National Household Travel Survey

Research Report 2024

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Executive Summary

The National Household Travel Survey is a nationwide study of Ireland's travel habits commissioned by the National Transport Authority on an annual basis to support the government's Climate Action Plan as well as several other research objectives. 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 2024.

A total sample of 4,054 households participated in the research and from these households 9,597 diaries were completed, an average of 2.37 diaries per household. At a national level these diaries captured 49,542 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 6,962 households agreed to participate, yielding a sample of 4,054 - a 58% 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 Towns (Towns with a population of over 10,000)

» Rural Areas (All areas with a population of less than 1,500)

» Other Urban Areas (Towns with a population of between 1,500 and 10,000).

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*The 2017 and 2022 NHTS reports 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 and 2024 reports the newer 2022 boundaries for Built-up Areas (BUAs) as defined by the Central Statistics Office are reflected.

See: https://data-osi.opendata.arcgis.com/datasets/osi::cso-urban-areas-national-statistical-boundaries-2022-ungeneralised/about

The 2024 National Household Travel Survey reveals that car usage is the dominant mode of transport nationally (71%), but there are significant variations across regions. Car usage is less prevalent in Dublin City and Suburbs (56%) than in Rural Areas (81%). This is further supported by the higher incidence of walking as a mode of transport in Dublin City and Suburbs (29%) and the Greater Dublin Area (25%) compared to Rural Areas (8%).

Across the country, the most frequent reasons for travel are work/business (21%), education (19%), and social engagements (18%), with shopping trips accounting for 15% of all journeys.

Outlined below and on the next two pages are maps detailing the 2022 boundaries for Built-up Areas (BUAs) as defined by the Central Statistics Office (CSO).

Dublin
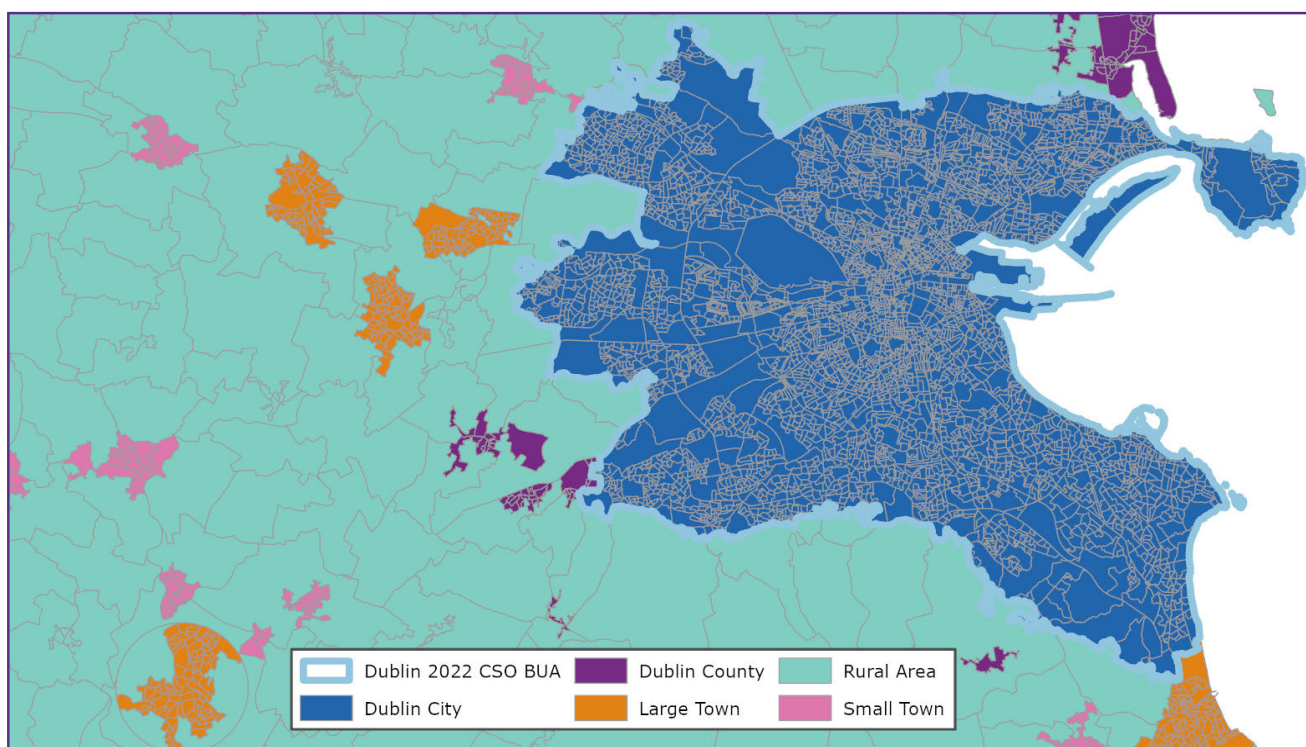
Map showing the CSO's definition of the Built-Up Area (BUA) for Dublin City and Suburbs in blue with the 2022 BUA boundary shown in light blue.

Cork

Map showing the CSO's definition of the Built-Up Area (BUA) for Cork City and Suburbs in red with the 2022 BUA boundary shown in dark red.

Limerick

Map showing the CSO's definition of the Built-Up Area (BUA) for Limerick City and Suburbs in red with the 2022 BUA boundary shown in yellow.

Galway

Map showing the CSO's definition of the Built-Up Area (BUA) for Galway City and Suburbs in red with the 2022 BUA boundary shown in yellow.

Waterford
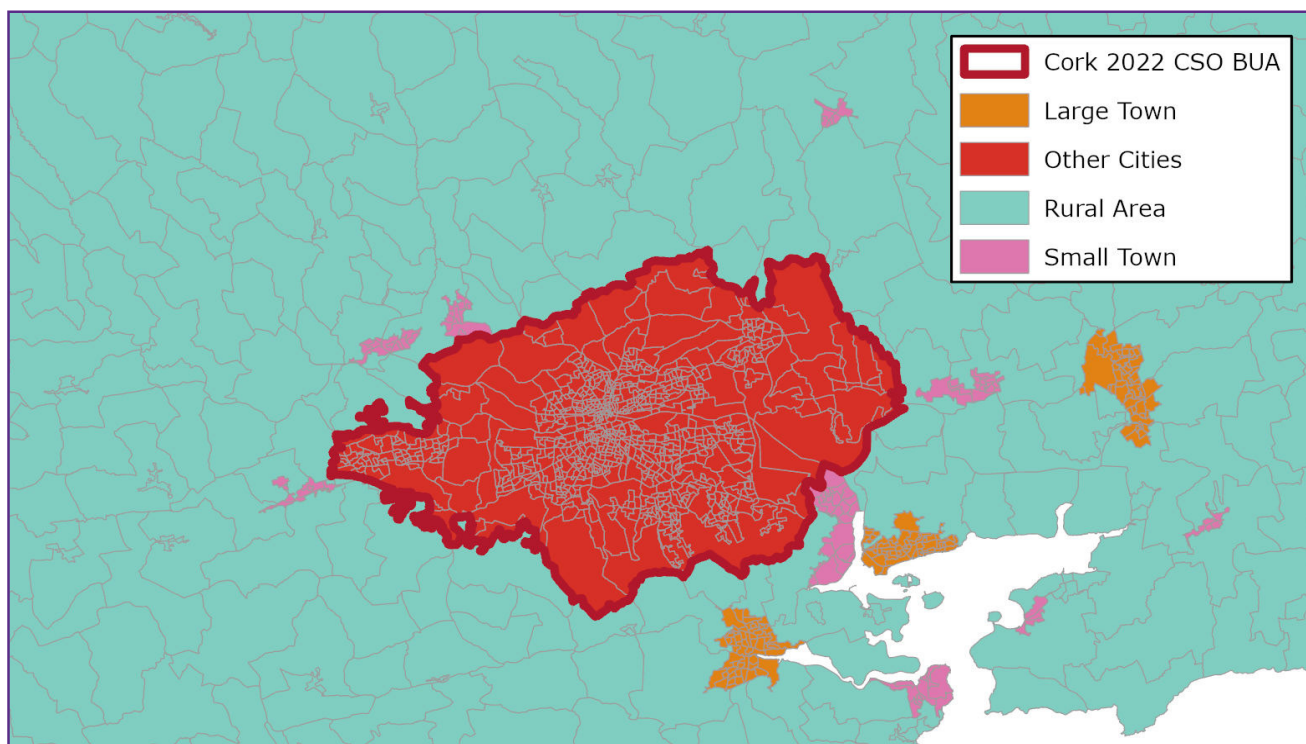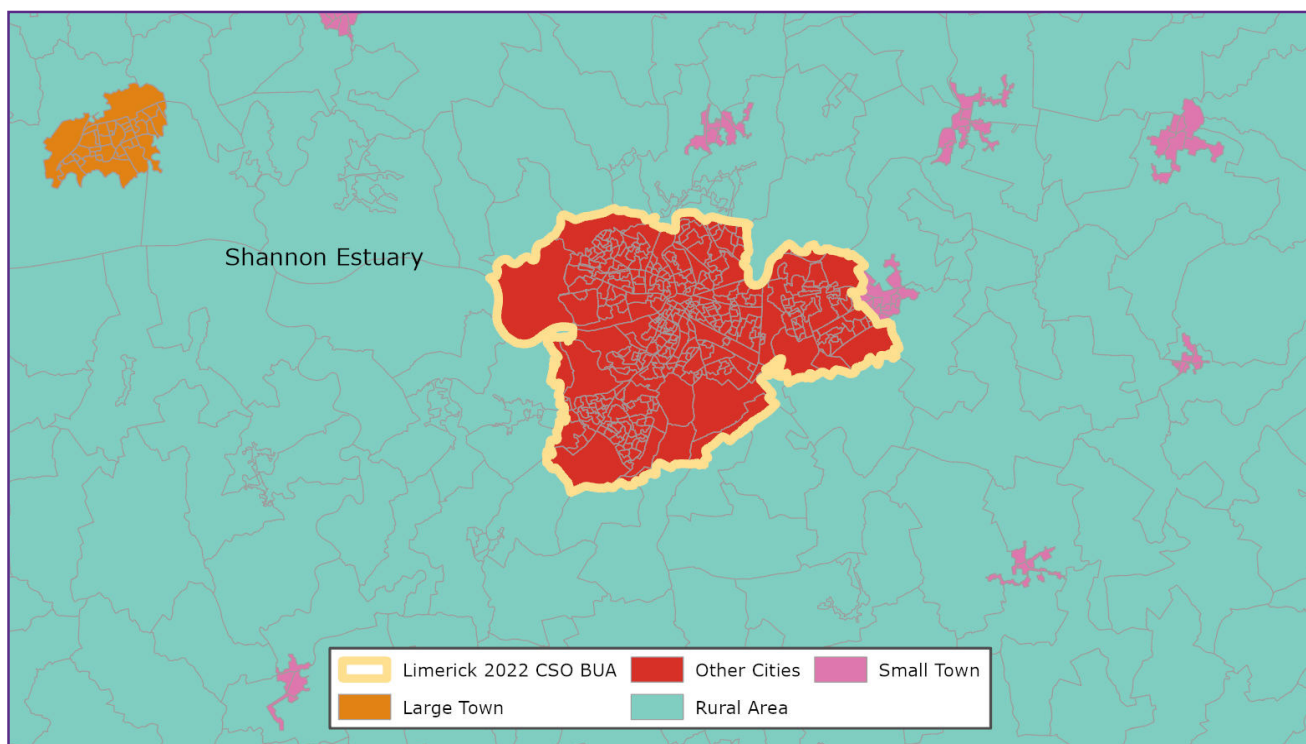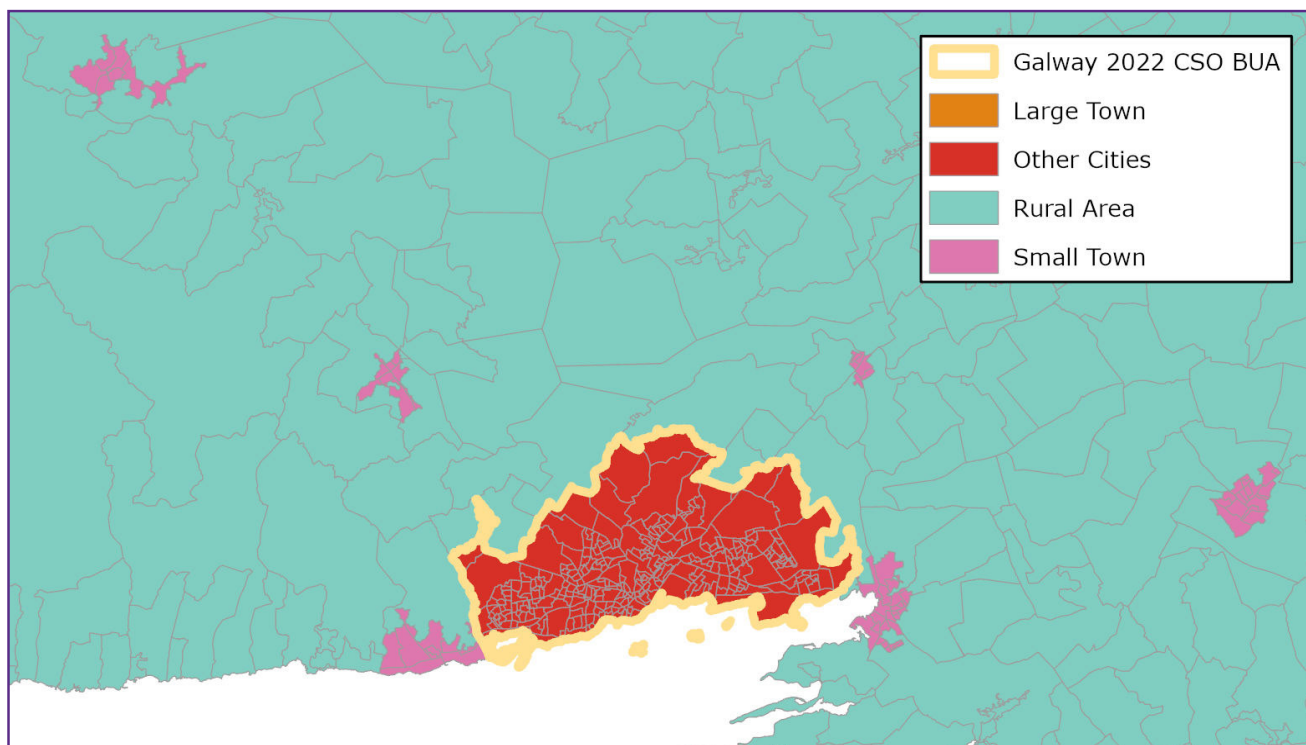

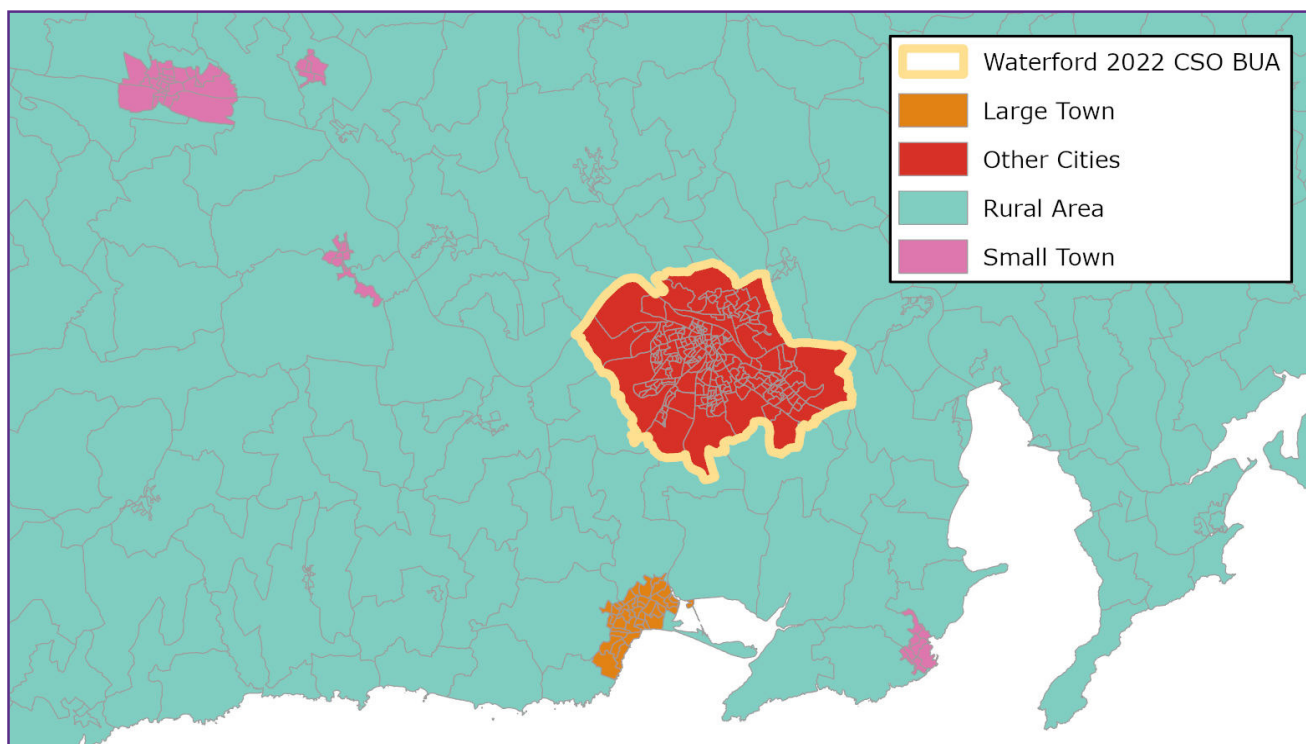*Map showing the CSO's definition of the Built-Up Area (BUA) for Waterford City and Suburbs in red with the 2022 BUA boundary shown in yellow.*

1. Introduction

The National Household Travel Survey (NHTS) 2024 captured robust data on the travel behaviour of the general 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 (for example age, sex, 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
- » Geographical Region

Information about each individual household member was also captured:

- » Age
- » Sex
- » 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 2024.

Additional data about 'relatively infrequent trips' including longer distance 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 objective of the research is to collect data for all trips of greater than 50 metres in distance, taken by a nationally representative statistical sample, over a two-day period. The data seeks to provide a comprehensive view of the typical travel habits of Ireland's population throughout the week, across all regions of the country. Respondents are asked to record the number of trips being made daily, the mode and time of travel, the distance travelled and the journey purpose.

As outlined in the National Transport Authority (NTA) request for tender document:

> *'The purpose of the survey is to gather travel information statistics for the Authority's ongoing transportation planning role, as well as to provide essential travel data for the update of its regional transport models, the development of additional transport modelling tools and monitoring and research on travel and transport.'*

NHTS 2024 weights are based on the CSO LFS Q4 2024 which can be found at: https://data.cso.ie/product/lfs

National Transport Authority

The NTA implements its strategic goals as described in the Transport Strategy for the Greater Dublin Area 2022–2042, among which 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
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, the data collected is highly relevant to the work of the CSO, Airport Authorities, RSA, public transport operators, planners (local authorities, An Coimisiún Pleanála, IDA Ireland, Iarnród Éireann) and other state and semi-state organisations. It helps them better understand the transport and accessibility needs of Ireland's population.

2. Research Methodology

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

Ipsos B&A is a member 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 B&A 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-to-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 stems 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 6,962 households were recruited for participation using this approach.

2.2 Self-Completion Questionnaire and Diaries

Once households were recruited to participate, they were sent the 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 the research team 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 4,054 questionnaires and 9,597 diaries were then collected providing 2.37 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 B&A 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 Ipsos B&A. Each household 'pack' was reviewed as a whole, and if any gaps and/or inconsistencies were found in the information provided,

the 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 for example 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.

No individual addresses were included in the electronic data set. This process describes an anonymisation technique called generalisation which ensures the anonymity of participants.

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 populaton estimates as per the CSO Labour Force Survey (LFS) Q4 2024* 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 (for example sex, age, region, employment status, and so on) but where the full matrix for the universe (for example sex 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 (for example sex 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 sex 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 sex distribution out of alignment, then the weights are adjusted again so age within sex 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.

*NHTS 2024 weights are based on the CSO LFS Q4 2024 which can be found at: https://data.cso.ie/product/lfs

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 4,054 households participated in this study, yielding a total of 9,597 travel diaries.

Appendix D of this document details the profile of the 9,597 participants (in terms of age, sex, principal economic status, household size and the eight NUTS* 3 regions) 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 factor in determining the sample size for studies of this nature. The most important issue is that the sample achieved is representative, in other words, that it accurately reflects the characteristics of the population from which it is drawn.

2.5 Data Processing and Analysis

All data presented in this report was processed and analysed by Ipsos B&A. The survey data was also provided to the NTA in anonymised electronic format.

2.6 Analysing the Data

The National Household Travel Survey consisted of a nationally representative sample of 4,054 households. Ipsos B&A collected 9,597 diaries and recorded 49,542 trips. For analysis purposes the travel habits were divided into six regions as per the following matrix:

Sample Sizes by Region

Region	Diaries	Households	Trips	Proportion of all Trips %
Dublin City and Suburbs (Dún Laoghaire- Rathdown,Fingal, Dublin City and Suburbs and South Dublin)	2,055	894	10,983	22
Greater Dublin Area (all of counties Dublin, Meath, Kildare and Wicklow)	3,686	1,529	19,387	39
Regional Cities**	779	345	4,057	8
Large urban towns–population greater than 10,000	1,366	592	7,204	15
Other urban areas–population between 1,500 and 10,000	1,037	468	5,409	11
Rural–populations less than 1,500	3,885	1,619	19,802	40
Total Sample	9,597	4,054	49,542	

Table 1: Sample Sizes by Region

*NUTS or Nomenclature of Territorial Units for Statistics is a geocode standard for referencing administrative divisions of countries for statistical purposes. The standard is developed and regulated by the European Union.

**The 2017 and 2022 NHTS reports 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 and 2024 reports the newer 2022 boundaries for Built-up Areas (BUAs) as defined by the Central Statistics Office are reflected.

See: https://data-osi.opendata.arcgis.com/datasets/osi::cso-urban-areas-national-statistical-boundaries-2022-ungeneralised/about

Respondents can be included in the analysis for more than one region. For example, 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.

Where possible, comparisons have been made with previous NHTS research findings. However, it is important to note that differences in methodology and survey design make direct comparison difficult. The 2012, 2022, 2023 and 2024 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, 2023 and 2024 recruitment was conducted by telephone.

Survey Methodologies Deployed over the Years

	Methodology and Sampling Frame	Administration	Market Research Company	Hyperlink
2012	Quota approach based on 2011 Census and using the An Post GeoDirectory	HAPI (interview) household questionnaire and 2-day self-completion travel diaries	Millward Brown	https://www.nationaltransport.ie/wp-content/uploads/2013/10/Household-Travel-Survey-Full-Report-July-2013.pdf
2017	RANSAM from the An Post GeoDirectory	CAPI (interview) household questionnaire and 3-day self-completion travel diaries	Amárach	https://www.nationaltransport.ie/wp-content/uploads/2020/09/National_Household_Travel_Survey_2017_Report_-_December_2018.pdf
2022	Random Digit Dial	Telephone recruitment, self-completion household questionnaire and 2-day travel diaries	Ipsos B&A	https://www.nationaltransport.ie/wp-content/uploads/2024/05/NTA_NHTS2022_UpdateReport_13May2024.pdf
2023	Random Digit Dial	Telephone recruitment, self-completion household questionnaire and 2-day travel diaries	Ipsos B&A	https://www.nationaltransport.ie/wp-content/uploads/2024/08/NTA_NHTS2023_IpsosBA_Report_27August2024.pdf
2024	Random Digit Dial	Telephone recruitment, self-completion household questionnaire and 2-day travel diaries	Ipsos B&A	This report

Table 2: Survey Methodologies Deployed over the Years

Sample size also differs across the surveys as outlined below. It is important to note that in 2012 and 2017 the target household sample size was 6,000, and from 2022 the target household sample size was 4,000.

National Sample Sizes by Year

	Households	Diaries
2012 †	4,793	10,822
2017	5,906	10,289
2022	4,348	10,535
2023	4,042	9,935
2024	4,054	9,597

Table 3: National Sample Sizes by Year

† The number of households and diaries in 2012 has been revised in this report to reflect the travel diary sample size for that year (see page 25 of the 2012 report which is linked above). The travel diary sample size in 2012 consisted of processed and validated diaries from a subset of households surveyed. This definition of sample size is more consistent with the definition of number of households and diaries reported in this table for the years 2017 to 2024.

In the 2022 and 2023 reports, the value given for households in 2012 was 6,013 which was the household sample size in that year (see page 7 of the 2012 report). The value given for number of diaries was 14,860 which was the number of diaries placed, not those processed and validated for reporting, in 2012.

2.7 Interpreting Results

All findings presented throughout this report are based on those who answered the given question, in other words 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.

When interpreting the findings please note that '-' denotes zero responses in the category and '*' denotes a proportion of less than 1%.

All trip distances included in the report are as recorded by participants. Trip distances are not measured by Ipsos B&A or the NTA.

3. National Results

How do people travel across Ireland?

This section of the report summarises the national results for NHTS 2024. It captures the demographics, household characteristics, and trip patterns of the national sample. Some key national statistics from this study are shown in the infographic below.

Key Findings - National

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 71% of respondents	**Car** 71% of all trips, and car is the predominant mode for all age groups	**Work/Business** 21% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 67% of respondents	**Walking** 18% of all trips	**Education** 19% of all trips	**1:00 to 6:59 PM** 47% of all trips occur in these six hours
Pub or Restaurant 64% of respondents	**Bus/Coach** 4% of all trips	**Social Reasons** 18% of all trips	**Less than 30 mins** 74% of all trips
Public Leisure Space 60% of respondents	**Truck/Van** 3% of all trips	**Social Reasons** 30% of weekend trips	**1 hour or more** 8% of all trips
Chemist/Pharmacy 58% of respondents	**Cycling** 2% of all trips	**Shopping** 15% of all trips	**22.7 mins** is the average trip duration
Doctor's Surgery 47% (just under half) of respondents	**Train/DART/Luas** 1% of all trips	**Shopping** 24% of weekend trips	**12.81 km** is the average trip distance

Figure 1: Key Findings: National

Demographic Overview: National

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

Age		4-14	15-24	25-34	35-44	45-54	55-64	65+
		19%	**13**%	**12**%	**15**%	**14**%	**11**%	**16**%

Principal Economic Status (All aged 15+)		Working	Unemployed	Student	Home Duties	Retired	Other
		58%	**3**%	**10**%	**5**%	**16**%	**7**%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		76%	**7**%	**17**%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		18%	**27**%	**6**%	**53**%

Number of Cars/ Vans Available for use in Household		None	One	Two or More
		6%	**30**%	**64**%

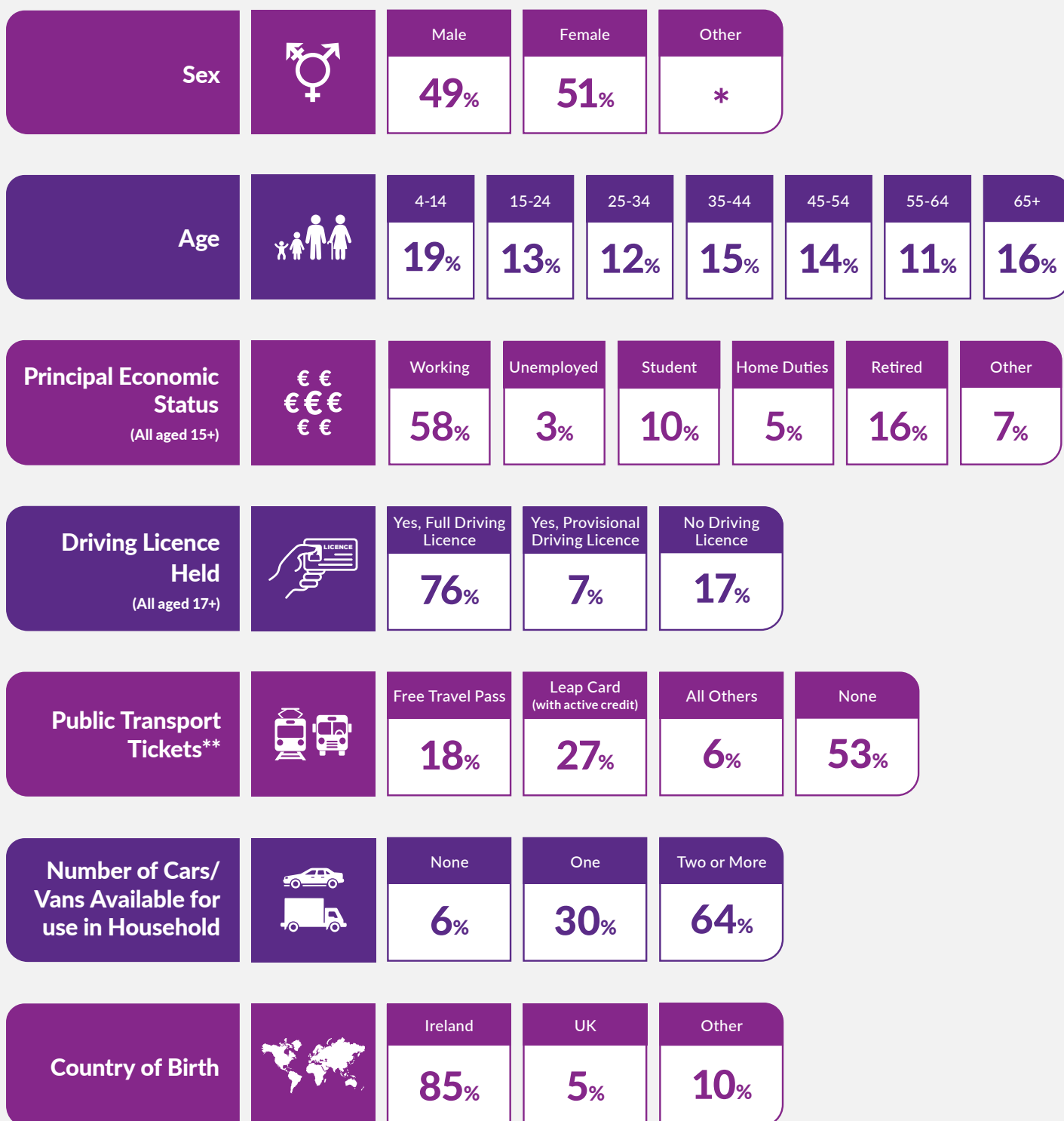| Country of Birth		Ireland	UK	Other
		85%	**5**%	**10**%

Figure 2: Demographic Overview: National

** Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.

'-' denotes zero responses in the category and '*' denotes a proportion of less than 1%.

The demographic profile of those who participated in the research was weighted in line with the CSO Labour Force Survey Q4 2024 data for age, sex, region, principal economic status and household structure.

Of those who participated in the research, 18% have a free travel pass and 27% have an active Leap card. Among those aged 17 or over, 7% have a provisional licence and 76% have a full licence. Just over 6 in 10 participants (64%) have two or more cars/vans available for use, while 30% have one car/van available for use in the household.
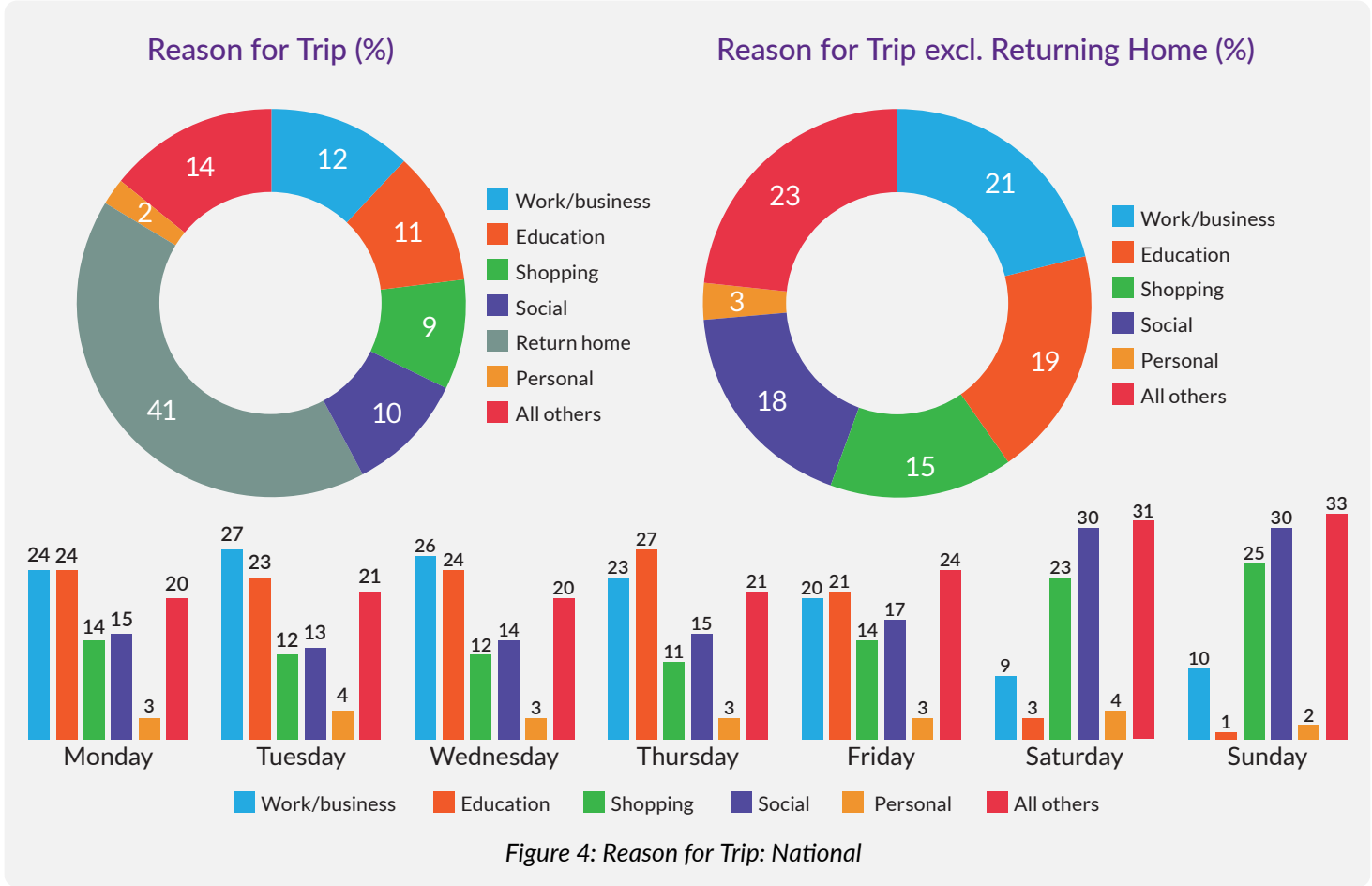
Proximity to Amenities (%)

Amenity	%	Population Estimates*
Shop	71	3,848,910
Bus stop	67	3,632,070
Pub or restaurant	64	3,469,440
Public Leisure Space	60	3,252,600
Chemist or pharmacy	58	3,144,180
Post Office	52	2,818,920
	50	2,710,500
Doctor's surgery	47	2,547,870
Train station/Luas stop	22	1,192,620
None of these	19	1,029,990

Figure 3: Proximity to Amenities (Live within a 15 minute walk): National

Population estimates calculated based on CSO LFS Survey Q4 2024.

The majority of those surveyed live within a 15-minute walk from a shop (71%), a bus stop (67%), pub or restaurant (64%), a public leisure space (60%) or a chemist/pharmacy (58%). Almost half reported living within a 15-minute walk of a Doctor's surgery (47%).

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

Figure 4: Reason for Trip: National

A significant proportion of national travel, 41%, is attributed to people returning home.

Excluding return home trips, the primary reasons for travel are work/business (21%), education (19%), and social (18%). Almost one quarter of trips (23%) are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives for example.

Work/business trips are most likely to occur on Tuesdays (27%) and Wednesdays (26%) whereas trips for education are most likely to occur on Thursdays (27%) followed by Mondays and Wednesdays both at 24%.

The primary reason for travel at the weekend is social (entertainment or recreation, to participate in sport, go to pub or restaurant) representing three in ten of trips on both Saturdays and Sundays. Shopping constitutes the second most frequent reason for weekend travel, accounting for 25% of Sunday trips and 23% of Saturday trips.

Personal business trips, such as visits to the bank, hairdresser, or library, remain relatively consistent from Monday to Saturday, accounting for 3-4% of all trips. On Sunday, this percentage decreases to 2%.
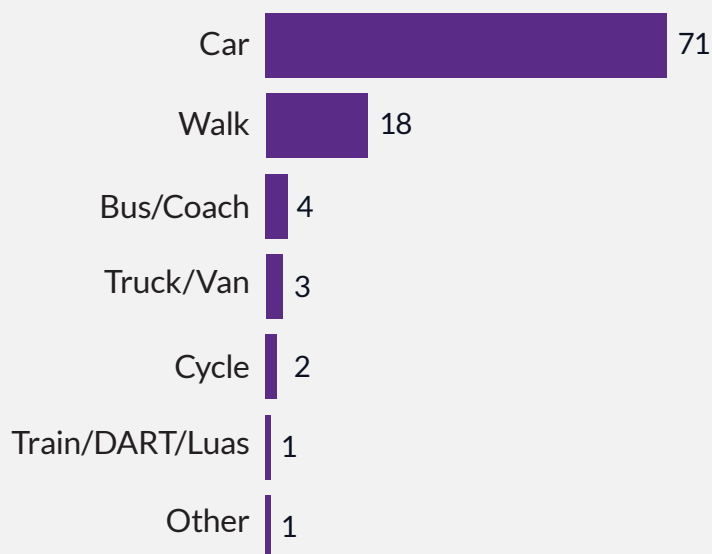
Trips Taken by Modes of Transport (%)*

Mode	%
Car	71
Walk	18
Bus/Coach	4
Truck/Van	3
Cycle	2
Train/DART/Luas	1
Other	1

Figure 5: Trips Taken by Modes of Transport: National

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

Car is the most common mode of transport used nationally to take a trip (71%), followed by walking at 18%. The proportion of trips taken using bus/coach is 4%, truck/van is 3% and cycling at 2%. Just 1% of all trips were taken by train/DART/Luas however, it should be noted that DART and Luas services are only available in the Dublin area.
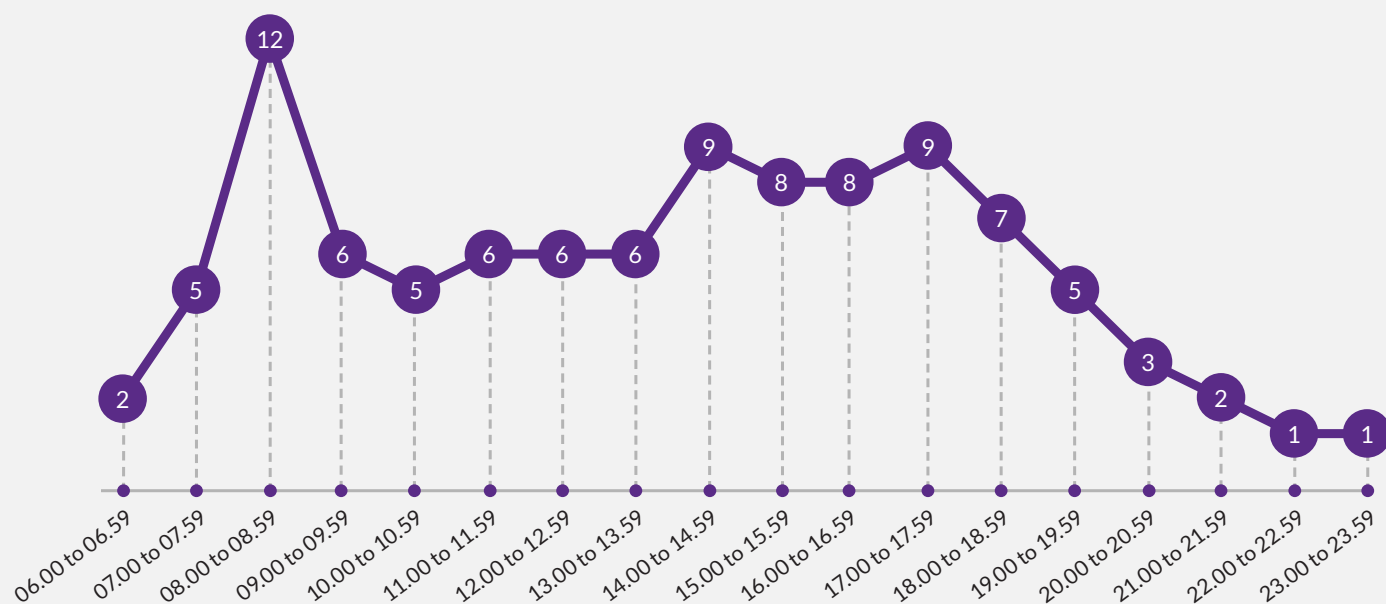
Hour of Travel (%)

Hour	%
06.00 to 06.59	2
07.00 to 07.59	5
08.00 to 08.59	12
09.00 to 09.59	6
10.00 to 10.59	5
11.00 to 11.59	6
12.00 to 12.59	6
13.00 to 13.59	6
14.00 to 14.59	9
15.00 to 15.59	8
16.00 to 16.59	8
17.00 to 17.59	9
18.00 to 18.59	7
19.00 to 19.59	5
20.00 to 20.59	3
21.00 to 21.59	2
22.00 to 22.59	1
23.00 to 23.59	1

Figure 6: Hour of Travel: National

Travel peaks between 08.00 and 08.59 nationally, with 12% of all trips taking place during this time.
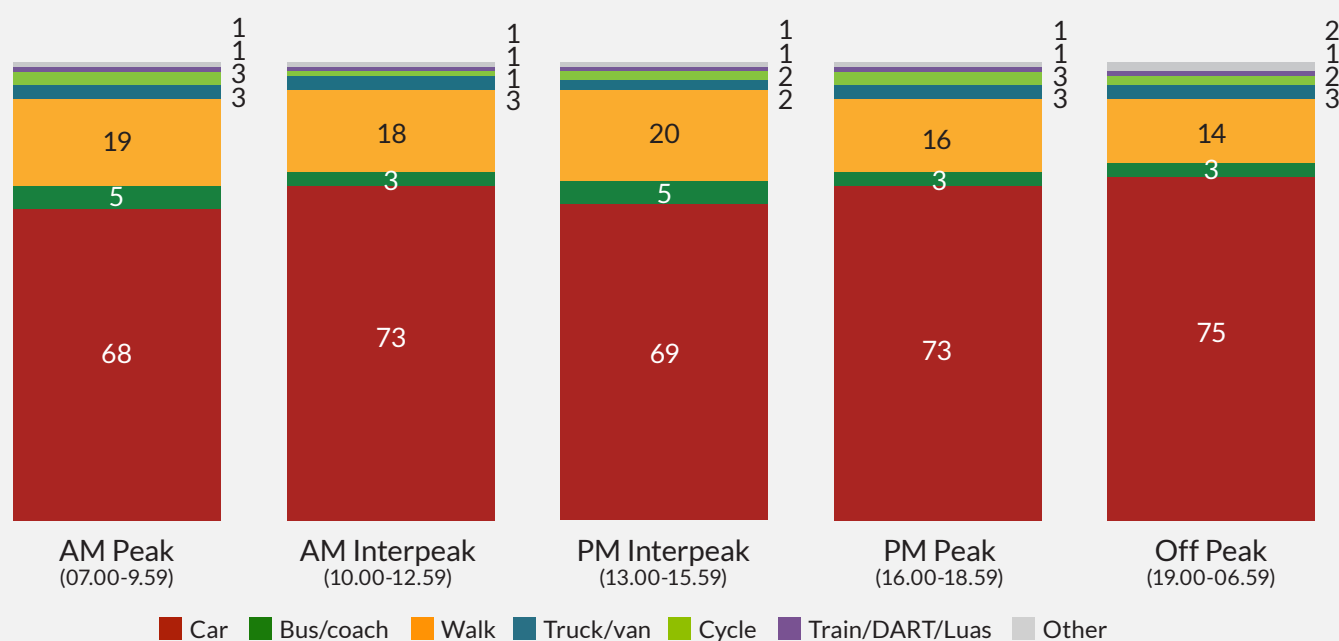
Period of Travel by Mode of Transport (%)

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

The dominant mode of transport during all periods of the day is the car. The highest car usage occurs during off-peak times (75%), with the AM interpeak and PM peak periods following closely behind (73% each). Walking is the second most prevalent mode, peaking during the PM interpeak period at 20%. Bus trips are most common during both the AM Peak and PM Interpeak at 5% respectively.
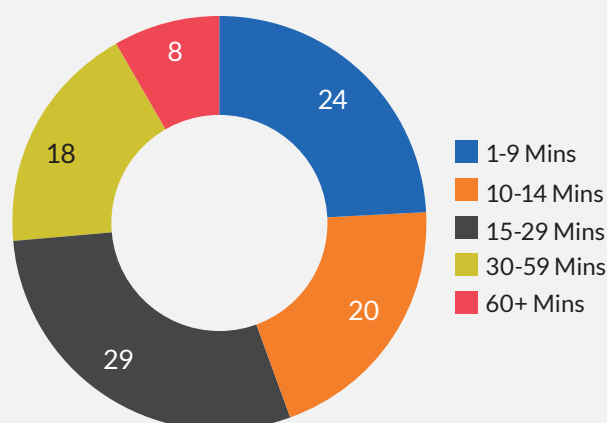
Trips Taken by Duration (%)

Figure 8: Trips by Duration: National

Almost three in ten trips nationally take between 15 and 29 minutes, 24% take 1 to 9 minutes, and a further one in five trips take 10 to 14 minutes.
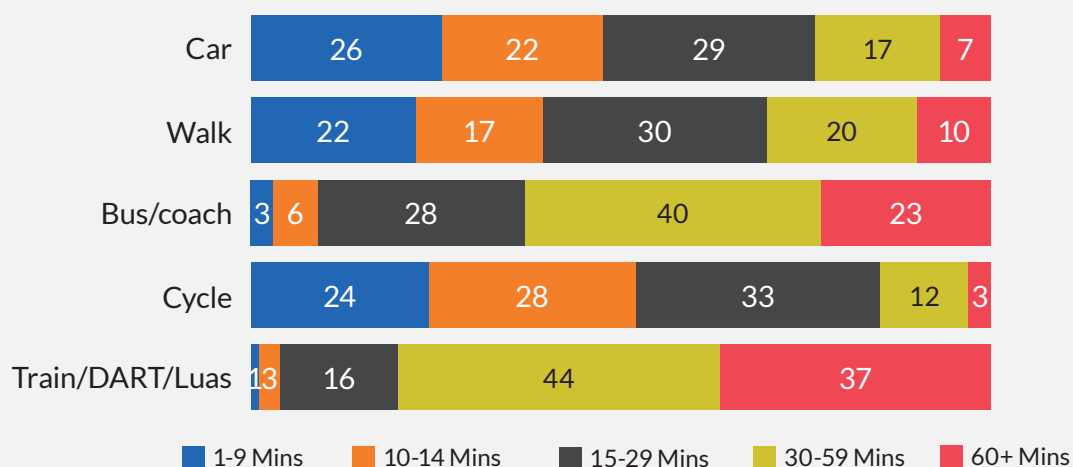
Duration of Travel by Mode of Transport (%)

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, and certain transport modes like the train are generally used to travel longer distances. Almost four in ten (37%) of train/DART/Luas journeys take 60 minutes or more. Just 7% of car journeys take 60 minutes or more. One third of journeys made by cycling are 15-29 minutes in duration.

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	10	*
1-2.99km	26	3
3-4.99km	14	4
5-9.99km	19	10
10-19.99km	15	15
20-29.99km	6	12
30km+	11	55
Average trip distance	12.81km	

Table 4: Trip Distance: National

Just over one quarter of all trips taken (26%) are for journeys of 1-2.99 kilometres. Just over one in ten journeys are for a distance of 30 kilometres or more (11%).

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	27	11	3	*	*
1-2.99km	47	31	22	8	1
3-4.99km	17	21	13	9	4
5-9.99km	8	30	25	15	10
10-19.99km	*	7	28	21	11
20-29.99km	*	*	8	19	8
30km+	*	*	1	28	66

Table 5: Duration of Trips by Distance: National

The duration of trips by distance analysis demonstrates that:

» Of the trips that take less than 10 minutes, 27% are less than 1km in distance and 47% 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 30% are between 5-9.99km.

» Of the trips taking between 15 and 29 minutes, just over one in five (22%) are between 1-2.99km, 13% are between 3 and 4.99km and 28% are between 10-19.99km.

» Of those trips that take between 30 and 59 minutes, almost one in three (28%) are over 30km in distance.

» Just under two thirds (66%) 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	71	59	66	72	76	77	74
Walk	18	22	22	18	14	12	18
Bus/Coach	5	10	4	2	2	2	3
Train/DART/Luas	*	2	2	1	1	*	1
Cycle	3	3	2	3	2	2	1
Truck/van	1	2	2	3	5	5	2
Other	1	1	1	2	1	1	1

Table 6: Mode of Transport by Age: National

Car usage is most common among older age groups, with 77% of those aged 55-64 and 76% of those aged 45-54 using cars for travel. Younger individuals aged 15-24 are less likely to travel by car (59%) and are more likely than any other age group to use bus/coach services (10%). Walking is most common among those aged 15-24 and 25-34, both at 22%.

Cycling is most popular among those aged 4-14, 15-24 and 35-44-year-olds, with 3% of individuals in these age groups cycling.
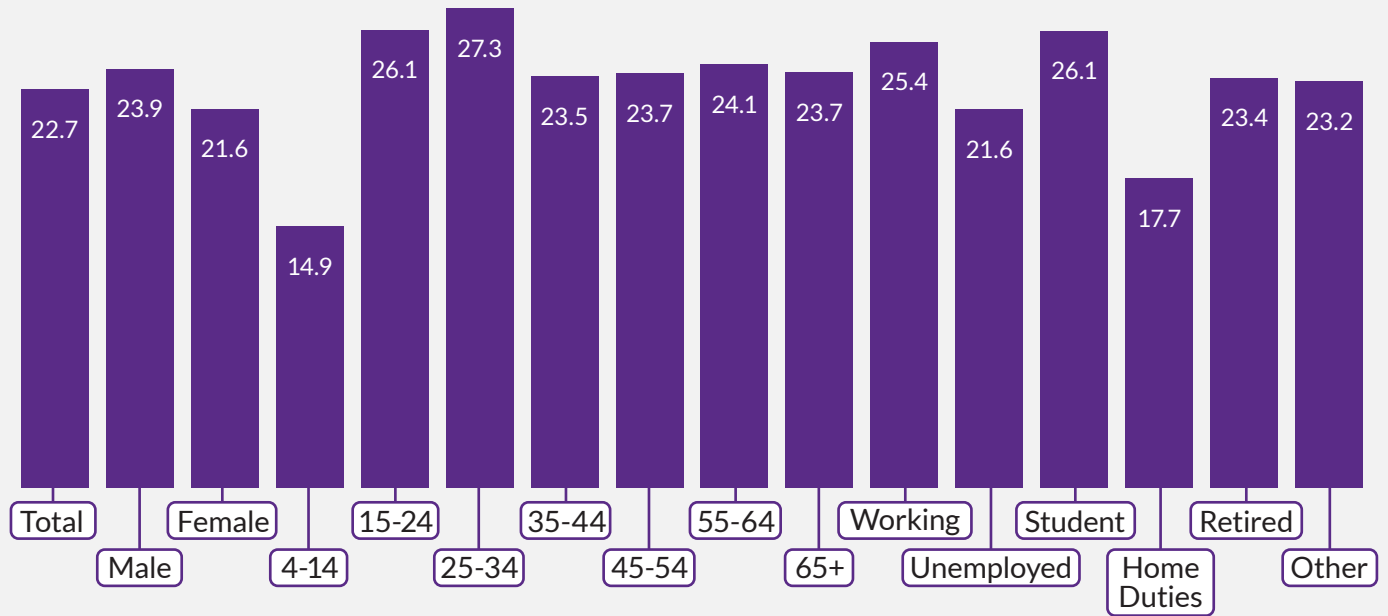
Average Trip Duration (Minutes)

Figure 10: Average Trip Duration (Minutes): National

The average trip duration as reported by participants was 22.7 minutes. The average trip duration for males (23.9 minutes) is slightly longer than that reported by females (21.6 minutes). When it comes to age, those aged 25-34 and 15-24 recorded the longest average trip durations at 27.3 and 26.1 minutes respectively. Those aged 4-14 recorded the shortest average trip duration at 14.9 minutes.

Looking at the data by principal economic status shows that those who are working recorded an average trip duration of 25.4 minutes, with those who are unemployed at 21.6 minutes. The longest average trip duration reported was by students at 26.1 minutes, while the shortest average duration was recorded by those responsible for home duties at 17.7 minutes.
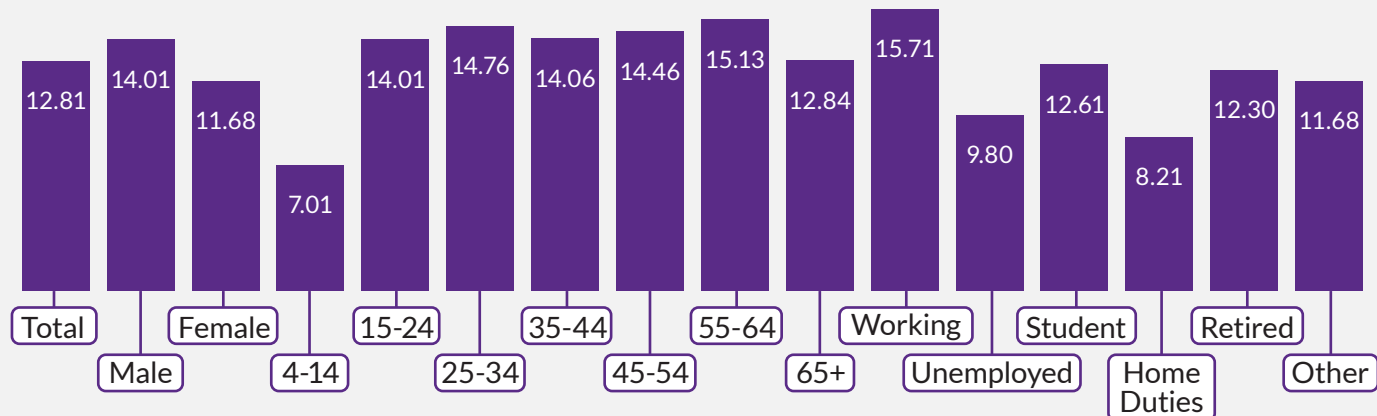
Average Trip Distance (Kilometres)

	Value
Total	12.81
Male	14.01
Female	11.68
4-14	7.01
15-24	14.01
25-34	14.76
35-44	14.06
45-54	14.46
55-64	15.13
65+	12.84
Working	15.71
Unemployed	9.80
Student	12.61
Home Duties	8.21
Retired	12.30
Other	11.68

Figure 11: Average Trip Distance (Kilometres): National

Total average trip distance was recorded at 12.81 kilometres, with the average distance among males higher than that reported by females (14.01 kilometres versus 11.68 kilometres). In terms of age, those aged 4-14 recorded the shortest average trip distance at 7.01 kilometres while those aged 55-64 recorded the longest average distance at 15.13 kilometres.

As one would expect, those who are working travelled the longest average distance at 15.71 kilometres, followed by students at 12.61 kilometres. The shortest distance trips were recorded by those who are undertaking home duties at 8.21 kilometres and those who are unemployed at 9.80 kilometres.
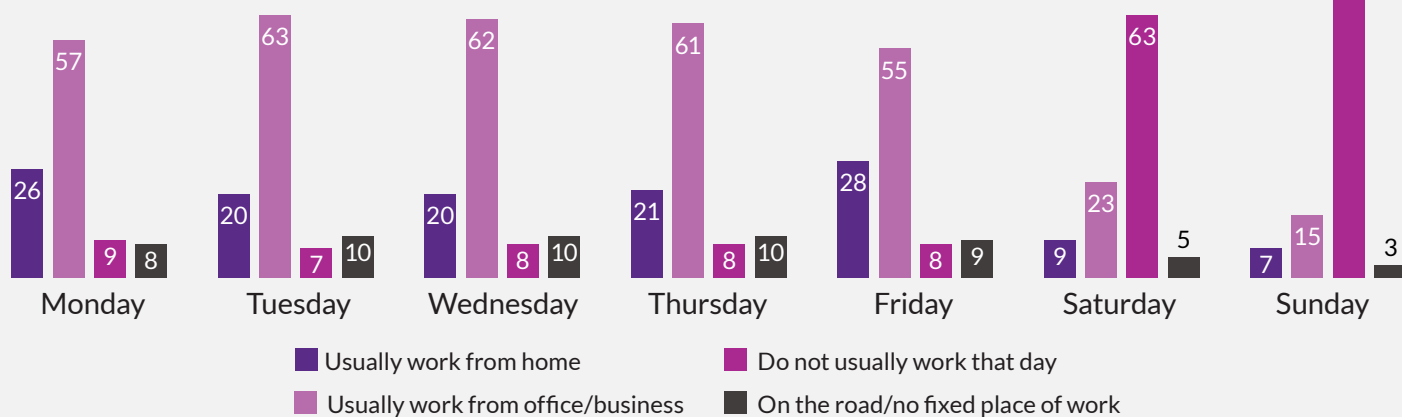
Working Patterns (%)

Day	Usually work from home	Usually work from office/business	Do not usually work that day	On the road/no fixed place of work
Monday	26	57	9	8
Tuesday	20	63	7	10
Wednesday	20	62	8	10
Thursday	21	61	8	10
Friday	28	55	8	9
Saturday	9	23	63	5
Sunday	7	15	74	3

Figure 12: Working Patterns by Day of the Week: National

Tuesday is the day that workers are most likely to work on site in their office/business at 63%, closely followed by Wednesday (62%) and Thursday (61%).

Friday sees the highest prevalence of working from home at 28%, followed by Monday at 26%.

The proportion of those working on the road/no fixed place of work on weekdays registers at 8-10%.
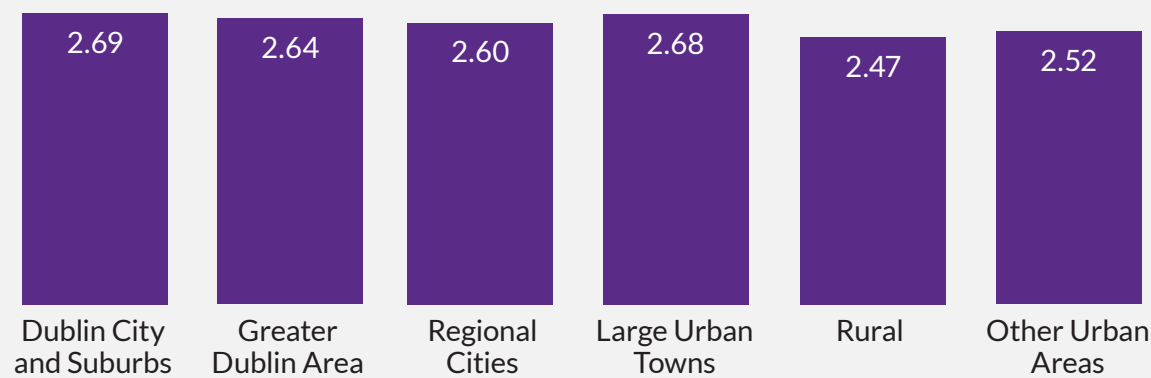
National Daily Trip Rates* by Region

Figure 13: National Daily Trip Rates by Region: National

* Daily trip rates are calculated based on both Day 1 and Day 2 trips.

Looking at daily trip rates by region, the highest rate recorded is 2.69 in Dublin City and Suburbs followed by Large Urban Towns at 2.68. The lowest average daily trip rate recorded is 2.47 in Rural Areas.
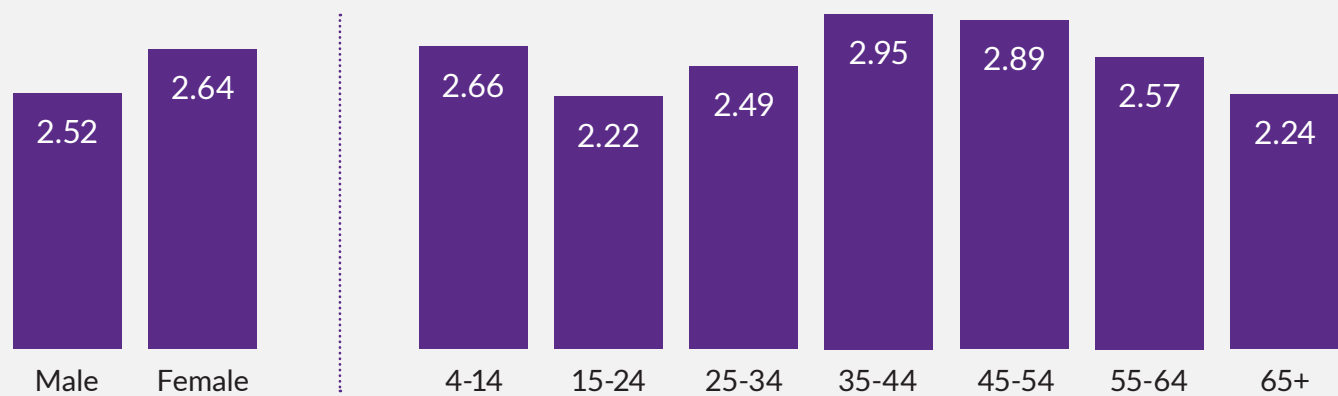
National Daily Trip Rates* by Sex and Age

Figure 14: National Daily Trip Rates by Sex and Age: National

* Daily trip rates are calculated based on both Day 1 and Day 2 trips.

Analysis of the data by sex shows that females recorded a higher average daily trip rate at 2.64 than males at 2.52. In terms of age, those aged 35-44 recorded the highest average daily trip rate at 2.95 and those aged 15-24 recorded the the lowest average daily trip rate at 2.22, closely followed by those aged 65+ at 2.24.

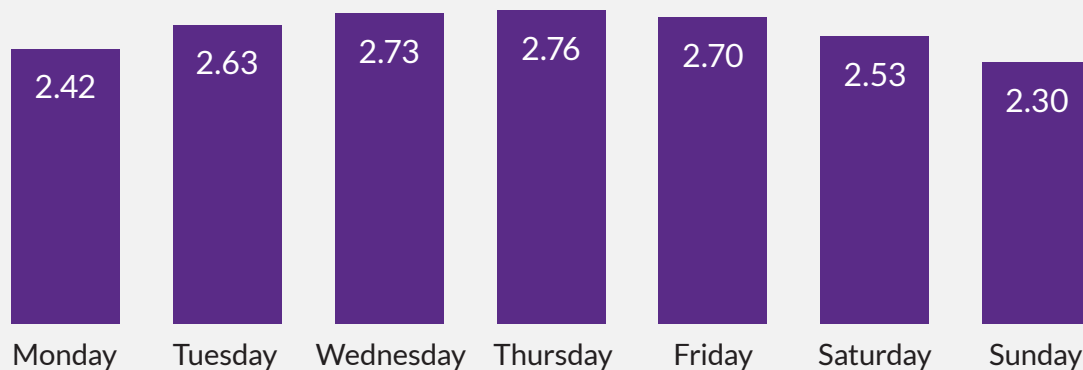## National Daily Trip Rates* by Days of the Week

Figure 15: Daily Trip Rates by Days of the Week: National

* Daily trip rates are calculated based on both Day 1 and Day 2 trips.

Across the 7-day week, the highest number of trips occur on Thursdays and Wednesdays. People take on average 2.76 and 2.73 trips on these days respectively. The lowest number of trips occur on Sundays at 2.30.

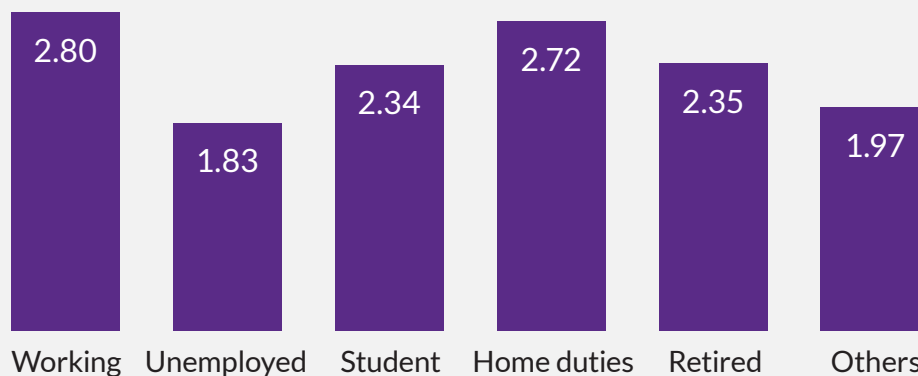## Daily Trip Rates* by Principal Economic Status

Figure 16: Daily Trip Rates by Principal Economic Status: National

* Daily trip rates are calculated based on both Day 1 and Day 2 trips.

Those who are working take the highest average number of trips per day (2.80), followed by those undertaking home duties (2.72).

National Household Travel Survey 2024

4. Trend Data

Trend Data

This section of the report provides trended results from the National Household Travel Survey. Where possible, comparisons have been made with previous years. As noted earlier in this document, it is important to note that the methodology, survey design and sample sizes differ across the studies. The margin of error on the 2024 survey of 9,597 respondents is estimated to be +/-1% at a 95% confidence level. This calculation assumes a 50% proportion, which maximizes the margin of error to ensure a conservative estimate.

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

	2017*	2022	2023	2024
Work/business	28	20	20	21
Education	23	19	18	19
Shopping	16	17	16	15
Social	14	18	20	18
Personal	2	3	3	3
All Others	17	24	23	23

Table 7: Reason for Trip (excl. Return Home): Trend 2017-2024

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

Work/business continues to be the main reason for taking a trip in 2024 at 21%, just one point ahead of levels recorded in 2022 and 2023. A marginal increase in trips for education was also recorded, up by one point to 19%. Marginal declines were recorded in terms of trips taken for social reasons (down two points) and shopping (down by one point).

Mode of Transport (%)

	2012	2017	2022	2023	2024
Car	70.1	70.9	68.7	70.9	71.3
Walk	20.0	18.0	19.3	17.7	17.6
Bus/Coach	4.2	5.3	4.2	3.9	3.9
Cycle	1.7	2.7	1.8	1.9	2.2
Train/DART/Luas	0.9	0.7	1.1	1.0	0.9
Truck/Van	2.4	1.4	3.7	3.2	2.8
Other	0.7	1.0	1.3	1.4	1.3

Table 8: Mode of Transport: Trend 2012-2024

Little change has been recorded in terms of the modes of transport used between 2012 and 2024, with car continuing to dominate at 71%.
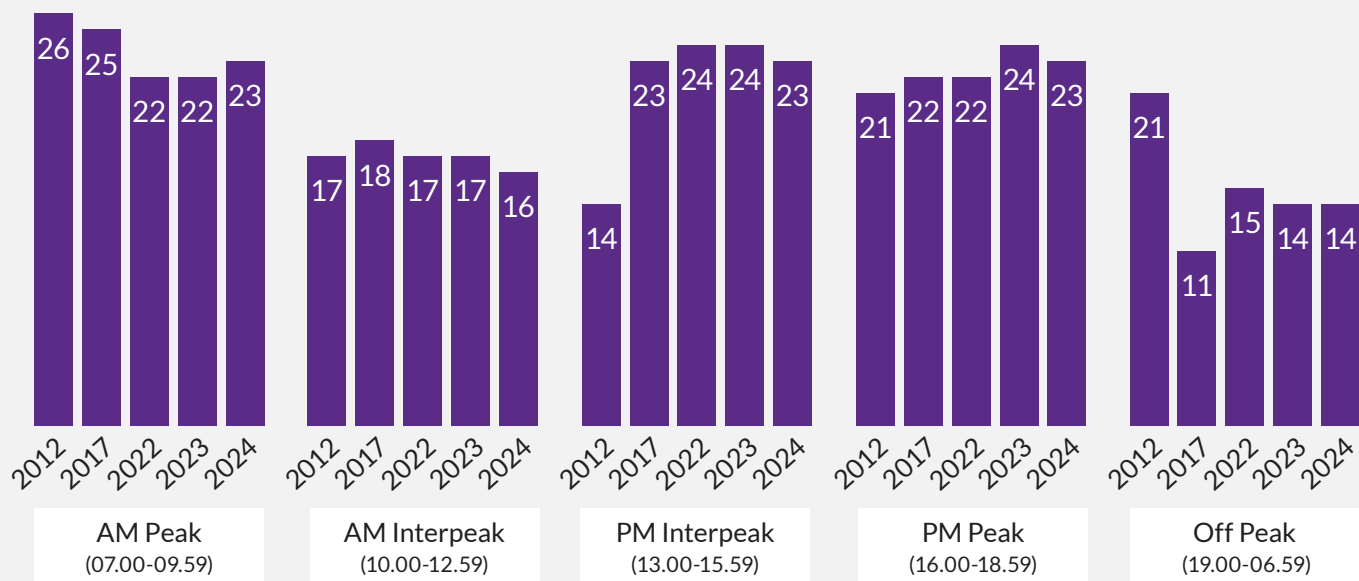
Period of Travel (%)

Figure 17: Period of Travel: Trend 2012-2024

Only marginal changes were recorded in 2024 in terms of period of travel when compared to 2023 and 2022. In 2024, travel at the AM Peak, PM Interpeak and PM peak were recorded at 23%.

Hour of Travel (%)

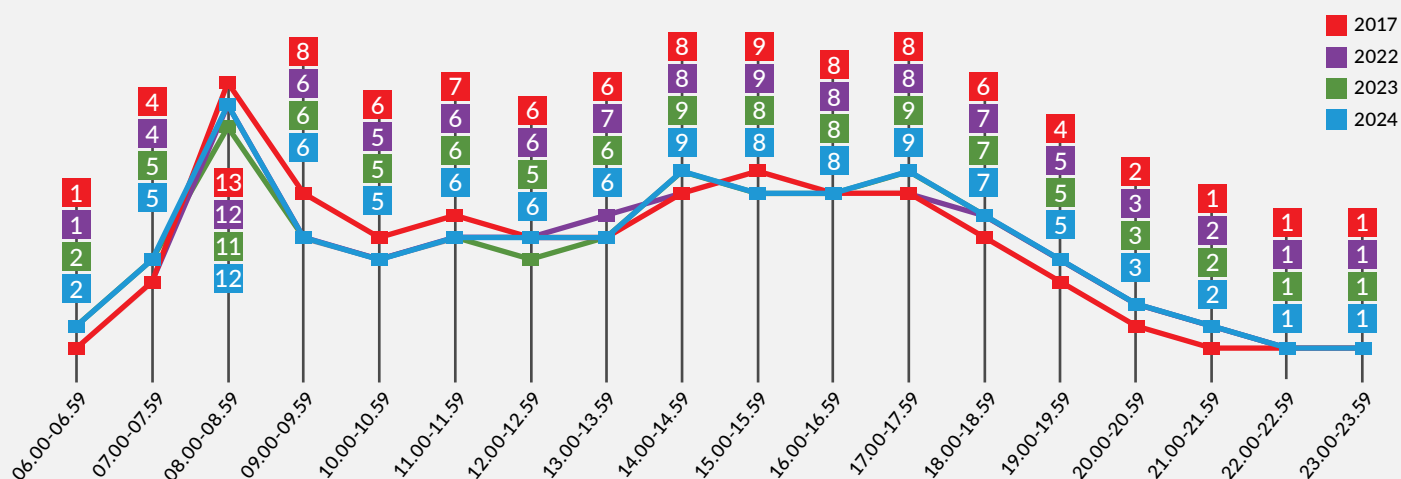Figure 18: Hour of Travel: Trend 2017-2024

The pattern of trips taken by time of day in 2024 is largely consistent with that recorded in previous years. The AM peak appears flatter in the years after the Covid-19 pandemic. In 2017 there were 2.25 times as many trips taken between 08:00-08:59 as between 07:00-07:59. In 2024 there were 1.4 times as many trips taken between 08:00-08:59 as between 7:00-07:59.

Trips Taken by Duration (%)

Legend: 1-9 Mins, 10-14 Mins, 15-29 Mins, 30-59 Mins, 60+ Mins

2017: 19, 23, 31, 19, 6
2022: 25, 20, 30, 18, 7
2023: 25, 20, 30, 18, 7
2024: 24, 20, 29, 18, 8
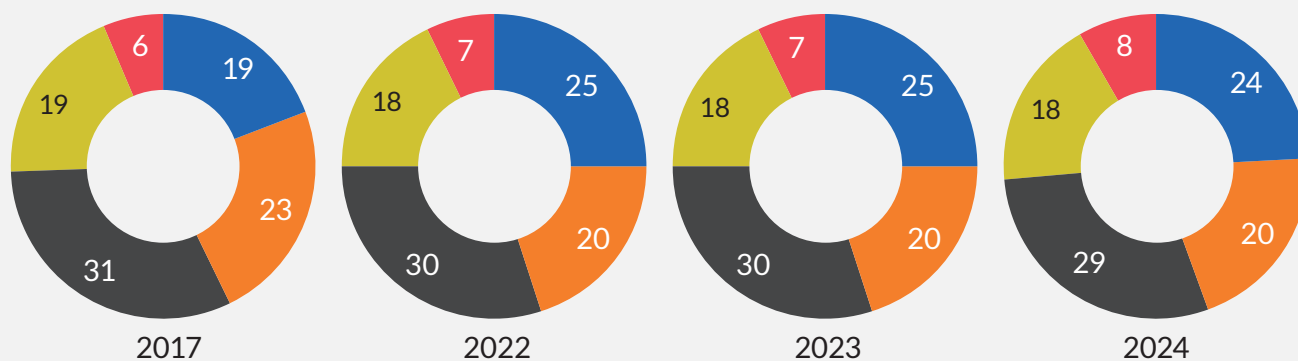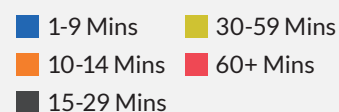
Figure 19: Trips Taken by Duration: Trend 2017-2024

No significant change was recorded in terms of trip duration in between 2022, 2023 and 2024.

Trip Distance (%)

Distance	2017	2022	2023	2024
0-0.99km	7	11	11	10
1-2.99km	29	26	25	26
3-4.99km	14	14	14	14
5-9.99km	18	19	19	19
10-19.99km	16	15	15	15
20-29.99km	7	6	7	6
30km+	9	9	9	11

Table 9: Trip Distance: Trend 2017-2024

One in ten trips made in 2024 were of a short distance (0-0.99km), just marginally below that recorded in 2022 and 2023. Trips for a distance of 1-2.99km continue to account for the largest proportion of trips at 26% in 2024.

National Household Travel Survey 2024

5. Comparative Data

Reason for Trip by Region (%)
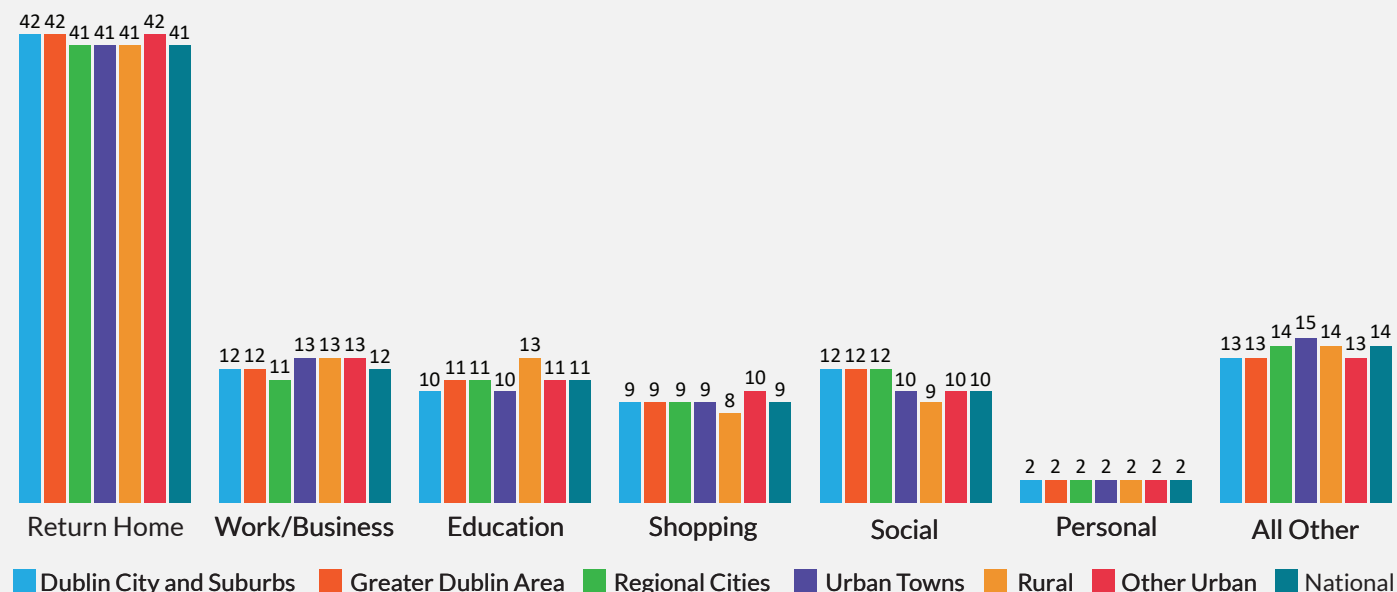
Figure 20: Reason for Trip by Region: Comparative Data

Returning home constitutes the primary reason for travel nationally (41%). While reasons for travel are largely consistent across the six regions, some notable variations exist.

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

Work/business trips are least common among residents of Urban Towns (11%), with slightly higher rates observed in Urban Towns, Rural Areas, and Other Urban Areas (13%).

Rural residents are more likely to travel for education (13%) than residents of other regions.

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

Figure 21: Reason for Trip (excl. Return Home): Comparative Data

When return home trips are excluded, work/business travel is most common among residents of Urban Towns, Rural Areas, and Other Urban Areas, accounting for 22% of trips, closely followed by Dublin City and Suburbs at 21%.

The proportion of work/business trips is lowest for residents of Regional Cities (19%).

Social trips are most frequent among Dublin City residents (21%), followed by those in the Greater Dublin Area and Regional Cities (20%).

Residents of Dublin City and Suburbs and Urban Towns are least likely to travel for education (17%), while Rural Area residents are most likely to travel for education (21%).

Shopping trips are slightly more common among residents of Other Urban Areas (18%) compared to other regions.

Mode of Transport by Region (%)
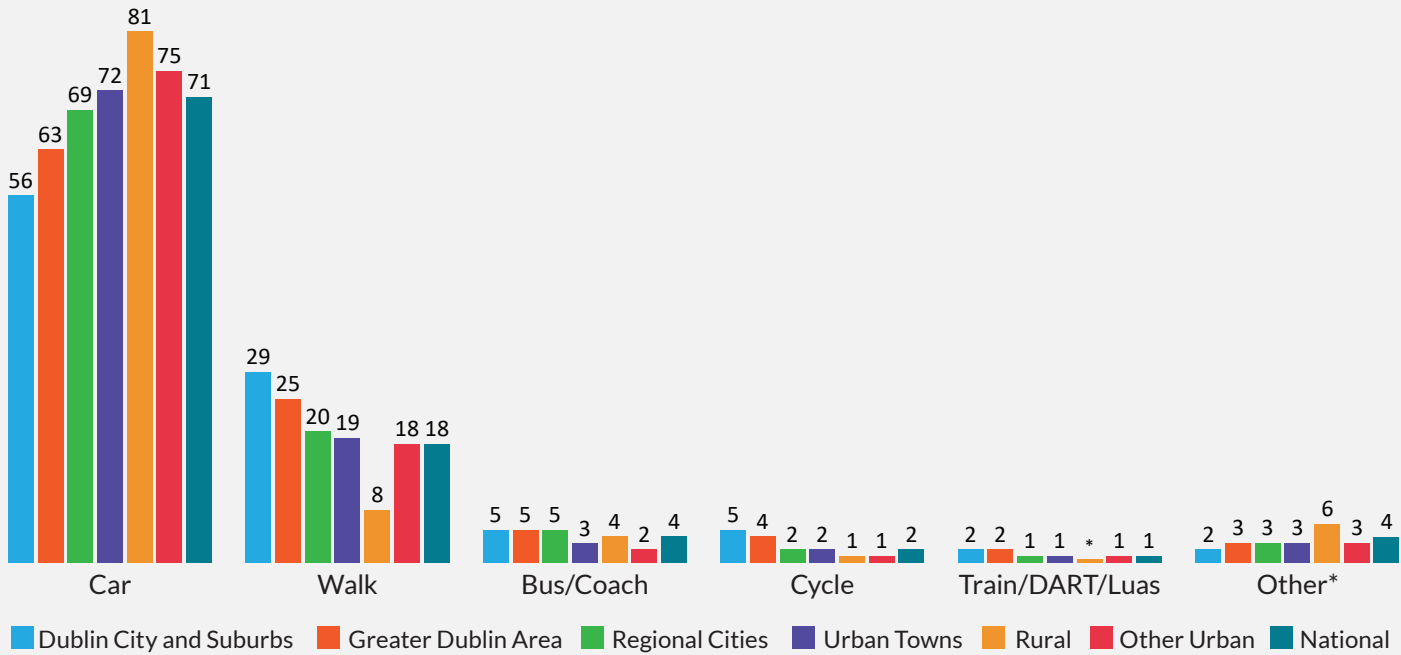
Figure 22: Mode of Transport by Region: Comparative Data

Calculation of other modes includes truck/van.

Travel mode varies by region. Car travel is the primary mode nationally (71%), with Rural Areas exhibiting the highest reliance on cars (81%). Dublin City and Suburbs show the lowest proportion of car trips (56%). The Greater Dublin Area also falls below the national average (63%).

Cycling is most popular in Dublin City and Suburbs (5%) and the Greater Dublin Area (4%).

Walking accounts for 18% of trips nationally but is significantly higher in Dublin City and Suburbs (29%) and the Greater Dublin Area (25%) compared to Rural Areas (8%).

Bus/coach usage is highest in Dublin City and Suburbs, the Greater Dublin Area, and Regional Cities (5%).

Time of Trip by Region (%)

	AM Peak (07.00-09.59)	AM Interpeak (10.00-12.59)	PM Interpeak (13.00-15.59)	PM Peak (16.00-18.59)	Off Peak (19.00-06.59)
Dublin City and Suburbs	22	17	23	23	15
Greater Dublin Area	23	16	23	23	15
Regional Cities	21	17	22	26	13
Urban Towns	22	17	23	24	14
Rural	24	16	24	23	13
Other Urban	23	17	22	24	14
National	23	16	23	23	14
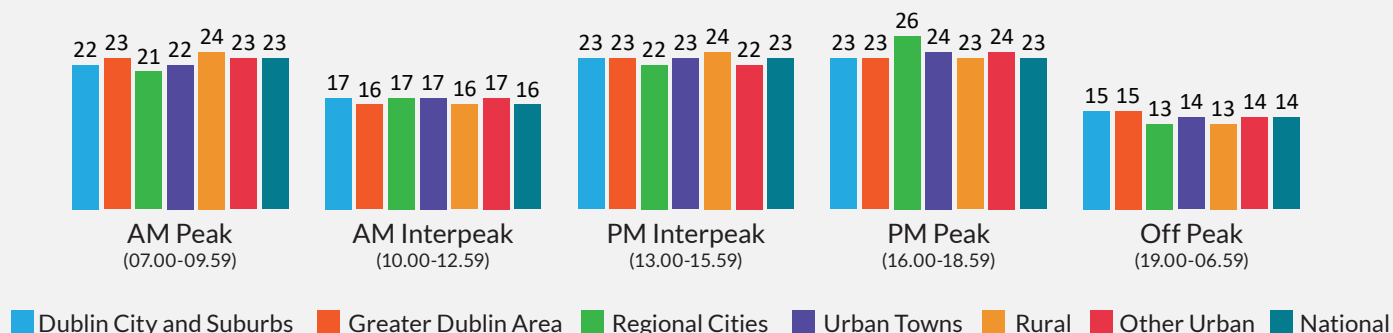
Figure 23: Time of Trip by Region: Comparative Data

Time of day of travel is largely consistent across all six regions. Those living in Rural areas are more likely to travel during the AM Peak than those living in other areas at 24%. Travel during the PM Peak was highest in Regional Cities at 26%.

Hour of Travle by Region (%)

National values: 06.00-06.59: 2; 07.00-07.59: 5; 08.00-08.59: 12; 09.00-09.59: 6; 10.00-10.59: 5; 11.00-11.59: 6; 12.00-12.59: 6; 13.00-13.59: 6; 14.00-14.59: 9; 15.00-15.59: 8; 16.00-16.59: 8; 17.00-17.59: 9; 18.00-18.59: 7; 19.00-19.59: 5; 20.00-20.59: 3; 21.00-21.59: 2; 22.00-22.59: 1; 23.00-23.59: 1

Legend: Dublin City and Suburbs, Greater Dublin Area, Regional Cities, Urban Towns, Rural, Other Urban, National

Figure 24: Hour of Travel by Region: Comparative Data

08.00-08.59 is the peak travel time across all regions and is at 12% nationally.

Trip Duration by Region (%)
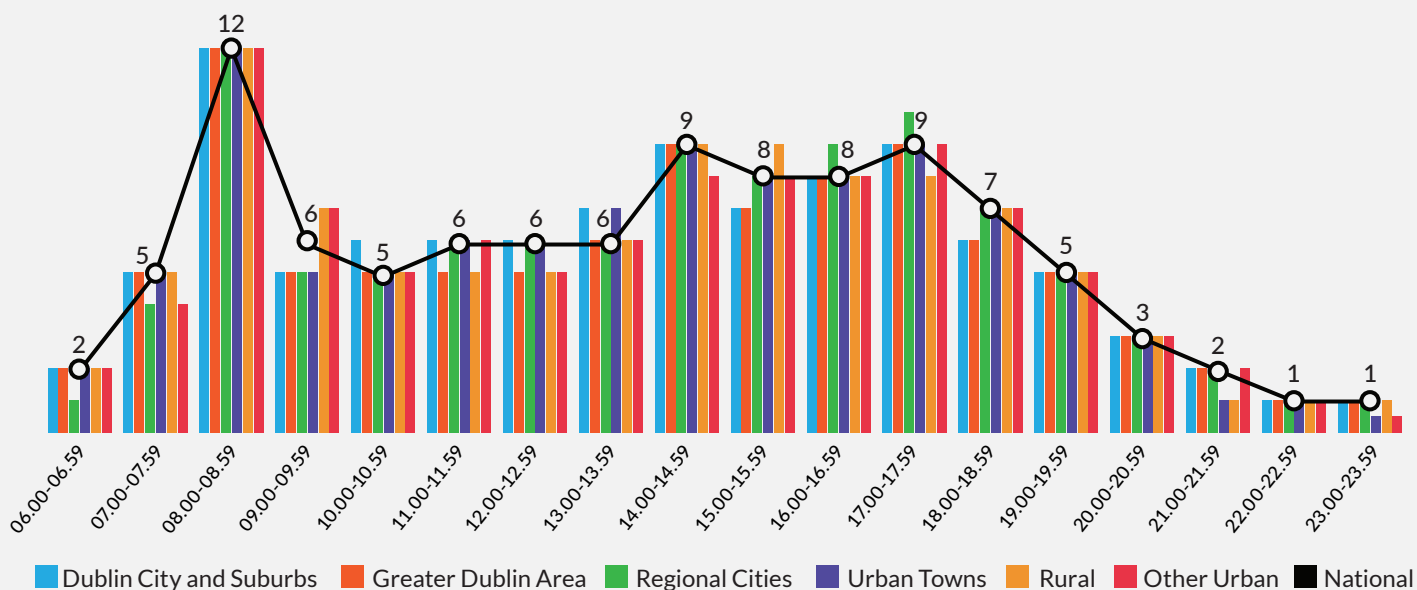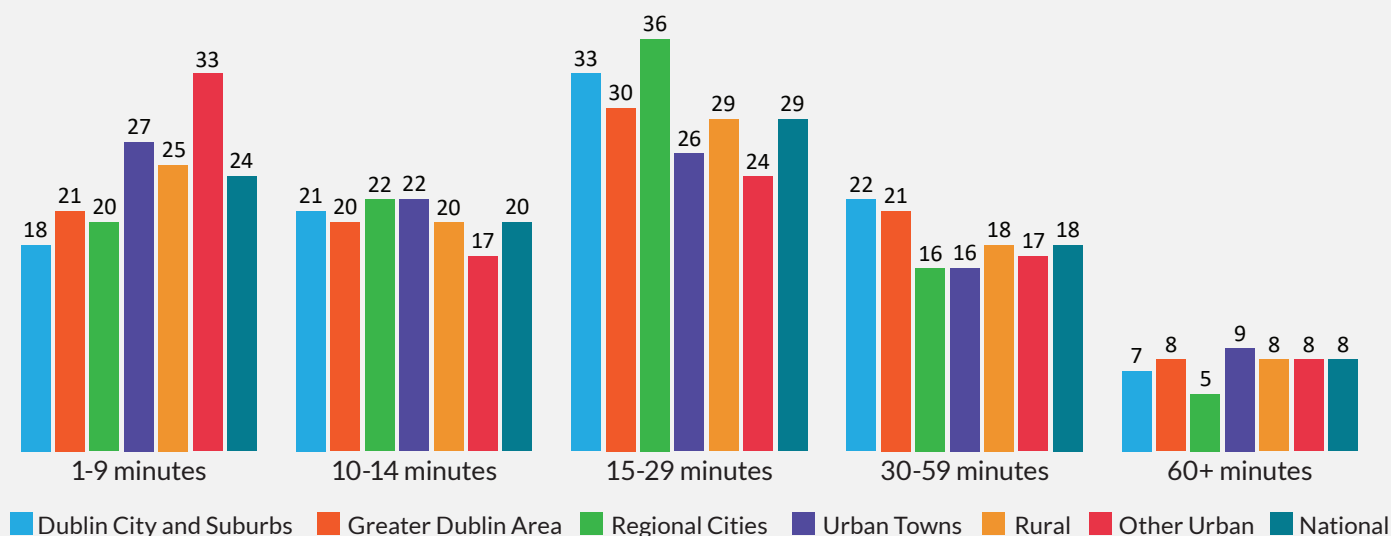

Figure 25: Trip Duration by Region: Comparative Data

With the exception of Urban Towns and Other Urban Areas, the most common trip duration across all regions falls within the 15-29 minute range. Regional Cities (36%), Dublin City and Suburbs (33%), and the Greater Dublin Area (30%) all exhibit above-average proportions of trips in this time frame.

In contrast, residents of Other Urban Areas and Urban Towns are most likely to take shorter trips, lasting 1-9 minutes, at 33% and 27% respectively.

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 three points below the national average at 5%.
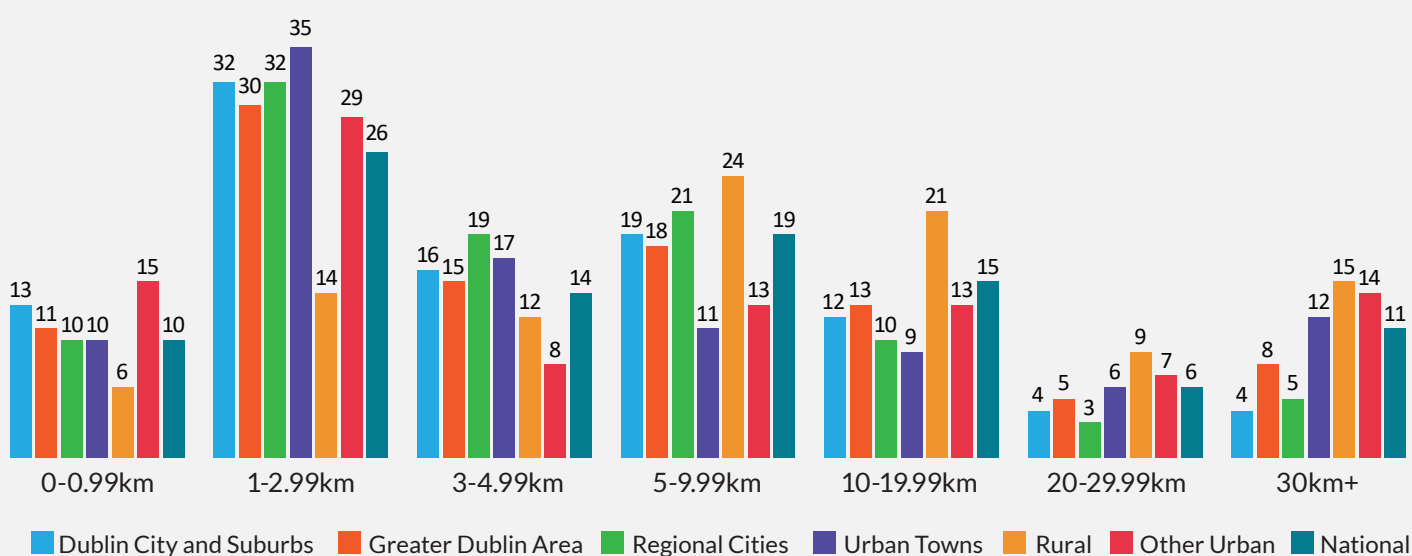
Trip Distance by Region (%)

Figure 26: Trip Distance by Region: Comparative Data

While the most common trip distance nationally is 1-2.99km (26%), regional differences are apparent.

Other Urban Areas recorded the highest level of trips between 0-0.99km at 15%, just two points ahead of Dublin City and Suburbs at 13%. As would be expected, those living in Rural Areas were least likely to take these shorter distance trips at 6%, four points below the national average.

Almost four in 10 trips (35%) in Urban Towns covered a distance of 1-2.99km, the highest level recorded across all regions and nine points above the national average of 26%.

Those living in rural areas were most likely to take trips of 5-9.99km in distance at 24%. This figure is lowest among those living in Urban Towns at 11%.

Those living in Rural Areas were most likely to take a trip of 30 kilometres or more at 15%, closely followed by those in Other Urban Areas at 14% and those in Urban Towns at 12%. Those living in Dublin City and Suburbs were least likely to take this type of longer distance journey at 4%, seven points below the national average.

Demographic Comparison

Age by Region (%)
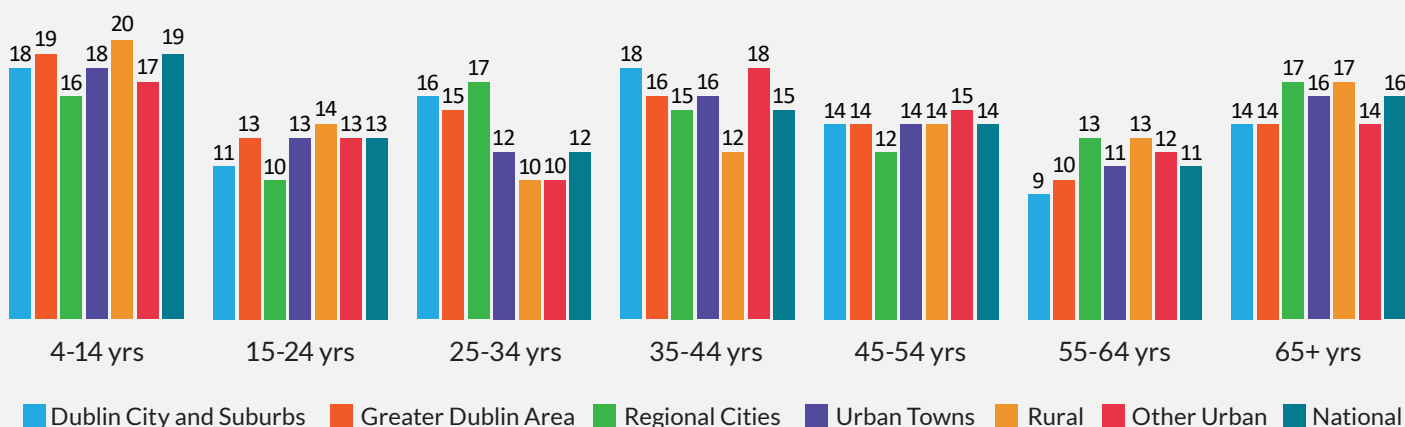
Figure 27: Demographic Comparison by Region: Comparative Data

Slight variations in the age profile of participants were recorded across the regions.

Regional Cities and Other Urban Areas have the lowest proportion of participants aged 4-14 (16% and 17%, respectively), while Rural Areas have the highest (20%).

The proportion of participants aged 15-24 in Rural Areas (14%) is slightly above the national average.

Rural Areas and Other Urban Areas have the lowest proportion of 25-34 year olds (10%), significantly lower than Regional Cities (17%), which has the highest proportion of this age group. The national average for the 25-34 age group is 12%.

Rural Areas, at 12% are also behind the national average (15%) in terms of the proportion of 35-44 year olds.

Principal Economic Status by Region (%)
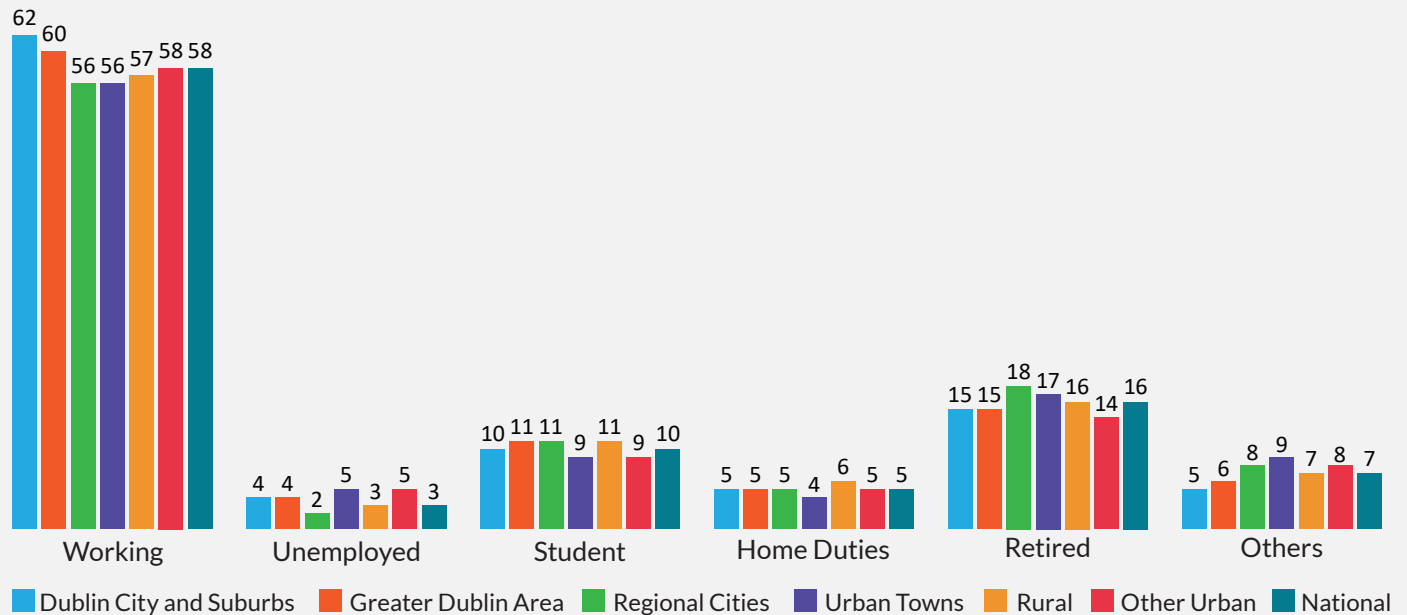
Figure 28: Principal Economic Status by Region: Comparative Data

Participants living in Dublin City and Suburbs were the most likely to be working at 62%, followed by the Greater Dublin area at 60%. Those in Regional Cities and Urban Towns were least likely to be working at 56%.

The proportion of Students was highest in the Greater Dublin Area, Regional Cities and Rural Areas at 11%.

Retirees accounted for 16% of participants overall, with the lowest level recorded in Other Urban Areas at 14% and the highest level recorded in Regional Cities at 18%.

Public Transport Tickets by Region (%)*
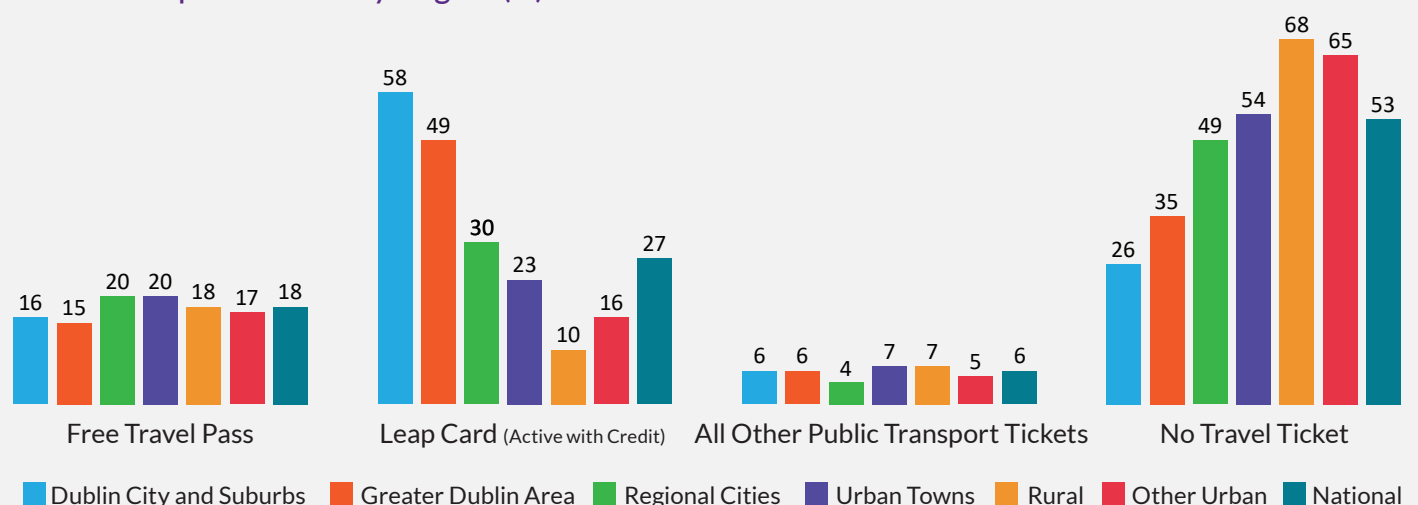
Figure 29: Public Transport Tickets by Region: Comparative Data

* Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.

Nationally, slightly more than half (53%) do not possess a public transport ticket. This proportion is highest in Rural Areas (68%) and Other Urban Areas (65%). Conversely, residents of Dublin City and Suburbs are most likely to have a public transport ticket (74%).

Just under one in five (18%) report having a free travel pass, with the highest prevalence in Regional Cities and Urban Towns (20%) and the lowest in the Greater Dublin Area (15%).

Possession of an active Leap card is at 27% nationally, but considerably higher among residents of Dublin City and Suburbs (58%) and the Greater Dublin Area (49%).

Driving Licence by Region (%)
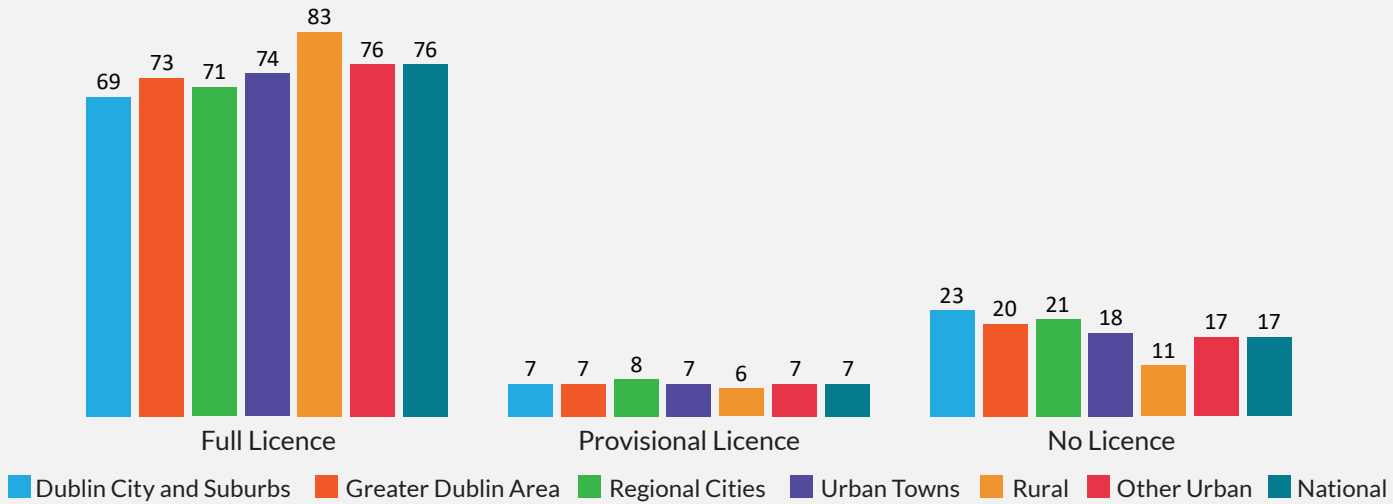
Figure 30: Driving Licence by Region: Comparative Data

Regional variations are evident in driving licence possession among participants aged 17 or over.

While 76% of participants nationally hold a full driving licence, Rural Areas exhibit the highest rate of driving licence possession (89%), with a combination of full (83%) and provisional (6%) licences. This reinforces the importance of car travel in Rural Areas.

In contrast, Dublin City and Suburbs has the lowest rate of full driving licence possession at 69%.

Bicycle and Electric Scooter Ownership (%)
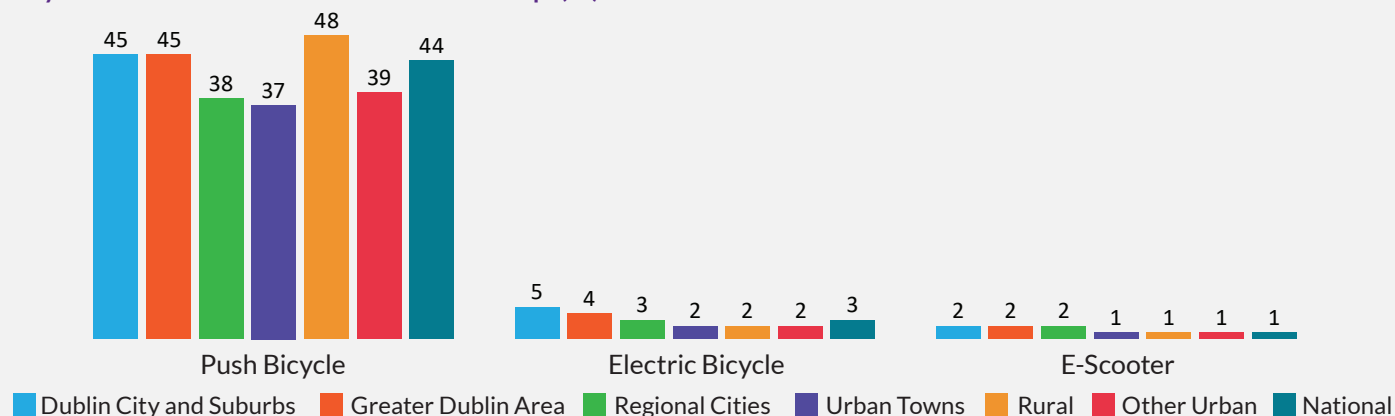
Figure 31: Bicycle and Electric Scooter Ownership by Region: Comparative Data

Bicycle ownership is highest in Rural Areas (48%), followed by the Greater Dublin Area and Dublin City and Suburbs both at 45%. Bicycle ownership is lowest in Urban Towns at 37%.

Electric bicycle ownership is recorded at 3% nationally, with this figure at 1% for e-scooters. Those based in Dublin City and Suburbs (5%) and the Greater Dublin Area (4%) are most likely to own an electric bicycle.

Main Car Driven - Type (%)
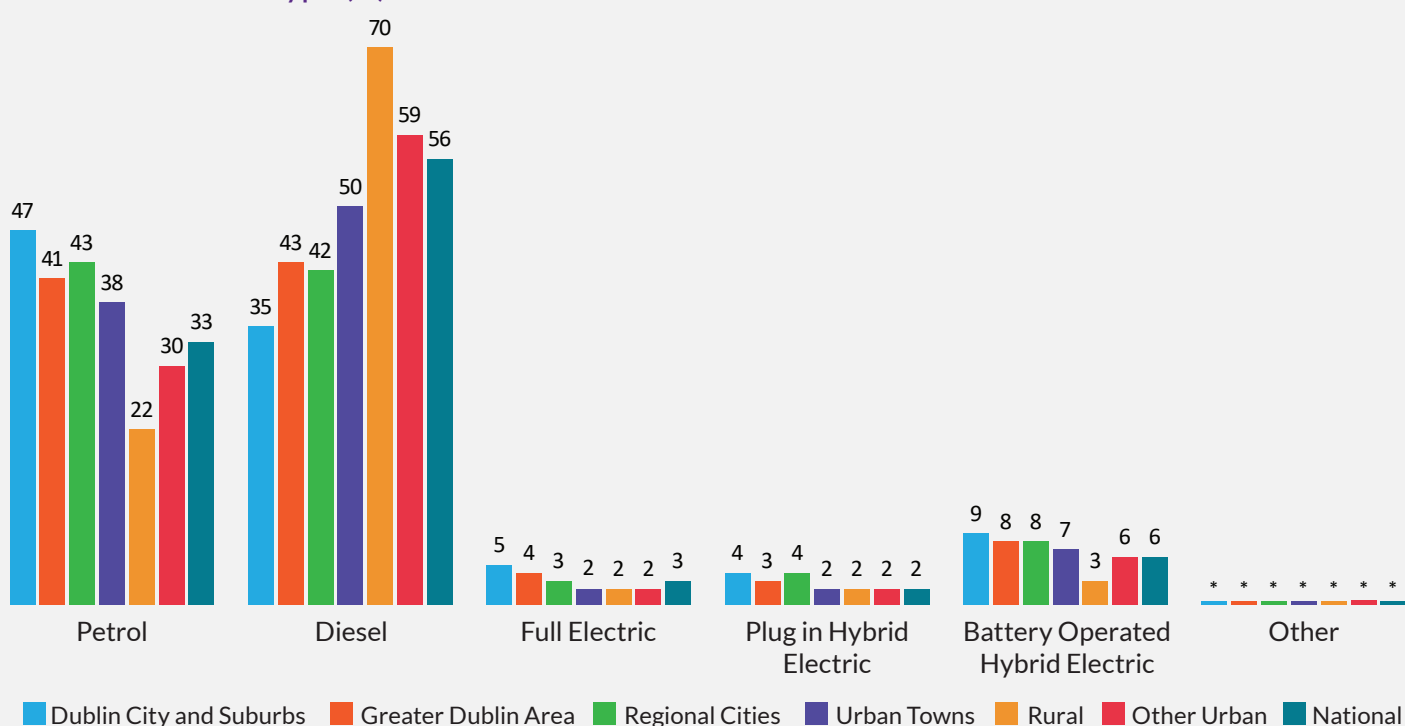
Figure 32: Main Car Driven by Region: Comparative Data

The majority of drivers reported driving a diesel car (56%), followed by a petrol car at 33%. Battery operated hybrid electric is at 6%, full electric at 3% and plug in hybrid electric at 2%.

Diesel cars are most common among drivers in Rural Areas (70%), while battery-operated hybrid electric vehicles are most prevalent in Dublin City and Suburbs (9%), followed closely by the Greater Dublin Area and Regional Cities (8%).

6. Rural Areas

How do people from Rural Areas Travel?

This section of the report summarises the NHTS 2024 results for those living in Rural Areas. It captures the demographics, household characteristics, and trip patterns of this sample. Some key statistics are shown in the infographic below.

Key Findings – Rural Areas

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 36% of respondents	**Car** 81% of all trips, and car is the predominant mode for all age groups	**Work/Business** 22% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 29% of respondents	**Walking** 8% of all trips	**Education** 21% of all trips	**1:00 to 6:59 PM** 46% of all trips occur in these six hours
Pub or Restaurant 37% of respondents	**Bus/Coach** 4% of all trips	**Social Reasons** 15% of all trips	**Less than 30 mins** 74% of all trips
Public Leisure Space 29% of respondents	**Truck/Van** 5% of all trips	**Social Reasons** 28% of weekend trips	**1 hour or more** 8% of all trips
Chemist/Pharmacy 15% of respondents	**Cycling** 1% of all trips	**Shopping** 14% of all trips	**22.8 mins** is the average trip duration
Doctor's Surgery 14% of respondents	**Train/DART/Luas** <1% of all trips	**Shopping** 22% of weekend trips	**16.74 km** is the average trip distance

Figure 33: Key Findings: Rural Areas

Demographic Overview: Rural Areas

Sex		Male	Female	Other
		50%	50%	-

Age		4-14	15-24	25-34	35-44	45-54	55-64	65+
		20%	14%	10%	12%	14%	13%	17%

Principal Economic Status (All aged 15+)		Working	Unemployed	Student	Home Duties	Retired	Other
		57%	3%	11%	6%	16%	7%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		83%	6%	11%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		18%	10%	7%	68%

Number of Cars/ Vans Available for use in Household		None	One	Two or More
		2%	19%	78%

Figure 34: Demographic Overview: Rural Areas

** Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.

'-' denotes zero responses in the category and '*' denotes a proportion of less than 1%.

Demographic Overview

Rural Areas are heavily dependent on driving, the majority of residents aged 17 or over have a full driving licence (83%) and almost all households have access to a car or van (98%).

Just under one in five rural dwellers (18%) have a free travel pass and 10% have an active Leap card.

Proximity to Amenities (%)

Amenity	%
Pub or restaurant	37
Shop	36
Bus stop	29
Public leisure space	29
Post Office	21
Chemist or pharmacy	15
Doctor's surgery	14
Supermarket	11
Train station/Luas stop	3
None of these	46
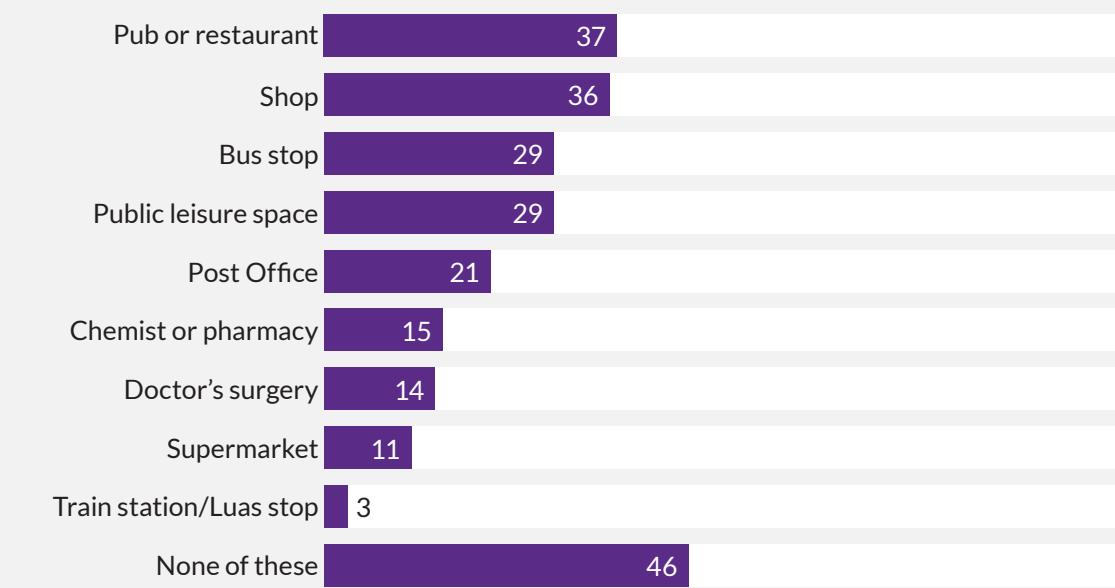
Figure 35: Proximity to Amenities (Live within a 15 minute walk): Rural Areas

Access to amenities within walking distance is limited for many living in Rural Areas. While 37% of rural residents live within a 15-minute walk of a pub or restaurant and 36% live near a shop, only 11% live within walking distance of a supermarket. Overall, almost half (46%) of rural residents reported not living within walking distance of any of the listed amenities.

Reason for Trip (%)
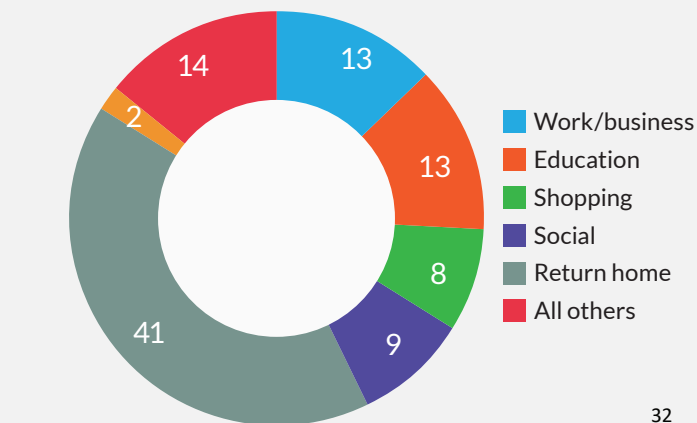
Reason for Trip excl. Returning Home (%)
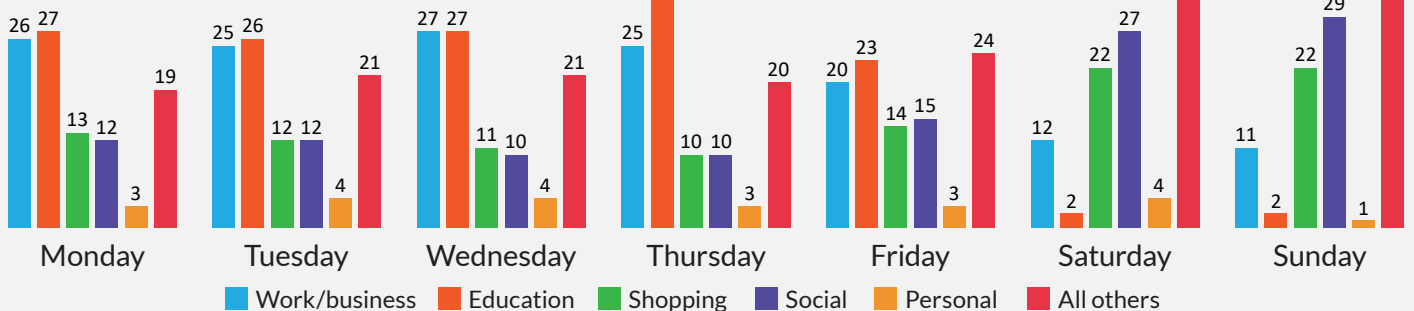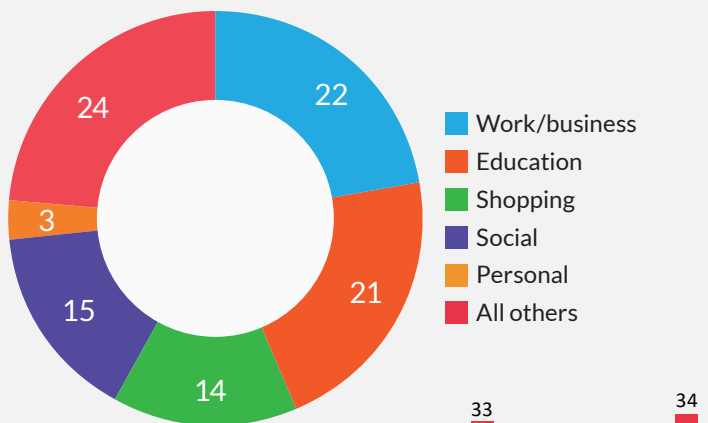
Figure 36: Reason for Trip: Rural Areas

Excluding returning home, work/business (22%) and education (21%) are the primary reasons for travel among rural residents. Almost one quarter of trips made by rural residents (24%) are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives for example.

Education is the main reason for travel on Monday (27%), Tuesday (26%), Thursday (32%), and Friday (23%), and is equally important as work/business on Wednesday (27%). Shopping trips range from 10% to 14% on weekdays, peaking on weekends (22%). Social trips are most frequent on Sundays (29%) and Saturdays (27%).

Trips Taken by Modes of Transport (%)
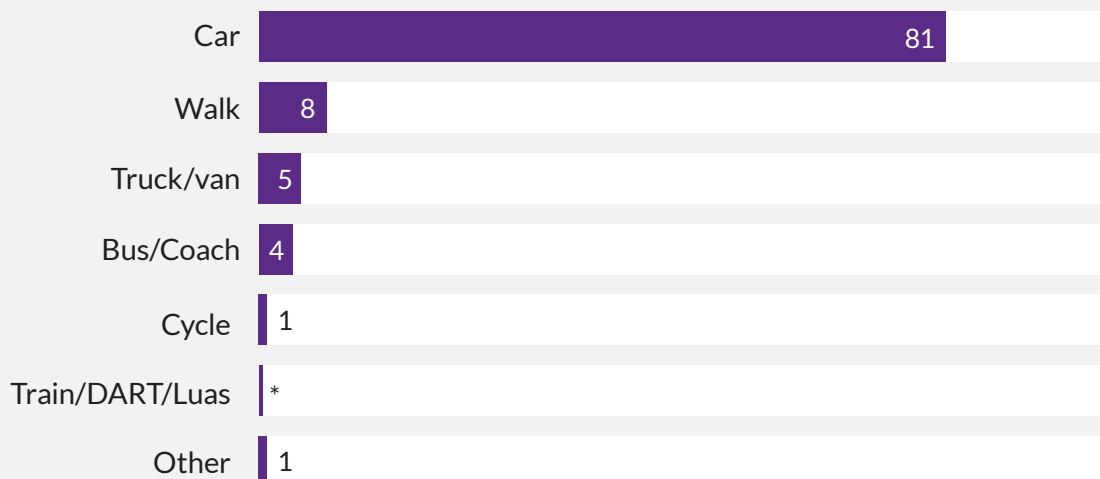
Figure 37: Trips Taken by Modes of Transport: Rural Areas

The vast majority of trips taken in Rural Areas involved a car (81%). Walking is the next most popular mode of transport at 8%, truck/van is at 5%. Bus/coach is at 4% and cycling registers at just 1%.

Hour of Travel (%)
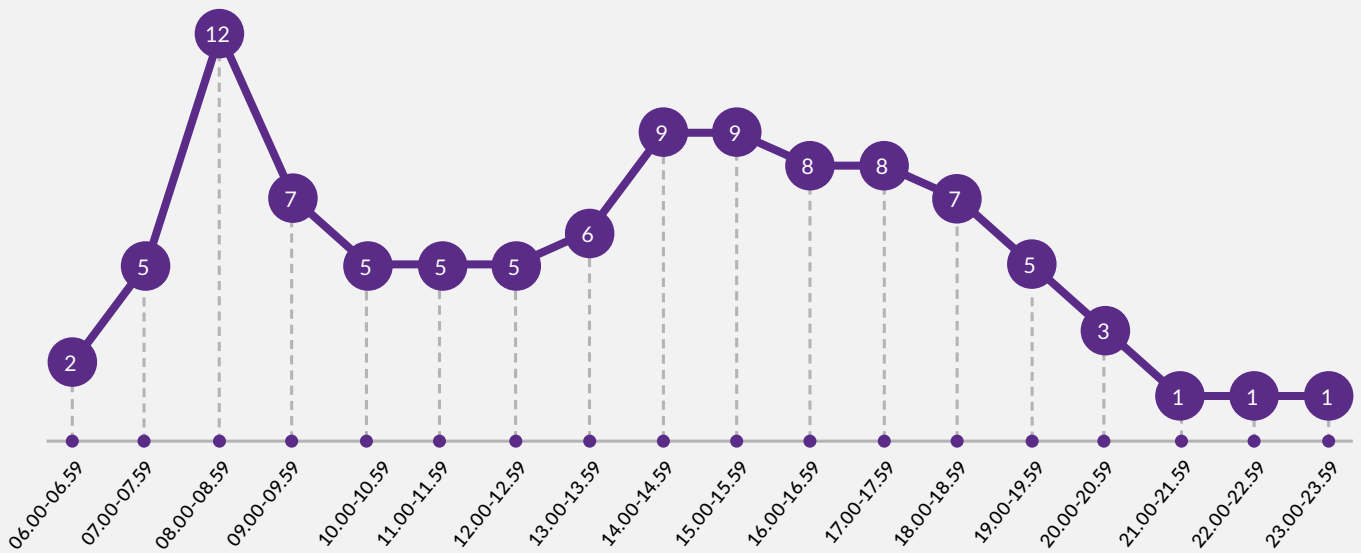
Figure 38: Hour of Travel: Rural Areas

There is a clear peak in travel during the 'morning rush', which happens between 08.00–08.59 with 12% of all trips taking place during this period. Just over one third (34%) of all trips taken are between 14.00 and 17.59. Just 3% of all trips took place between 21.00 and 23.59.

Period of Travel by Mode of Transport (%)
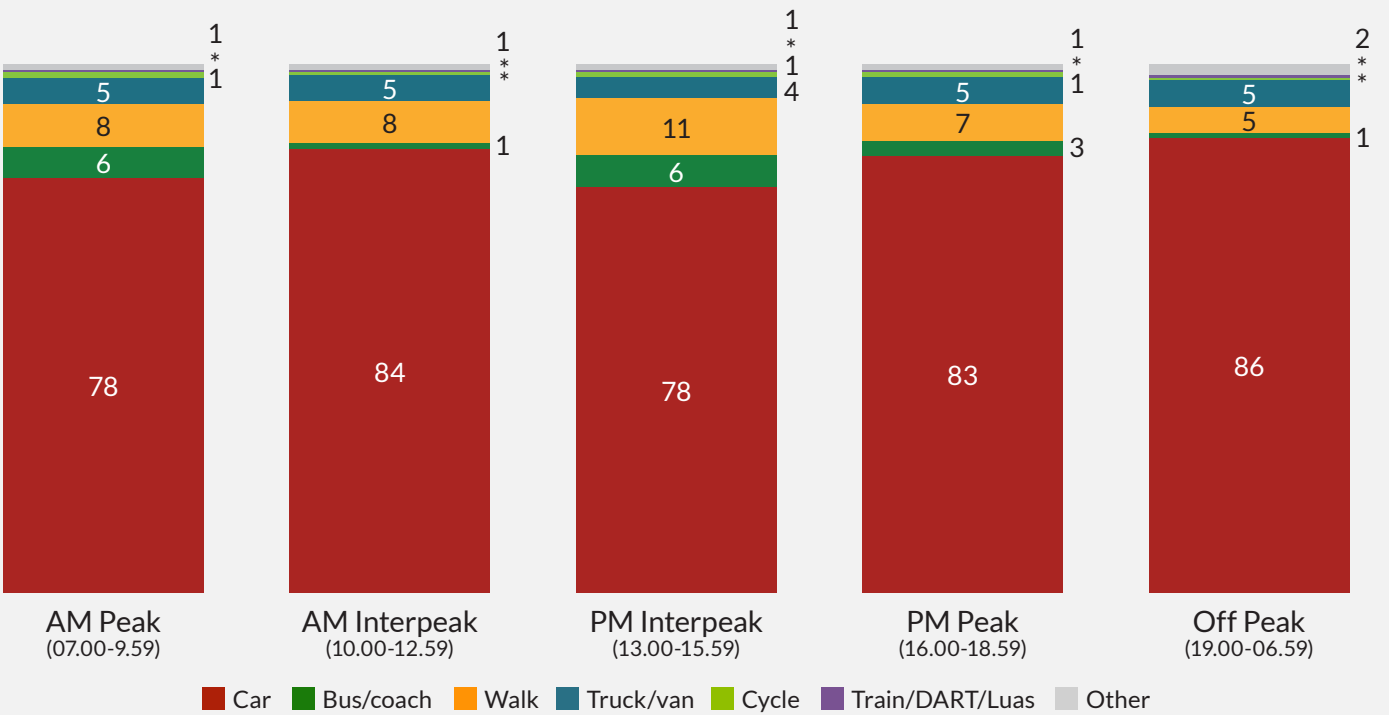
Figure 39: Period of Travel by Mode of Transport: Rural Areas

Car is the dominant mode of transport for rural residents throughout the day, with the highest usage during off-peak (86%), AM interpeak (84%), and PM peak (83%) periods.

Walking is the second most common mode of transport at all times, peaking during the PM interpeak period (11%).

Bus trips are most frequent during the AM peak and PM interpeak periods (6%).

Trips Taken by Duration (%)
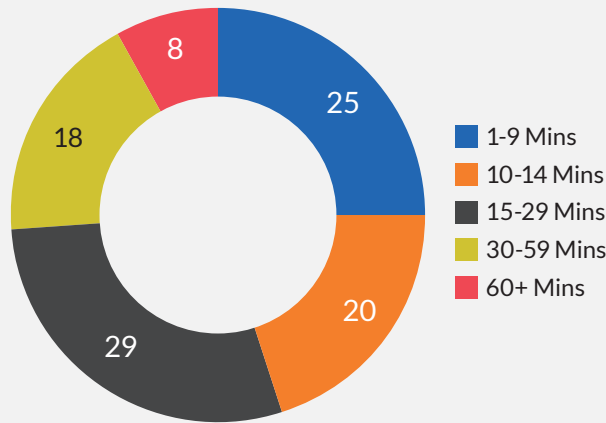
Figure 40: Trips by Duration: Rural Areas

One quarter of trips were 1 to 9 minutes in duration and just 8% took 60 minutes or more. Most outward trips by Rural residents (55%) last 15 minutes or longer.

Duration of Travel by Mode of Transport (%)
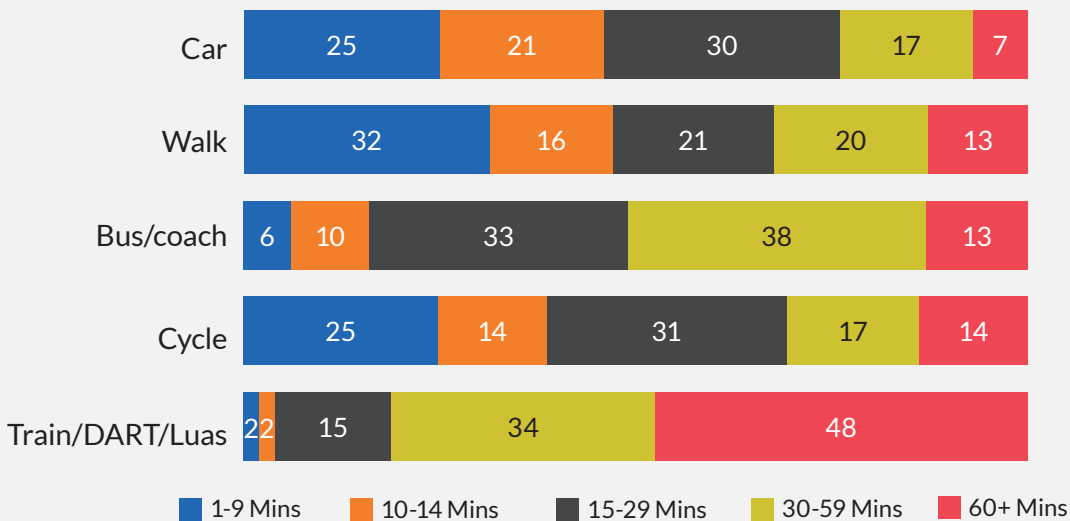
Figure 41: Duration of Travel by Mode of Transport: Rural Areas

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	6	*
1-2.99km	14	1
3-4.99km	12	3
5-9.99km	24	10
10-19.99km	21	16
20-29.99km	9	12
30km+	15	58
Average trip distance	16.74km	

Table 10: Trip Distance: Rural Areas

Almost one quarter of trips (24%) taken by those living in Rural Areas were for a distance of 5-9.99km, 15% were for trips of 30 kilometres or more, four points ahead of the national average. Additionally, rural residents travel longer distances, with 44% of trips being 10 kilometers or more, exceeding the national average of 32%. Most trips are under 20 kilometres (76%).

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	19	5	1	-	-
1-2.99km	40	9	6	4	*
3-4.99km	24	17	5	4	2
5-9.99km	16	52	27	6	6
10-19.99km	1	16	47	17	3
20-29.99km	*	*	13	26	5
30km+	*	*	2	43	83

Table 11: 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, 19% are less than 1km and 40% are between 1- 3km.
» Of trips taking 10 to 14 minutes, just over half (52%) are between 5-9.99km.
» Of the trips taking between 15 and 29 minutes, 27% are between 5-9.99km and 47% are between 10-10.99km.
» Of those trips that take between 30 and 59 minutes, 43% are over 30km, with only 4% under 3km in distance.
» The vast majority (83%) 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	78	72	82	86	84	82	85
Walk	11	11	9	7	5	6	8
Bus/Coach	8	11	2	1	*	1	1
Cycle	1	1	*	*	*	1	*
Train/DART/Luas	-	1	1	*	1	*	*
Truck/van	1	3	4	5	8	9	4
Other	1	1	1	2	2	1	2

Table 12: Mode of Transport by Age: Rural Areas

In line with the national picture, car dominates as the main mode of transport in Rural Areas across all age groups and is highest among those aged 35-44 at 86%, followed by those aged 65+ at 85%. Those aged 4-14 and 15-24 are most likely to walk, both at 11%. Those aged 15-24 are also more likely to take a bus/coach than any other age group at 11%.

National Household Travel Survey 2024

7. Dublin City and Suburbs

How do people from Dublin City and Suburbs Travel?

This section of the report summarises the NHTS 2024 results for those living in Dublin City and Suburbs. It captures the demographics, household characteristics, and trip patterns of this sample. Some key national statistics from this study are shown in the infographic below.

Key Findings – Dublin City and Suburbs

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 96% of respondents	**Car** 56% of all trips, and car is the predominant mode for all age groups	**Work/Business** 21% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 97% of respondents	**Walking** 29% of all trips	**Education** 17% of all trips	**1:00 to 6:59 PM** 46% of all trips occur in these six hours
Pub or Restaurant 86% of respondents	**Bus/Coach** 5% of all trips	**Social Reasons** 21% of all trips	**Less than 30 mins** 71% of all trips
Public Leisure Space 90% of respondents	**Truck/Van** 1% of all trips	**Social Reasons** 34% of weekend trips	**1 hour or more** 7% of all trips
Chemist/Pharmacy 92% of respondents	**Cycling** 5% of all trips	**Shopping** 16% of all trips	**23.8 mins** is the average trip duration
Doctor's Surgery 71% of respondents	**Train/DART/Luas** 2% of all trips	**Shopping** 25% of weekend trips	**8.16 km** is the average trip distance

Figure 42: Key Findings: Dublin City and Suburbs

Demographic Overview: Dublin City and Suburbs

Sex

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

Age

	4-14	15-24	25-34	35-44	45-54	55-64	65+
	18%	**11**%	**16**%	**18**%	**14**%	**9**%	**14**%

Principal Economic Status (All aged 15+)

	Working	Unemployed	Student	Home Duties	Retired	Other
	62%	**4**%	**10**%	**5**%	**15**%	**5**%

Driving Licence Held (All aged 17+)

	Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
	69%	**7**%	**23**%

Public Transport Tickets**

	Free Travel Pass	Leap Card (with active credit)	All Others	None
	16%	**58**%	**6**%	**26**%

Number of Cars/ Vans Available for use in Household

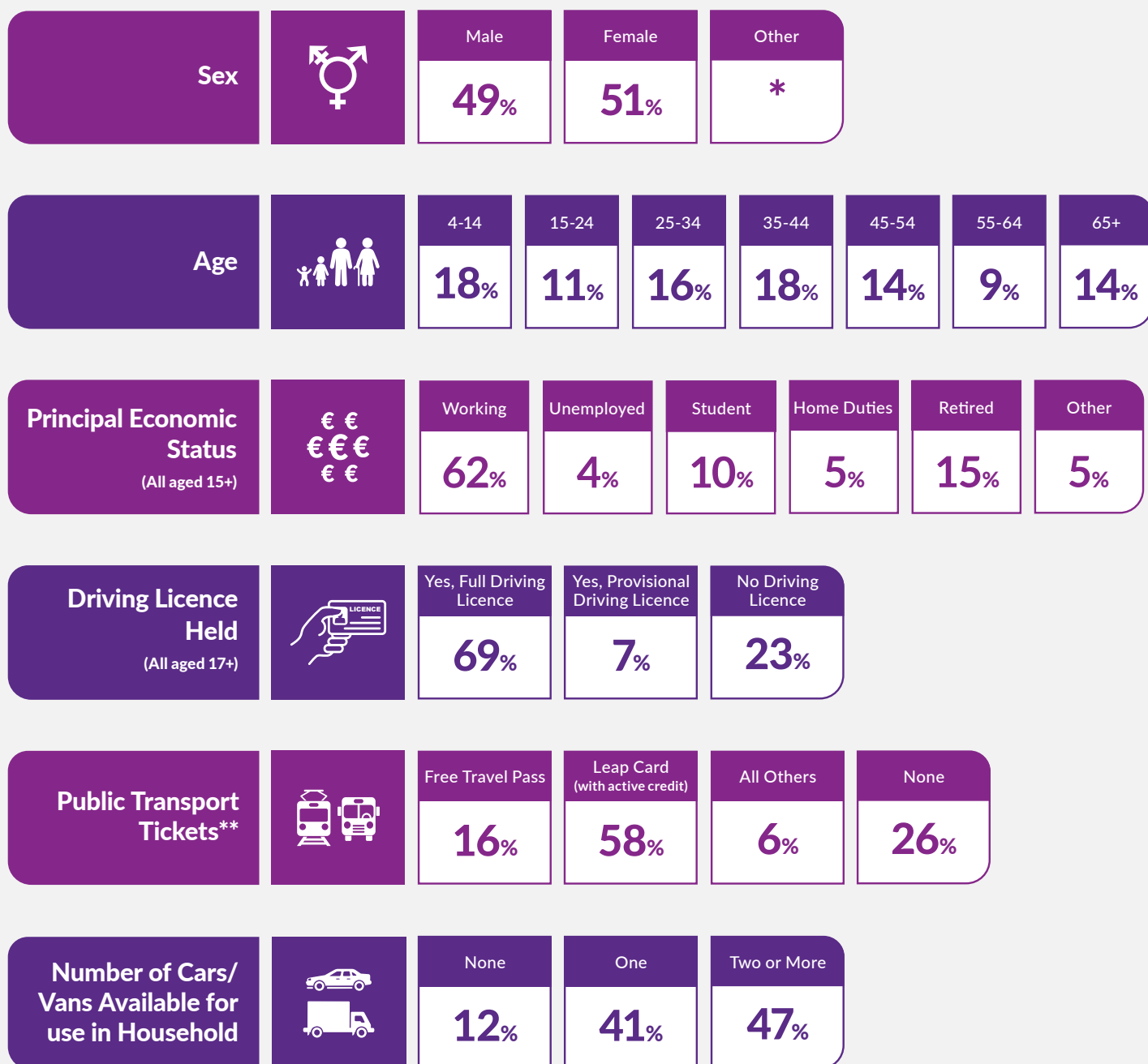|	None	One	Two or More
	12%	**41**%	**47**%

Figure 43: Demographic Overview: Dublin City and Suburbs

** Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.

'-' denotes zero responses in the category and '*' denotes a proportion of less than 1%.

Demographic Overview

Dublin City and Suburbs have a near-even sex split (51% female, 49% male). Among residents aged 15 and over, 62% are employed, 15% are retired, and 10% are students.

A significantly higher proportion of residents (58%) possess an active Leap card compared to the national average of 27%, while 16% have a free travel ticket.

Among residents aged 17 and over, 69% hold a full driver's licence, which is seven points lower than the national average, and 7% have a provisional licence.

Access to a car or van is reported by 88% of residents, while 12% do not have access, surpassing the national average by six points.

Proximity to Amenities (%)

Amenity	%
Bus stop	97
Shop	96
Chemist or pharmacy	92
Public leisure space	90
Pub or restaurant	86
Supermarket	78
Post Office	75
Doctor's surgery	71
Train station/Luas stop	51
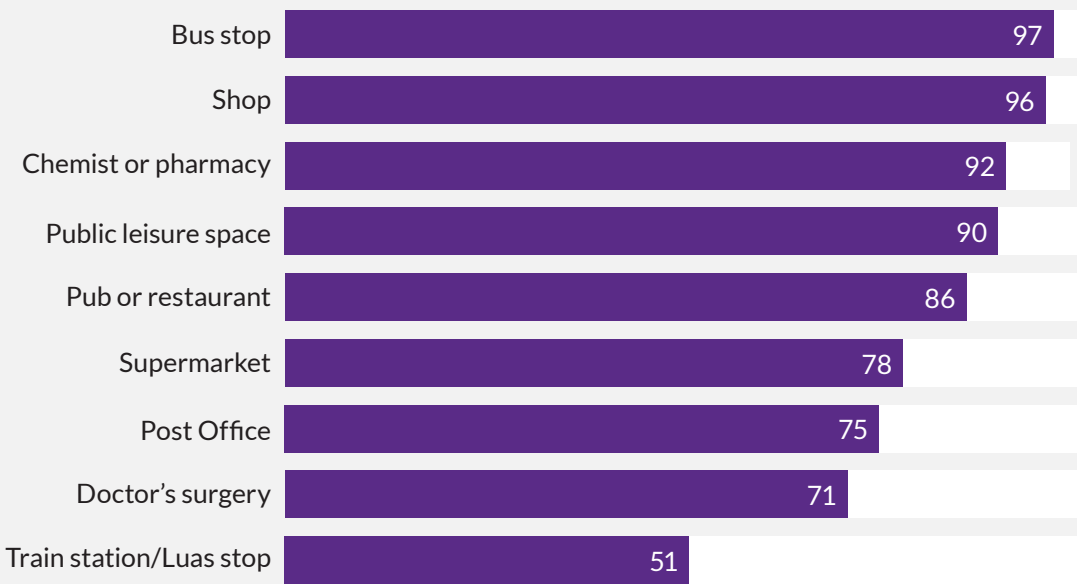
Figure 44: Proximity to Amenities (Live within a 15 minute walk): Dublin City and Suburbs

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 (97%), 96% stated that they lived within a 15-minute walk of a shop. The proportion living within walking distance of a Doctor's surgery was 71%, 24 points ahead of the national average of 47%.

Reason for Trip (%)

Work/business 12
Education 10
Shopping 9
Social 12
Return home 42
Personal 2
All others 13

Reason for Trip excl. Returning Home (%)

Work/business 21
Education 17
Shopping 16
Social 21
Personal 3
All others 23

	Work/business	Education	Shopping	Social	Personal	All others
Monday	22	23	13	18	2	21
Tuesday	30	20	14	14	3	19
Wednesday	27	20	13	18	2	21
Thursday	23	23	13	19	3	20
Friday	20	20	12	20	3	24
Saturday	5	2	23	35	4	31
Sunday	8	1	26	33	2	29

Figure 45: Reason for Trip: Dublin City and Suburbs

Excluding trips home, the primary reasons for travel among Dublin City and Suburbs residents are social activities and work/business, each accounting for 21% of trips. Almost one quarter of trips taken by Dublin City and Suburbs residents (23%) are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives for example.

Work/business is the main reason for travel on Tuesday (30%) and Wednesday (27%) and shares the number one position with education on Thursday at 23% and with social activities and education on Friday at 20%.

Shopping trips peak on Sunday at 26%. Social travel is most frequent on Saturday (35%) and least frequent on Tuesday (14%).

Trips Taken by Modes of Transport (%)

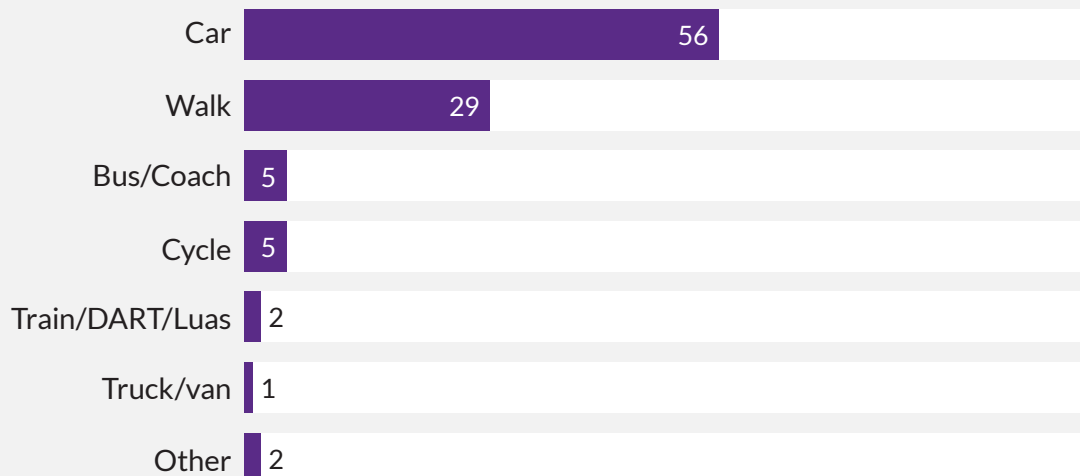| Mode	Value
Car	56
Walk	29
Bus/Coach	5
Cycle	5
Train/DART/Luas	2
Truck/van	1
Other	2

Figure 46: Trips Taken by Modes of Transport: Dublin City and Suburbs

Almost six in ten trips (56%) taken by those living in Dublin City and Suburbs were made by car while 29% of trips were made by walking. Trips taken by bus/coach and cycling registered at 5% followed by train/DART/ Luas at 2%. Those living in Dublin City and Suburbs were more likely to take a trip by cycling (5%) than those living in any other region.

Hour of Travel (%)

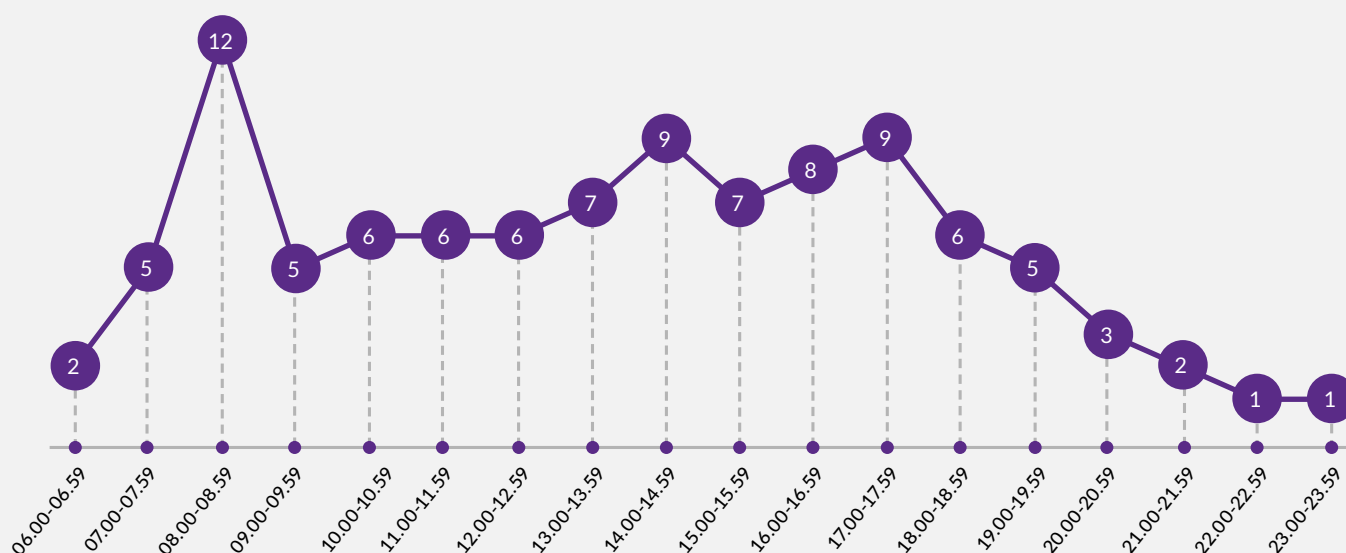| Time	%
06.00-06.59	2
07.00-07.59	5
08.00-08.59	12
09.00-09.59	5
10.00-10.59	6
11.00-11.59	6
12.00-12.59	6
13.00-13.59	7
14.00-14.59	9
15.00-15.59	7
16.00-16.59	8
17.00-17.59	9
18.00-18.59	6
19.00-19.59	5
20.00-20.59	3
21.00-21.59	2
22.00-22.59	1
23.00-23.59	1

Figure 47: Hour of Travel: Dublin City and Suburbs

In line with the national picture, travel in Dublin City and Suburbs peaks at 12% between 08.00 and 08.59. The periods between 14.00 and 14.59 and 17.00 to 17.59 are the second busiest, each accounting for 9% of trips.

Period of Travel by Mode of Transport (%)
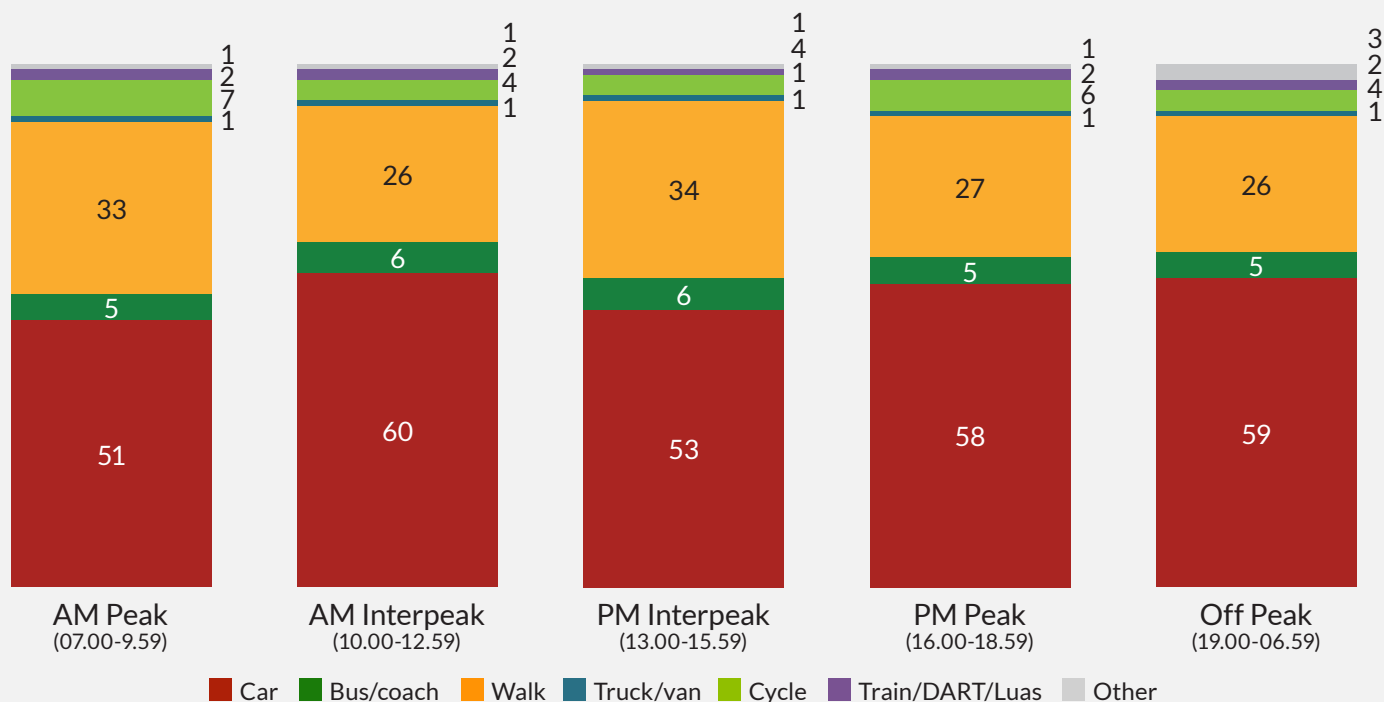
Figure 48: Period of Travel by Mode of Transport: Dublin City and Suburbs

While car travel remains the dominant mode in Dublin City and Suburbs across all time periods, its usage is below the national average. Car travel is most prevalent during the AM interpeak (60%), off-peak (59%), and PM peak (58%) periods.

Walking is the second most common mode of transport throughout the day, peaking during the PM interpeak period (34%) and closely followed by the AM peak (33%).

Bus trip proportions remain relatively consistent throughout the day, ranging from 5-6%.

Trips Taken by Duration (%)
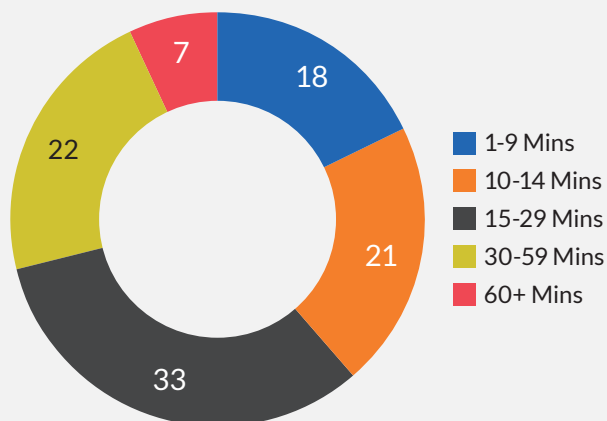
Figure 49: Trips by Duration: Dublin City and Suburbs

Almost one in five trips (18%) taken by those living in Dublin City and Suburbs took between 1 and 9 minutes. One third of trips were for a duration of 15-29 minutes, and just over seven in 10 trips were for a duration of less than 30 minutes.

Duration of Travel by Mode of Transport (%)
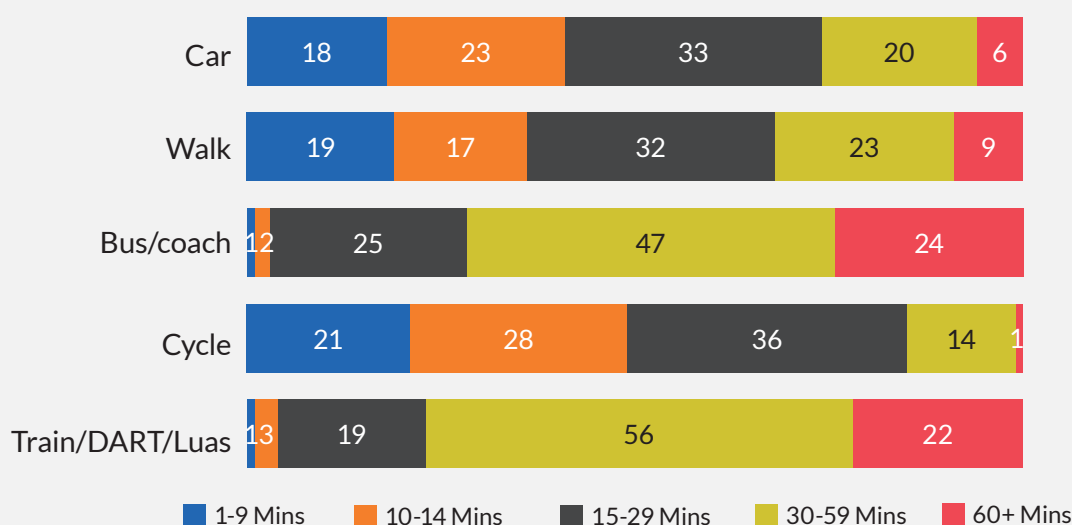
Figure 50: Duration of Travel by Mode of Transport: Dublin City and Suburbs

The majority of car trips taken by residents of Dublin City and Suburbs (almost 60%) last 15 minutes or longer, with the largest proportion (33%) lasting between 15-29 minutes.

Almost one third (32%) of walking trips take 15-29 minutes. Bus/coach trips tend to be longer, with 24% lasting 60 minutes or more.

A significant proportion of cycling trips also fall within the 15-29 minute range (36%). Train/DART/Luas trips are mostly longer, with almost eight in ten lasting 30 minutes or more.

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	13	1
1-2.99km	32	7
3-4.99km	16	7
5-9.99km	19	16
10-19.99km	12	20
20-29.99km	4	10
30km+	4	40
Average trip distance	8.16km	

Table 13: Trip Distance: Dublin City and Suburbs

While the majority of trips (92%) taken by those living in Dublin City and Suburbs were for journeys of less than 20 kilometres, 4% were for trips of 30 kilometres or more, 7 points below the national average.

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	43	18	5	1	0
1-2.99km	48	48	35	11	2
3-4.99km	7	23	21	13	6
5-9.99km	1	10	27	30	18
10-19.99km	*	1	10	30	30
20-29.99km	*	*	2	9	14
30km+	-	*	0	8	31

Table 14: 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:

» Almost half of trips (48%) taking less than 10 minutes were for a distance of 1-2.99km.

» Of trips taking 10 to 14 minutes, almost half (48%) are between 1- 2.99km, 23% are between 3- 4.99km and 10% are between 5–9.99km.

» Of the trips taking between 15 and 29 minutes, just over one third (35%) are between 1-2.99km, 21% are between 3-4.99km and just over a quarter (27%) are between 5-9.99km

» Of those trips that take between 30 and 59 minutes, 30% are between 10–19.99km.

» Just over one in three 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	60	40	48	55	62	63	60
Walk	29	33	37	31	24	22	28
Bus/Coach	2	13	6	4	4	6	7
Cycle	8	9	4	6	5	5	2
Train/DART/Luas	*	3	3	2	2	1	3
Truck/van	-	*	1	2	2	2	-
Other	1	2	2	1	2	3	1

Table 15: Mode of Transport by Age: Dublin City and Suburbs

In Dublin City and Suburbs, car travel is most common among the 55-64 age group (63%), though less so than the national average.

Walking is most common among 25-34 year olds (37%). The 15-24 age group is most likely to use buses (13%).

Cycling is particularly popular among younger residents, with 9% of 15-24 year olds and 8% of 4-14 year olds using this mode.

National Household Travel Survey 2024

8. Greater Dublin Area

How do people from the Greater Dublin Area Travel?

This section of the report summarises the NHTS 2024 results for those living in the Greater Dublin Area. It captures the demographics, household characteristics, and trip patterns of this sample. Some key statistics are shown in the infographic below.

Key Findings – Greater Dublin Area

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 88% of respondents	**Car** 63% of all trips, and lowest among those aged 15-24 (48%)	**Work/Business** 20% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 88% of respondents	**Walking** 25% of all trips	**Education** 19% of all trips	**1:00 to 6:59 PM** 47% of all trips occur in these six hours
Pub or Restaurant 79% of respondents	**Bus/Coach** 5% of all trips	**Social Reasons** 20% of all trips	**Less than 30 mins** 71% of all trips
Public Leisure Space 78% of respondents	**Truck/Van** 2% of all trips	**Social Reasons** 33% of weekend trips	**1 hour or more** 8% of all trips
Chemist/Pharmacy 81% of respondents	**Cycling** 4% of all trips	**Shopping** 15% of all trips	**23.9 mins** is the average trip duration
Doctor's Surgery 62% of respondents	**Train/DART/Luas** 2% of all trips	**Shopping** 25% of weekend trips	**10.28 km** is the average trip distance

Figure 51: Key Findings: Greater Dublin Area

Demographic Overview: Greater Dublin Area

Sex		Male	Female	Other
		49%	51%	*

Age		4-14	15-24	25-34	35-44	45-54	55-64
		19%	13%	15%	16%	14%	10%

Principal Economic Status (All aged 15+)	€ € € € € € €	Working	Unemployed	Student	Home Duties	Retired
		60%	4%	11%	5%	15%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		73%	7%	20%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		15%	49%	6%	35%

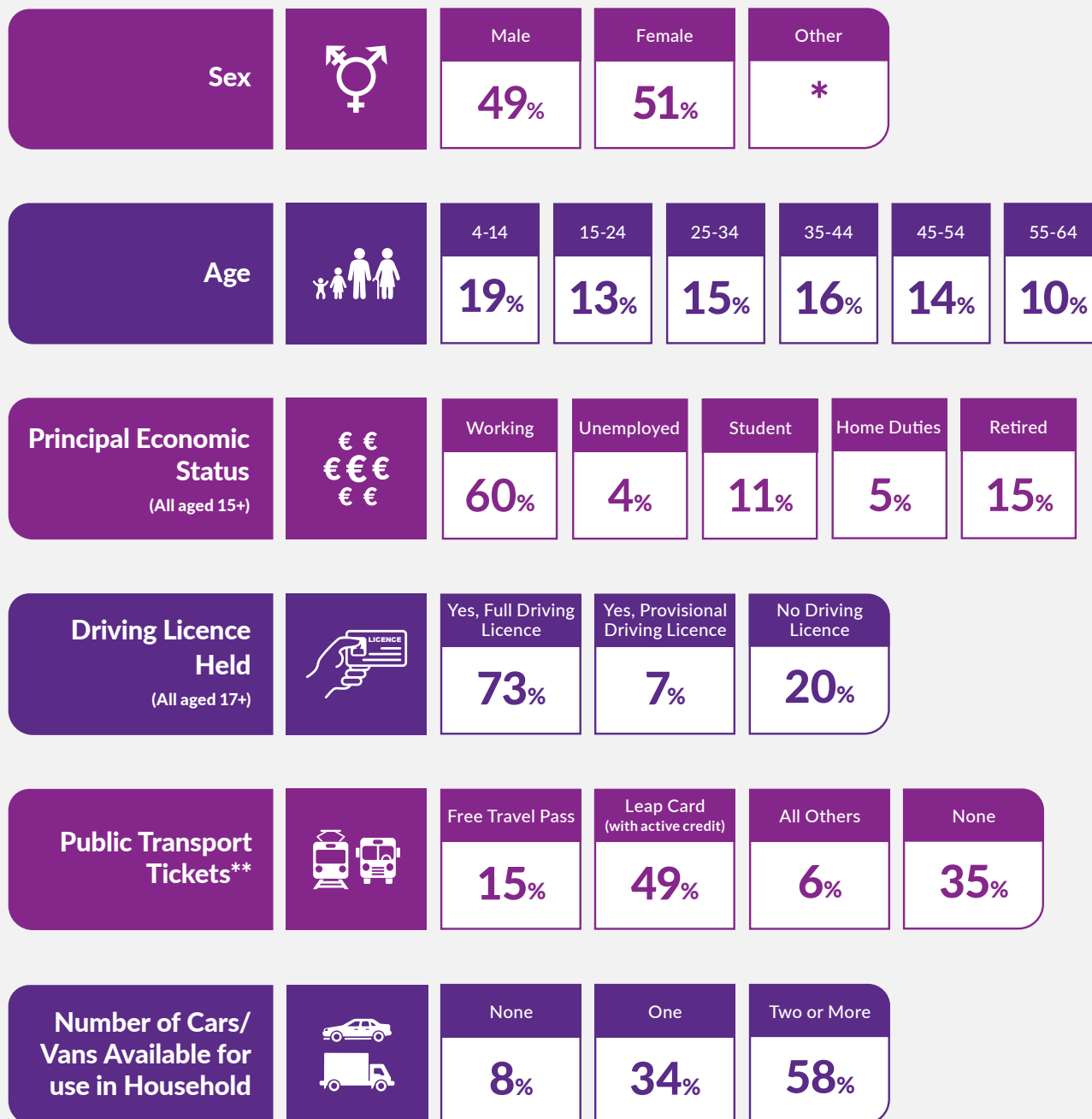| Number of Cars/ Vans Available for use in Household		None	One	Two or More
		8%	34%	58%

Figure 52: Demographic Overview: Greater Dublin Area

** *Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.*

'-' denotes zero responses in the category and '' denotes a proportion of less than 1%.*

Demographic Overview

The Greater Dublin Area has a slight female majority (51%), with 49% male.

Among residents aged 15 and over, 60% are employed, 15% are retired, and 11% are students.

A significantly higher proportion of residents possess an active Leap card (49%) compared to the national average (27%), while 15% have a free travel ticket.

Of those aged 17 and over, 73% hold a full driver's licence (slightly less than the national average of 76%), and 7% have a provisional licence. Just under four in ten households (34%) have one car, while 58% have two or more.
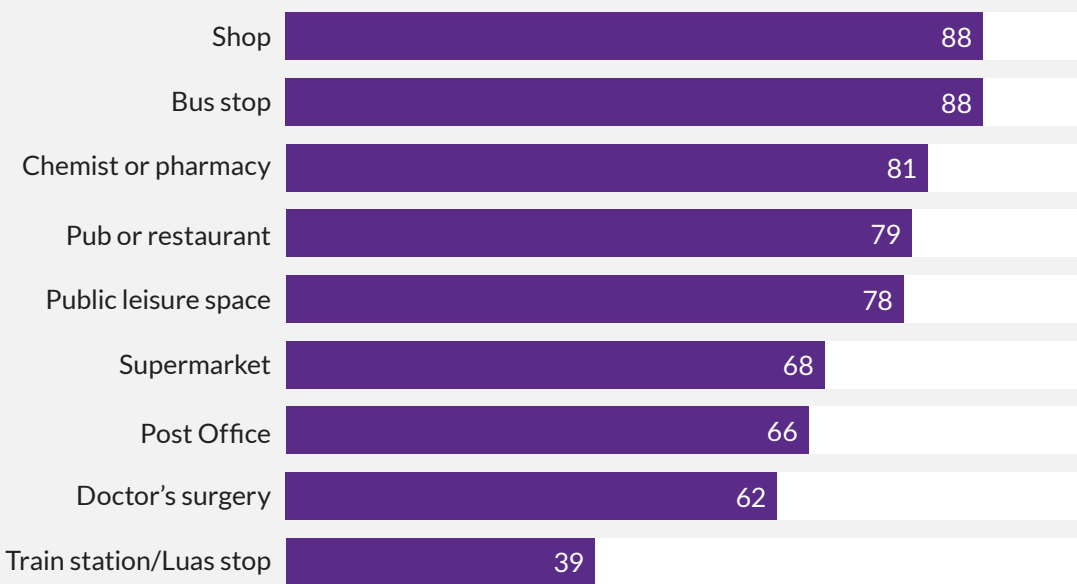
Proximity to Amenities (%)

Amenity	%
Shop	88
Bus stop	88
Chemist or pharmacy	81
Pub or restaurant	79
Public leisure space	78
Supermarket	68
Post Office	66
Doctor's surgery	62
Train station/Luas stop	39

Figure 53: Proximity to Amenities (Live within a 15 minute walk): Greater Dublin Area

Almost nine out of ten participants living in the Greater Dublin Area reported living within a 15-minute walk of a shop (88%) or a bus stop (88%), while 81% live within walking distance of a chemist/pharmacy and 79% live within walking distance of a pub/restaurant.
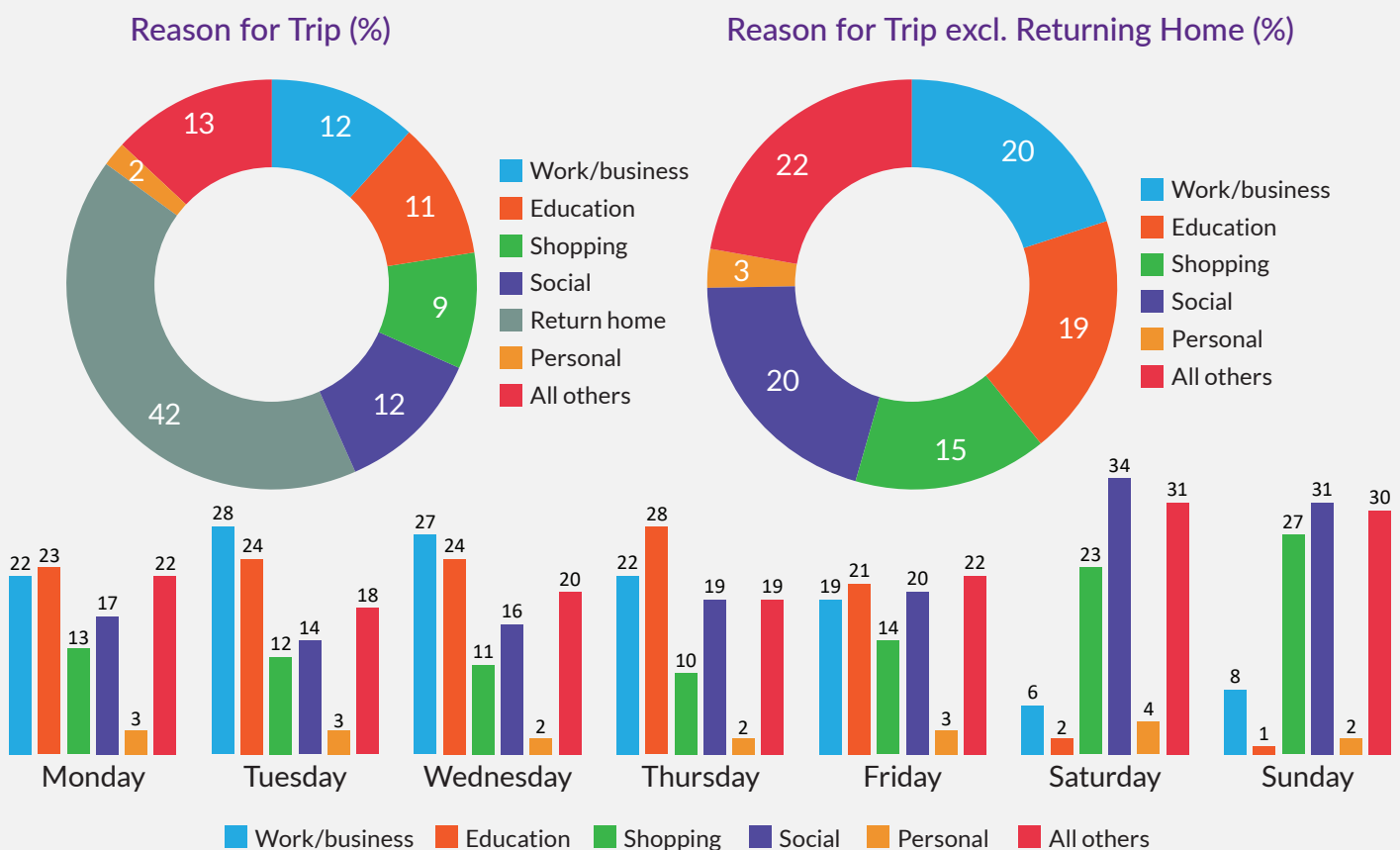
Figure 54: Reason for Trip: Greater Dublin Area

Excluding trips home, the primary reasons for travel among Greater Dublin Area residents are work/business and social activities, each accounting for 20% of trips. Education accounts for 19% of trips, followed by shopping at 15%. Just over one in five trips (22%) taken by Greater Dublin Area residents are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives.

Education is the top reason for travel on Monday (23%), Thursday (28%) and Friday (21%). Work/business travel is highest on Tuesday (28%) and Wednesday (27%). Social travel peaks on Saturday (34%) and Sunday (31%). Shopping also peaks on weekends, accounting for 23% of trips on Saturday and 27% on Sunday.
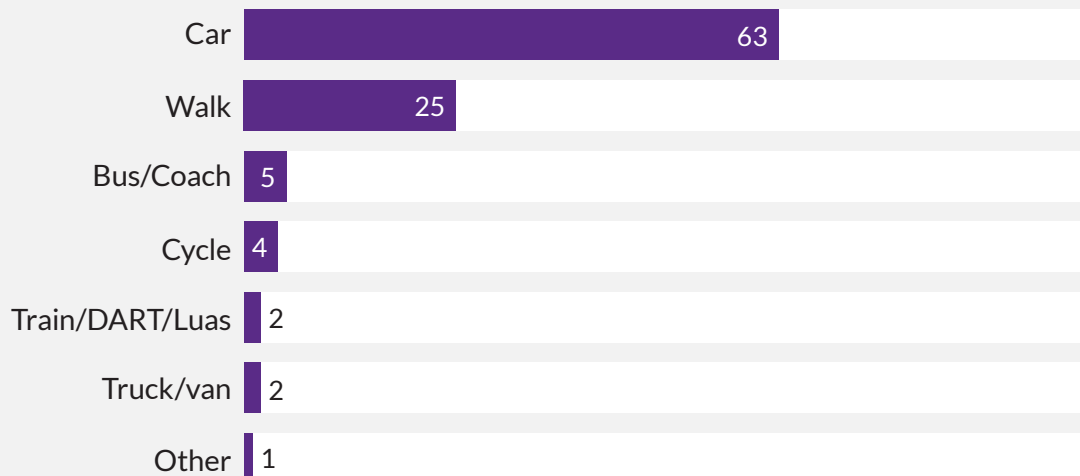
Trips Taken by Modes of Transport (%)

Car	63
Walk	25
Bus/Coach	5
Cycle	4
Train/DART/Luas	2
Truck/van	2
Other	1

Figure 55: Trips Taken by Modes of Transport: Greater Dublin Area

Just over 6 in 10 (63%) of those living in the Greater Dublin Area travelled by car, eight points below the national average of 71%. One quarter of trips (25%) were made by walking. Trips taken by bus/coach registered at 5%, followed by cycling at 4%, train/DART/Luas at 2%, and truck/van also at 2%.
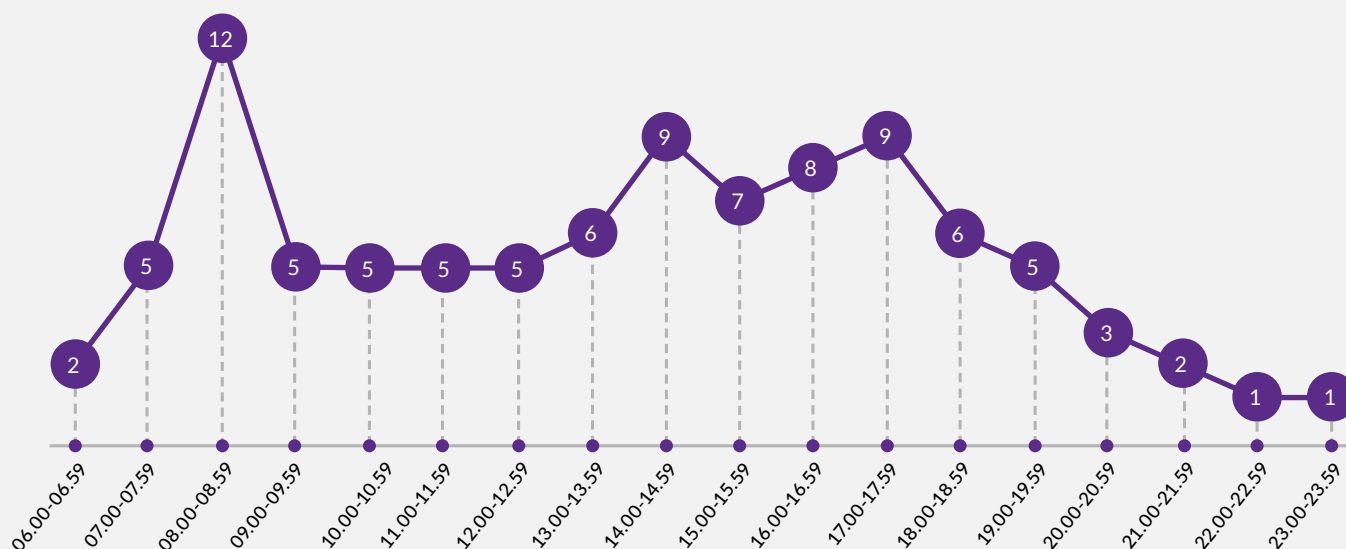
Hour of Travel (%)

Time	%
06.00-06.59	2
07.00-07.59	5
08.00-08.59	12
09.00-09.59	5
10.00-10.59	5
11.00-11.59	5
12.00-12.59	5
13.00-13.59	6
14.00-14.59	9
15.00-15.59	7
16.00-16.59	8
17.00-17.59	9
18.00-18.59	6
19.00-19.59	5
20.00-20.59	3
21.00-21.59	2
22.00-22.59	1
23.00-23.59	1

Figure 56: Hour of Travel: Greater Dublin Area

In line with the national picture, travel in the Greater Dublin Area peaks at 12% between 08.00 and 08.59. The periods between 14.00 and 14.59 and 17.00 and 17.59 are the second busiest time periods accounting for 9% of trips each. One third of trips take place between 14.00 and 17.59.
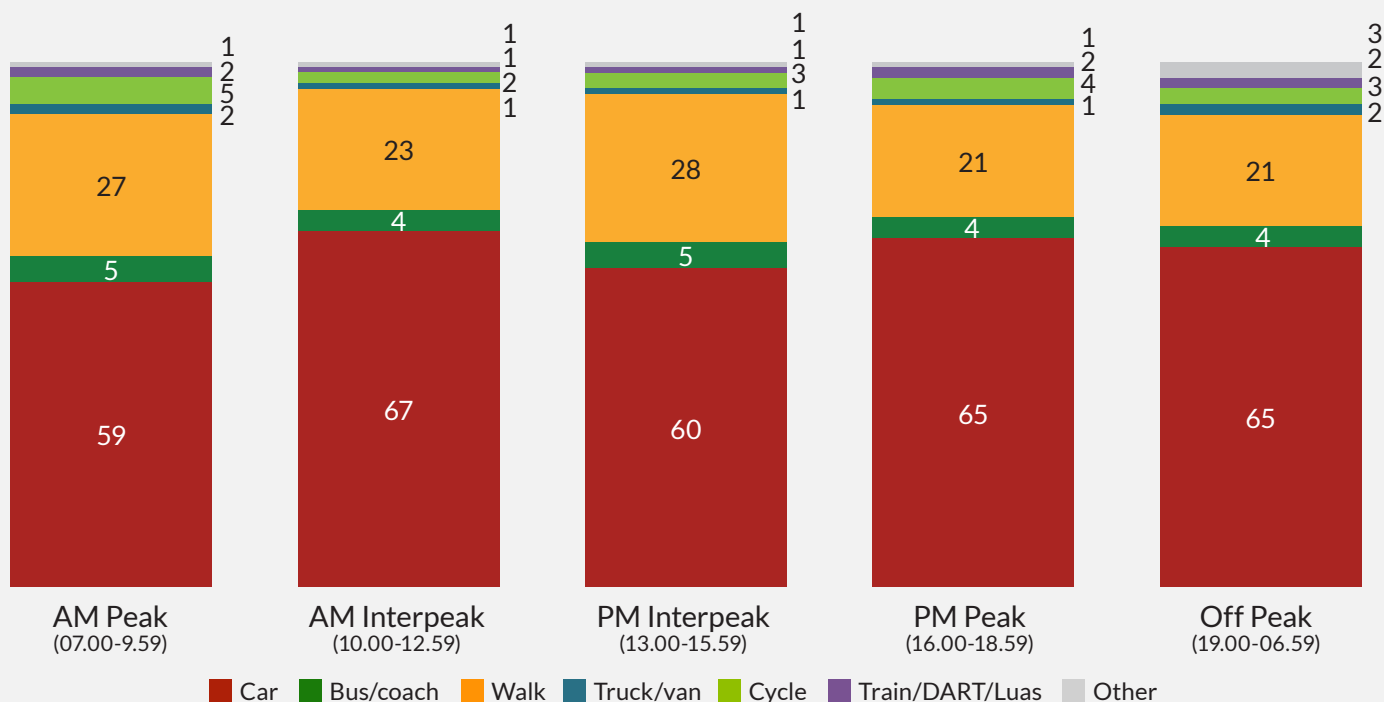
Period of Travel by Mode of Transport (%)

Figure 57: Period of Travel by Mode of Transport: Greater Dublin Area

Car travel is the most prevalent mode of transport for Greater Dublin Area residents throughout the day, with the highest usage during the AM interpeak (67%), PM peak (65%), and off-peak (65%) periods. Walking is the second most common mode of transport at all times, peaking during the PM interpeak period (28%). Bus trips are most frequent during the AM peak and PM interpeak periods (5%).
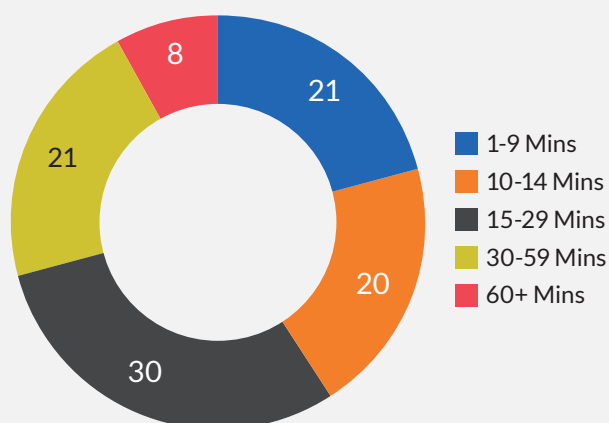
Trips Taken by Duration (%)

Figure 58: Trips by Duration: Greater Dublin Area

Just over one in five trips (21%) taken by those living in the Greater Dublin Area took between 1 and 9 minutes. Just 8% of trips were for a duration of 60 minutes or more and 41% of trips take less than 15 minutes.
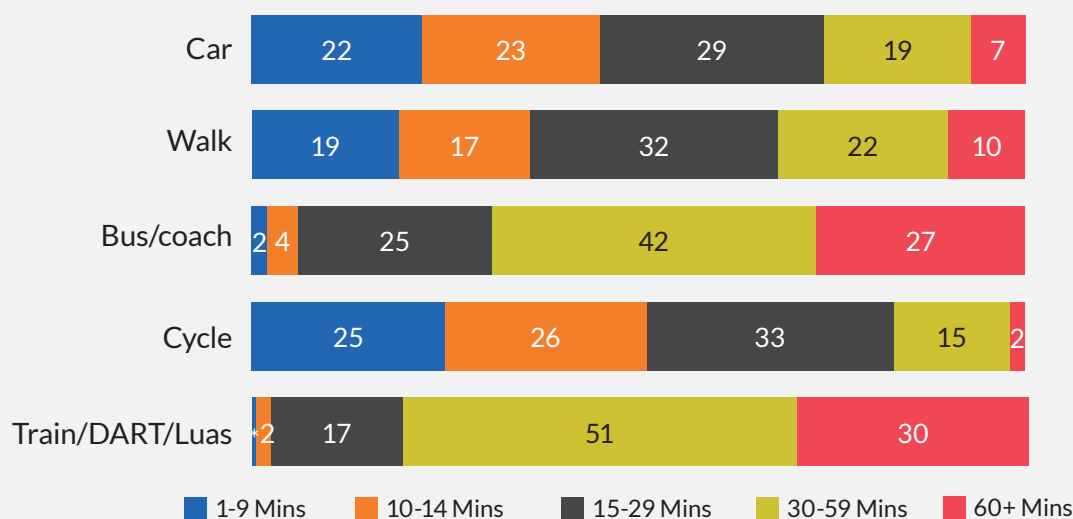
Duration of Travel by Mode of Transport (%)

	1-9 Mins	10-14 Mins	15-29 Mins	30-59 Mins	60+ Mins
Car	22	23	29	19	7
Walk	19	17	32	22	10
Bus/coach	2	4	25	42	27
Cycle	25	26	33	15	2
Train/DART/Luas	*2		17	51	30

Figure 59: Duration of Travel by Mode of Transport: Greater Dublin Area

Travel time varies depending on the mode of transport used. Train/DART/Luas trips are most likely to be between 30-59 minutes at 51%, followed by bus trips at 42%.

Three in ten car trips (29%) take between 15-29 minutes, while 33% of cycle trips take the same amount of time. Almost four in ten walking trips take 1-14 minutes. Journeys of 60 minutes or longer are more likely to be taken using public transport, accounting for approximately three in ten trips by bus/coach (27%) and train/DART/Luas (30%).

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	11	1
1-2.99km	30	5
3-4.99km	15	5
5-9.99km	18	12
10-19.99km	13	16
20-29.99km	5	12
30km+	8	49
Average trip distance	10.28km	

Table 16: Trip Distance: Greater Dublin Area

Almost one third of trips taken by those living in the Greater Dublin Area were for journeys of 1-2.99km, while 8% were for trips of 30km or more.

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	32	15	5	*	-
1-2.99km	52	42	31	9	1
3-4.99km	12	23	17	11	4
5-9.99km	4	18	27	22	13
10-19.99km	*	3	16	27	19
20-29.99km	*	*	4	14	15
30km+	*	*	*	17	48

Table 17: Duration of Trips by Distance: Greater Dublin Area

This above data shows that:

» Of the trips that take less than 10 minutes, 32% are less than 1km and just over half (52%) are between 1- 2.99km.

» Of the trips taking 10 to 14 minutes, 15% are less than 1km, and four in ten (42%) are between 1- 2.99km, and 23% are between 3-4.99km.

» Of the trips taking between 15 and 29 minutes, 31% are between 1-2.99km and just over a quarter (27%) are between 5-9.99km.

» Of those trips that take between 30 and 59 minutes, 17% are over 30km.

» Almost half (48%) 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	64	48	55	63	69	72	66
Walk	26	29	31	25	19	16	24
Bus/Coach	3	11	6	3	3	3	6
Cycle	6	6	3	4	3	3	1
Train/DART/Luas	*	3	3	2	2	1	2
Truck/van	1	1	1	2	3	3	*
Other	*	2	1	1	2	2	1

Table 18: Mode of Transport by Age: Greater Dublin Area

Car travel is the dominant mode across all age groups in the Greater Dublin Area, peaking at 72% among 55-64 year olds. However, car usage is considerably lower among 15-24 year olds in this region (48%) compared to the average nationally for this cohort (59%). This younger cohort is the most likely to travel by bus/coach (11%) and a significant proportion (29%) travel by walking. Cycling is most popular among those aged 4-14 and 15-24 (6% each), while it is least common among those aged 65+ (1%).

National Household Travel Survey 2024

9. Regional Cities

How do people from Regional Cities Travel?

This section of the report summarises the NHTS 2024 results for those living in Regional Cities. It captures the demographics, household characteristics, and trip patterns of this sample. Some key statistics are shown in the infographic below.

Key Findings – Regional Cities

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 92% of respondents	**Car** 69% of all trips, and car is the predominant mode for all age groups	**Work/Business** 19% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 93% of respondents	**Walking** 20% of all trips	**Education** 18% of all trips	**1:00 to 6:59 PM** 48% of all trips occur in these six hours
Pub or Restaurant 77% of respondents	**Bus/Coach** 5% of all trips	**Social Reasons** 20% of all trips	**Less than 30 mins** 79% of all trips
Public Leisure Space 76% of respondents	**Truck/Van** 2% of all trips	**Social Reasons** 30% of weekend trips	**1 hour or more** 5% of all trips
Chemist/Pharmacy 82% of respondents	**Cycling** 2% of all trips	**Shopping** 16% of all trips	**21.1 mins** is the average trip duration
Doctor's Surgery 66% of respondents	**Train/DART/Luas** 1% of all trips	**Shopping** 23% of weekend trips	**9.06 km** is the average trip distance

Figure 60: Key Findings: Regional Cities

Note: as indicated earlier in this report, the definitions for the boundaries of the Built-Up Areas (BUAs) are taken from the Central Statistics Office and have changed since the NHTS 2022 report. Consequently, the various statistics reported for Regional Cities differ from those reported for NHTS 2022 as an older set of city boundaries was used.
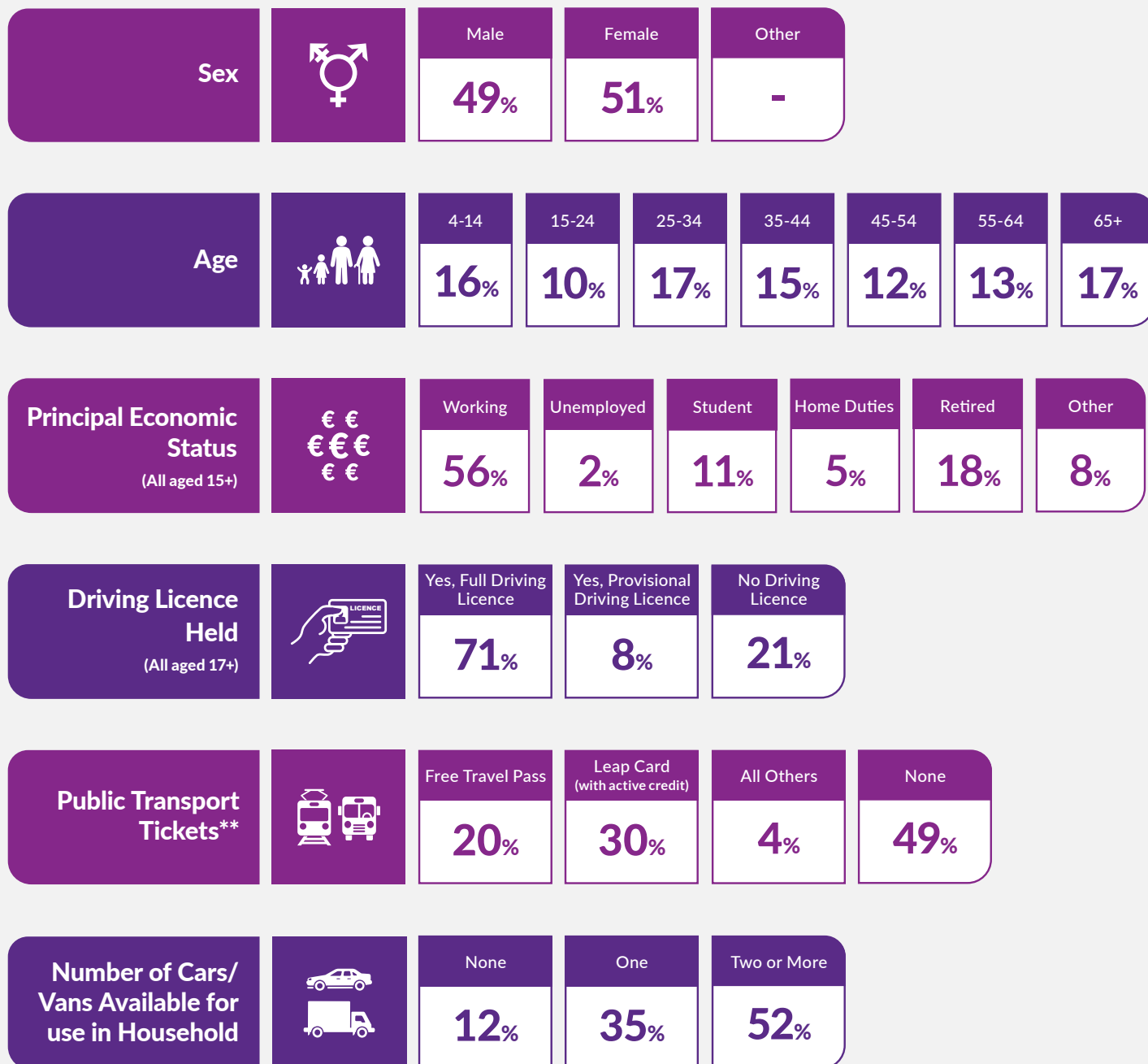
Demographic Overview: Regional Cities

Sex		Male	Female	Other
		49%	**51**%	**-**

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

Principal Economic Status (All aged 15+)		Working	Unemployed	Student	Home Duties	Retired	Other
		56%	**2**%	**11**%	**5**%	**18**%	**8**%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		71%	**8**%	**21**%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		20%	**30**%	**4**%	**49**%

Number of Cars/ Vans Available for use in Household		None	One	Two or More
		12%	**35**%	**52**%

Figure 61: Demographic Overview: Regional Cities

** *Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.*

'-' denotes zero responses in the category and '' denotes a proportion of less than 1%.*

Demographic Overview

The sex split of participants living in Regional Cities is 51% female and 49% male. Over half (56%) of those surveyed are working, while 18% are retired, and 11% are students.

Twenty percent have a free travel pass, while 30% have an active Leap card.

Among participants aged 17 and older, 71% hold a full driver's licence, which is slightly lower than the national average of 76%. Additionally, 8% have a provisional licence.

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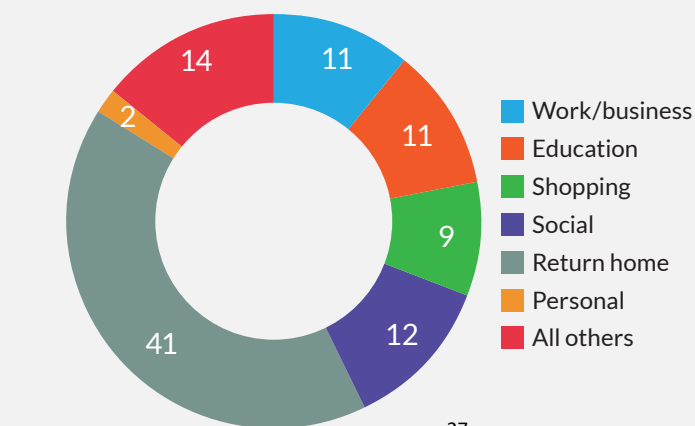
Proximity to Amenities (%)

Amenity	%
Bus stop	93
Shop	92
Chemist or pharmacy	82
Pub or restaurant	77
Public leisure space	76
Supermarket	71
Doctor's surgery	66
Post Office	64
Train station/Luas stop	13
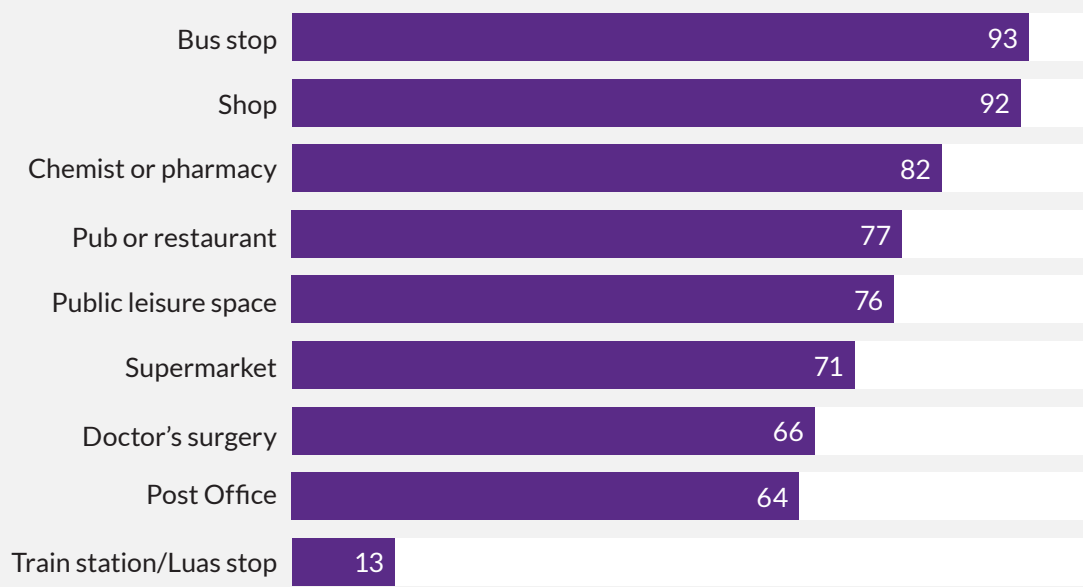
Figure 62: Proximity to Amenities (Live within a 15 minute walk): Regional Cities

When it comes to the proximity of amenities, almost all of those living in Regional Cities (93%) reported living within a 15-minute walk of a bus stop while 92% live within a 15-minute walk of a shop. Just over eight in ten (82%) live within a 15-minute walk of a Chemist/Pharmacy.

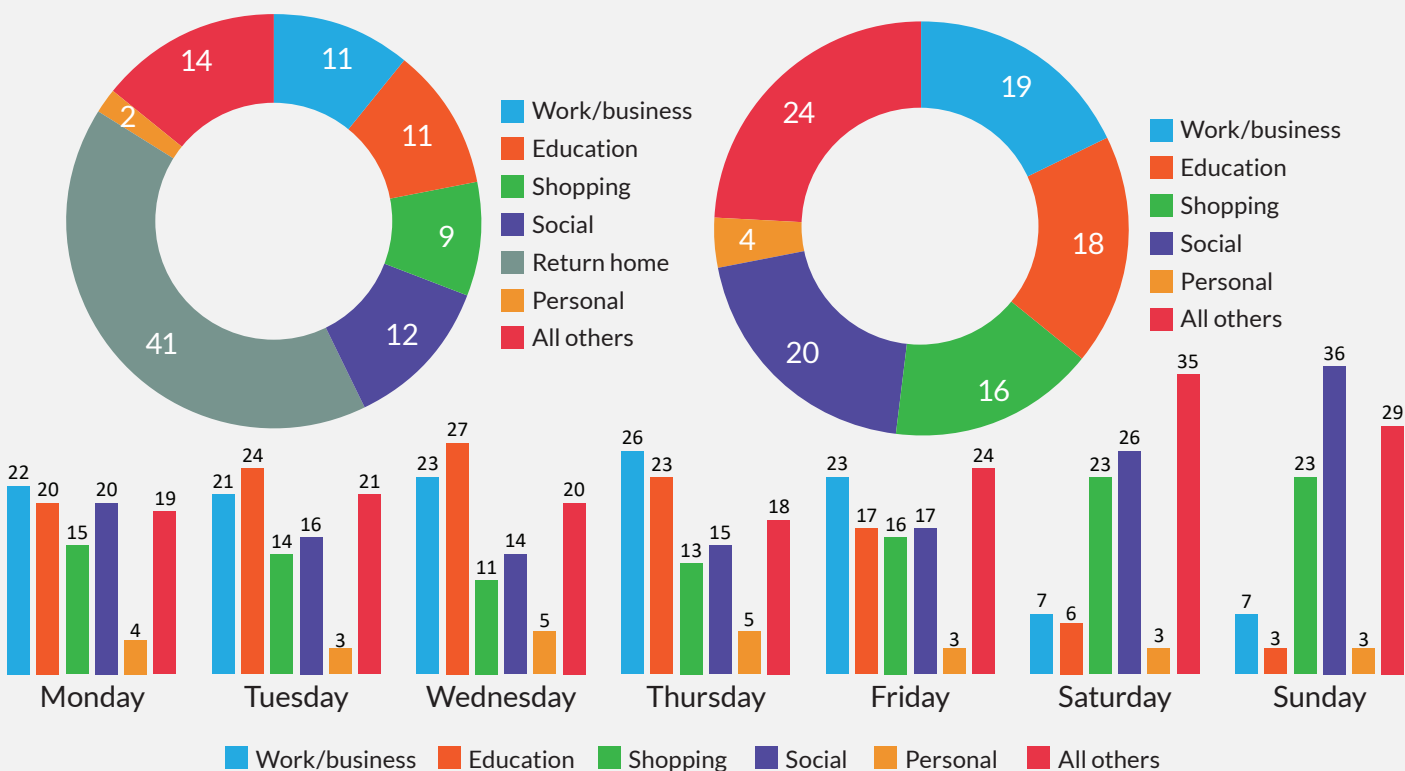## Reason for Trip(%)

Reason for Trip excl. Returning Home (%)

Monday: Work/business 22, Education 20, Shopping 15, Social 20, Personal 4, All others 19

Tuesday: Work/business 21, Education 24, Shopping 14, Social 16, Personal 3, All others 21

Wednesday: Work/business 23, Education 27, Shopping 11, Social 14, Personal 5, All others 20

Thursday: Work/business 26, Education 23, Shopping 13, Social 15, Personal 5, All others 18

Friday: Work/business 23, Education 17, Shopping 16, Social 17, Personal 3, All others 24

Saturday: Work/business 7, Education 6, Shopping 23, Social 26, Personal 3, All others 35

Sunday: Work/business 7, Education 3, Shopping 23, Social 36, Personal 3, All others 29

Figure 63: Reason for Trip: Regional Cities

Excluding returning home, the primary reasons for travel are social (20%), work/business (19%), education (18%), and shopping (16%). Almost one quarter of trips (24%) taken by those living in Regional Cities are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives.

Education-related trips peak on Wednesday, accounting for 27% of all journeys that day.

Work/business trips are most frequent on Thursday at 26%.

Shopping trips are most popular during the weekend, making up 23% of trips on both Saturday and Sunday.
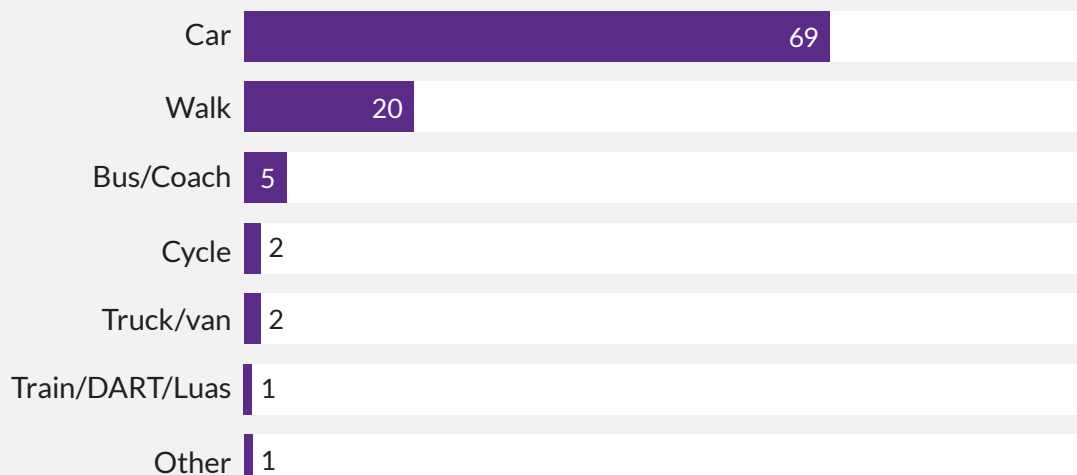
Trips Taken by Modes of Transport (%)

Mode	%
Car	69
Walk	20
Bus/Coach	5
Cycle	2
Truck/van	2
Train/DART/Luas	1
Other	1

Figure 64: Trips Taken by Modes of Transport: Regional Cities

Almost seven in ten (69%) of those living in Regional Cities travelled by car while 20% of trips were made by walking. Trips taken by bus/coach are at 5%, followed by cycling at 2%, truck/van at 2% and train/DART/Luas at 1%.
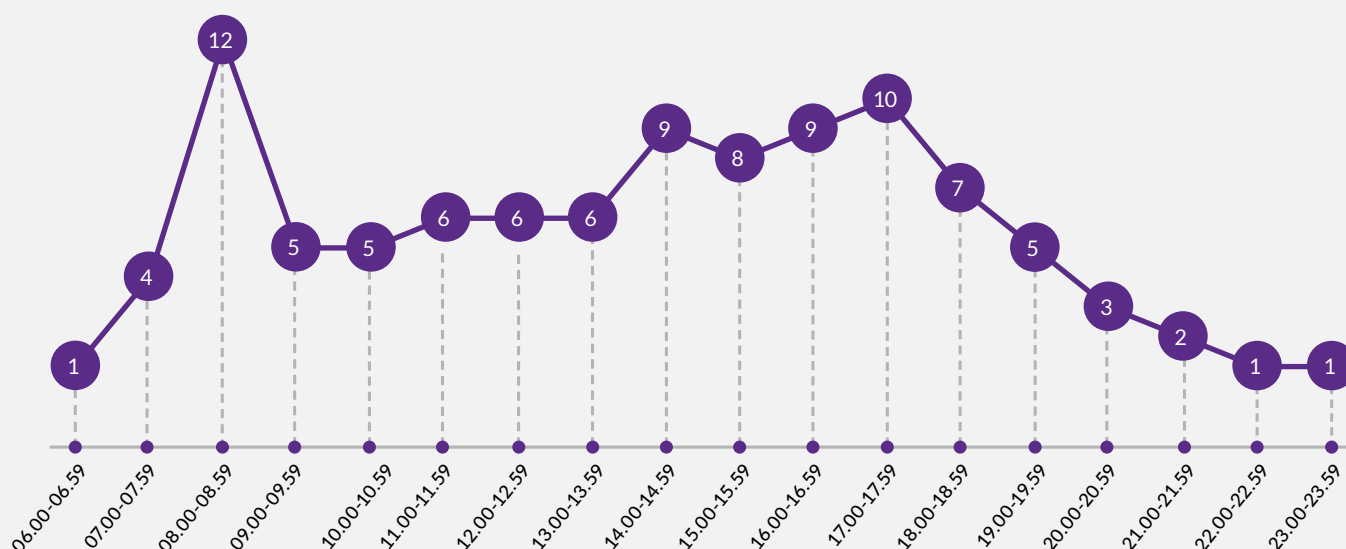
Hour of Travel (%)

Time	%
06.00-06.59	1
07.00-07.59	4
08.00-08.59	12
09.00-09.59	5
10.00-10.59	5
11.00-11.59	6
12.00-12.59	6
13.00-13.59	6
14.00-14.59	9
15.00-15.59	8
16.00-16.59	9
17.00-17.59	10
18.00-18.59	7
19.00-19.59	5
20.00-20.59	3
21.00-21.59	2
22.00-22.59	1
23.00-23.59	1

Figure 65: Hour of Travel: Regional Cities

As is the case across all regions, there is a clear peak in travel between 08.00–08.59 with 12% of all trips taking place during this period. A further 10% of trips take place between 17.00 and 17.59.

Period of Travel by Mode of Transport (%)
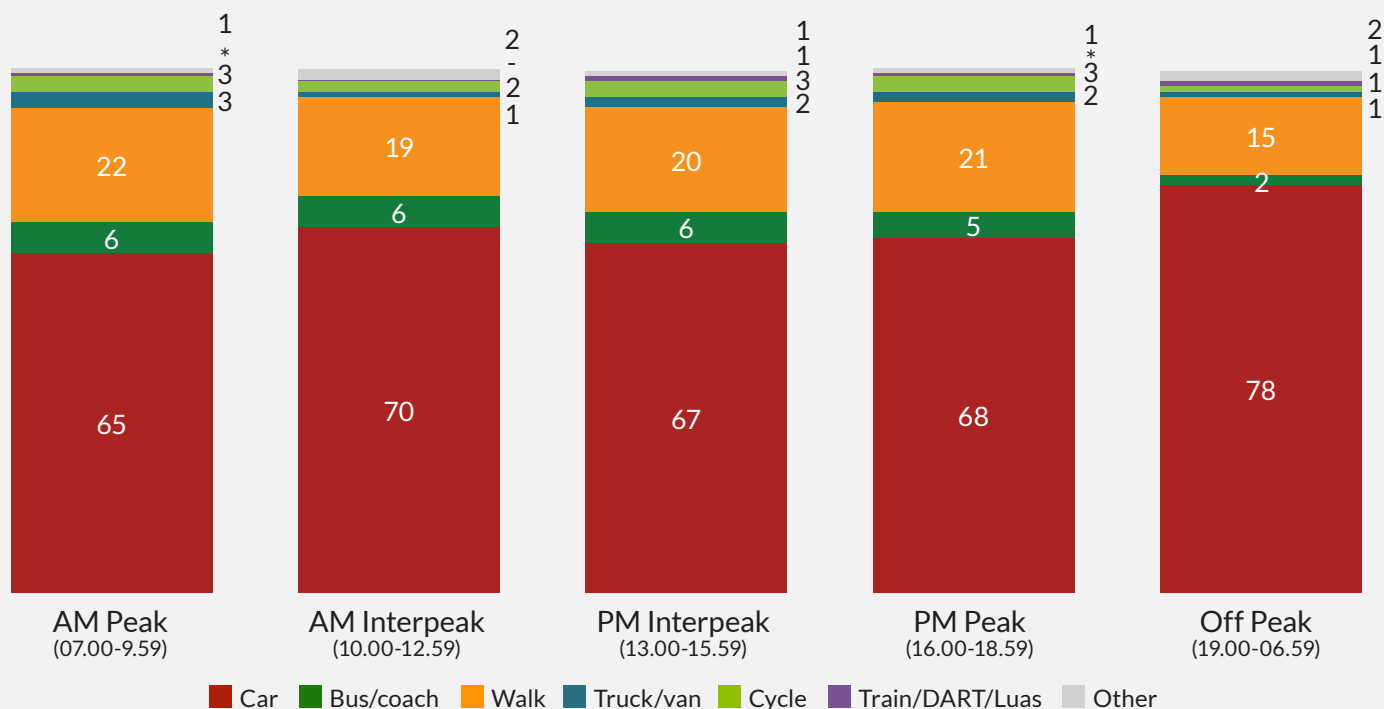
Figure 66: Period of Travel by Mode of Transport: Regional Cities

Car is the most frequently used mode of transport across all time periods and is most likely to be used off peak (78%). Walking accounts for approximately one in five trips across all time periods with the exception of the off peak period, where it registers at 15%.
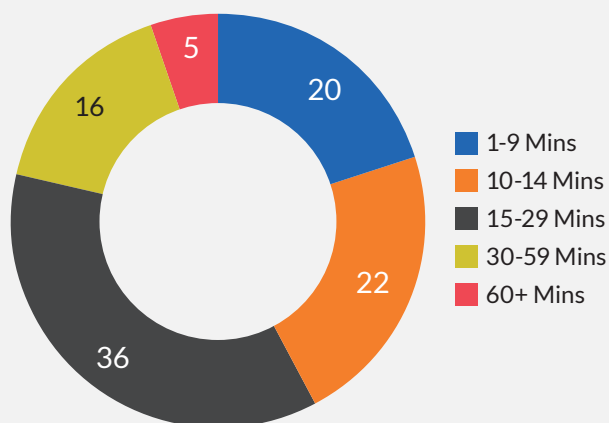
Trips Taken by Duration (%)

Figure 67: Trips by Duration: Regional Cities

Trips taken by those living in Regional Cities were most likely to be 15 to 29 minutes long at 36%.

Duration of Travel by Mode of Transport (%)

	1-9 Mins	10-14 Mins	15-29 Mins	30-59 Mins	60+ Mins
Car	22	24	36	14	4
Walk	19	18	37	18	8
Bus/coach	2	5	31	40	22
Cycle	15	34	42	7	2
Train/DART/Luas	9	3	- 15		73
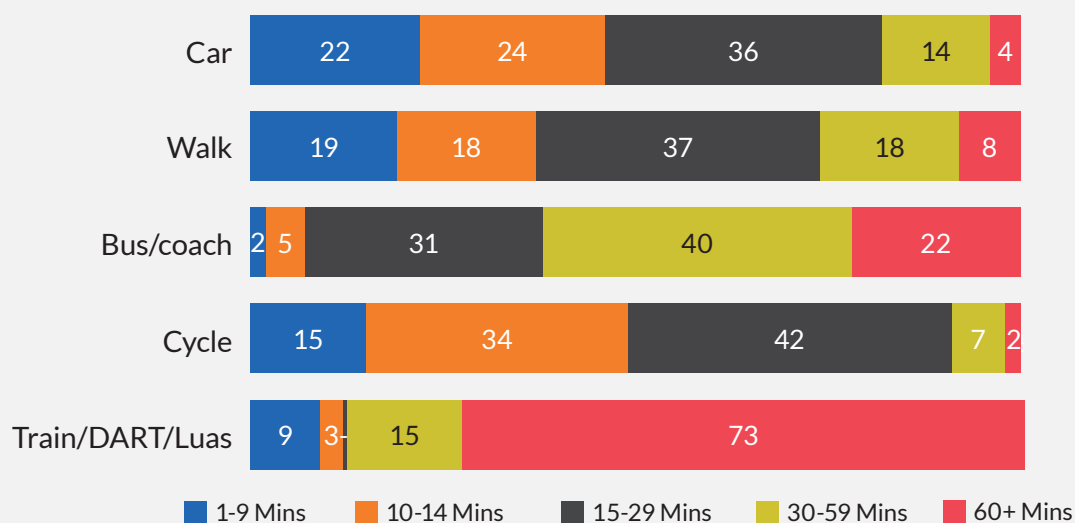
Figure 68: Duration of Travel by Mode of Transport: Regional Cities

The data indicates significant differences in travel times based on the mode of transport used by residents of Regional Cities. Train/DART/LUAS trips are most likely to take 60 minutes or longer (73%). Almost four in 10 car trips (36%) take between 15-29 minutes. Over four in ten cycling trips (42%) take 15-29 minutes, while trips made by walking are most likely to take 15-29 minutes (37%).

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	10	1
1-2.99km	32	6
3-4.99km	19	8
5-9.99km	21	15
10-19.99km	10	13
20-29.99km	3	7
30km+	5	50
Average trip distance	9.06km	

Table 19: Trip Distance: Regional Cities

The average trip distance travelled by those living in Regional Cities is 9.06km, and the vast majority (92%) of trips taken are for a distance of less than 20 kilometres.

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	33	9	3	-	-
1-2.99km	51	41	31	12	2
3-4.99km	14	30	18	17	6
5-9.99km	2	16	31	31	25
10-19.99km	*	5	15	16	8
20-29.99km	-	-	2	13	1
30km+	*	-	-	11	58

Table 20: Duration of Trips by Distance: Regional Cities

This above data shows that:

» Of the trips that take less than 10 minutes, 33% are less than 1km and 51% are between 1-2.99km.

» Of trips taking 10 to 14 minutes, 9% are less than 1km while 41% are 1-2.99km.

» Of the trips taking between 15 and 29 minutes 31% are between 1-2.99km and 31% are between 5-9.99km.

» Of those trips that take between 30 and 59 minutes the majority are over 3km (88%).

» 58% 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	79	53	54	63	77	76	79
Walk	12	26	29	26	15	14	14
Bus/Coach	4	9	11	4	2	3	4
Cycle	1	5	3	3	4	4	*
Train/DART/Luas	1	1	1	1	-	-	1
Truck/van	2	6	1	2	1	3	1
Other	2	*	1	2	1	*	*

Table 21: Mode of Transport by Age: Regional Cities

Car travel is the most common mode of transportation for all age groups in Regional Cities, with the highest usage among those aged 4-14 and those 65 and older (both at 79%). Walking is most prevalent among 15-24 (26%), 25-34 (29%) and 35-44-year-olds (26%).

The 25-34 age group is the most likely to use the bus (11%) compared to other age groups. Cycling is most popular among 15-24 year olds (5%).

National Household Travel Survey 2024

10. Large Urban Towns

How do people from Large Urban Towns Travel?

This section of the report summarises the NHTS 2024 results for those living in Large Urban Towns. It captures the demographics, household characteristics, and trip patterns of this sample. Some key statistics are shown in the infographic below.

Key Findings – Large Urban Towns

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 92% of respondents	**Car** 72% of all trips, and car is the predominant mode for all age groups	**Work/Business** 22% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 85% of respondents	**Walking** 19% of all trips	**Education** 17% of all trips	**1:00 to 6:59 PM** 47% of all trips occur in these six hours
Pub or Restaurant 74% of respondents	**Bus/Coach** 3% of all trips	**Social Reasons** 17% of all trips	**Less than 30 mins** 75% of all trips
Public Leisure Space 68% of respondents	**Truck/Van** 2% of all trips	**Social Reasons** 27% of weekend trips	**1 hour or more** 9% of all trips
Chemist/Pharmacy 74% of respondents	**Cycling** 2% of all trips	**Shopping** 16% of all trips	**22.6 mins** is the average trip duration
Doctor's Surgery 58% of respondents	**Train/DART/Luas** 1% of all trips	**Shopping** 26% of weekend trips	**12.52 km** is the average trip distance

Figure 69: Key Findings: Large Urban Towns
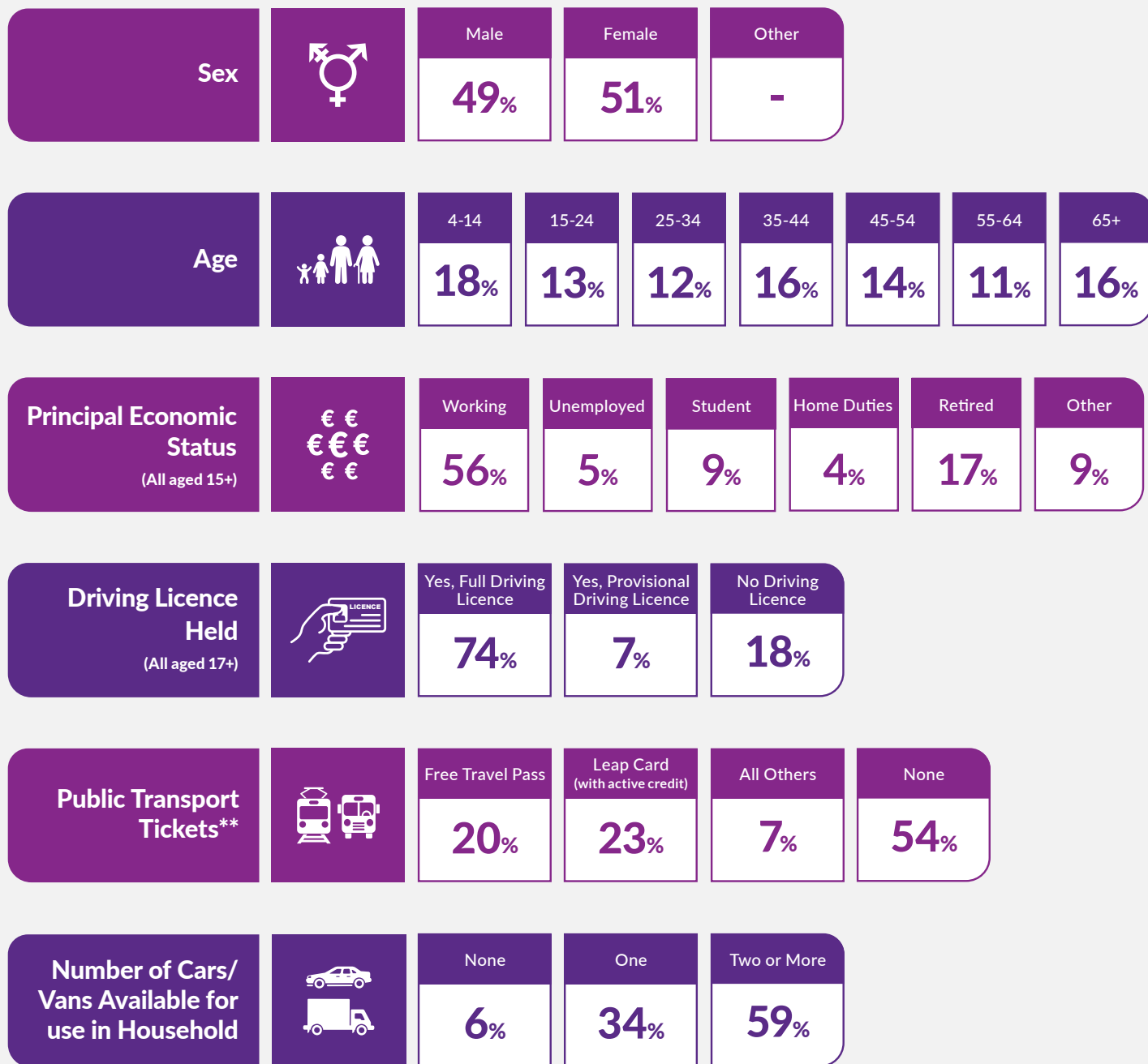
Demographic Overview: Large Urban Towns

Sex		Male	Female	Other
		49%	51%	-

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

Principal Economic Status (All aged 15+)		Working	Unemployed	Student	Home Duties	Retired	Other
	€€ €€€ €€	56%	5%	9%	4%	17%	9%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		74%	7%	18%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		20%	23%	7%	54%

Number of Cars/ Vans Available for use in Household		None	One	Two or More
		6%	34%	59%

Figure 70: Demographic Overview: Large Urban Towns

*** Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.*

'-' denotes zero responses in the category and '' denotes a proportion of less than 1%.*

Demographic Overview

The gender split of participants living in Urban Towns is 51% female and 49% male.

Of those surveyed, 56% reported that they are working, 17% are retired, and 9% are students.

Twenty-three percent of respondents have an active Leap card, which is less than the national average of 27%, while 20% have a free travel pass. Seventy-four percent of participants aged 17 or over have a full driver's licence and 7% have a provisional licence.

The vast majority of participants (93%) living in Urban Towns reported that one or more cars or vans are available for use in their household.

Proximity to Amenities (%)

Amenity	%
Shop	92
Bus stop	85
Chemist or pharmacy	74
Pub or restaurant	74
Public leisure space	68
Supermarket	68
Post Office	62
Doctor's surgery	58
Train station/Luas stop	31
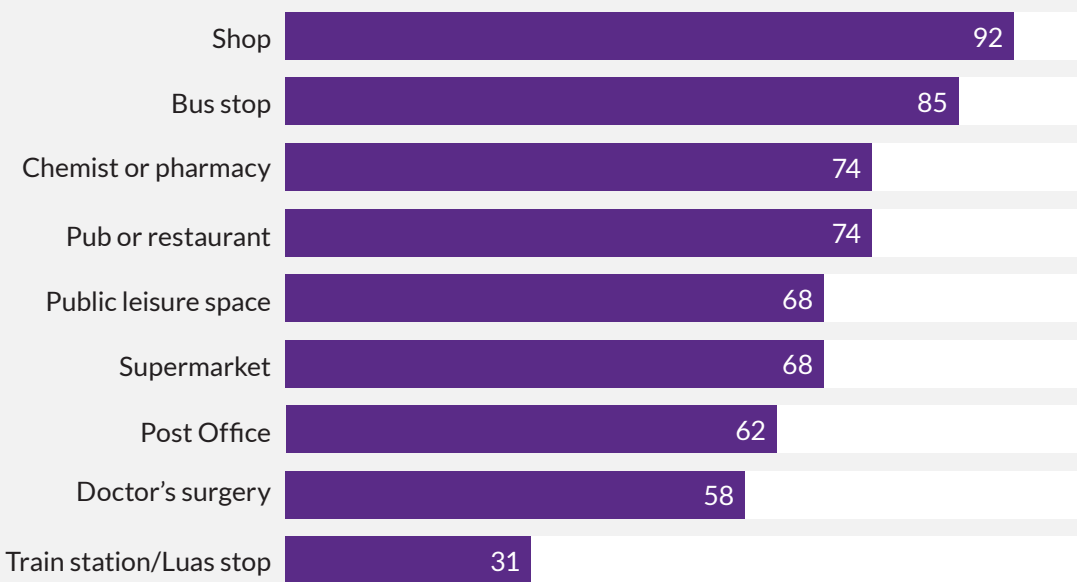
Figure 71: Proximity to Amenities (Live within a 15 minute walk): Large Urban Towns

When it comes to the proximity of amenities, 92% reported living within a 15-minute walk of a shop and 85% reported living within a 15-minute walk of a bus stop. Almost three quarters (74%) live within walking distance of a chemist/pharmacy, with the same result (74%) reported in relation to pub/restaurant.

Reason for Trip (%)
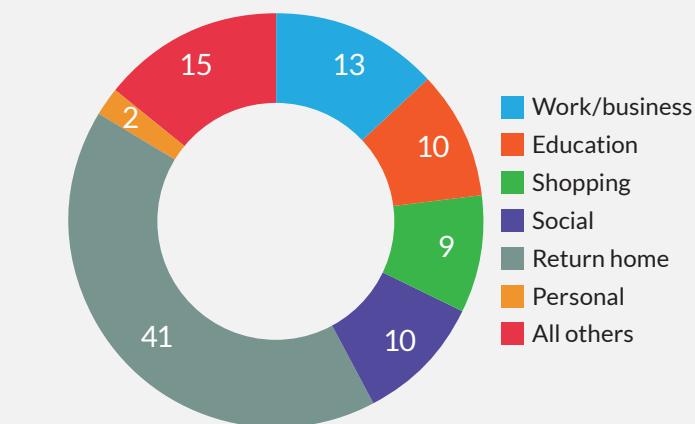
Reason for Trip excl. Returning Home (%)
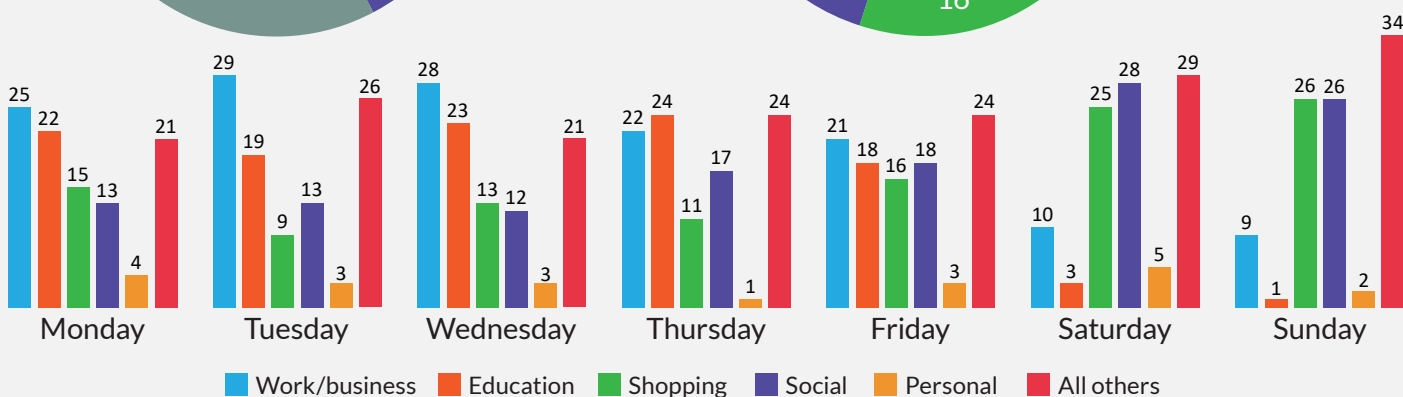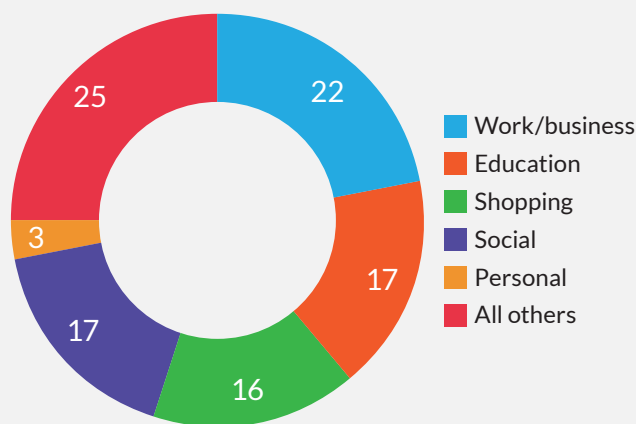
Figure 72: Reason for Trip: Large Urban Towns

Excluding return home, the main reason for travel among those living in Large Urban Towns was for work/business (22%). Trips for education and social account for 17% of all trips taken followed by shopping at 16%. One quarter of trips taken by residents of Large Urban Towns are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives.

Analysing travel patterns by day reveals that work/business is the top reason for trips on Monday (25%), Tuesday (29%) and Wednesday (28%).

Social activities drive the most travel on Saturday (28%) and Sunday (26%). Notably, shopping shares the top spot as the main reason for travel on Sunday (26%).

Trips Taken by Modes of Transport (%)

Mode	Value
Car	72
Walk	19
Bus/Coach	3
Cycle	2
Truck/van	2
Train/DART/Luas	1
Other	1
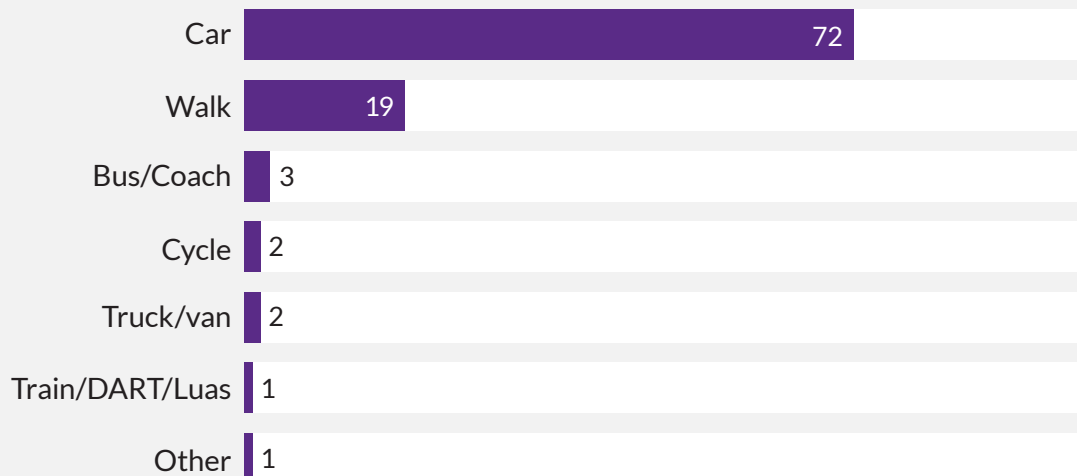
Figure 73: Trips Taken by Modes of Transport: Large Urban Towns

Just over seven in ten (72%) of those living in the Urban Towns travelled by car, above the national average. Almost one in five trips (19%) were made by walking.

Hour of Travel (%)

Hour	%
06.00-06.59	2
07.00-07.59	5
08.00-08.59	12
09.00-09.59	5
10.00-10.59	5
11.00-11.59	6
12.00-12.59	6
13.00-13.59	7
14.00-14.59	9
15.00-15.59	8
16.00-16.59	8
17.00-17.59	9
18.00-18.59	7
19.00-19.59	5
20.00-20.59	3
21.00-21.59	1
22.00-22.59	1
23.00-23.59	<1
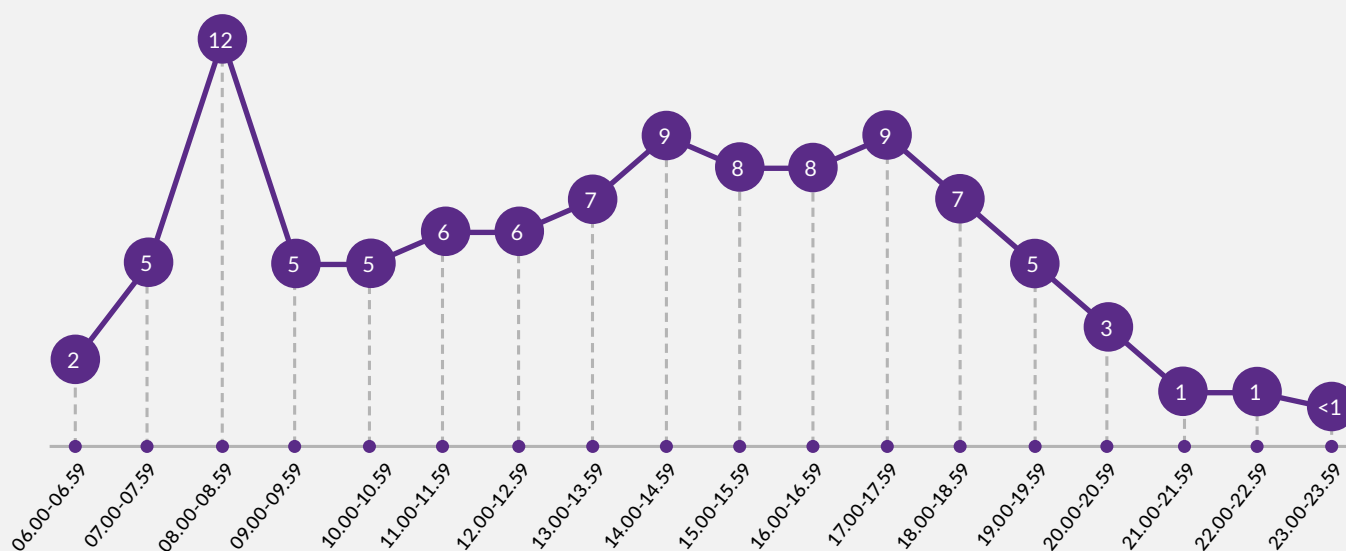
Figure 74: Hour of Travel: Large Urban Towns

In line with the national picture, travel in Urban Towns peaks at 12% between 07.00 and 07.59. Nine percent of trips in took place between 14.00-14.59 and between 17.00-17.59.

Period of Travel by Mode of Transport (%)
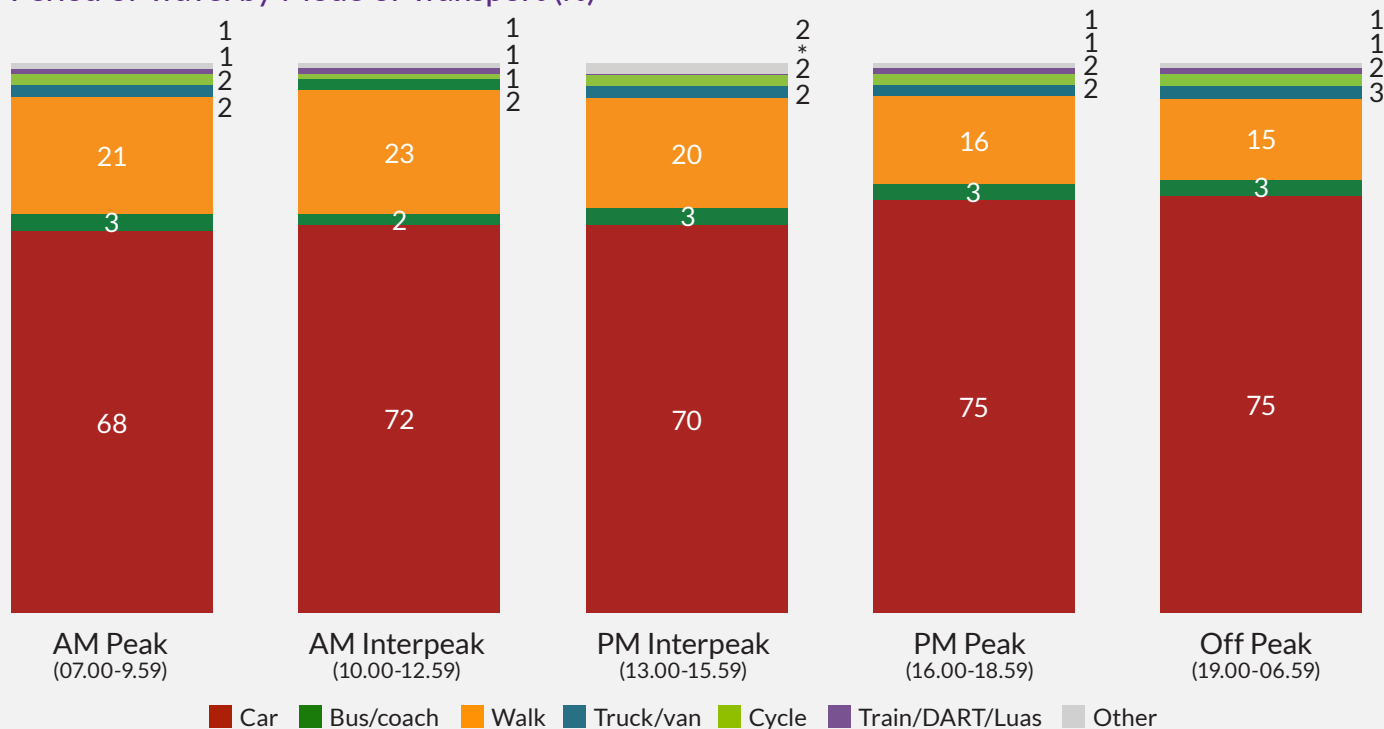
Figure 75: Period of Travel by Mode of Transport: Large Urban Towns

Car is the dominant mode of transportation throughout the day, reaching its highest usage during the PM Peak and Off-Peak periods, both at 75%. Walking is the second most common mode of transport across all time periods, with its peak usage occurring during the AM Interpeak period at 23%.

Trips Taken by Duration (%)
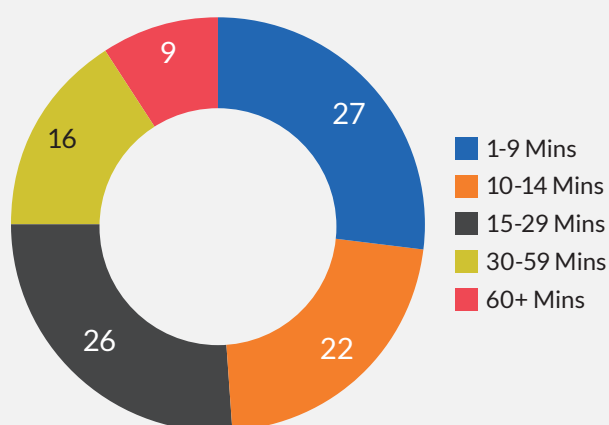
Figure 76: Trips by Duration: Large Urban Towns

Just over one quarter (27%) of trips taken by those living in the Urban Towns took between 1 and 9 minutes, while 9% took over 60 minutes.

Duration of Travel by Mode of Transport (%)

Mode	1-9 Mins	10-14 Mins	15-29 Mins	30-59 Mins	60+ Mins
Car	31	23	24	14	7
Walk	18	17	35	18	13
Bus/coach	6	4	24	26	40
Cycle	17	46	27	6	5
Train/DART/Luas	26	21	12	19	22
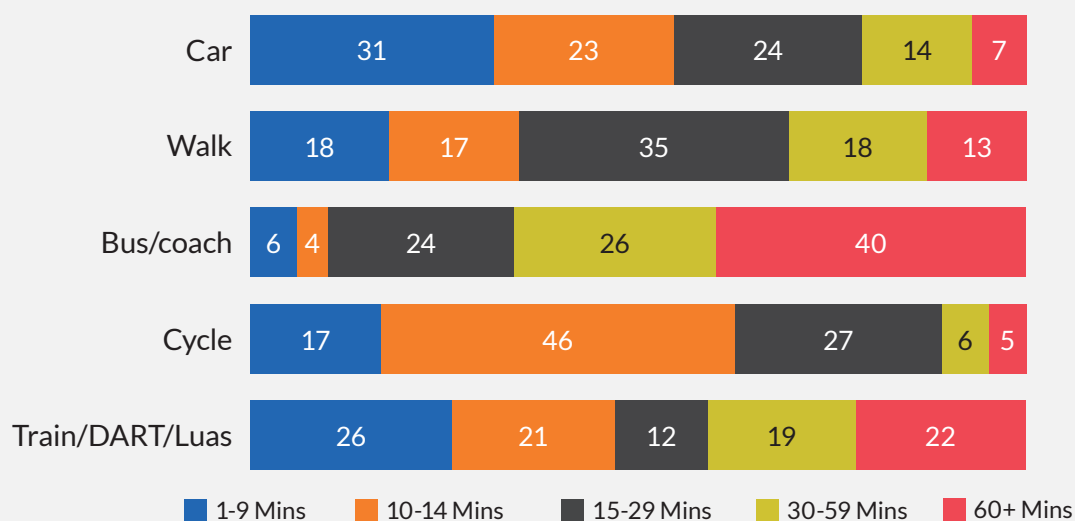
Figure 77: Duration of Travel by Mode of Transport: Large Urban Towns

In Urban Towns, most car trips are relatively short, just 7% took 60 minutes or more. In contrast, bus or coach journeys tend to be longer, with 40% taking an hour or more. Walking trips are typically of shorter duration, with 35% lasting between 15 and 29 minutes, and only 13% exceeding one hour.

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	10	*
1-2.99km	35	5
3-4.99km	17	5
5-9.99km	11	6
10-19.99km	9	10
20-29.99km	6	12
30km+	12	63
Average trip distance	12.52km	

Table 22: Trip Distance: Large Urban Towns

Over one third (35%) of trips taken by those living in Urban Towns were for journeys of 1-2.99km and 12% were for distances in excess of 30km.

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	21	11	6	*	*
1-2.99km	56	45	29	13	1
3-4.99km	19	22	19	12	5
5-9.99km	3	21	17	5	6
10-19.99km	*	2	21	14	4
20-29.99km	*	*	7	21	11
30km+	*	-	1	35	72

Table 23: 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, 21% are less than 1km and over half (56%) are between 1-2.99km.

» Of trips taking 10 to 14 minutes, 11% are less than 1km, just over 4 in 10 (45%) are between 1-2.99km, 22% are between 3-4.99km and 21% are between 5–9.99km.

» Of the trips taking between 15 and 29 minutes, just under three in ten (29%) are between 1-2.99km, 19% are between 3-4.99km, 17% are between 5-9.99km and 21% are between 10–19.99km.

» Of those trips that take between 30 and 59 minutes, just over a third (35%) are over 30km in distance.

» Just over seven in ten (72%) 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	74	59	79	70	77	73	69
Walk	17	28	17	17	17	20	22
Bus/Coach	3	8	1	1	1	2	4
Cycle	3	2	1	3	1	1	1
Train/DART/Luas	-	2	*	3	*	1	1
Truck/van	1	-	2	3	4	3	2
Other	1	2	-	3	*	1	1

Table 24: Mode of Transport by Age: Large Urban Towns

Car is the most popular mode of transport across all age groups, with the highest usage among 25-34 year olds at 79%. Individuals aged 15-24 years are the least likely to travel by car (59%) and the most likely to walk (28%) or use bus/coach services (8%). Cycling is most prevalent among those aged 4-14 and 35-44 years, both at 3%.

National Household Travel Survey 2024

11. Other Urban Areas

How do people from Other Urban Areas Travel?

This section of the report summarises the NHTS 2024 results for those living in Other Urban Areas. It captures the demographics, household characteristics, and trip patterns of this sample. Some key statistics are shown in the infographic below.

Key Findings – Other Urban Areas

Amenities within a 15-minute walk	Mode of Transport	Reason for Trip	Time and Distance
Shop 94% of respondents	**Car** 75% of all trips, and car is the predominant mode for all age groups	**Work/Business** 22% of all trips	**8:00 to 8:59 AM** is the busiest travel time, accounting for 12% of trips
Bus Stop 81% of respondents	**Walking** 18% of all trips	**Education** 18% of all trips	**1:00 to 6:59 PM** 46% of all trips occur in these six hours
Pub or Restaurant 86% of respondents	**Bus/Coach** 2% of all trips	**Social Reasons** 16% of all trips	**Less than 30 mins** 75% of all trips
Public Leisure Space 76% of respondents	**Truck/Van** 2% of all trips	**Social Reasons** 27% of weekend trips	**1 hour or more** 8% of all trips
Chemist/Pharmacy 85% of respondents	**Cycling** 1% of all trips	**Shopping** 18% of all trips	**21.5 mins** is the average trip duration
Doctor's Surgery 71% of respondents	**Train/DART/Luas** 1% of all trips	**Shopping** 26% of weekend trips	**13.99 km** is the average trip distance

Figure 78: Key Findings: Other Urban Areas

Demographic Overview: Large Urban Towns

Sex		Male	Female	Other
		50%	50%	-

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

Principal Economic Status (All aged 15+)		Working	Unemployed	Student	Home Duties	Retired	Other
		58%	5%	9%	5%	14%	8%

Driving Licence Held (All aged 17+)		Yes, Full Driving Licence	Yes, Provisional Driving Licence	No Driving Licence
		76%	7%	17%

Public Transport Tickets**		Free Travel Pass	Leap Card (with active credit)	All Others	None
		17%	16%	5%	65%

Number of Cars/ Vans Available for use in Household		None	One	Two or More
		7%	34%	59%

Figure 79: Demographic Overview: Other Urban Areas

** Since participants can hold multiple types of public transport tickets, the total percentage may exceed 100%.

'-' denotes zero responses in the category and '*' denotes a proportion of less than 1%.

Demographic Overview

The gender split of participants living in Other Urban Areas is 50% female and 50% male. Of those surveyed, 58% reported that they are working, 14% are retired, and 9% are students.

Seventeen percent have a free travel pass, while 16% have an active Leap card.

Among participants aged 17 and older, 76% hold a full driver's licence, in line with the national average. Additionally, 7% have a provisional licence.

Over half of households (59%) have two or more cars or vans available for use, while 34% have one car or van available.

Proximity to Amenities (%)

Amenity	%
Shop	94
Pub or restaurant	86
Chemist or pharmacy	85
Post Office	85
Bus stop	81
Public leisure space	76
Supermarket	75
Doctor's surgery	71
Train station/Luas stop	18
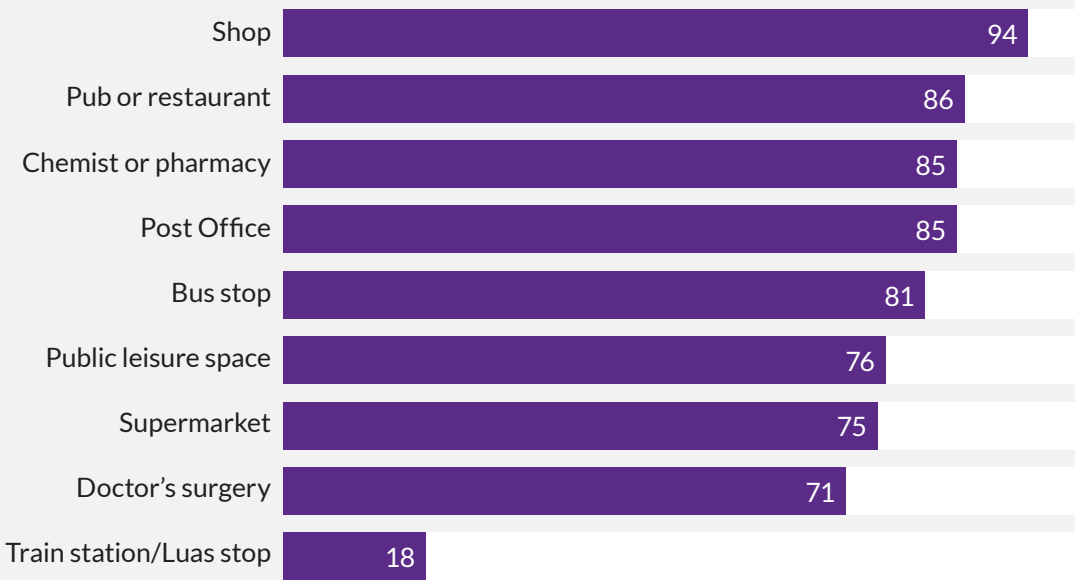
Figure 80: Proximity to Amenities (Live within a 15 minute walk): Other Urban Areas

When it comes to the proximity of amenities, nine out of ten of those living in Other Urban Areas reported living within a 15-minute walk of a shop, 86% live within a 15-minute walk of pub or restaurant and 81% live within a 15-minute walk of a bus stop. Just over seven in ten (71%) live within a 15-minute walk of a doctor's surgery.

Figure 81: Reason for Trip: Other Urban Areas
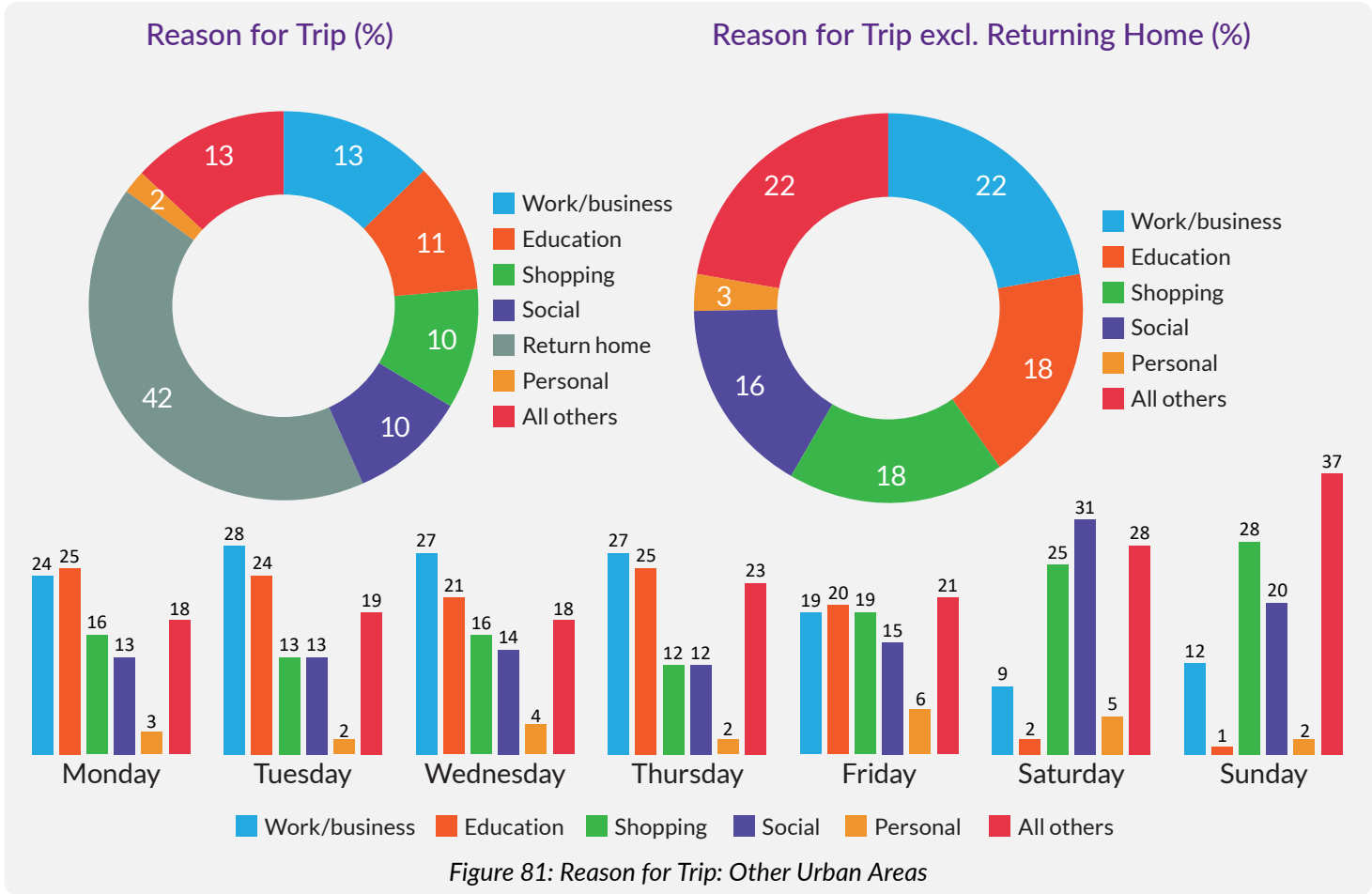
Excluding returning home, the primary reason for travel is work/business (22%). Education and shopping are also significant reasons, both accounting for 18% of trips. Just over one in five trips (22%) taken by those living in Other Urban Areas are made for other reasons including accompanying or giving a lift to another person (not school or work), tourism or sightseeing, or visiting friends or relatives for example.

Education is the main reason for travel on Monday, accounting for 25% of all journeys on that day.

Work/business trips are the top reason for travel on Tuesday (28%), Wednesday (27%), and Thursday (27%).

Social trips are the primary reason for travel on Saturdays, accounting for 31% of all trips. On Sundays, shopping becomes the main reason at 28%.

Trips Taken by Modes of Transport (%)

Mode	Value
Car	75
Walk	18
Bus/Coach	2
Truck/van	2
Train/DART/Luas	1
Cycle	1
Other	1
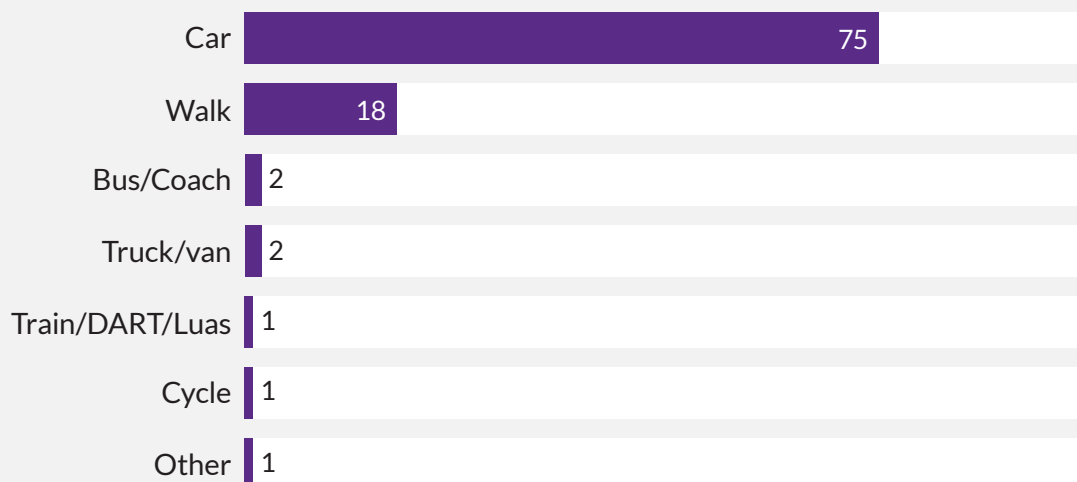
Figure 82: Trips Taken by Modes of Transport: Other Urban Areas

In Other Urban Areas, car travel is the dominant mode of transportation, at 75%, four points higher than the national average of 71%. Walking accounts for almost one in five trips (18%). Bus/coach and truck/van trips each represent 2% of trips, while cycling and train/DART/Luas trips each account for 1%.

Hour of Travel (%)

Time	%
06.00-06.59	2
07.00-07.59	4
08.00-08.59	12
09.00-09.59	7
10.00-10.59	5
11.00-11.59	6
12.00-12.59	5
13.00-13.59	6
14.00-14.59	8
15.00-15.59	8
16.00-16.59	8
17.00-17.59	9
18.00-18.59	7
19.00-19.59	5
20.00-20.59	3
21.00-21.59	2
22.00-22.59	1
23.00-23.59	<1
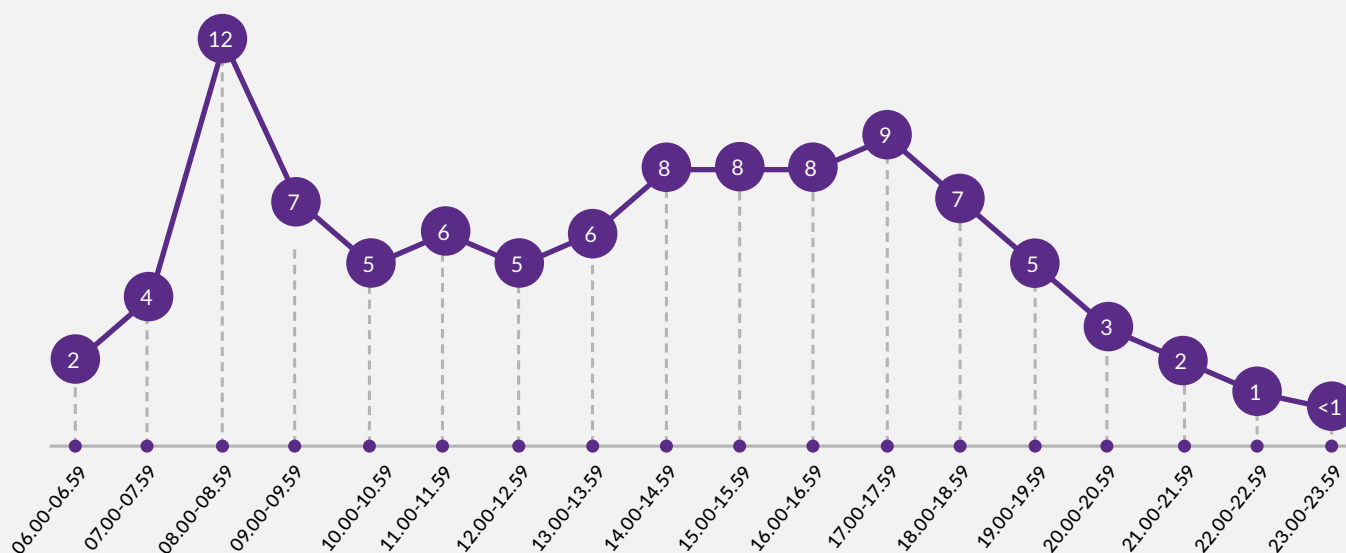
Figure 83: Hour of Travel: Other Urban Areas

As is the case across all regions, there is a clear peak in travel between 08.00-08.59 with 12% of all trips taking place during this period. In line with the national average, one third of all trips taken are between 14.00 and 17.59.

Period of Travel by Mode of Transport (%)
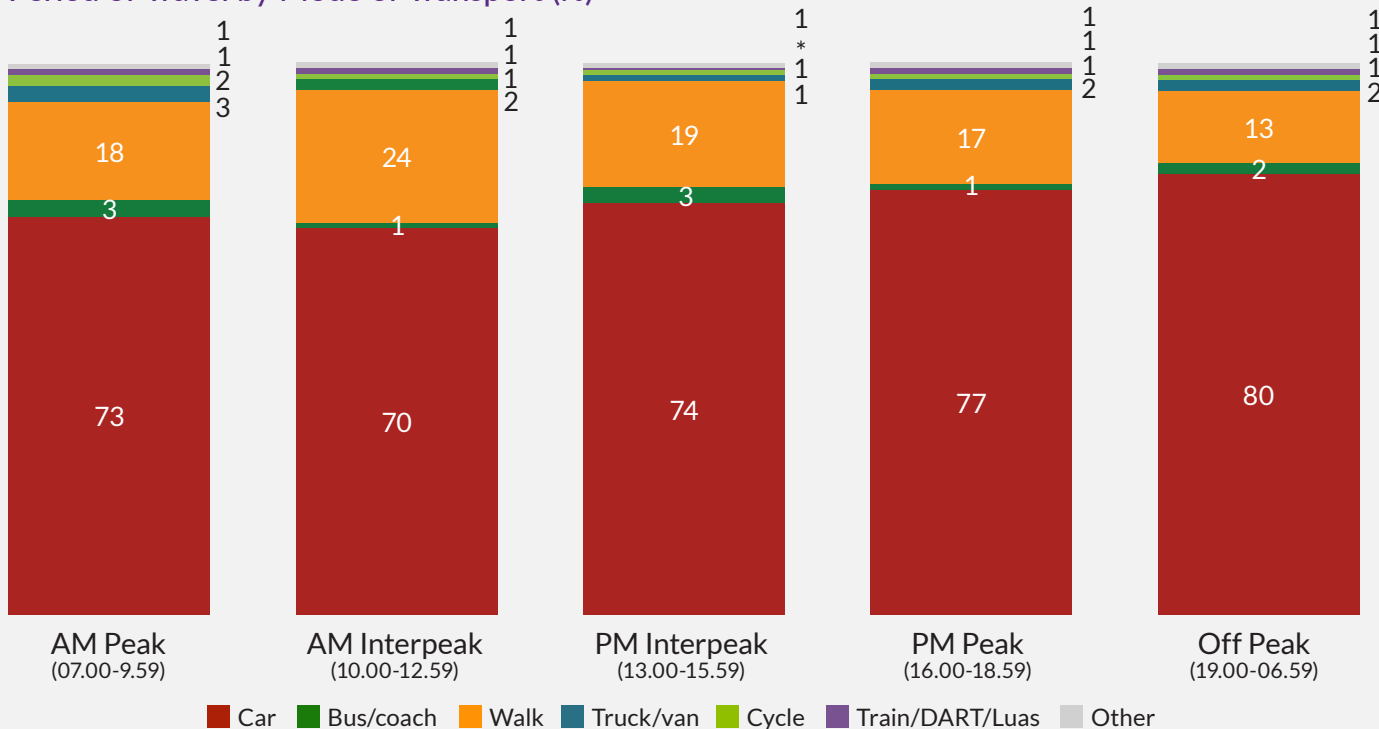
Figure 84: Period of Travel by Mode of Transport: Other Urban Areas

Car travel is the most common mode of transportation during all times of the day, with the highest usage during off-peak hours (80%) and the PM Peak at 77%. Walking is the second most frequent mode, peaking during the AM Interpeak at 24%. Bus trips are most frequent during the AM Peak and PM Interpeak, accounting for 3% of trips during both periods.

Trips Taken by Duration (%)
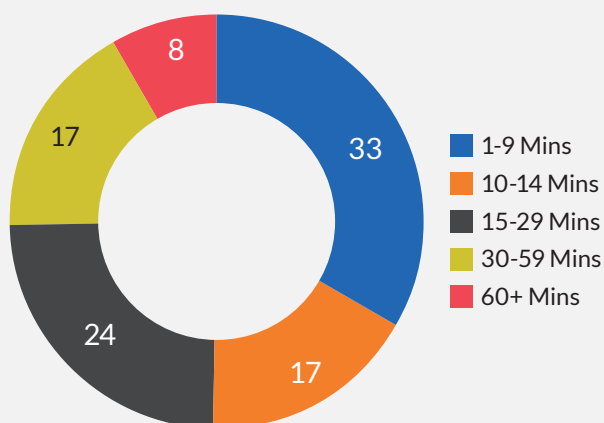
Figure 85: Trips by Duration: Other Urban Areas

One third of all trips taken by those living in Other Urban Areas took between 1 and 9 minutes, while just 8% took 60 minutes or more.

Duration of Travel by Mode of Transport (%)

Mode	1-9 Mins	10-14 Mins	15-29 Mins	30-59 Mins	60+ Mins
Car	36	17	24	17	7
Walk	26	21	28	16	8
Bus/coach	1	10	18	38	33
Cycle	48	19	23	7	2
Train/DART/Luas	2	3	8	34	54
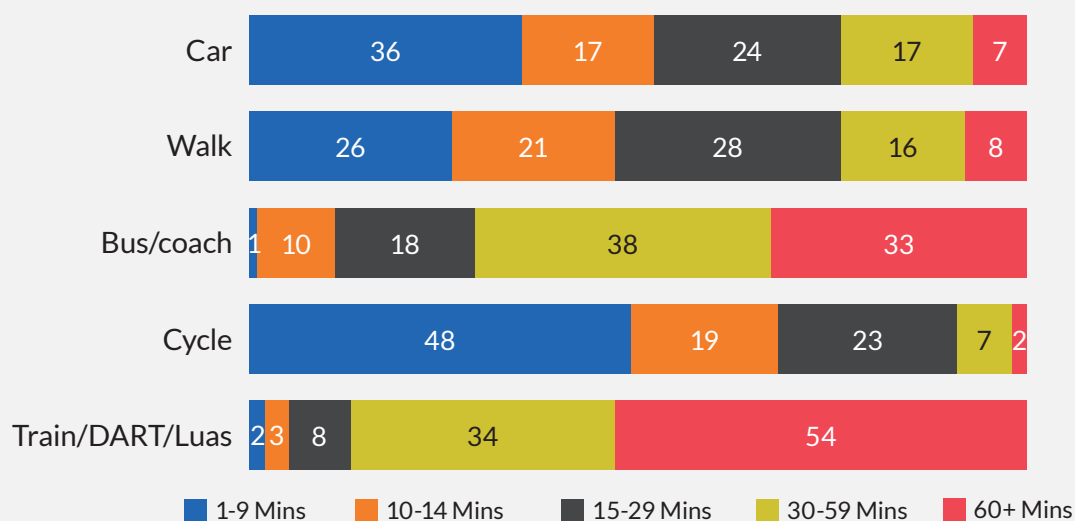
Figure 86: Duration of Travel by Mode of Transport: Other Urban Areas

Car journeys are most likely to take between 1-9 minutes (36%) and just under one quarter (24%) take between 15-29 minutes.

Almost four in ten (38%) bus/coach trips take between 30 and 59 minutes. More than half (54%) of train/DART/Luas trips take 60 minutes or more.

Trip Distance (%)

Distance	% of Trips	% of Kilometres
0-0.99km	15	1
1-2.99km	29	3
3-4.99km	8	2
5-9.99km	13	6
10-19.99km	13	13
20-29.99km	7	12
30km+	14	62
Average trip distance	13.99km	

Table 25: Trip Distance: Other Urban Areas

Trips taken by those living in Other Urban Areas were most likely to be for journeys of 1-2.99km (29%) while trips of 20-29.99km are least prevalent at 7%.

Duration of Trips by Distance (%)

	1-9 mins	10-14 mins	15-29 mins	30-59 mins	60+ mins
0-0.99km	32	18	5	*	-
1-2.99km	51	33	23	6	9
3-4.99km	10	15	5	5	1
5-9.99km	7	27	18	8	10
10-19.99km	*	6	35	18	5
20-29.99km	*	*	13	21	5
30km+	-	-	1	42	79

Table 26: Duration of Trips by Distance: Other Urban Areas

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

» Of the trips that take less than 10 minutes, 32% are less than 1km and just over half (51%) are between 1- 2.99km.

» Of trips taking 10 to 14 minutes, 33% are 1-2.99km and 27% are between 5-9.99km.

» Of the trips taking between 15 and 29 minutes, 35% are for distances of 10-19.99km.

» Of those trips taking between 30 and 59 minutes, 42% are 30km or more in distance.

» Almost eight in ten (79%) of all trips taking more than 60 minutes are 30km or more 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	67	58	83	83	74	83	71
Walk	25	31	10	14	16	13	22
Bus/Coach	4	9	1	-	1	1	1
Cycle	3	*	1	1	2	*	*
Train/DART/Luas	-	1	1	1	*	1	1
Truck/van	1	*	4	1	6	1	3
Other	-	*	1	1	1	1	2

Table 27: Mode of Transport by Age: Other Urban Areas

Car travel is the most common mode of transportation for all age groups in Other Urban Areas. Those aged 25-34, 35-44 and 55-64 are the most likely to travel by car (83%). The 15-24 age group is the most likely to walk (31%), followed by those aged 4-14 (25%). Bus/coach usage is highest among 15-24 year olds (9%).

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12. Long Distance Trips

Long Distance Trips

A total of 4,461 out of 9,597 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. As part of their travel diary, participants were asked to provide details of up to three of their most recent long distance trips. The regional spread of long distance trips by point of origin was as follows:

Regional breakdown of long distance trips (%)

Border	West	Mid-west	South-east	South-west	Dublin	Mid-east	Midland
9	10	12	10	15	23	14	7
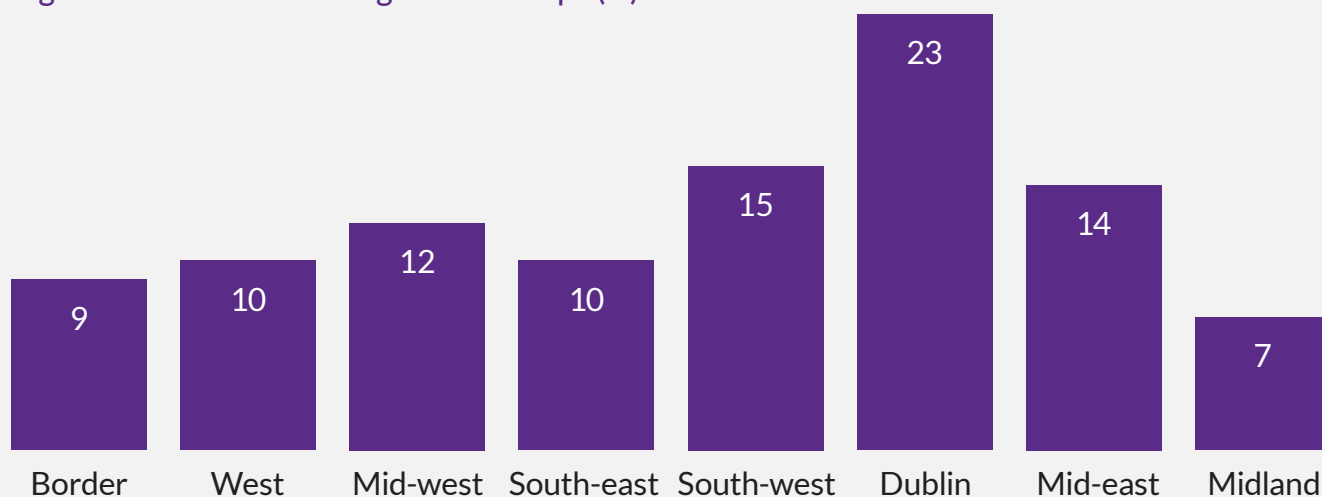
Figure 87: Regional breakdown of long distance trips

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 (%)

Age

4-14	15-24	25-34	35-44	45-54	55-64	65+
15	11	14	18	15	13	15

Principal Economic Status

- Working: 63
- Retired: 16
- Student: 9
- Unemployed: 3
- Home duties: 4
- Others: 5
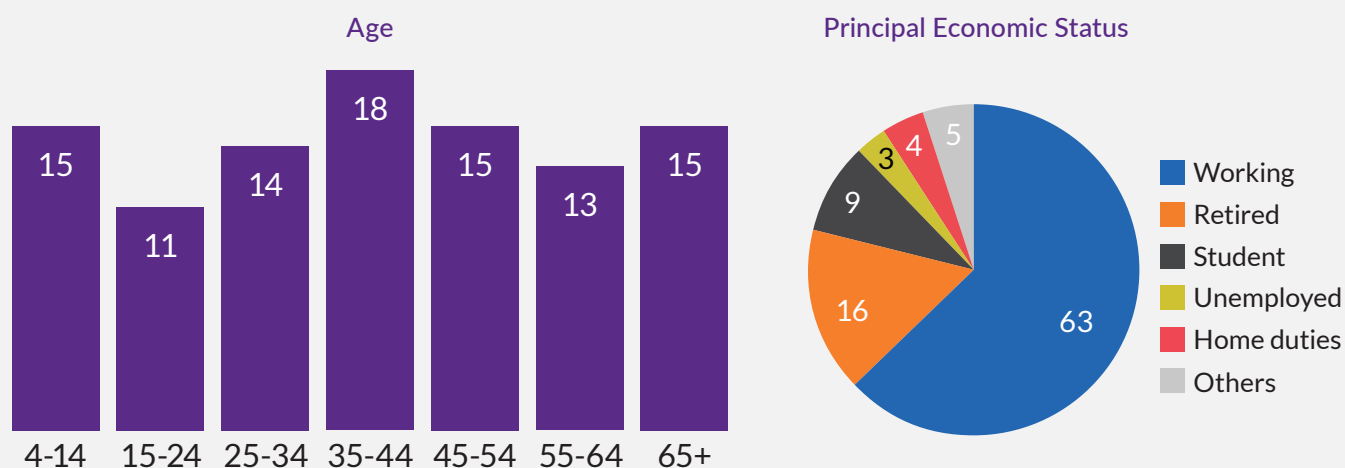
Figure 88: Age and Principal Economic Status of those taking Long Distance Trips

Just under 1 in 5 (18%) of those who took long distance trips were aged 35-44, while 11% were aged 15-24. Just over six in ten (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 (%)

Trips	1	2	3	4	5	6	7	8	9	10	11-20	21+
%	24	19	14	5	4	5	2	3	1	5	9	8
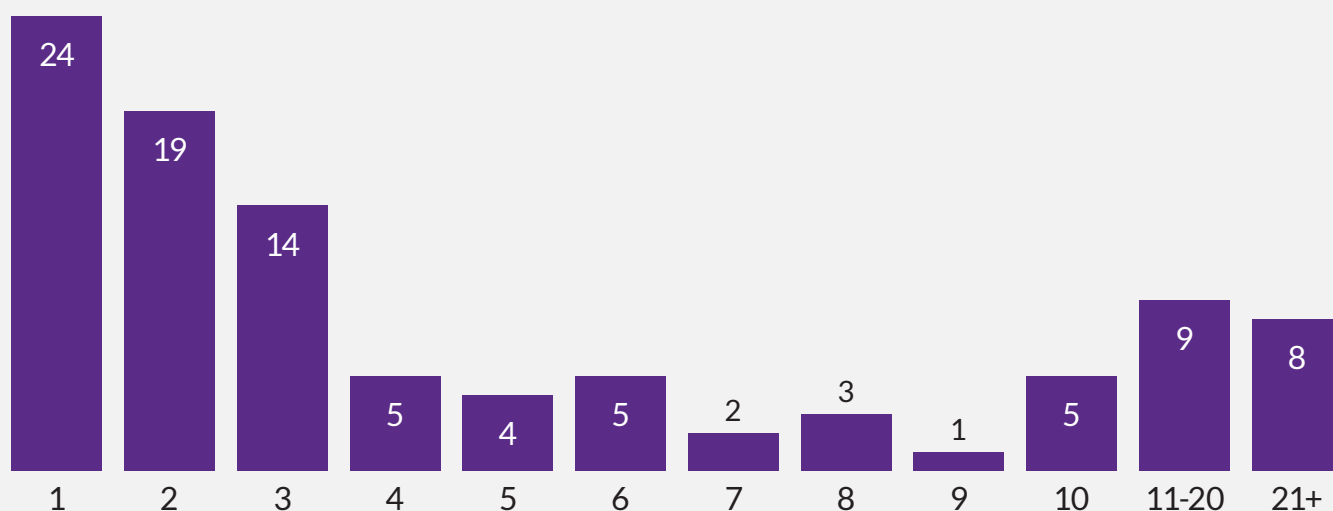
Figure 89: Number of Long Distance Trips Taken in Last 3 Months

Just under one quarter (24%) of those who took long distance trips in the past three months took just one long distance trip, 19% took two long distance trips and 16% took between six and ten long distance trips.

Reason for Trip (%)

Reason	%
Visit friends/relatives	22
Social	17
Tourism/sightseeing	15
Work/business	13
Other	33
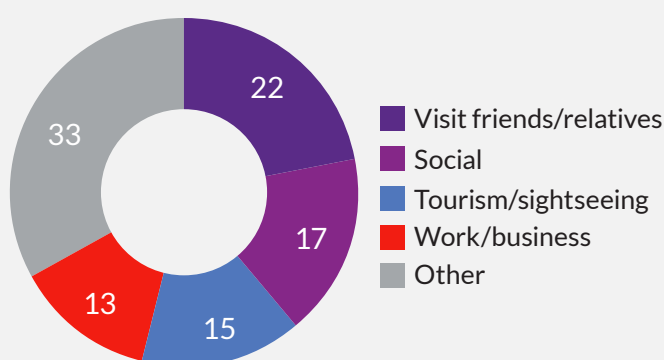
Figure 90: Reason for Long Distance Trip

The main reason for taking a long distance trip is to visit friends/relatives (22%), followed by social reasons at (17%) and tourism/sightseeing (15%). One third of long distance trips are made for other reasons including accompanying or giving a lift to another person (not school or work) or shopping for example.

Distance Travelled on Long Distance Trip (%)
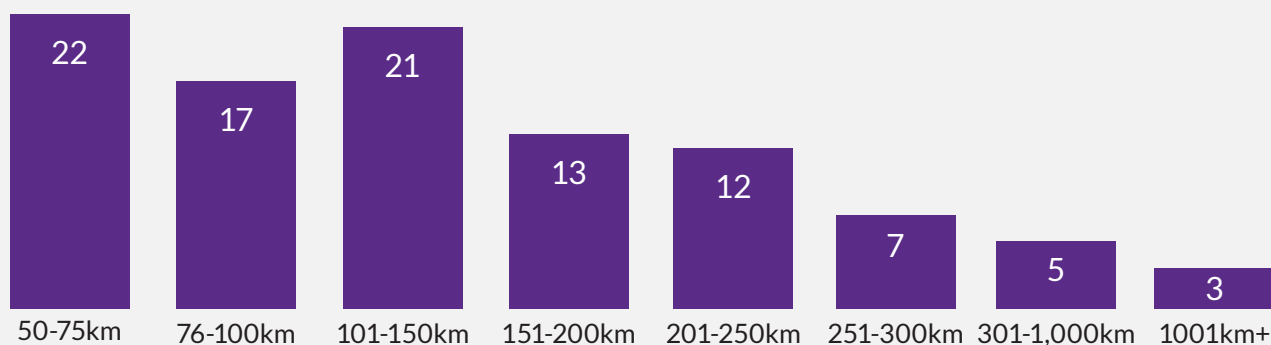
Figure 91: Distance Travelled on Long Distance Trips

Almost four in ten long distance trips are between 50 and 100km, a further 21% range between 101 and 150km while just 3% exceed 1,001km.

Duration of Journey and Mode of Transport (%)

Trip Duration

9 — 1-59 minutes
91 — 60+ minutes

Trip Mode

Car 81
Train 6
Bus/coach 5
Aeroplane 4
Truck/van 2
Other 2
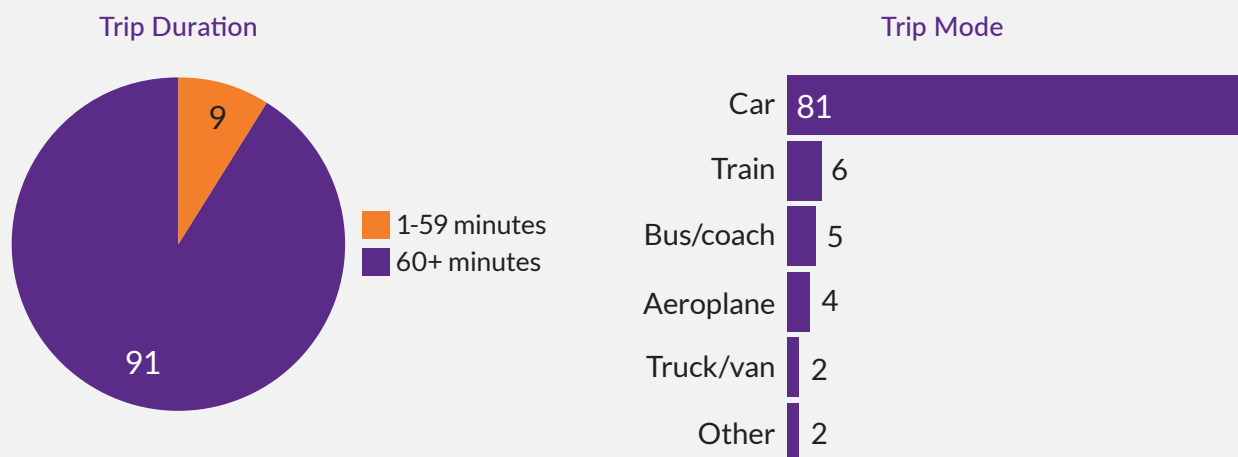
Figure 92: Duration of Journey and Mode of Transport for Long Distance Trips

The vast majority of long distance trips take over an hour (91%). The car is the most widely used mode for long distance trips and accounts for 81% of all trips taken. At 6%, train is the next most used mode for long distance trips, followed by bus/coach at 5% and aeroplane at 4%.

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Appendix A: Travel Diary

This travel diary is being completed on behalf of:

Phone number optional: only for use in the case of queries

First Name [ ] **Last Name** [ ] **Phone Number** [ ]

Your Travel Diary Days

If completed by or on behalf of a 4-15 year old, please sign Parent/Guardian 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 all Travel Diaries and the Household Questionnaire, and place them in the prepaid envelope. Then, pop it in the post!

Thank You.

Ipsos,
Block 3
Blackrock Business Park
Carysfort Ave
Blackrock
Co. Dublin
A94 D5D7

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)

☐ 4 Years	☐ 25-29 Years	☐ 50-54 Years	☐ 75-79 Years
☐ 5-9 Years	☐ 30-34 Years	☐ 55-59 Years	☐ 80-84 Years
☐ 10-14 Years	☐ 35-39 Years	☐ 60-64 Years	☐ 85-89 Years
☐ 15-19 Years	☐ 40-44 Years	☐ 65-69 Years	☐ 90+ Years
☐ 20-24 Years	☐ 45-49 Years	☐ 70-74 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 language(s) do you speak most often at home?

[_____]

Q6. What sex is given on your birth certificate?

[_____]

☐ Prefer not to say

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

☐ Working for payment or profit
☐ Looking for first regular job
☐ Short-term unemployed (less than 12 months)
☐ Long-term unemployed (12 months or more)
☐ Primary school student
☐ Secondary school student
☐ University/college student full-time
☐ University/college student part-time
☐ Looking after home/family
☐ Retired from employment
☐ Not working/not available for work
☐ Other (please specify) _____

Q8. If you work (part-time or full-time), approximately how many hours per week do you work?

☐☐   ☐ Do not work at all

Q9. If you work (part-time or full-time), please tick the correct box for each day of the week.

	Usually work from home	Usually work from office/business	On the road/no fixed place of work	Do not usually work that day
Monday	☐	☐	☐	☐
Tuesday	☐	☐	☐	☐
Wednesday	☐	☐	☐	☐
Thursday	☐	☐	☐	☐
Friday	☐	☐	☐	☐
Saturday	☐	☐	☐	☐
Sunday	☐	☐	☐	☐

☐ Do not work at all

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. In the past 12 months, have you rented a bicycle from a public/bike share scheme in Ireland, for example, TFI Bikes? ►☐ Yes ☐ No

Q12. Do you have a subscription to a public/bike share scheme like TFI Bikes? ►☐ Yes ☐ No

Q13. 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) _____

Q14. 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

About Yourself

Q15. Do you have a driving licence which allows you to drive a car in Ireland?

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

Q16. How many cars or vans do you own outright? ☐ None

Q17. How many cars or vans do you have a loan on? ☐ None

Q18. 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

Q19. Total car and van monthly finance payment amount € ☐ Not applicable

Q20. How much did your main car or van cost you at the time of purchase? (approx.) € ☐ Not applicable

Q21. In what year did you purchase your main car or van? ☐ Not applicable

Q22. How many kilometres do you drive annually in your main car or van (approx.) ☐ Not applicable

Q23. Do you generally have the use of any other car or van besides your own? ☐ Yes ☐ No

Q24. Is the main car or van that you drive most often a...?

☐ Diesel vehicle

☐ Petrol vehicle

Are you able to charge the vehicle at home?

☐ Full EV (electric vehicle) ·········► ☐ Yes ☐ No

☐ Plug-in hybrid electric (PHEV) ·········► ☐ Yes ☐ No

☐ Battery hybrid electric vehicle (with petrol or diesel main engine)

☐ Other (Please specify) _____

☐ Not applicable

Q25. Do you ever use toll roads?

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

Q26. Do you ever use public transport?

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

Q27. Have you cycled in the past 12 months?

☐ Yes ☐ No **If yes, what is your most frequent destination? Please fill in the blank**

·········► **e.g. work/uni/school etc.** _____

Q28. Is your parking free or paid at the following?

At home

☐ Free ☐ Paid ☐ Not applicable ·····► **If paid, how much does it cost per month (approx.)** € ☐☐☐.☐☐

At work

☐ Free ☐ Paid ☐ Not applicable ·····► **If paid, how much does it cost per day (approx.)** € ☐☐.☐☐

CSA Code (office use only) _____

Frequent Destinations Please enter the full address details for the places you regularly go to.

Home address
(Record as **'Home'** on the diary)
Address

_____

_____

_____

Eircode
☐☐☐☐☐☐☐

Do you have a regular place of work?
(Record as **'Work'** on the diary)
Address

_____

_____

_____

Eircode
☐☐☐☐☐☐☐

Do you regularly go to a school/university?
(Record as **'School/Uni'** on the diary)
Address

_____

_____

_____

Eircode
☐☐☐☐☐☐☐

Instructions - Please Read Carefully

- The **travel diary days** are those indicated on the label at the front of this diary and the day starts at 4.00am until 3.59am the next day. For example, if you were on night shift, your journey Home from Work in the morning would be the first trip of the day.

- Please record all trips made on each of the **two** travel diary days.

- A trip is defined as a one-way journey of 50 metres or more made for a specific purpose by any mode of travel. It has an origin and a destination and excludes children playing outdoors.

- Please include all trips by any mode of transport (e.g. walking, cycling, jogging, 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. For example, if you drive children to school, and then drive to work, this counts as two trips.

- 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.

- Remember to include every leg of a trip where the main mode is public transport. Public transport trips should be multi-modal (e.g. Walk-Bus-Walk or Cycle-Train-Walk).

- 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.

- If you drive for a living, all other trips in connection with your job do not need to be recorded individually. Please enter the kilometres travelled for work that day at the bottom of the second page of the diary page for that day.

- Please include all walks of 50 metres or more.

- If you do not have a destination, like when you go for a drive or walk for enjoyment, write 'Round Trip' for the purpose.

- All trips made by household members aged four or over should be recorded.

- 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.

An example of how to complete the diary

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 kilometres. For shorter walk trips, please estimate the distance in kilometres, for example, a 5 minute walk would be around 0.4 kilometres. If using a combination of modes of travel, please estimate distance for each. Always note the distance travelled, not as the crow flies.

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
2	SCHOOL	WORK	TO WORK	8.20 ☑AM ☐PM	9.05 ☑AM ☐PM	A	CAR	0.75	10	1	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? *Park & Ride* Was there a car available for this journey? ☑Yes ☐ No
						B	LUAS	5	30	1	0	0	
						C	DUBLIN BIKE	0.5	5	1	0	0	
						D							
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	2.30 ☐AM ☑PM	3.15 ☐AM ☑PM	A	WALK	0.5	10	1	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? *Park & Ride* Was there a car available for this journey? ☑Yes ☐ No
						B	LUAS	5	30	1	0	0	
						C	CAR	0.75	5	1	0	0	
						D							
4	SCHOOL	LIDL MAIN RD, TALLAGHT	FOOD SHOPPING	3.20 ☐AM ☑PM	3.35 ☐AM ☑PM	A	CAR	2	15	3	0	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
						B							
						C							
						D							

☐ No Trips Made On This Day

SAMPLE DIARY

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

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 mode 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. TFI Bikes.

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).

Travel Diary Day 1

Example

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	2.30 ☐AM ☑PM	3.15 ☐AM ☑PM	A	WALK	0.5	10	1	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? *Park & Ride* — Was there a car available for this journey? ☑ Yes ☐ No
						B	LUAS	5	30	1	0	0	
						C	CAR	0.75	5	1	0	0	
						D							
4	SCHOOL	LIDL, MAIN RD, TALLAGHT	FOOD SHOPPING	3.20 ☐AM ☑PM	3.35 ☐AM ☑PM	A	CAR	2	15	3	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
						B							
						C							
						D							

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

☐ No Trips Made On This Day

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
1				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							
2				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							
3				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							

☐ No trips made on this day

Travel Diary Day 1

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (kilometres)	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

Trip 4
- Depart: *Please Tick* ☐ AM ☐ PM
- Arrive: *Please Tick* ☐ AM ☐ PM
- Modes: 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 5
- Depart: *Please Tick* ☐ AM ☐ PM
- Arrive: *Please Tick* ☐ AM ☐ PM
- Modes: 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 6
- Depart: *Please Tick* ☐ AM ☐ PM
- Arrive: *Please Tick* ☐ AM ☐ PM
- Modes: 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 7
- Depart: *Please Tick* ☐ AM ☐ PM
- Arrive: *Please Tick* ☐ AM ☐ PM
- Modes: 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 8
- Depart: *Please Tick* ☐ AM ☐ PM
- Arrive: *Please Tick* ☐ AM ☐ PM
- Modes: 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 10 11 12 13 If you need extra space to record more trips for day 1, please use the Extra trips for day 1 page.

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

Travel Diary Day 2

Example

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)		Distance (kilometres)	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
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	2.30 ☐AM ☑PM	3.15 ☐AM ☑PM	A	WALK	0.5	10	1	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? _Park & Ride_ Was there a car available for this journey? ☐ Yes ☐ No
						B	LUAS	5	30	1	0	0	
						C	CAR	0.75	5	1	0	0	
						D							
4	SCHOOL	LIDL, MAIN RD, TALLAGHT	FOOD SHOPPING	3.20 ☐AM ☑PM	3.35 ☐AM ☑PM	A	CAR	2	15	3	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
						B							
						C							
						D							

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

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Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (kilometres)	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

Travel Diary Day 2

Trip No.	From (e.g. Street name, Eircode & Area)	To (e.g. Street name, Eircode & Area)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
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
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

☐ No trips made on this day

9 10 11 12 13 If you need extra space to record more trips for day 2, please use the extra trips for day 2 page.

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

Extra Trips Day 1

Trip No.	From (e.g. Area/Eircode/Street)	To (e.g. Area/Eircode/Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
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
11				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
12				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
13				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/Eircode/ Street)	To (e.g. Area/Eircode/ Street)	Purpose (Reason for Trip)	Depart Time	Arrive Time	Mode(s) of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (kilometres)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	
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
11				*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
12				*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
13				*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

Long Distance Journeys - 50 Kilometres (30 Miles) Or More

Please record the details of the long distance journeys that you have taken in the past 3 months.

- **Please give as much detail as possible on purpose of trip** ●**Please only include your journey from home/origin – do not include any return legs** ●**Please enter the Eircode for all origins/destinations; this detail is not needed if the destination is an airport, port, train station, large public venue or overseas destination.**
- **Online tools, such as the TFI Journey Planner https://www.transportforireland.ie/plan-a-journey/ may be helpful when estimating journey distances and times** ●**It is possible that long distance journeys (50 kilometres or more) that you recorded in the Day 1 or Day 2 diary will be repeated below**

A. Approximately how many journeys to destinations which were 50 kilometres (30 miles) or more from your home did you make in the **past three months?**

B. Please complete for your 3 (up to 3) most recent long distance journeys, starting with the most recent.

Date in past 3 months (approx.)	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(s) of Travel for Longest Part of Trip (e.g. car, train, bus, plane, ferry etc.)	Distance (kilometres)	Travel Time (minutes)	No. from your own household aged 4+ (include self)	No. from your own household aged 0-3	No. from other household(s)
	Eircode	Eircode		☐AM ☐PM						
	Eircode	Eircode		☐AM ☐PM						
	Eircode	Eircode		☐AM ☐PM						

C. Please provide details of the most frequent long distance journey made in the past three months **from your home?**

Destination (Please detail Building, Street Town, Eircode)	Purpose (reason for going to/from destination)	Departure Time (Please Tick)	Mode(s) of Travel for Longest Part of Trip (e.g. car, train, bus, plane, ferry etc.)	Distance (kilometres)	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 past three months?
Eircode		☐AM ☐PM							

National Household Travel Survey 2024

Appendix B: Household Questionnaire

NATIONAL HOUSEHOLD TRAVEL SURVEY 2024
Suirbhé Náisiúnta Taisteal Teaghlaigh 2024

Carried out on behalf of
NTA Údarás Náisiúnta Iompair National Transport Authority

In association with
Ipsos B&A

Tionscadal Éireann Project Ireland **2040**

Household ID: ☐☐☐☐☐
(Office use only)

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.

Name (BLOCK CAPITALS) [_____]   Sign here [_____]

You And Your Household

Q1. What sex is given on your birth certificate?

☐ 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, including yourself?

3 and under	☐	36-40 years	☐	71-75 years	☐
4-10 years	☐	41-45 years	☐	76-80 years	☐
11-15 years	☐	46-50 years	☐	81-85 years	☐
16-20 years	☐	51-55 years	☐	86-89 years	☐
21-25 years	☐	56-60 years	☐	90+ years	☐
26-30 years	☐	61-65 years	☐		
31-35 years	☐	66-70 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?

- ☐ 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

Characteristics of Your Home

Q7. How many bicycles are available for use by members of your household? Please exclude bicycles for children aged 0-3 years and hire bicycles (e.g. TFI 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 basic foodstuffs such as bread and milk are sold
- ☐ Post office
- ☐ Pub or restaurant
- ☐ Doctor's surgery
- ☐ Chemist/pharmacy
- ☐ Bus stop
- ☐ Supermarket
- ☐ Train station or Luas stop
- ☐ Park/sports field/playground/public leisure centre
- ☐ 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 personally 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 home?
(any device e.g. mobile phone, desktop, laptop, tablet)

- ☐ Yes, in home
- ☐ Not in home, 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:...

Chief Income Earner

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/not available for work**
- ☐ **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**

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

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Household Income

</div>

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

	Under	€10,000		Between	€65,000 – €69,999
	Between	€10,000 – €14,999		Between	€70,000 – €74,999
	Between	€15,000 – €19,999		Between	€75,000 – €79,999
	Between	€20,000 – €24,999		Between	€80,000 – €84,999
	Between	€25,000 – €29,999		Between	€85,000 – €89,999
	Between	€30,000 – €34,999		Between	€90,000 – €94,999
	Between	€35,000 – €39,999		Between	€95,000 – €99,999
	Between	€40,000 – €44,999		Between	€100,000 - €149,999
	Between	€45,000 – €49,999		Between	€150,000 - €199,999
	Between	€50,000 – €54,999		€200,000 and above	
	Between	€55,000 – €59,999		Don't know	
	Between	€60,000 – €64,999		Prefer not to say	

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

National Household Travel Survey 2024

Appendix C: Weighting Applied to Data

Weighting is a tool used to make a sample of survey respondents look more like the broader population you want to understand.

Often, the demographic makeup of survey respondents does not perfectly align with the target population. For instance, you might have too many responses from one sex, age group, or geographic location, and not enough from others.

Weighting addresses this by assigning each respondent a ''weight'', or multiplier that adjusts how much influence each individual's answers have on the overall results.

Below is the weighting matrix used to calculate the individual person weights for the NHTS 2024*.

Age	Male %	Female %	Male Population	Female Population
4-14	9.5	9.1	513,500	493,100
15-24	6.6	6.1	357,500	331,100
25-34	6.1	6.2	332,500	337,200
35-44	7.2	7.9	392,200	426,400
45-54	7	7.2	378,700	389,500
55-64	5.6	5.8	306,700	316,000
65+	7.4	8.3	399,100	447,500
Total	**49.4**	**50.6**	**2,680,200**	**2,740,800**

Principal Economic Status (Population Aged 15+)	Male %	Female %	Male Population	Female Population
At work	30.9	27.3	1,364,300	1,205,000
Unemployed	1.7	1.3	74,700	58,200
Student	5.5	5.4	244,000	240,900
Home duties	0.5	4.7	20,700	208,200
Retired	7.4	8.5	326,400	377,100
Others	3.2	3.6	136,600	158,200
Total	**49.2**	**50.8**	**2,166,700**	**2,247,600**

*NHTS 2024 weights are based on the CSO LFS Q4 2024 which can be found at: https://data.cso.ie/product/lfs

Household Size	%	Population
1 person	13.1	707,800
2 persons	22.9	1,244,000
3 persons	18.6	1,007,300
4 persons	24.6	1,332,400
5 persons	14.5	788,000
6+ persons	6.3	341,500
Total	**100.0**	**5,421,000**

Region	%	Population
Border	8.1	439,200
West	9.5	516,500
Mid-west	9.9	538,800
South-east	8.9	484,000
South-west	14.3	776,400
Dublin	28.6	1,547,600
Mid-east	14.6	788,000
Midland	6.1	330,500
Total	**100.0**	**5,421,000**

Appendix D: Unweighted vs. Weighted Sample Profile

Demographic Profile of Participants – Unweighted Versus Weighted 2024

Age	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
4-14	6.0	9.5	5.8	9.1
15-24	6.8	6.6	6.3	6.1
25-34	4.1	6.1	4.5	6.2
35-44	5.5	7.2	6.0	7.9
45-54	8.0	7.0	8.8	7.2
55-64	8.3	5.6	8.9	5.8
65-74	10.7	7.4	10.3	8.3
Total	**49.4**	**49.4**	**50.6**	**50.6**

Principal Economic Status (Population Aged 15+)	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
At work	29.2	30.9	25.5	27.3
Unemployed	1.4	1.7	1.2	1.3
Student	5.2	5.5	5.5	5.4
Home duties	0.2	0.5	4.5	4.7
Retired	10.4	7.4	10.6	8.5
Others	2.8	3.2	3.5	3.6
Total	**49.2**	**49.2**	**50.8**	**50.8**

Household Size	Unweighted %	Weighted %
1 person	7.0	13.1
2 persons	26.6	22.9
3 persons	19.4	18.6
4 persons	25.1	24.6
5 persons	15.9	14.5
6+ persons	6.0	6.3
Total	**100.0**	**100.0**

NUTS Region	Unweighted %	Weighted %
Border	7.9	8.1
West	11.0	9.5
Mid-west	9.7	9.9
South-east	9.1	8.9
South-west	16.2	14.3
Dublin	26.0	28.6
Mid-east	14.7	14.6
Midland	5.4	6.1
Total	**100.0**	**100.0**

National Household Travel Survey 2024 - Unweighted vs. Weighted Sample Profile

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National Household Travel Survey 2024

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