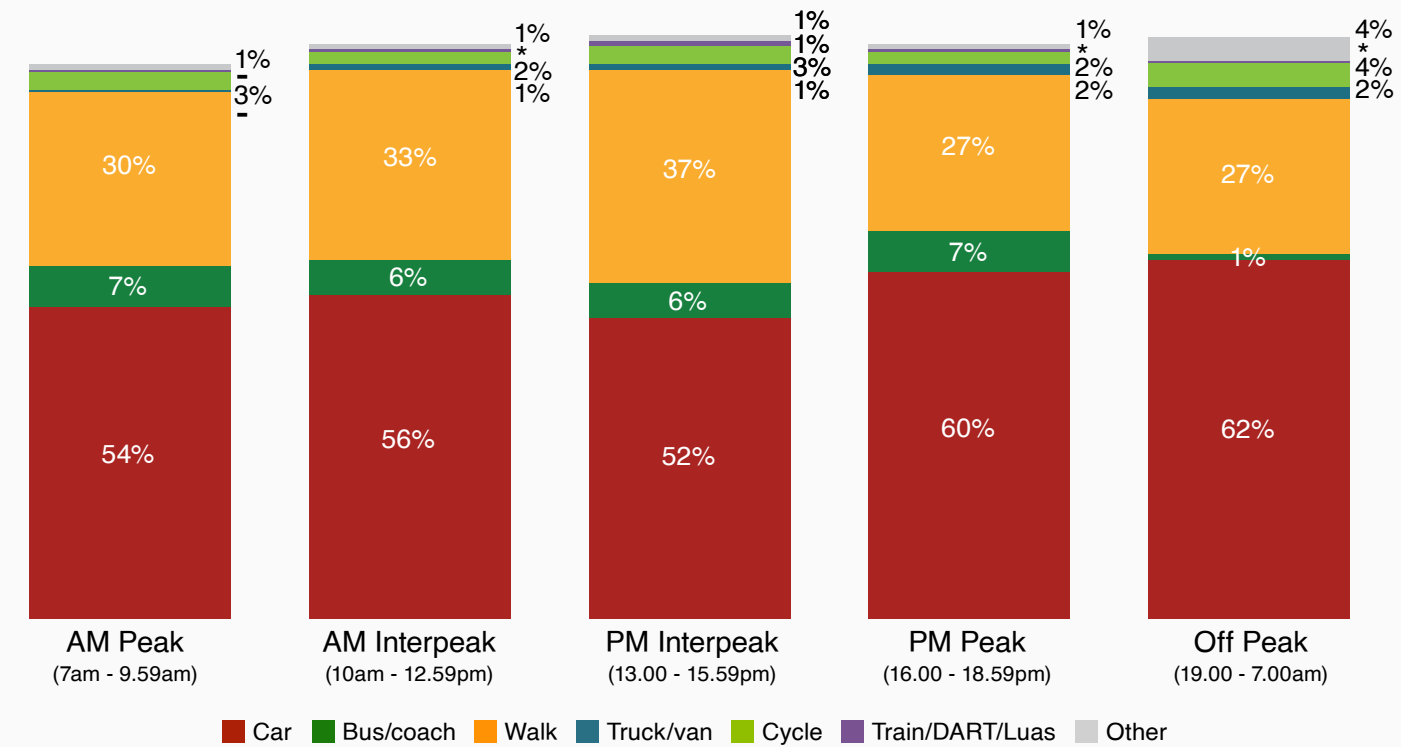
Figure 77: Period of Travel by Mode of Transport: Regional Cities

Car accounts for the largest proportion of travel during all periods of the day and is highest during the Off-Peak period (62%). Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 37%. The highest proportion of bus trips occur during both the AM Peak and the PM Peak, however this level is still relatively low at 7%.

Trips Taken by Duration
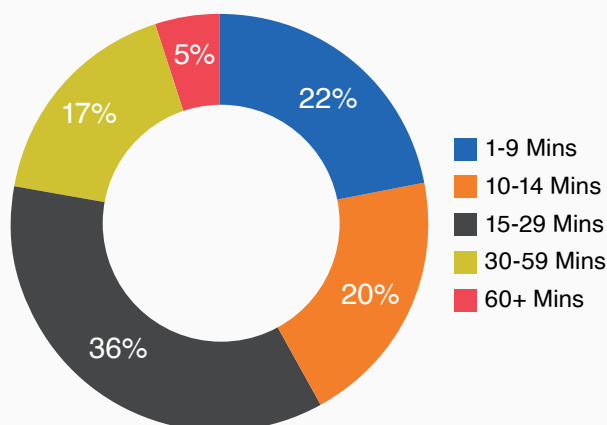
Figure 78: Trips by Duration: Regional Cities

Just over three quarters (77%) of all trips taken by those living in Regional Cities were less than 30 minutes in duration and were most likely to be 15 to 29 minutes long at 36%.

Duration of Travel by Mode of Transport (%)
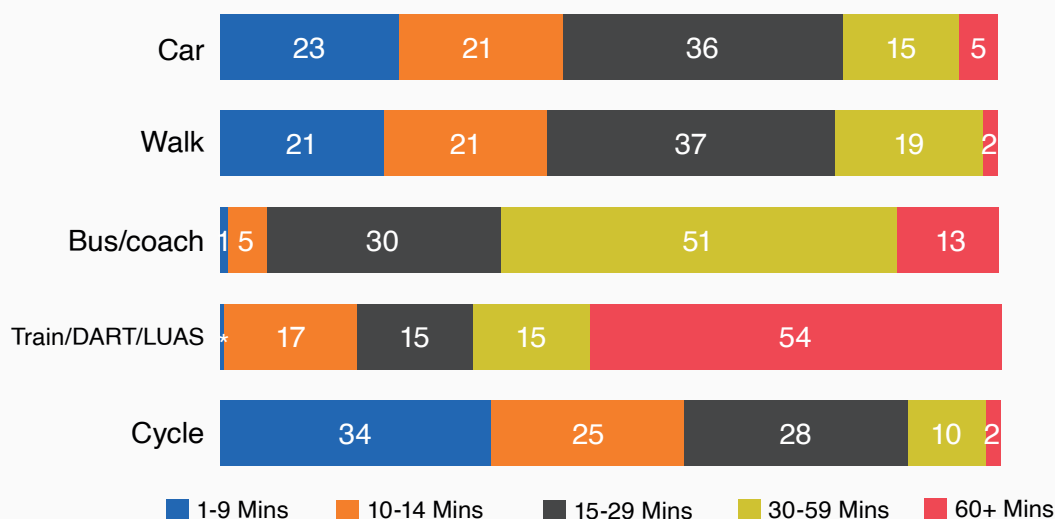
Figure 79: Duration of Travel by Mode of Transport: Regional Cities (%)

The chart shows that the average times for travel vary significantly between modes of transport. Train trips made by those living in Regional Cities are most likely to take 60 minutes or longer (54%). Almost four in 10 car trips (36%) take between 15-29 minutes. Just over one third (34%) of cycling trips take 1-9 minutes, while trips made by walking are most likely to take 15-29 minutes (37%).

Trip Distance

Distance	%
0-0.99km	14%
1-2.99km	38%
3-4.99km	18%
5-9.99km	15%
10-19.99km	7%
20-29.99km	2%
30km+	6%

Figure 80: Trip Distance: Regional Cities

Just over half of trips (51%) made by those living in Regional Cities were for journeys of less than 3km and a further 18% were for trips of 3-4.99km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	40%	46%	10%	2%	1%	-	*
10-14 mins	13%	51%	18%	17%	*	*	*
15-29 mins	6%	36%	22%	22%	12%	1%	*
30-59 mins	1%	24%	25%	19%	13%	6%	12%
60+ mins	*	6%	2%	12%	12%	4%	64%

Figure 81: Duration of Trips by Distance: Regional Cities

This above data shows that:

- Of the trips that take less than 10 minutes, four in 10 are less than 1km and 46% are between 1- 2.99km.

- Of trips taking 10 to 14 minutes, 13% are less than 1km while just over half (51%) are 1-2.99km.

- Of the trips taking between 15 and 29 minutes 36% are between 1-2.99km and 44% are between 3 and 9.99km.

- Of those trips that take between 30 and 59 minutes the majority are over 3km (75%).

- Almost two thirds (64%) of all trips taking more than 60 minutes are over 30km.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	49%	39%	48%	61%	66%	69%	66%
Walk	40%	48%	36%	23%	27%	26%	24%
Bus/Coach	3%	11%	4%	6%	2%	1%	6%
Cycle	3%	2%	7%	4%	2%	1%	1%
Train/DART/Luas	-	*	-	-	*	-	1%
Truck/Van	4%	-	-	4%	2%	3%	-
Other	2%	-	4%	2%	1%	-	2%

Figure 82: Mode of Transport by Age (%): Regional Cities

Trips made by those in Regional Cities are most likely to be made by car across all age cohorts with the exception of those aged 15-24 who are most likely to walk at 48%. Car is the top mode of transport for trips taken by those aged 55-65 at 69% . Those aged 15-24 (11%) are more likely to take a trip by bus than any other age cohort. In Regional Cities, those aged 25-34 are more likely to cycle (7%) than any other cohort.

Regional Cities Summary

While car is the main mode of transport used by those living in Regional Cities at 57%, it is less dominant than in all other regions with the exception of Dublin City and Suburbs.

Levels of walking (31%) and are significantly higher in Regional Cities than the national average (20%). The main reasons for travel among those living in Regional Cities is work/business at 21% and education at 19%.

When it comes to the proximity of amenities, almost all of those living in Regional Cities (97%) reported living within a 15-minute walk to a shop.

The majority of trips (78%) made by those living in Regional Cities take less than 30 minutes and just over half of all trips (51%) are to travel a distance of less than 3 kilometres.

10. Large Urban Towns

Key Findings

- The main reasons why those in Urban Towns took a trip was for work/business at 20%.

- A slightly lower proportion (18%) travelled for social reasons (entertainment or recreation, to participate in sport or to go to a pub or restaurant).

- Shopping and education account for 17% of all trips taken by those living in Urban Towns.

- The majority of trips taken were by car (71%) while walking accounted for 19% of all trips, followed by bus/coach at 3%. Cycling accounted for 1% of trips.

- Car dominates as a mode of transport across all ages, peaking among 45-54 year olds at 78%. Those aged 15-24 years are least likely to travel by car (52%) and most likely to travel by walking (30%) or bus/coach at 10%. Cycling is at 2% among 15-34 year olds and declines to 1% among those aged 35 or older.

- In line with the national picture, travel in Urban Towns peaks at 12% between 8am and 8.59am and one third of travel takes place between 2pm and 5.59pm.

- Just over one quarter (26%) of trips taken by those living in the Urban Towns took 1 to 9 minutes and 78% of trips took less than 30 minutes.

- Almost six in 10 (59%) trips taken by those living in Urban Towns were for journeys of less than 5km and 10% were for distances in excess of 30km.

Demographic Overview: Large Urban Towns

Gender

49% Male **51%** Female ***** Other

Age

18% 4-14 **11%** 15-24 **14%** 25-34 **17%** 35-44 **13%** 45-54 **12%** 55-64 **16%** 65+

Principal Economic Status (All aged 15+)

57% Working **5%** Unemployed **9%** Student **5%** Home Duties **18%** Retired **7%** Others

Licence Held (All aged 17+)

74% Yes, Full Licence **8%** Yes, Provisional Licence **18%** No

Public Transport Tickets

19% Free Travel Pass **20%** Leap Card (active with credit) **59%** None

Number of Cars/Vans Available for use in Household

8% None **38%** One **54%** Two or more

* Denotes less than 1%

Figure 83: Demographic Profile: Large Urban Towns

Demographic Overview

The gender split of participants living in Urban Towns is 51% female, 49% male and less than one percent 'other'. Almost six in 10 (57%) of those aged 15 or over reported that they are working. A further 18% are retired and 9% are students.

One in five of those who live in the Urban Towns stated that they have an active LEAP card, below the national average of 26%. A free travel ticket is held by 19% of those living in Urban Towns. Among those aged 17 or over, 74% have a full licence, in line with the national average and 8% have a provisional licence.

Just over nine in 10 (92%) households in Large Urban Towns reported having access to one or more cars.

Proximity to Amenities

Amenity	Percentage
Shop	92%
Bus stop	82%
Chemist or pharmacy	74%
Pub or restaurant	72%
Post Office	58%
Doctor's surgery	58%
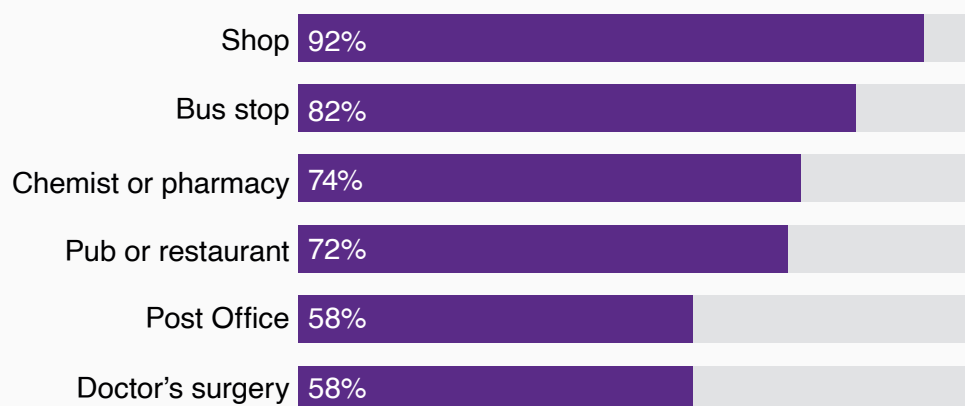
Figure 84: Proximity to Amenities (Live within a 15 minute walk): Large Urban Towns

When it comes to the proximity of amenities, 92% reported living within a 15-minute walk of a shop and 82% reported living within a 15-minute walk of a bus stop. Almost three quarters (74%) live within walking distance of a chemist/pharmacy, with a similar result (72%) reported in relation to pub/restaurant.

Reason for Trip

Reason for Trip excl. Returning Home

	Work/business	Education	Shopping	Social	Personal	All others
Monday	23	25	14	12	3	23
Tuesday	24	22	15	17	3	20
Wednesday	24	18	13	15	5	25
Thursday	22	22	14	15	4	23
Friday	23	18	17	14	5	22
Saturday	13	2	25	23	4	34
Sunday	8	2	19	34	2	35
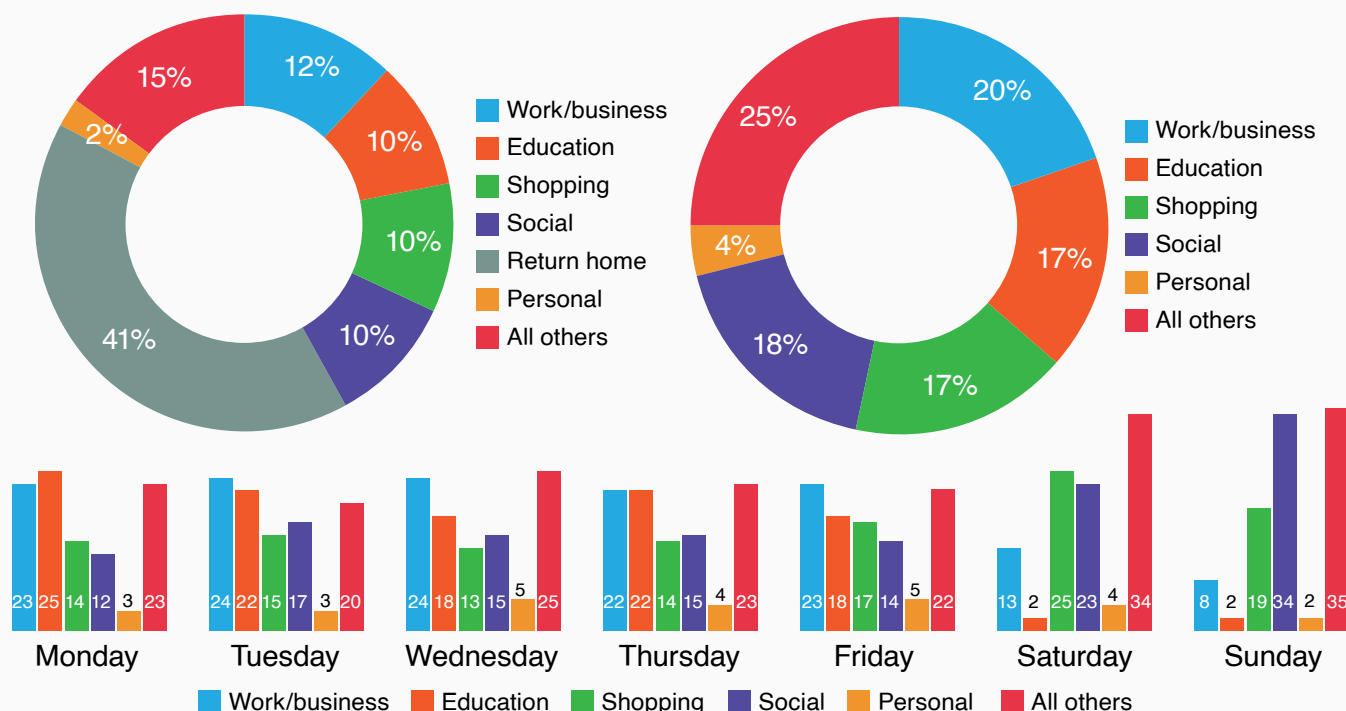
Figure 85: Reason for Trip: Large Urban Towns

Excluding return home, the main reason for travel among those living in Urban Towns was for work/business 20%. Social reasons (entertainment or recreation, to participate in sport or to go to a pub or restaurant) account for 18% of all trips taken. Education and shopping each accounted for 17% of all trips taken by those in Urban Towns.

Education is the top reason for travel on Monday at 25%. Work/business the main reason for travel on Tuesday (24%), Wednesday (24%) and Friday (23%) and the joint top reason with education on Thursday at 22%.

Trips Taken by Modes of Transport

Mode	%
Car	71%
Walk	19%
Truck/Van	3%
Bus/Coach	3%
Train/DART/Luas	1%
Cycle	1%
Other	1%
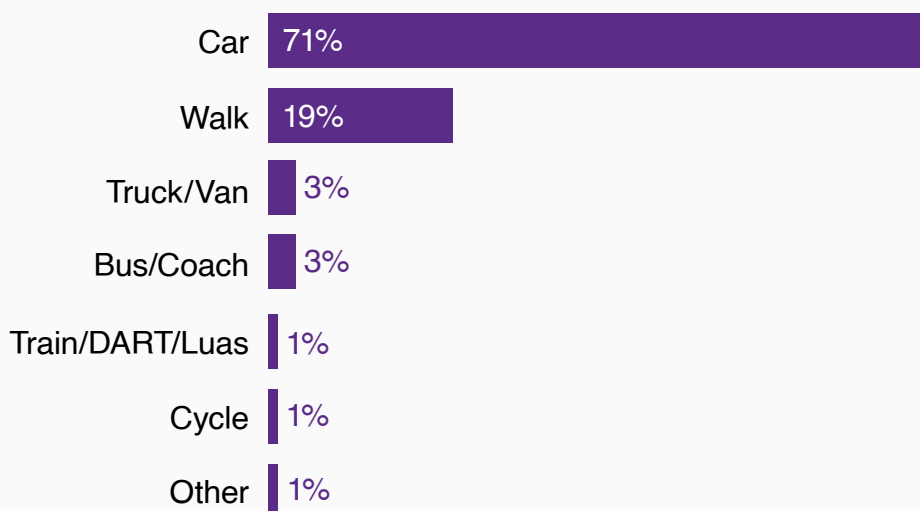
Figure 86: Trips Taken by Modes of Transport: Large Urban Towns

Just over 7 in 10 (71%) of those living in the Urban Towns travelled by car, slightly above the national average of 69%. Almost one in five trips (19%) were made by walking. Trips taken by bus/coach and truck/van are at 3% each and cycling is at 1%.

Trips Taken by Time of Day
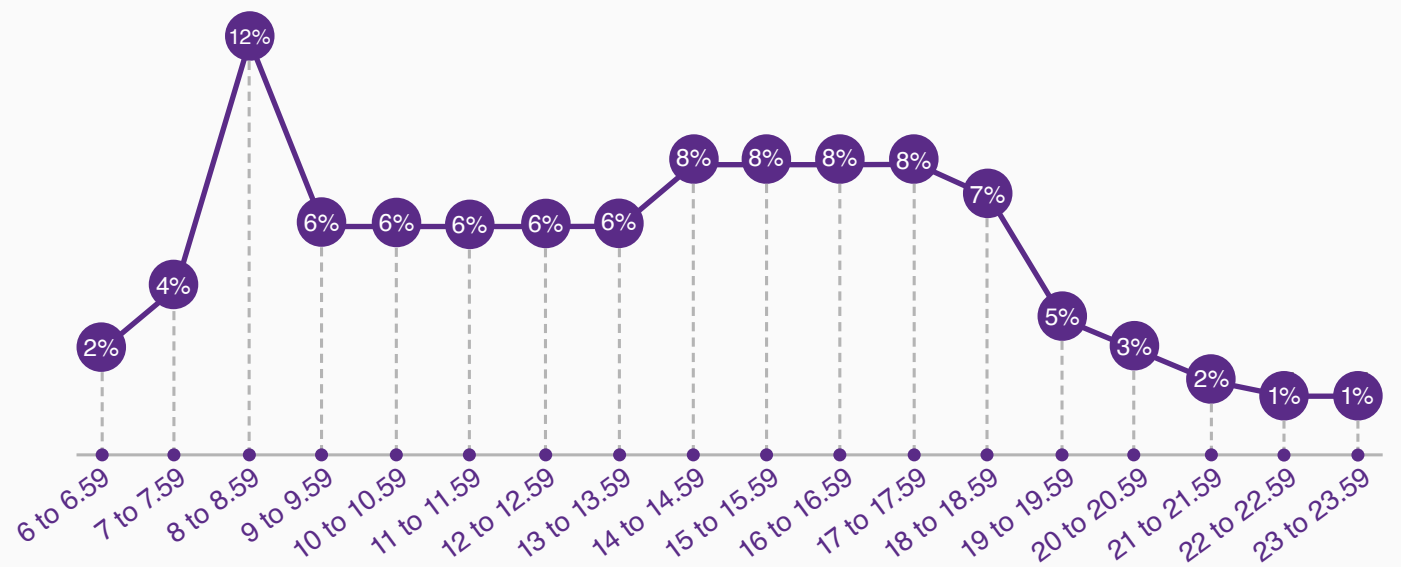
Figure 87: Trips Taken by Time of Day: Large Urban Towns

In line with the national picture, travel in Urban Towns peaks at 12% between 8am and 8.59am. Just under one third of trips (32%) took place between 2pm and 5.59pm, also in line with the trend nationally.

Period of Travel by Mode of Transport

Figure 88: Period of Travel by Mode of Transport: Large Urban Towns

Car accounts for the largest proportion of travel during all periods of the day – highest during the Off-Peak period at 72% just marginally ahead of the AM Peak (71%) and the PM Interpeak (71%). Walking represents the second largest volume as a mode of transport across all times, peaking during the AM Interpeak period at 24%. The highest proportion of bus trips occur during the AM Peak however it is still relatively low at 4%.

Trips Taken by Duration
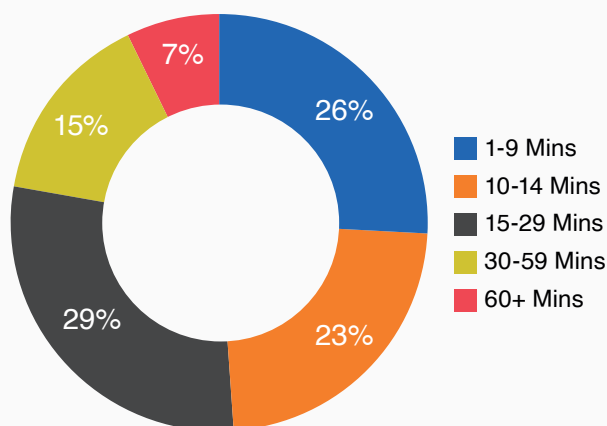
Figure 89: Trips by Duration: Large Urban Towns

Just over one quarter (26%) of trips taken by those living in the Urban Towns took between 1 and 9 minutes. Almost eight in 10 (78%) of all trips made were of a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)

Figure 90: Duration of Travel by Mode of Transport: Large Urban Towns (%)

In Urban Towns, the majority of trips made by car take less than 30 minutes (82%). The majority of bus/coach trips take over 30 minutes (54%) with almost one quarter (24%) taking one hour or more. One third of trips made by walking were for 15-29 minutes, with just 5% taking more than an hour. Just under half of all cycling trips (48%) took 15-29 minutes.

Trip Distance

Distance	%
0-0.99km	10%
1-2.99km	33%
3-4.99km	16%
5-9.99km	16%
10-19.99km	10%
20-29.99km	6%
30km+	10%

Figure 91: Trip Distance: Large Urban Towns

Almost six in 10 (59%) trips taken by those living in Urban Towns were for journeys of less than 5km and 10% were for distances in excess of 30km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	25%	52%	16%	5%	1%	*	*
10-14 mins	10%	41%	25%	22%	2%	-	1%
15-29 mins	4%	28%	14%	24%	21%	7%	1%
30-59 mins	1%	12%	12%	12%	17%	20%	26%
60+ mins	-	*	2%	7%	7%	8%	75%

Figure 92: Duration of Trips by Distance: Large Urban Towns

Analysis of trips taken by those living in Urban Towns shows that:

- Of the trips that take less than 10 minutes, a quarter are less than 1km and over half (52%) are between 1- 2.99km.

- Of trips taking 10 to 14 minutes, 1 in 10 are less than 1km, just over 4 in 10 (41%) are between 1-2.99km, 25% are between 3- 4.99km and 22% are between 5 – 9.99km.

- Of the trips taking between 15 and 29 minutes, just under one third (28%) are between 1-2.99km, 14% are between 3 and 4.99km, just under a quarter are between 5 and 9.99km and just under 3 in 10 are between 10 – 29.99km.

- Of those trips that take between 30 and 59 minutes, the majority (63%) are for distances of 10km or more, with just over one quarter (26%) being over 30km in distance.

- Three quarters of all trips taking more than 60 minutes are over 30km.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	76%	52%	68%	71%	78%	74%	71%
Walk	17%	30%	20%	20%	16%	15%	22%
Bus/Coach	3%	10%	4%	2%	1%	2%	3%
Cycle	*	2%	2%	1%	1%	1%	1%
Train/DART/Luas	-	4%	2%	1%	2%	1%	1%
Truck/Van	1%	2%	3%	5%	3%	5%	2%
Other	2%	1%	2%	1%	*	2%	1%

Figure 93: Mode of Transport by Age (%): Large Urban Towns

Car dominates as a mode of transport across all ages, peaking among 45-54 year olds at 78%. Those aged 15-24 years are least likely to travel by car (52%) and most likely to travel by walking (30%) or bus/coach at 10%. Cycling is at 2% among 15-34 year olds and declines to 1% among those aged 35 or older.

Urban Towns Summary

Car is the main mode of transport used by those living in the Urban Towns at 71%, just slightly above the national average of 69%. Almost one in five trips (19%) were made by walking and 3% by bus/coach and by truck/van. Cycling accounted for 1% of trips.

The main reason for travel among those living in Urban Towns was for work/business at 20% followed by social reasons at 18%. Both shopping and education each registered at 17% as reasons for travel.

The majority of trips (93%) made by those living in the Urban Towns took less than one hour and the distance travelled was less than 10 kilometres for 75% of trips.

11. Other Urban Districts

Key Findings

- Work/business trips account for 1 in 5 of all trips taken by those living in Other Urban Districts, closely followed by social reasons (entertainment or recreation, to participate in sports, go to a pub or restaurant) at 19% and education at 18%.

- Almost three quarters (73%) of all trips made were by car. Walking accounts for 19% of all trips, bus/coach and truck/van for 3% respectively and cycling accounts for 1%.

- In line with the national picture, travel in Other Urban Districts peaks at 11% between 8am and 8.59am.

- Just over 4 in ten trips (44%) made by those living in Other Urban Districts were for a distance of less than 3 kilometres.

- Over three quarters (77%) of trips took less than 30 minutes.

- Car dominates as the main mode of transport across all ages among those who live in Other Urban Districts. Those aged between 45-54 are most likely to travel by car at 80%. Those aged 25-34 are most likely to have taken a trip by walking at 28%. Bus/coach usage is highest among 15-24 year olds at 9%.

- The majority of trips taken (82%) by those living in Other Urban Districts were for distances of less than 20km, with trips of 1-2.99km accounting for the largest proportion at 31%.

Demographic Overview - Other Urban Districts

Gender

48% Male   **51%** Female   ***** Other

Age

20% 4-14   **12%** 15-24   **11%** 25-34   **15%** 35-44   **15%** 45-54   **12%** 55-64   **14%** 65+

Principal Economic Status (All aged 15+)

54% Working   **6%** Unemployed   **10%** Student   **5%** Home Duties   **15%** Retired   **9%** Others

Licence Held (All aged 17+)

74% Yes, Full Licence   **9%** Yes, Provisional Licence   **17%** No

Public Transport Tickets

18% Free Travel Pass   **13%** Leap Card (active with credit)   **67%** None

Number of Cars/Vans Available for use in Household

7% None   **43%** One   **50%** Two or more

* Denotes less than 1%

Figure 94: Demographic Profile: Other Urban Districts

Demographic Overview

Just over half (54%) reported that they are working, a further 15% are retired and 10% are students.

Just under one in five (18%) of those living in Other Urban Districts reported having a free travel pass and 13% have an active LEAP card. Among those aged 17 or over, 74% have a full licence, in line with the national average, and 9% have a provisional licence. Just over 4 in 10 (43%) of households have one car/van available for use, while 50% have two or more cars/vans available for use in the household.

Proximity to Amenities

Amenity	Percentage
Shop	91%
Pub or restaurant	85%
Chemist or pharmacy	79%
Post Office	78%
Bus stop	77%
Doctor's surgery	67%
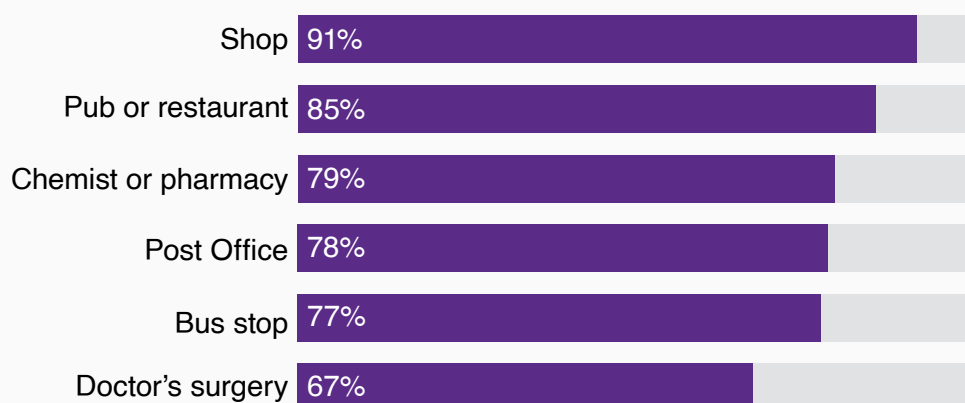
Figure 95: Proximity to Amenities (Live within a 15 minute walk): Other Urban Districts

When it comes to the proximity of amenities, nine out of ten of those living in Other Urban Districts reported living within a 15-minute walk of a shop, 85% live within a 15-minute walk of pub or restaurant and 79% live within a 15-minute walk of a Chemist/Pharmacy. Just over two thirds (67%) live within a 15-minute walk of a doctor's surgery.
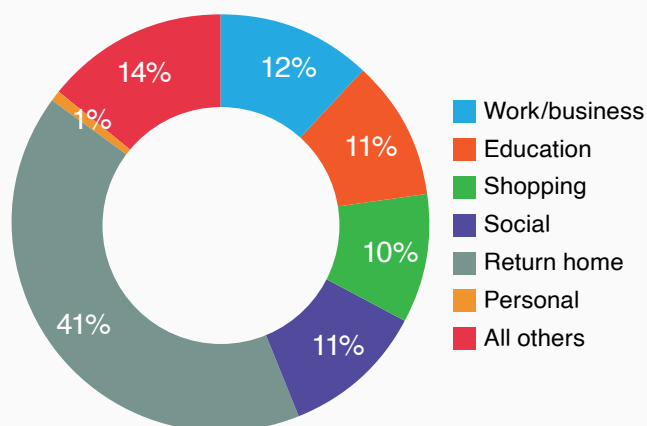
Reason for Trip

Reason for Trip excl. Returning Home
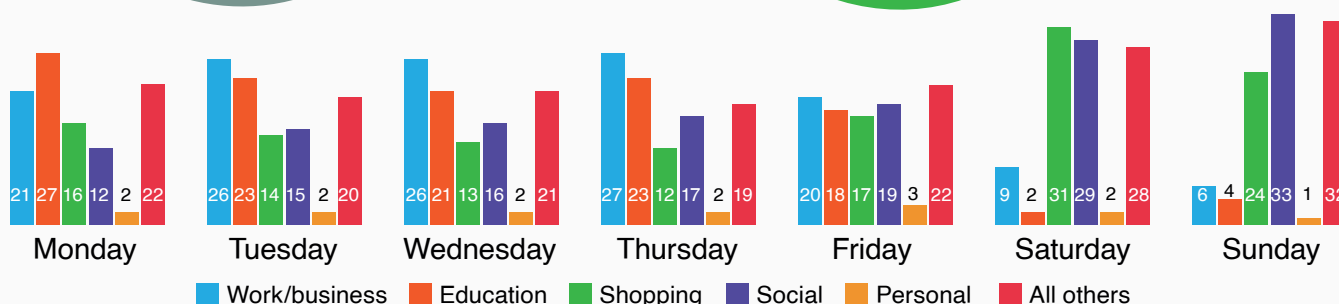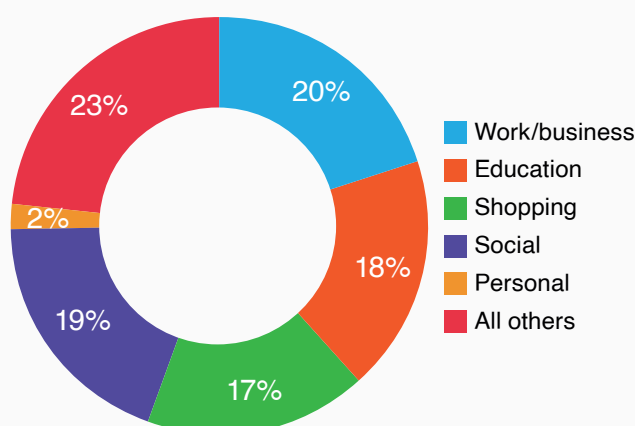
Figure 96: Reason for Trip: Other Urban Districts

Excluding return home, the main reason for travel among those living in Other Urban Districts is in line with the national result, with 20% travelling for work/business. The second most popular reason for travel was for social reasons at 19%, just marginally ahead of education at 18%. Education is the top reason for travel on Monday at 27%, whereas work/business is the main reason on Tuesday (26%), Wednesday (26%), Thursday (27%) and Friday (20%). Shopping is the main reason for travel on Saturday at 31%, just slightly ahead of social reasons at 29%. The main reason for taking a trip on a Sunday is social reasons at 33%.

Trips Taken by Modes of Transport
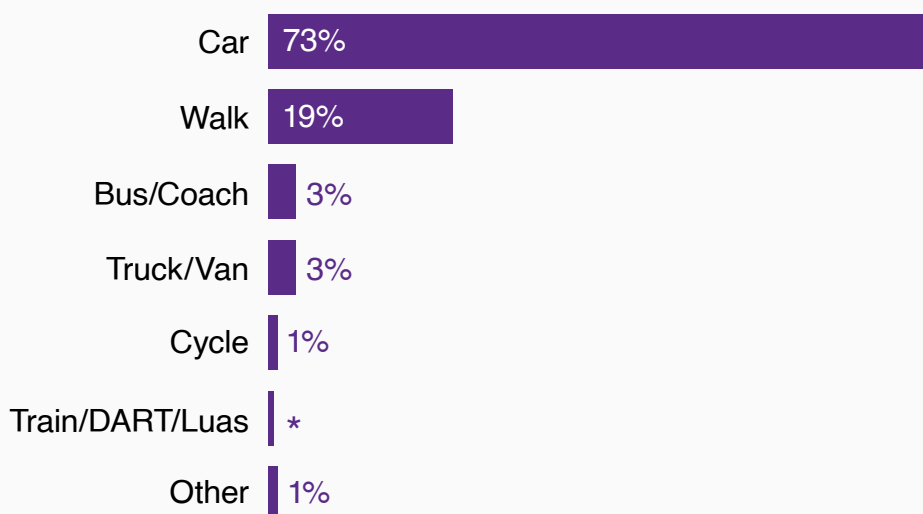
Figure 97: Trips Taken by Modes of Transport: Other Urban Districts

Almost three quarters (73%) of those living in Other Urban Districts travelled by car, four points above the national average of 69%. Almost one in five trips (19%) were made by walking. Trips taken by bus/coach are at 3% and cycling is at 1%.

Trips Taken by Time of Day
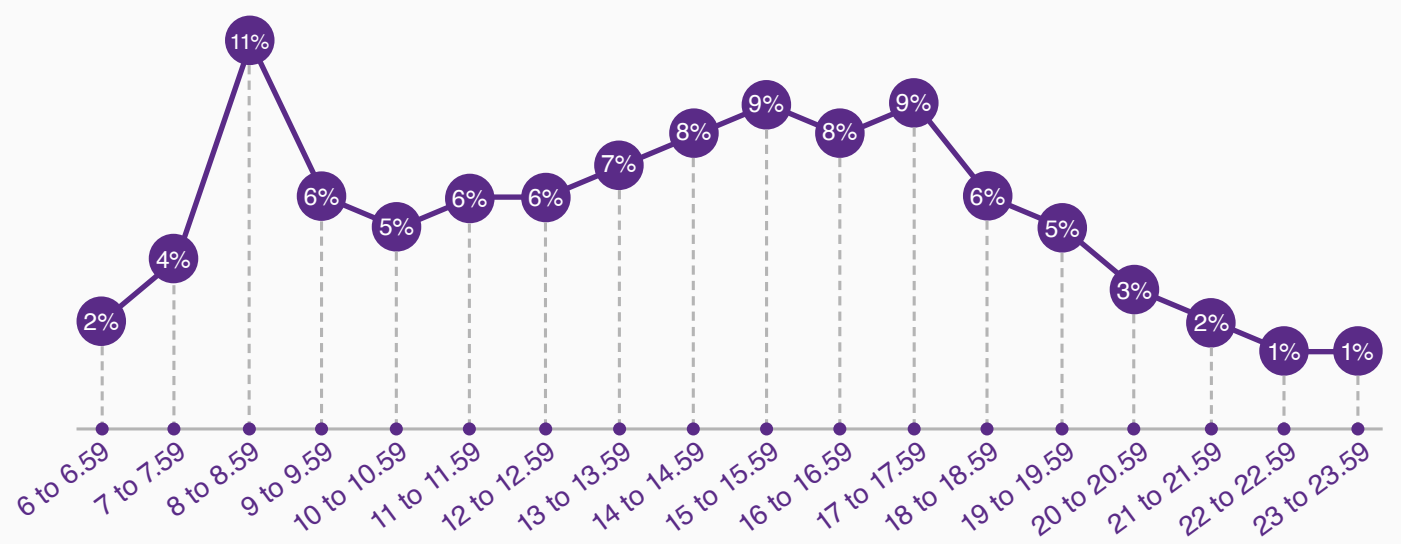
Figure 98: Trips Taken by Time of Day: Other Urban Districts

As is the case across all regions, there is a clear peak in travel between 8 – 8.59am with 11% of all trips taking place during this period. In line with the national average, just over one third (34%) of all trips taken are between 2pm and 5.59pm.

Period of Travel by Mode of Transport
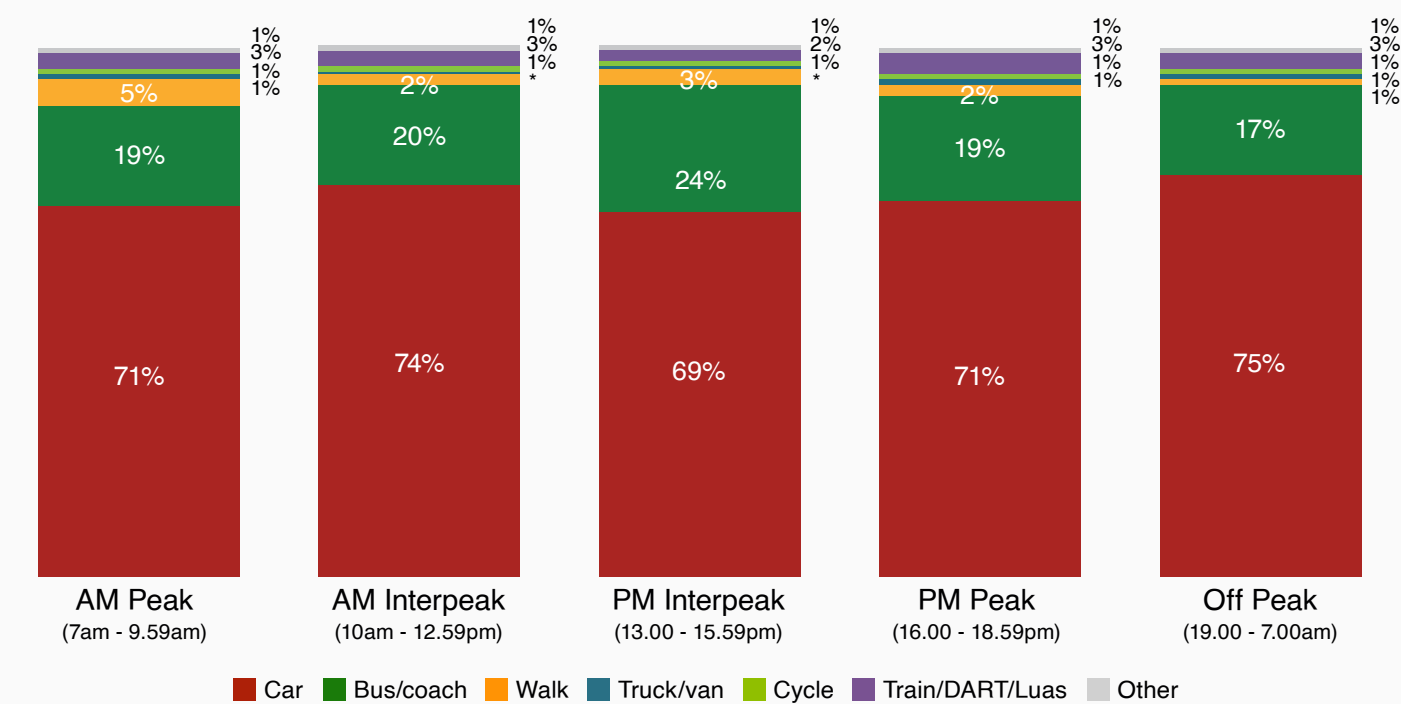
Figure 99: Period of Travel by Mode of Transport: Other Urban Districts

The car accounts for the largest proportion of travel during all periods of the day – highest during the Off-Peak (75%) and the AM Interpeak (74%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 24%. The highest proportion of bus trips occur during the AM Peak at 5%.

Trips Taken by Duration
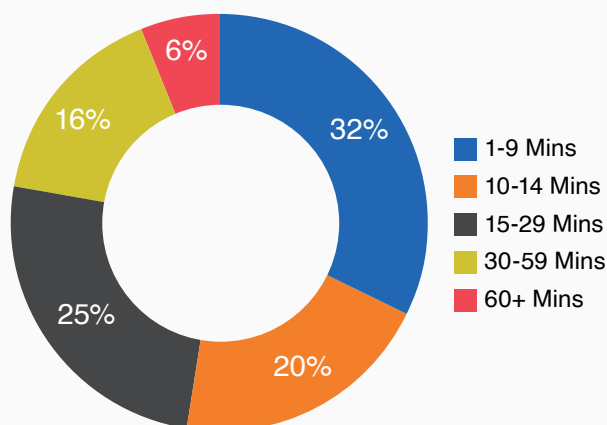
Figure 100: Trips by Duration: Other Urban Districts

Almost one third (32%) of all trips taken by those living in Other Urban Districts took between 1 and 9 minutes. Over three quarters (77%) of all trips made were of a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)
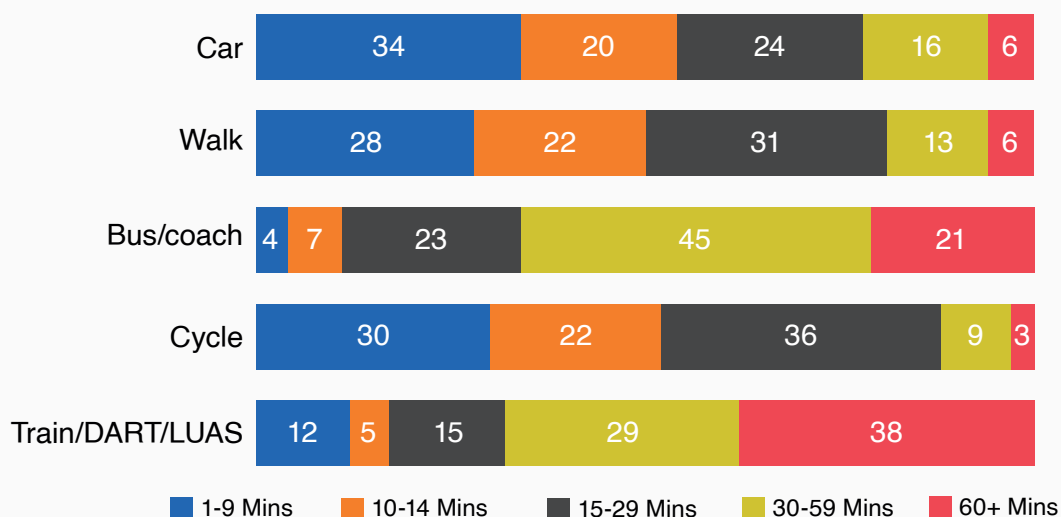
Figure 101: Duration of Travel by Mode of Transport: Other Urban Districts (%)

Among those living in Other Urban Districts, car journeys are most likely to take between 1-9 minutes (34%) and just under one quarter (24%) of car trips take between 15-29 minutes. Almost half (45%) of bus/coach trips take between 30 and 59 minutes. The majority of trips taken by Train/DART/LUAS (67%) take 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	13%
1-2.99km	31%
3-4.99km	10%
5-9.99km	14%
10-19.99km	13%
20-29.99km	7%
30km+	11%

Figure 102: Trip Destance: Other Urban Districts

While the majority of trips (82%) taken by those living in Other Urban Districts were for journeys of less than 20 kilometres, 11% were for trips of 30 kilometres or more, four points ahead of the national average.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	28%	52%	11%	8%	1%	*	*
10-14 mins	13%	35%	15%	30%	7%	*	*
15-29 mins	5%	23%	7%	19%	33%	12%	1%
30-59 mins	*	10%	6%	5%	19%	23%	37%
60+ mins	-	1%	5%	8%	2%	8%	76%

Figure 103: Duration of Trips by Distance: Other Urban Districts

An analysis of the duration of trips by distance shows that:

- Of the trips that take less than 10 minutes, 28% are less than 1km and over half (52%) are between 1- 2.99km.

- Of trips taking 10 to 14 minutes, 48% are under 3km and three in ten are between 5-9.99km.

- Of the trips taking between 15 and 29 minutes, 46% are for distances greater than 10km.

- Of those trips that take between 30 and 59 minutes the vast majority (90%) are over 3km, and almost four in 10 (37%) are over 30km.

- Just over three quarters (76%) of all trips taking more than 60 minutes are over 30km in distance.

Mode of Transport by Age

	4-14 yrs	15-24 yrs	25-34 yrs	35-44 yrs	45-54 yrs	55-64 yrs	65+ yrs
Car	72%	62%	65%	79%	80%	72%	74%
Walk	21%	24%	28%	12%	16%	19%	21%
Bus/Coach	4%	9%	2%	1%	1%	2%	1%
Train/DART/Luas	-	2%	2%	1%	-	*	*
Cycle	*	2%	2%	*	*	2%	-
Truck/Van	2%	1%	*	4%	4%	4%	4%
Other	*	1%	1%	1%	*	1%	*

Figure 104: Mode of Transport by Age (%): Other Urban Districts

Car dominates as the main mode of transport across all ages among those who live in Other Urban Districts. Those aged between 35-54 are most likely to travel by car at 80%. Those aged 25-34 are most likely to have taken a trip by walking at 28%. Bus/coach usage is highest among 15-24 year olds at 9%.

Urban Districts Summary

At 73%, car is the main mode of transport used by those living in Other Urban Districts and ahead of the national average of 69%. Walking was the mode used for 19% of all trips, followed by bus/coach and truck/van at 3% and cycling at 1%.

The main reason for travel among those living in Other Urban Districts is work/business at 20% with the second most popular reason for travel being for social reasons at 19%, just marginally ahead of education at 18%.

The majority of trips (77%) made by those living in Other Urban Districts take less than 30 minutes.

12. Long Distance Trips

Long Distance Trips

A total of 4,767 respondents provided information about their long-distance trips. Long distance trips are defined as trips over 50km in distance from the person's home location. The regional spread of long distance trips by point of origin was as follows:

Regional breakdown of long distance trips
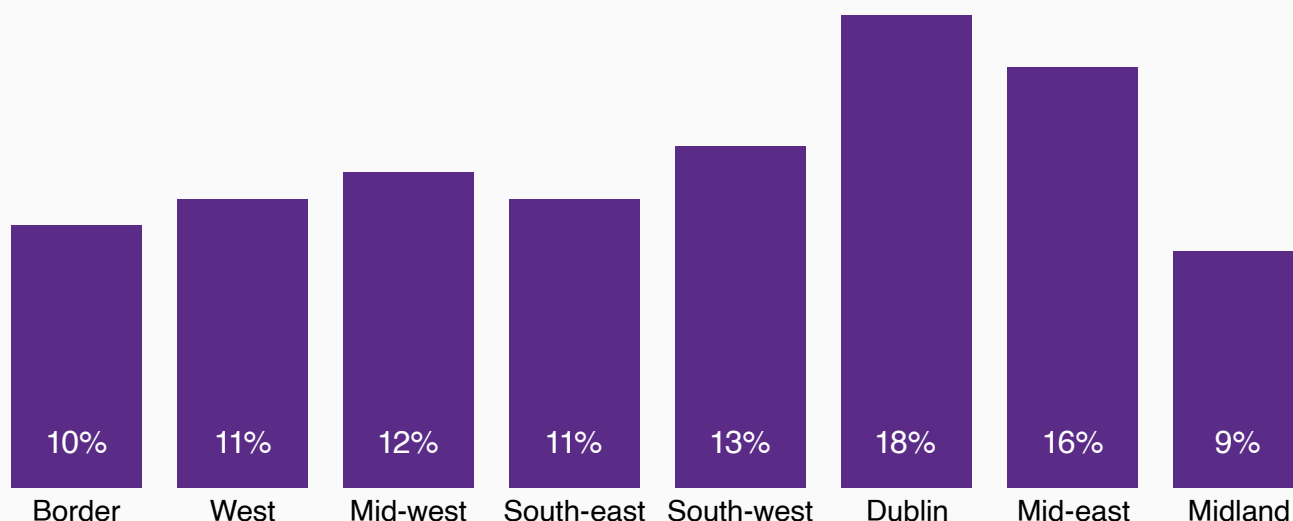
Figure 105: Regional breakdown of long distance trips

The age and principal economic status of those who took trips over 50km is shown below:
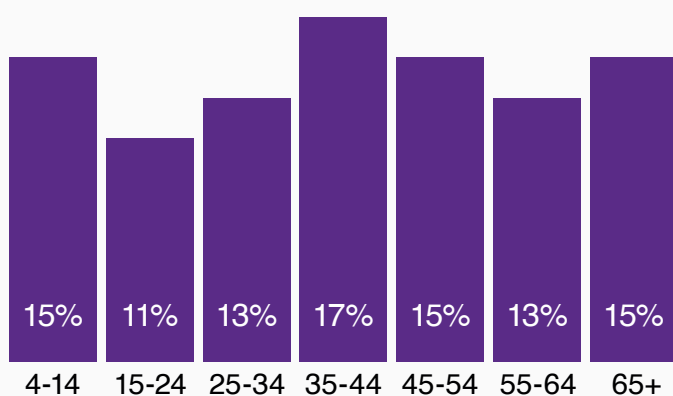
Age and Principal Economic Status of those taking Long-Distance Trips
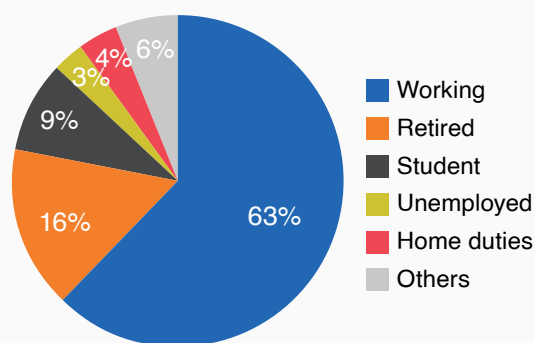
Figure 106: Age and Principal Economic Status of those taking Long-Distance Trips

Just under 1 in 5 (17%) of those who took long distance trips were aged 35-44, while 11% were aged 15-24. Almost two thirds (63%) of those who took a long distance trip were working and 16% were retired.

Number of Long-Distance Trips Taken in Last 3 Months

| 23% | 17% | 10% | 9% | 5% | 18% | 9% | 9% |
| 1 | 2 | 3 | 4 | 5 | 6-10 | 11-20 | 21+ |
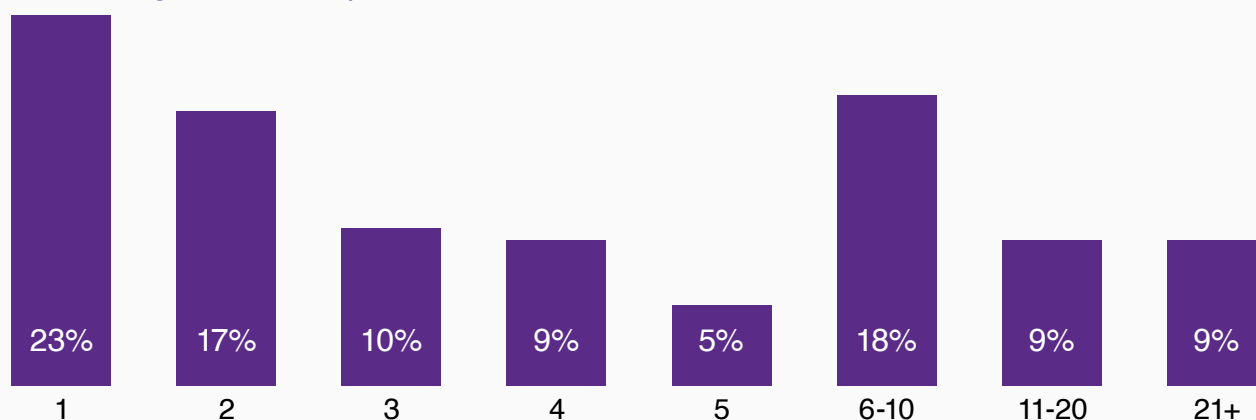
Figure 107: Number of Long-Distance Trips Taken in Last 3 Months

Just under one quarter (23%) of those who took long distance trips in the past three months took just one long-distance trip, 18% took between 6 and 10 long distance trips and 17% took two long distance trips.

Reason for Trip
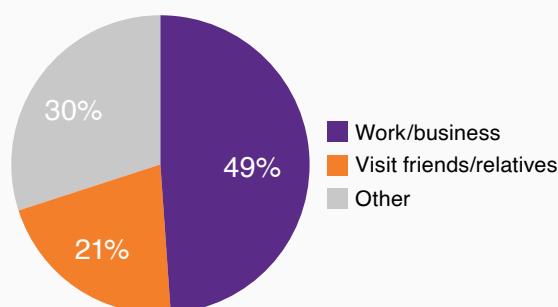
Figure 108: Reason for Long Distance Trip

The main reason for taking long distance trips is work/business at 49%, followed by visiting friends/relatives at 21%.

Distance Travelled on Long Distance Trip

| 45% | 20% | 17% | 7% | 5% | 3% | 2% | 1% |
| 50-75km | 76-100km | 101-150km | 151-200km | 201-250km | 251-300km | 301-1,000km | 1001km+ |
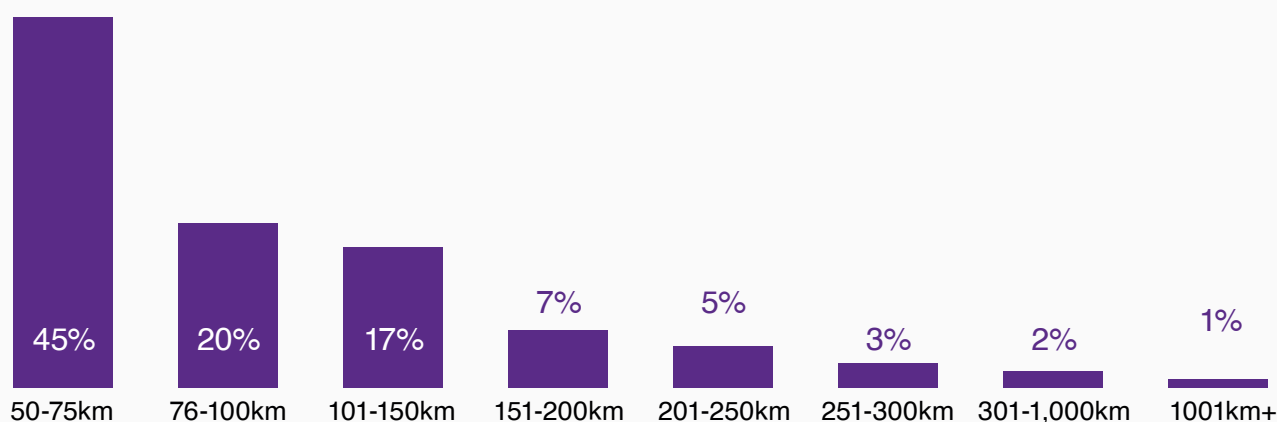
Figure 109: Distance Travelled on Long-Distance Trips

Long distance trips ar most likely to be between 50 and 100km at 65%. A further 17% range between 101 and 150km. There is a relatively low incidence of trips above 250km in distance.

Duration of Journey and Mode of Transport

Trip Duration

- 1-59 minutes
- 60+ minutes

20%
80%

Trip Mode

Car	79%
Truck/van	9%
Bus/coach	4%
Train	4%
Aeroplane	2%
Other	1%
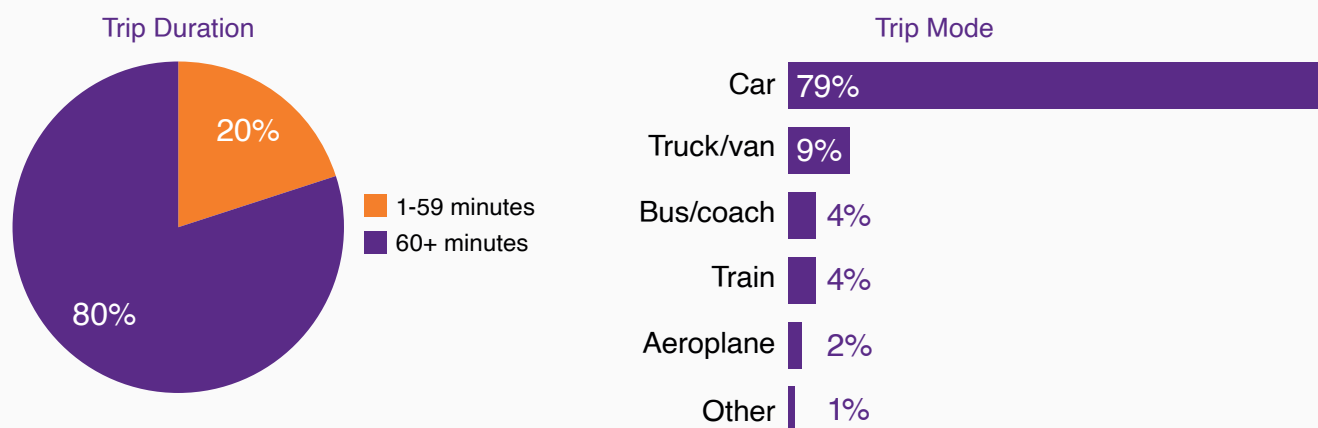
Figure 110: Duration of Journey and Mode of Transport for Long-Distance Trips

The vast majority of long-distance trips take over an hour (80%). The car is the most widely used mode for long-distance trips and accounts for 79% of all trips taken. At 9%, truck/van is the next most used mode for long-distance trips.

Appendix A: Travel Diary

NATIONAL HOUSEHOLD TRAVEL SURVEY 2022
Suirbhé Náisiúnta Taistil Teaghlaigh 2022

Tionscadal Éireann
Project Ireland
2040

Carried out on behalf of

NTA
Údarás Náisiúnta Iompair
National Transport Authority

In association with

Ipsos

This travel diary is being completed on behalf of:

Phone no. optional: only for use in the case of queries

First Name

Last Name

Phone No.

YOUR TRAVEL DIARY DAYS

If completed by or on behalf of a 4-15 year old, please sign consent box below:

Parent/Guardian name (please print)

Parent/Guardian name (please sign)

PLEASE USE BLOCK CAPITALS WHEN FILLING OUT THE TRAVEL DIARY

Steps to Complete:

1. ABOUT YOURSELF
2. INSTRUCTIONS
3. TRAVEL DIARY DAY 1
   TRAVEL DIARY DAY 2
4. LONG JOURNEYS
5.
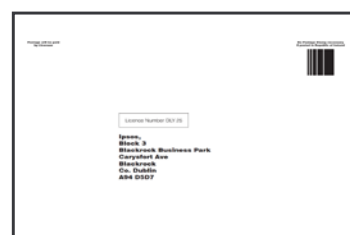
1. Complete the 'About Yourself' pages (white).

2. Read instructions carefully and review example of how to complete trip details (Pink).

3. Complete the travel diary for the specified two days (Blue/Purple).

4. Complete the 'Long Journeys' page (Green).

5. Check and place in the prepaid envelope with other travel diaries and pop in the post with other travel diaries and the Household Questionnaire.

Thank You!

Office use only

ABOUT YOURSELF

Q1. Is this travel diary being completed...?

☐ On your own behalf ☐ By you on behalf of another in household

If you are completing on behalf of another, the questions in this section are not about you but the person you are completing on behalf of.

Travel diaries are not required for those aged 0-3 years.

Q2. What is your age group? (Tick one)

☐ 0-4 Years ☐ 35-39 Years ☐ 70-74 Years
☐ 5-9 Years ☐ 40-44 Years ☐ 75-79 Years
☐ 10-14 Years ☐ 45-49 Years ☐ 80-84 Years
☐ 15-19 Years ☐ 50-54 Years ☐ 85-89 Years
☐ 20-24 Years ☐ 55-59 Years ☐ 90+ Years
☐ 25-29 Years ☐ 60-64 Years
☐ 30-34 Years ☐ 65-69 Years

Q3. What is your country of birth?

[   ]

Q4. What is your county of birth?
(City of birth if not born in Ireland)

[   ]

Q5. What is your dominant/mother tongue/language used at home?

[   ]

Q6. What gender is given on your birth cert?

[   ]

☐ Prefer not to say

Q7. What is your present principal status? (Tick one)

☐ Working for payment or profit
☐ Looking for first regular job
☐ Unemployed
☐ Primary school student
☐ Secondary school student
☐ University/College student full-time
☐ University/College student part-time
☐ Looking after home/family
☐ Retired from employment
☐ Unable to work due to permanent sickness or disability
☐ Other (please specify) [   ]

Q8. If you are 'Working from Home' or engaged in 'Hybrid Working', please complete the grid below.

	Usually work from home	Usually work from office/business	Do not usually work that day
Monday	☐	☐	☐
Tuesday	☐	☐	☐
Wednesday	☐	☐	☐
Thursday	☐	☐	☐
Friday	☐	☐	☐
Saturday	☐	☐	☐
Sunday	☐	☐	☐

It varies ☐   Not applicable to me ☐

Q9. If you work part-time, approximately how many hours per week do you work? [ ][ ] ☐ Not applicable

Q10. Do you own any of the following?

A (working) push bicycle? ☐ Yes ☐ No
A (working) electric bicycle? ☐ Yes ☐ No
A (working) electric scooter? ☐ Yes ☐ No

Q11. Are you part of a public/shared bike scheme, for example, the Dublin Bike Scheme? ☐ Yes ☐ No

Q12. Are you a member of any of the following?

A lift sharing scheme operated online or through work or local community? ☐ Yes ☐ No

A car club, with registered members, giving you access to car club vehicles? ☐ Yes ☐ No

Other (please specify)..

Q13. Do you have any of the following types of travel ticket?

Weekly ticket? ☐ Yes ☐ No
Monthly ticket? ☐ Yes ☐ No
Annual ticket? ☐ Yes ☐ No
LEAP card (active with credit)? ☐ Yes ☐ No
LEAP card (inactive with no credit)? ☐ Yes ☐ No
Free travel pass? ☐ Yes ☐ No
Other type of ticket? ☐ Yes ☐ No

Q14. Do you have a driving licence which allows you to drive a car in Ireland?

☐ Yes (full licence)   ☐ Yes (provisional licence)   ☐ No

Q15. How many cars or vans do you own outright?   ☐ None

Q16. How many cars or vans do you have finance on? (e.g. leasing, hire purchase, PCP - do not include any cars/vans for which you have a loan)   ☐ None

Q17. Total car and van monthly finance payment amount   € ☐ Not applicable

Q18. How much did your main car or van cost you at the time of purchase? (approx.)   € ☐ Not applicable

Q19. In what year did you purchase your main car or van?   ☐ Not applicable

Q20. How many kilometres do you drive annually in your main car or van (approx.)   ☐ Not applicable

Q21. Do you generally have the use of any other car or van besides your own?   ☐ Yes   ☐ No

Q22. Is the main car or van that you drive most often a…?

☐ Petrol vehicle   ☐ Diesel vehicle   ☐ Full EV (electric vehicle)
☐ Plug-in hybrid electric vehicle (PHEV)
☐ Battery hybrid electric vehicle (with petrol or diesel main engine)
☐ Other Please specify...

Q23. Do you ever use toll roads?

☐ Yes   ☐ No
If yes, what is the cost of your most frequent trip one way?   € ☐☐.☐☐

Q24. Do you ever use public transport?

☐ Yes   ☐ No
If yes, what is the average cost of your most frequent trip one way?   € ☐☐.☐☐

Q25. Is your parking paid or free at the following?

At home   ☐ Free   ☐ Paid   if paid, how much does it cost per <u>month</u> (approx.)   € ☐☐☐.☐☐

At work   ☐ Free   ☐ Paid   if paid, how much does it cost per <u>day</u> (approx.)   € ☐☐.☐☐

It is helpful to have full address details for any of the places you would regularly go to.

Home address (Record as 'home' on the diary)
Address
_____   ☐ Not applicable
_____   Eircode
_____   ☐☐☐☐☐☐☐

Do you have a regular place of work? (Record as 'work' on the diary)
Address
_____   ☐ Not applicable
_____   Eircode
_____   ☐☐☐☐☐☐☐

Do you regularly go to a school/university? (Record as 'school/uni' on the diary)
Address
_____   ☐ Not applicable
_____   Eircode
_____   ☐☐☐☐☐☐☐

Do you regularly go to the same place to shop? (Record as 'shop' on the diary)
Address
_____   ☐ Not applicable
_____   Eircode
_____   ☐☐☐☐☐☐☐

Do you regularly go to another regular place? (Record as 'another regular' on the diary)
Address
_____   ☐ Not applicable
_____   Eircode
_____   ☐☐☐☐☐☐☐

PLEASE READ CAREFULLY

- Please record all trips made on all TWO travel days.

- A <u>trip</u> is defined as a one-way journey of 50 metres or more made for a specific purpose. It has an origin and destination and excludes children playing outdoors. Include all trips by different types of transport mode (e.g. walking, cycling, electric bike, e-scooter, scheduled bus, school bus, DART/train, Luas, car, van, taxi/hackney, motorbike, scooter, moped).

- A new trip starts when the trip purpose changes. It starts from where the last trip finished.

- All trips made by household members aged four or over should be recorded for the same TWO travel days.

- People who drive for a living, e.g. bus drivers, taxi drivers, delivery drivers, couriers etc. should ONLY include trips to and from their depot/ office/ place of work / first collection point etc. All other trips in connection with their job do not need to be recorded individually, just the total distance travelled each day.

- The TRAVEL DIARY DAYS are those indicated on the label at the front of this diary and the day starts at 4am until 3.59am. For example, if you were on night shift, your journey Home from Work in the morning would be the first trip of the day.

- Where children aged four or over are not able to complete their diaries themselves, adults should complete the diary on their behalf. All their trips still need to be recorded in their diary even if they were accompanied by someone else in the household. We do not require a travel diary for children under four years old.

Write down where your trip started and finished. Please give enough detail (the actual name of the street and area) so that the places can be accurately located on a map. This is very important!

Write hours and minutes and then tick a.m. or p.m. e.g. 9.30 p.m.

Write in km. For shorter walk trips, please estimate the distance in km, for example, a 5 minute walk would be around 0.4km. If using a combination of methods of travel, please estimate distance for each.

Trip No.	From (e.g. Area/ Street)	To (e.g. Area/ Street)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)
1	CASTLEPARK ESTATE, TALLAGHT 'HOME'	BELGARD RD TALLAGHT	TAKE CHILDREN TO SCHOOL	8.00 ☑AM ☐PM	8.15 ☑AM ☐PM	A CAR / B / C / D	1	15	3	0	0

☐ No Trips Made On This Day

If CAR/VAN, were you ☑ Driver ☐ Passenger

If parked, was this ☐ Free ☐ Paid

If car and public transport used, where was the car parked? ....

Was there a car available for this journey? ☐ Yes ☐ No

SAMPLE DIARY

Please give a description of why you went to the destination given, for example, Home, Workplace, Business, Play sport, Visit friends/relatives, Entertainment, Food shopping, Non food shopping, Go for a walk/Drive/Walk the dog etc.

Show each different method used on a separate line e.g. "car", "train", "bus". On each day include EVERY walk you do over 50 metres. If driving, please distinguish if this is CAR or VAN, if cycling, please distinguish if this is own cycle or hire/public cycle, e.g. Dublin Bike.

Please give time spent travelling, on a "bus", "in a car" etc. Do NOT include time spent waiting for buses, trains etc.

If the vehicle was parked at the destination, was it free or paid. (If you just stopped without parking, e.g. pickup or drop off, leave blank).

Trip No.	From (e.g. Area/ Street)	To (e.g. Area/ Street)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
													☐ No Trips Made On This Day
2	BELGARDRD TALLAGHT	DAWSON STREET CITYCENTRE 'WORK'	TO WORK	8.20 ☑AM ☐PM	9.20 ☑AM ☐PM	A CAR B LUAS C DUBLIN BIKE D		0.75 5 0.5	10 30 5	1 1 1			If CAR/VAN, were you ☑ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
3	WORK	BELGARDRD TALLAGHT	COLLECT CHILDREN FROM SCHOOL	2.30 ☐AM ☑PM	3.20 ☐AM ☑PM	A WALK B LUAS C CAR D		0.5 5 0.75	10 30 5	1 1 1			If CAR/VAN, were you ☑ Driver ☐ Passenger If parked, was this ☑ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
4	BELGARDRD TALLAGHT	SQUARE SHOPPING CENTRE TALLAGHT	GROCERY SHOPPING	3.25 ☐AM ☑PM	3.45 ☐AM ☑PM	A CAR B C D		1	20	3	0	0	If CAR/VAN, were you ☑ Driver ☐ Passenger If parked, was this ☑ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
5	SQUARE SHOPPING CENTRE TALLAGHT	'HOME'	RETURN HOME	4.15 ☐AM ☑PM	4.40 ☐AM ☑PM	A CAR B C D		1.5	25	3	0	0	If CAR/VAN, were you ☑ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
6	HOME	LOCALLY, AS FAR AS KERRYROAD	WALK DOG	8.00 ☐AM ☑PM	8.05 ☐AM ☑PM	A WALK B C D		0.25	5	1			If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☑ Yes ☐ No
7	KERRYROAD	HOME	RETURN HOME	8.05 ☐AM ☑PM	8.10 ☐AM ☑PM	A WALK B C D		0.25	5	1			If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☑ No
8	NO MORE TRIPS			☐AM ☑PM	☐AM ☑PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

Your destination must always be the starting point of your next trip

SAMPLE DIARY

- Please include all trips by transport (bus, train, car, bike etc.). If you drive for a living, please enter the kilometres travelled this day at the bottom of the next page.
- Please include all walks of 50 metres or more.
- Return trips should be recorded as two trips. Each time the purpose of the trip changes, this counts as a new trip. If you stop somewhere and do something, this means the end of a trip and the beginning of a new trip.

Trip No.	From (e.g. Area/ Street)	To (e.g. Area/ Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	☐ No trips made on this day
1				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
2				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
3				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
4				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
5				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

Trip No.	From (e.g. Area/Street)	To (e.g. Area/Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	☐ No trips made on this day
6				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
7				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
8				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
9				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
10				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

If you drive for a living, approximately how far (in KM) did you travel on this day for these work trips (e.g. bus drivers, taxi drivers, delivery drivers, couriers, etc) 　　　KM

IF YOU NEED EXTRA SPACE TO RECORD MORE TRIPS FOR DAY 1, PLEASE FILL THEM OUT ON THE SECOND LAST PAGE
AT THE BACK OF THE DIARY

TRAVEL DIARY DAY 2

- Please include all trips by transport (bus, train, car, bike etc.). If you drive for a living, please enter the kilometres travelled this day at the bottom of the next page.
- Please include all walks of 50 metres or more.
- Return trips should be recorded as two trips. Each time the purpose of the trip changes, this counts as a new trip. If you stop somewhere and do something, this means the end of a trip and the beginning of a new trip.

Trip No.	From (e.g. Area/ Street)	To (e.g. Area/ Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	☐ No trips made on this day
1				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
2				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
3				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
4				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
5				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A B C D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

TRAVEL DIARY DAY 2

No trips made on this day ☐

Trip No.	From (e.g. Area/ Street)	To (e.g. Area/ Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
6				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
7				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
8				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
9				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
10				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A B C D							If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

If you drive for a living, approximately how far (in KM) did you travel on this day for these work trips (e.g. bus drivers, taxi drivers, delivery drivers, couriers, etc)   KM

IF YOU NEED EXTRA SPACE TO RECORD MORE TRIPS FOR DAY 2, PLEASE FILL THEM OUT ON THE LAST PAGE
AT THE BACK OF THE DIARY

LONG JOURNEYS

Note: Long distance journeys refer to only trips of 50 kilometres (30 miles) or more (including overseas trips) from your home location – the 50km threshold refers to ONE direction, and not the round/return trip.

A. Approximately how many journeys to destinations which were more than 50 kilometres (30 miles) from your home did you make in the <u>last three months</u>? ☐ ☐

B. Please provide details of the <u>most frequent</u> long distance journey made in the last three months <u>from your home</u>?

Destination (Please detail Building, Street Town, Eircode)	Purpose (reason for going to/from destination)	Departure Time (Please Tick)	Mode of Travel for Longest Part of Trip (e.g. train, bus, plane, ferry etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	How often have you made this trip in the last three months?
Eircode ☐☐☐☐☐☐☐		☐AM ☐PM							

C. What was your <u>most recent</u> long distance journey in the last three months?

Same as my most frequent journey described above ☐   Different to my most frequent journey ☐   Please provide details below.

Date	From (Please detail Building, Street Town, Eircode)	Destination (Please detail Building, Street Town, Eircode)	Purpose (reason for going to/from destination)	Departure Time (Please Tick)	Mode of Travel for Longest Part of Trip (e.g. train, bus, plane, ferry etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)
	Eircode ☐☐☐☐☐☐☐	Eircode ☐☐☐☐☐☐☐		☐AM ☐PM						

D. <u>How many times</u> have you used the following modes of transport for the longest part of long distance trips in <u>the last three months</u>?

(Enter 1, 2, 3, 4, etc. for the number of trips in past 3 months)

	For Business	For Leisure		For Business	For Leisure		For Business	For Leisure
Bicycle			Luas			Taxi/Hackney		
Bus or Coach			Car/Van			Aeroplane		
Train (incl. DART)			Motorbike			Ferry		

Other (Please specify)

- -

For Business	For Leisure

EXTRA TRIPS DAY 1

Trip No.	From (e.g. Area/Street)	To (e.g. Area/Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)				Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A	B	C	D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A	B	C	D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A	B	C	D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A	B	C	D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
				Please Tick ☐AM ☐PM	Please Tick ☐AM ☐PM	A	B	C	D						If CAR/VAN, were you ☐ Driver ☐ Passenger If parked, was this ☐ Free ☐ Paid If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No

EXTRA TRIPS DAY 2

Trip No.	From (e.g. Area/Street)	To (e.g. Area/Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)				Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A										If CAR/VAN, were you ☐ Driver ☐ Passenger. If parked, was this ☐ Free ☐ Paid. If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
						B										
						C										
						D										
				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A										If CAR/VAN, were you ☐ Driver ☐ Passenger. If parked, was this ☐ Free ☐ Paid. If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
						B										
						C										
						D										
				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A										If CAR/VAN, were you ☐ Driver ☐ Passenger. If parked, was this ☐ Free ☐ Paid. If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
						B										
						C										
						D										
				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A										If CAR/VAN, were you ☐ Driver ☐ Passenger. If parked, was this ☐ Free ☐ Paid. If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
						B										
						C										
						D										
				Please Tick ☐ AM ☐ PM	Please Tick ☐ AM ☐ PM	A										If CAR/VAN, were you ☐ Driver ☐ Passenger. If parked, was this ☐ Free ☐ Paid. If car and public transport used, where was the car parked? .... Was there a car available for this journey? ☐ Yes ☐ No
						B										
						C										
						D										

Appendix B: Household Questionnaire

Household Questionnaire

Please confirm that you are 16 years or older and consent to provide information for The National Household Travel Survey on behalf of the household.

Sign here [   ]

YOU AND YOUR HOUSEHOLD

Q1. What gender is given on your birth cert?

☐ Male   ☐ Female   ☐ Prefer not to say

Q2. How many people (including yourself and any children) are living in this household?

☐☐

Q3. How many people in each of these age groups are living in this household, <u>including yourself</u>?

3 and under	☐	41-45 years	☐
4-10 years	☐	46-50 years	☐
11-15 years	☐	51-55 years	☐
16-20 years	☐	56-60 years	☐
21-25 years	☐	61-65 years	☐
26-30 years	☐	66-70 years	☐
31-35 years	☐	71 and over	☐
36-40 years	☐		

VEHICLE OWNERSHIP

Q4. How many cars or vans are owned or are available for use by one or more members of your household? *Write '0' if none*

☐☐

Q5. How many, if any, of the vehicles in your household are company owned cars or vans? *Write '0' if none*

☐☐

Q6. Where are your household vehicles normally parked when the driver is at this address?
Tick all that apply

- ☐ On street (free)
- ☐ On street (with a parking permit)
- ☐ In driveway
- ☐ In garage
- ☐ In a parking bay
- ☐ In a car park
- ☐ Other (please specify)..
- ☐ No cars/vans in household

Q7. How many bicycles are available for use by members of your household? Please exclude bikes for children aged 0-3 years and hire bikes (e.g. Dublin Bikes)? *Write '0' if none*

☐☐

Q8. Which, if any, of the following is located within a 15-minute walk of your home?
Tick all that apply

- ☐ A shop where I could buy basic foodstuffs such as bread and milk
- ☐ Post office
- ☐ Pub or restaurant
- ☐ Doctor's surgery
- ☐ Chemist/pharmacy
- ☐ Bus stop
- ☐ None of these

Q.9 Which of these best describes your own household situation?
Tick one
- ☐ Living with family members *(all aged 16 or older)*
- ☐ Living on your own
- ☐ Sharing a house/apartment/flat with others
- ☐ Living as a couple
- ☐ Living as a family unit *(including children aged 15 and under)*
- ☐ Other, please specify..

Q10. How many years have you lived at this address? *Write '0' if less than one year*

☐☐

Q11. What type of home do you live in?
Tick one

- ☐ Detached house (two or more floors)
- ☐ Semi-detached house (two or more floors)
- ☐ Terraced House (one or more floors)
- ☐ Detached bungalow
- ☐ Semi-detached bungalow
- ☐ Apartment/flat
- ☐ Other, please specify..

Q12. Do you or anyone in your household have access to the internet in your household?
(any device e.g. mobile phone, desktop, laptop, palmtop)

☐ Yes
☐ Not in household, but have internet access at work/education/other
☐ No internet access

Q13. What types of internet connections are used at home?
Tick all that apply

☐ Fixed broadband connections e.g. cable, fibre optic
☐ Mobile broadband connections (via mobile phone network that is at least 3G)
☐ Other, narrowband connections (less than 3G, GPRS e.g. dial-up access over older type telephone)
☐ No internet connections at home
☐ Other:...

Q14. Are you the Chief Income Earner in this household?
(Chief Income Earner is the person in the household with the largest income, whether yourself or someone else)

☐ Yes - Chief Income Earner
☐ No - Not Chief Income Earner

Q15. Please indicate to which occupational group, if any, the Chief Income Earner in your household belongs, or which group fits best.
Tick one

If the Chief Income Earner is retired and has an occupational pension please answer for their most recent occupation. If the Chief Income Earner is not in paid employment but has been out of work for less than 6 months, please answer for their most recent occupation.

☐ **Farmer or agricultural worker**

☐ **Semi or unskilled manual work** (e.g. manual workers, all apprentices to be skilled trades, caretaker, park keeper, non-HGV driver, shop assistant)

☐ **Skilled manual worker** (e.g. skilled bricklayer, carpenter, plumber, painter, bus/ambulance driver, HGV driver, AA patrol man, pub/bar worker, etc.)

☐ **Supervisory or clerical/ junior managerial/ professional/ administrative** (e.g. office worker, student doctor, foreman with 25+ employees, salesperson, etc.)

☐ **Intermediate managerial/ professional/ administrative** e.g. newly qualified (under 3 years) doctor, solicitor, board director (small organisation, middle manager in large organisation, principle officer in civil service/local government)

☐ **Higher managerial/ professional/ administrative** (e.g. established doctor, solicitor, board director in a large organisation (200+ employees, top level civil servant/public service employee)

☐ **Student**

☐ **Casual worker - not in permanent employment**

☐ **Housewife/ Home-maker**

☐ **Retired and living on state pension**

☐ **Unemployed for more than 6 months**

☐ **Not working due to long-term sickness**

☐ **Full-time carer of other household member**

☐ **Other**

Q16. If employed, what is the occupation of the Chief Income Earner in your household?
(If Chief Income Earner is retired write in details of previous occupation)

Please give as much detail as possible..

Q17. If employed, which of the industry sectors below best fits the sector in which the Chief Income Earner is employed? *Tick one*

☐ Agriculture, Forestry and Fishing
☐ Mining and Quarrying
☐ Manufacturing
☐ Electricity, Gas, Steam and Air Conditioning Supply
☐ Water Supply; Sewerage, Waste Management and Remediation Activities
☐ Construction
☐ Wholesale and Retail Trade; Repair of motor vehicles and motorcycles
☐ Transportation and Storage
☐ Accommodation and Food Service Activities
☐ Information and Communication
☐ Financial and Insurance Activities
☐ Real Estate Activities
☐ Professional, Scientific and Technical Activities
☐ Administrative and Support Service Activities
☐ Public Administration and Defence; Compulsory Social Security Activity
☐ Education
☐ Human Health and Social Work Activities
☐ Arts, Entertainment and Recreation
☐ Other Service Activities
☐ Activities of Households As Employers - Undifferentiated Goods-and Services-Producing Activities of Households for Own Use
☐ Activities of Extra Territorial Organisations and Bodies
☐ Other, please provide details: ....
....

Q18. Please indicate from this list which range indicates your total household income (combining everyone in the household) before tax?

	Under	€10,000		Between	€60,000 - €64,999
	Between	€10,000 – €14,999		Between	€65,000 - €69,999
	Between	€15,000 – €19,999		Between	€70,000 - €74,999
	Between	€20,000 - €24,999		Between	€75,000 - €79,999
	Between	€25,000 – €29,999		Between	€80,000 - €84,999
	Between	€30,000 – €34,999		Between	€85,000 - €89,999
	Between	€35,000 – €39,999		Between	€90,000 - €94,999
	Between	€40,000 – €44,999		Between	€95,000 - €99,999
	Between	€45,000 – €49,999		€100,000 and above	
	Between	€50,000 - €54,999		Don't know	
	Between	€55,000 - €59,999		Prefer not to say	

Q19. Are you willing to be re-interviewed on a similar two-day survey in the future?
☐ Yes
☐ No

Thank you. Please now place in pre-paid envelope with completed diaries

Appendix C: Weighting Matrix

2022 Weighting Matrix based on CSO Labour Force Survey Q4 2022

Age	Male %	Female %	Male Population	Female Population
4-14	10.0	9.5	516,670	490,836
15-24	6.4	6.2	330,669	320,335
25-34	6.1	6.1	315,169	315,168
35-44	7.4	8.0	382,336	413,337
45-54	6.8	7.0	351,336	361,669
55-64	5.5	5.8	284,168	299,669
65-74	4.2	4.3	217,001	222,168
75+	3.0	3.7	155,001	191,168
Total	**49.4**	**50.6**	**2,552,350**	**2,614,350**

Principal Economic Status (Population Aged 15+)	Male %	Female %	Male Population	Female Population
At work	31.0	26.7	1,289,350	1,110,505
Unemployed	1.7	1.7	70,706	70,706
Student	5.3	5.6	220,437	232,915
Home duties	0.3	4.8	12,478	199,641
Retired	7.6	8.4	316,099	349,372
Others	3.0	3.9	124,776	162,209
Total	**48.9**	**51.1**	**2,033,846**	**2,125,348**

Household Size	%	Population
1 person	11.3	583,837
2 persons	22.9	1,183,174
3 persons	19.0	981,673
4 persons	24.1	1,245,175
5 persons	15.8	816,339
6+ persons	6.9	356,502
Total	**100.0**	**5,166,700**

Region	%	Population
Border	8.3	428,836
West	9.4	485,670
Mid-west	9.8	506,336
South-east	8.9	459,836
South-west	14.4	744,005
Dublin	28.4	1,467,343
Mid-east	14.7	759,505
Midland	6.1	315,169
Total	**100.0**	**5,166,700**

Appendix D: Unweighted vs. Weighted Sample Profile

Demographic Profile of Participants - Unweighted Versus Weighted

Age	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
4-14	7.0	10.0	6.8	9.5
15-24	6.2	6.4	6.4	6.2
25-34	4.6	6.1	4.7	6.1
35-44	6.6	7.4	7.5	8.0
45-54	7.8	6.8	8.3	7.0
55-64	8.1	5.5	8.1	5.8
65-74	6.1	4.2	6.0	4.3
75+	3.2	3.0	2.6	3.7
Total	**49.6**	**49.4**	**50.4**	**50.6**

Principal Economic Status (Population Aged 15+)	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
At work	30.5	31.0	25.7	26.7
Unemployed	1.4	1.7	1.5	1.7
Student	5.1	5.3	6.0	5.6
Home duties	0.3	0.3	5.0	4.8
Retired	9.7	7.6	9.0	8.4
Others	2.3	3.0	3.5	3.9
Total	**49.3**	**48.9**	**50.7**	**51.1**

Household Size	Unweighted %	Weighted %
1 person	6.5	11.3
2 persons	25.6	22.9
3 persons	18.2	19.0
4 persons	24.9	24.1
5 persons	16.3	15.8
6+ persons	8.5	6.9
Total	**100.0**	**100.0**

NUTS Region	Unweighted %	Weighted %
Border	10.0	8.3
West	9.8	9.4
Mid-west	7.4	9.8
South-east	11.1	8.9
South-west	14.1	14.4
Dublin	27.5	28.4
Mid-east	13.5	14.7
Midland	6.6	6.1
Total	**100.0**	**100.0**

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Ipsos