

National Household Travel Survey 2023

Research Report



National Household Travel Survey Research Report 2023

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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 2023.

A total sample of 4,042 households participated in the research and from these households 9,935 diaries were completed, an average of 2.46 diaries per household. At a national level these diaries captured 53,128 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 7,455 households agreed to participate, yielding a sample of 4,042 - a 54% response rate among those households who initially agreed to participate.

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

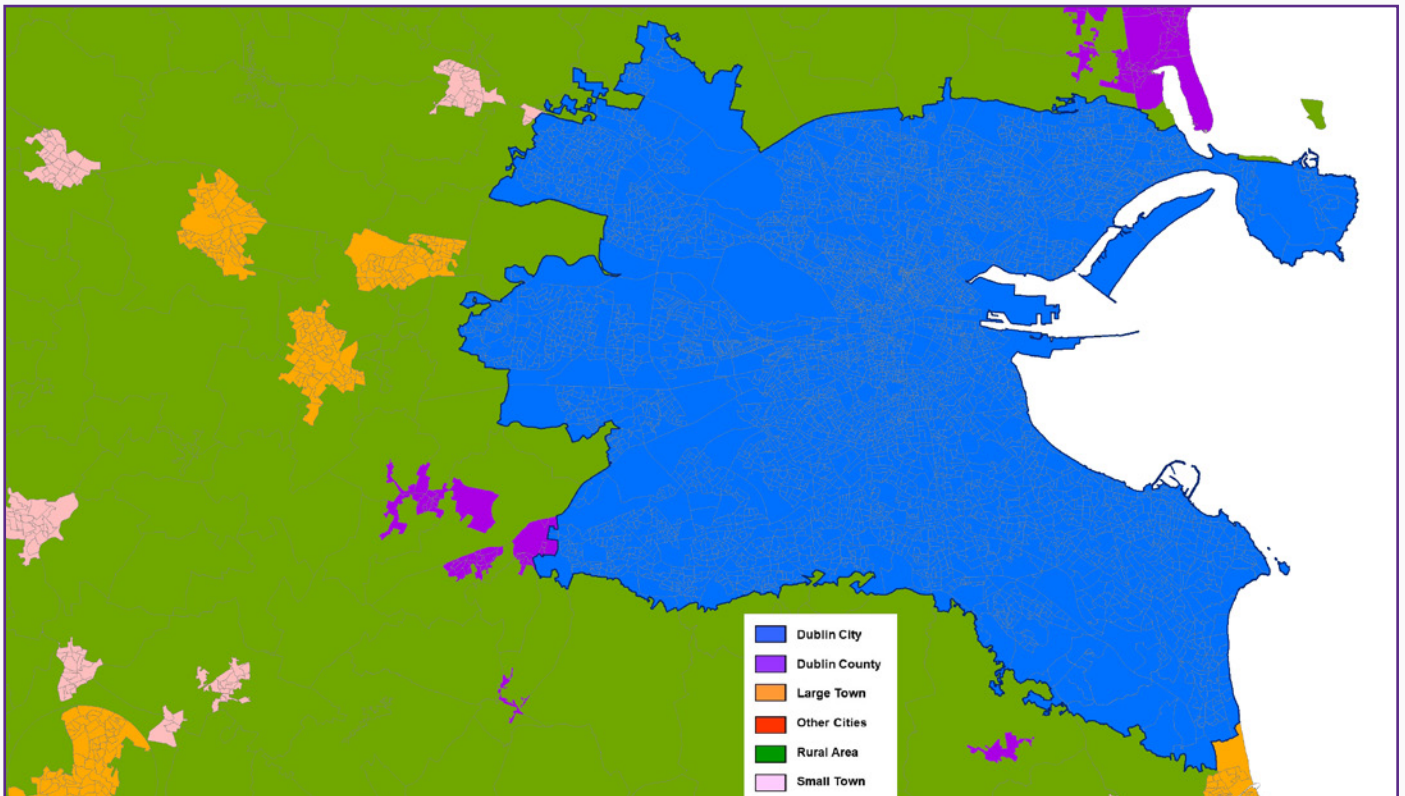
- Dublin City and Suburbs (Dún Laoghaire-Rathdown, Fingal, Dublin City and Suburbs and South Dublin)
- The Greater Dublin Area (All of counties Dublin, Kildare, Meath and Wicklow)
- The Regional Cities (urban core)*
- Urban Town (Towns with a population of over 10,000)
- Rural Areas (All areas with a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

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

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

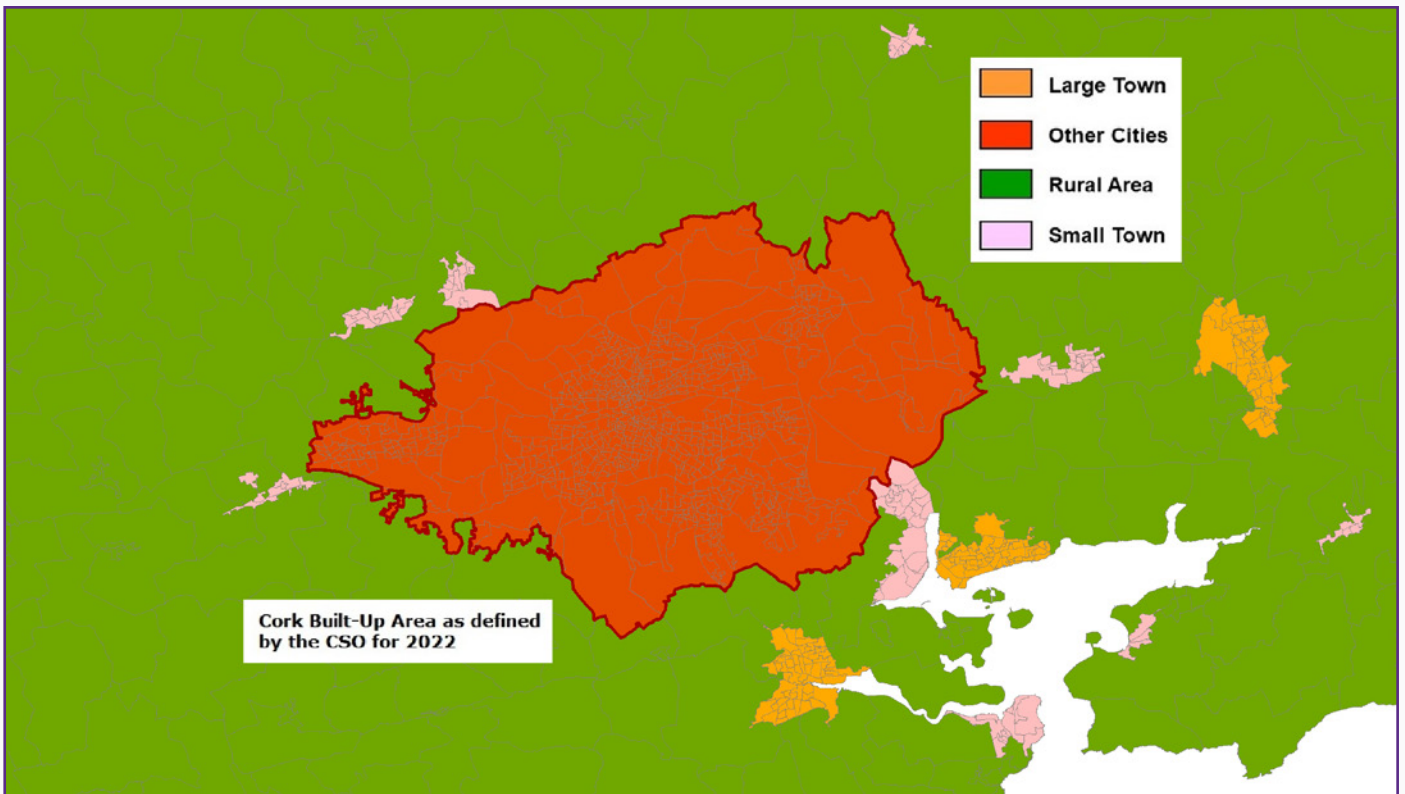
See: <https://data-osi.opendata.arcgis.com/maps/edit?content=osi%3A%3Aco-urban-areas-national-statistical-boundaries-2022-ungeneralised>

Dublin



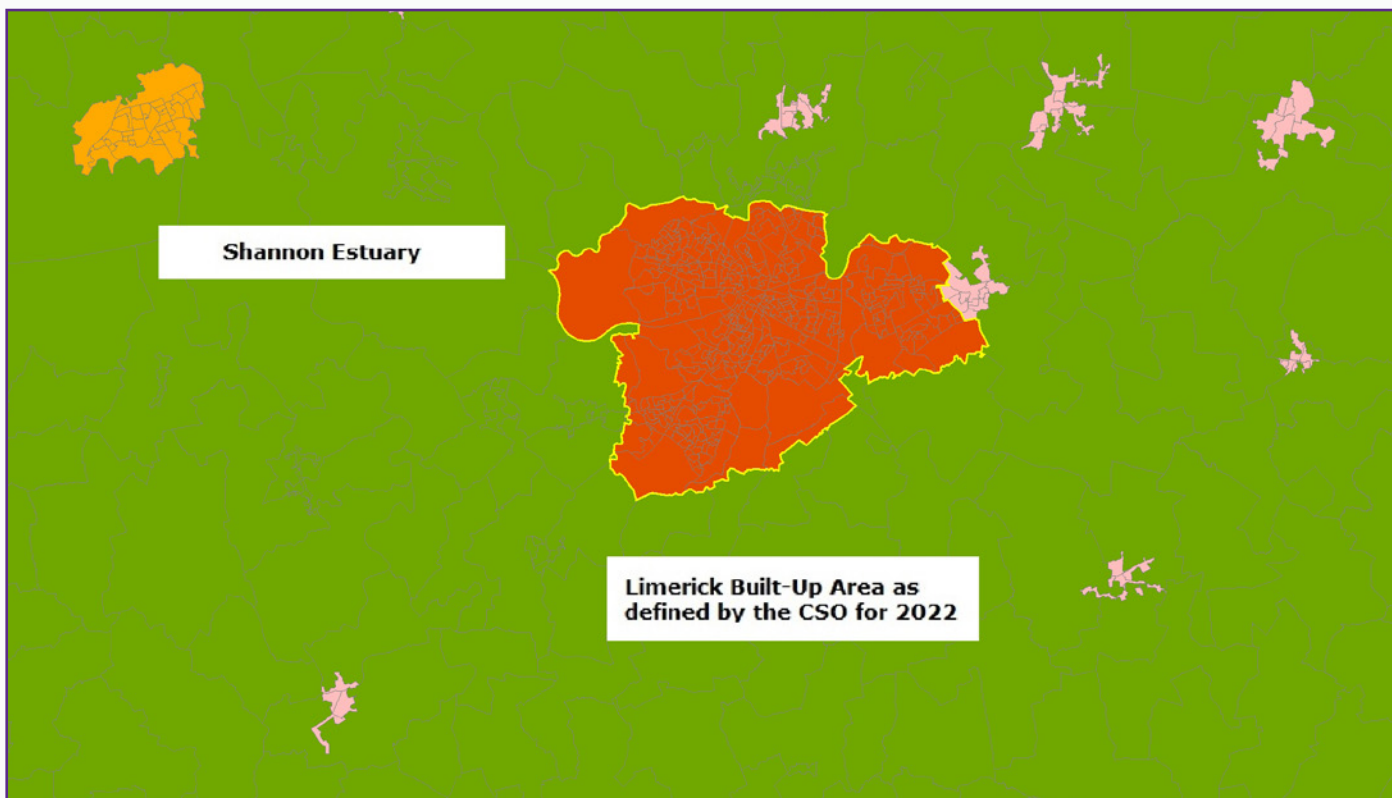
Map showing the CSO's definition of the Built-Up Area (BUA) for Dublin City and Suburbs in light blue with the 2022 BUA boundary shown in dark blue.

Cork



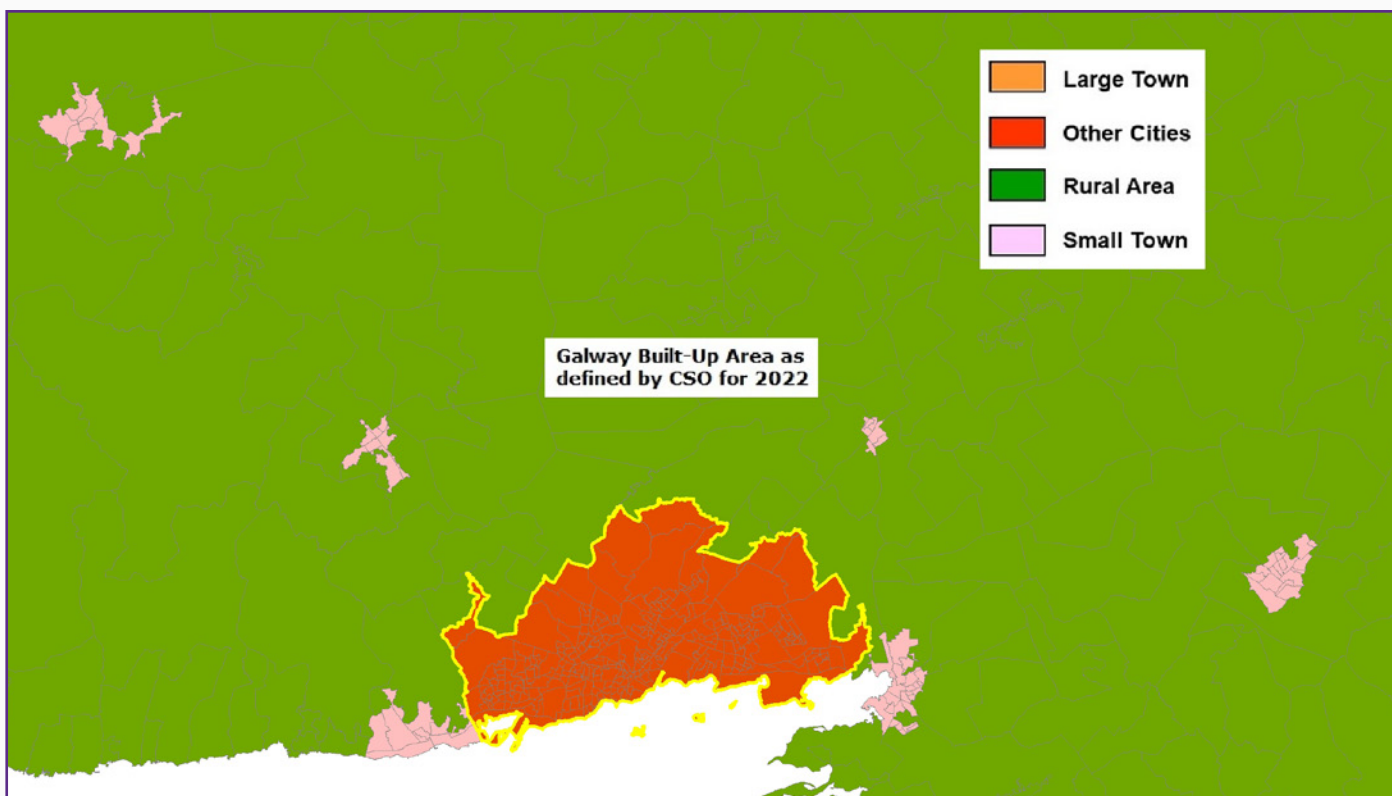
Map showing the CSO's definition of the Built-Up Area (BUA) for Cork City and Suburbs in red with the 2022 BUA boundary shown in dark red

Limerick



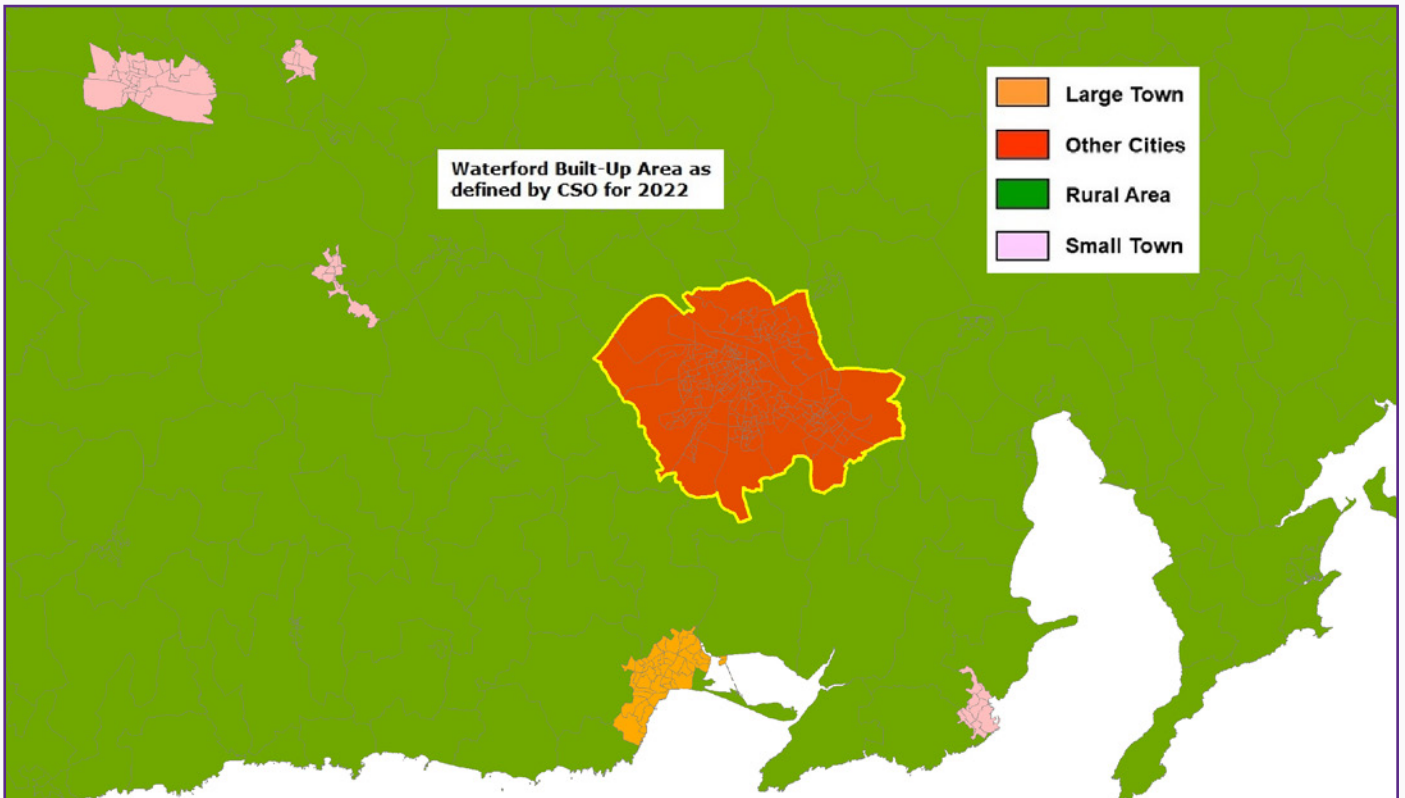
Map showing the CSO's definition of the Built-Up Area (BUA) for Limerick City and Suburbs in red with the 2022 BUA boundary shown in yellow.

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.

The 2023 National Household Travel Survey reveals that while cars are the dominant mode of transport nationally (71%), usage varies by region.

Car usage is significantly lower in Dublin City and Suburbs (54%) compared to Rural Areas (82%), a finding that reflects the regional differences in terms of available public transport options. Walking is more common in Dublin City and Suburbs (30%) and the Greater Dublin Area (26%) than in Rural Areas (7%).

Nationally, work/business and social reasons tie as the main reasons for travel (20% each), followed by education (18%) and shopping (16%).

Interestingly, those residing in Urban Towns are least likely to travel for work/business (18%).

1. Introduction

The National Household Travel Survey (NHTS) 2023 captured robust data on the travel behaviour of the Irish public on both weekdays and weekends. To achieve this, a household questionnaire and a two-day travel diary were used.

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

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

The data captured also included information about each household:

- Household size
- Household structure
- Vehicle availability

Information about each individual household member was also captured:

- Age
- Gender
- Principal economic status

The collection of this information facilitated the weighting of the data using population estimates from the CSO Labour Force Survey (LFS) Q4 2023.

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

1.1 Background to the Study

The objective of the research is to, in so far as is possible, 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 the Irish population throughout the week, across all regions of the country, including the number of trips being made daily, the mode and time of travel, the distance travelled and the journey purpose.

As outlined in the NTA request for tender document:

'The purpose of the survey is to gather travel information statistics for the Authority's on-going 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.'

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.



In addition, the data collected is highly relevant to the work of the CSO, Airport Authorities, RSA, public transport operators, planners (local authorities, An Bord Pleanála, IDA Ireland, Iarnród Éireann) and other state and semi-state organisations, in terms of helping them to better understand the transport and accessibility needs of the Irish 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: landline sample ratio used was 85:15 and population coverage is estimated to be in excess of 99%.

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

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

A total of 7,455 households were recruited for participation using this approach.

2.2 Self-Completion Questionnaire and Diaries

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

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

The 4,042 questionnaires and 9,935 diaries were then collected providing 2.46 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 us. Each household 'pack' was reviewed as a whole and if any gaps and/or inconsistencies were found in the information provided our quality control personnel phoned the respondent for clarification. Only once the quality control and review process was complete would the questionnaire be passed for data entry.

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

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

It should be noted that trip origin and destination points were geo-coded to the CSO's 2022 Census Small Areas (CSA's) to ensure that no individual addresses were included in the data set, thus ensuring anonymity for all 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 population estimates as per the CSO Labour Force Survey (LFS) Q4 2023 using Random Iterative Method weights.

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

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

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

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

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

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

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

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

A sample of 4,042 households participated in this study, yielding a total of 9,935 travel diaries.

Appendix D of this document details the profile of the 9,935 participants (in terms of age, gender, principal economic status, household size and NUTS* region) both before the weights were applied (unweighted) and after the weights were applied (weighted). This data shows that the weights applied were corrective in nature, with the research methodology already providing a sample closely aligned with the population overall.

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

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 a fully anonymised electronic format.

*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.

3. National Results



Key Findings

Seven in ten of those who participated in the NHTS 2023 reported living within a 15-minute walk of a shop.

The majority also live within a 15-minute walk of a:

- Pub or restaurant (65%)
 - Bus stop (65%)
 - Chemist/pharmacy (58%)
 - Public leisure space (57%)
- Almost half of all respondents (47%) live within a 15-minute walk of a doctor's surgery.
 - The main reasons for travel are for work/business (20%) and social (20%), closely followed by education at 18%, and shopping at 16%
 - Car is the most frequently used mode of transport, accounting for 71% of all trips, followed by walking (18%), truck/van (3%), bus/coach (4%), cycling (2%) and train/DART/Luas at 1%.
 - Those aged 15-34 are more likely to walk than any other age cohort (24%).
 - The average trip distance recorded nationally is 12.38km.

Findings for the National Study

The National Household Travel Survey consisted of a nationally representative sample of 4,042 households. Ipsos B&A collected 9,935 diaries and recorded 53,128 trips. For analysis purposes the travel habits were divided into six regions as per the following matrix:

Region	Diaries	Households	Trips	Proportion of all Trips %
Dublin City and Suburbs (Dún Laoghaire- Rathdown, Fingal, Dublin City and Suburbs and South Dublin)	2,279	977	12,470	23
Greater Dublin Area (all of counties Dublin, Meath, Kildare and Wicklow)	4,001	1,636	21,506	40
Regional Cities*	805	366	4,357	8
Large urban towns—population greater than 10,000	1,419	595	8,021	15
Other urban areas—population between 1,500 and 10,000	1,019	421	5,282	10
Rural—populations less than 1,500	4,038	1,548	21,044	40
Total Sample	9,935	4,042	53,128	

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

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

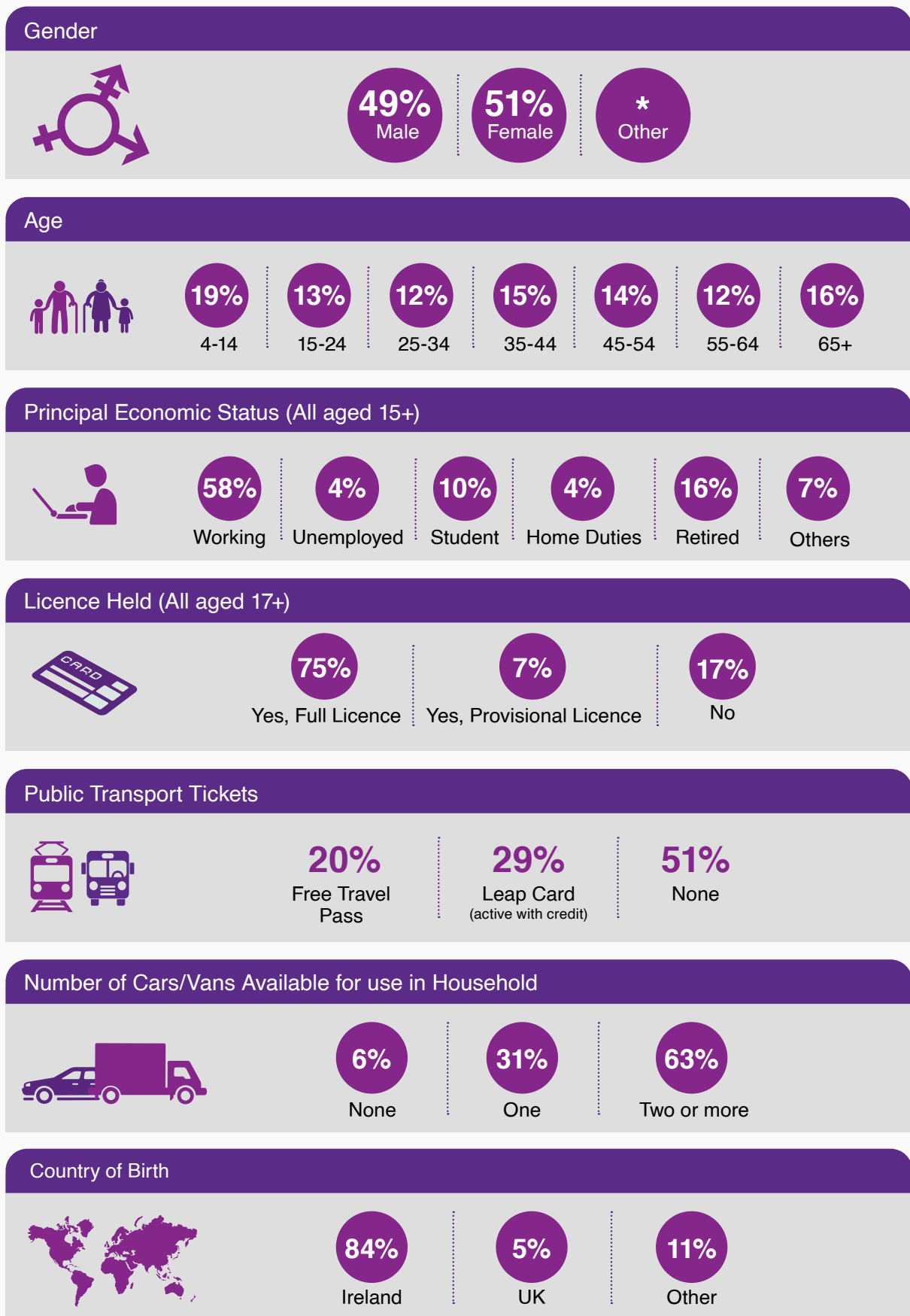
The six regions are not mutually exclusive. Most notably, the Greater Dublin Area includes Counties Dublin, Meath, Kildare and Wicklow. Parts of these three counties are also included in other regions, depending on their size and population.

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

Where possible, comparisons have been made with the NHTS 2012, 2017 and 2022 research findings. However, it is important to note that differences in methodology and survey design make direct comparison difficult. The 2012, 2022 and 2023 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 and 2023 recruitment was conducted by telephone. Sample size also differs across the surveys as outlined below.

	Households	Diaries
2012	6,013	14,860
2017	5,906	10,289
2022	4,348	10,535
2023	4,042	9,935

Demographic Overview: National



* Denotes less than 1%

Figure 2: Demographic Profile: National

Demographic Overview

The demographic profile of those who participated in the research was weighted in line with the CSO Labour Force Survey Q4 2023 data for age, gender, region, principal economic status and household structure.

Of those who participated in the research, 20% have a free travel pass and 29% have an active LEAP card. Among those aged 17 or over, 7% have a provisional licence and 75% have a full licence. Just over 6 in 10 participants (63%) have two or more cars/vans available for use, while 31% have one car/van available for use in the household.

Proximity to Amenities (%)

Population Estimates*

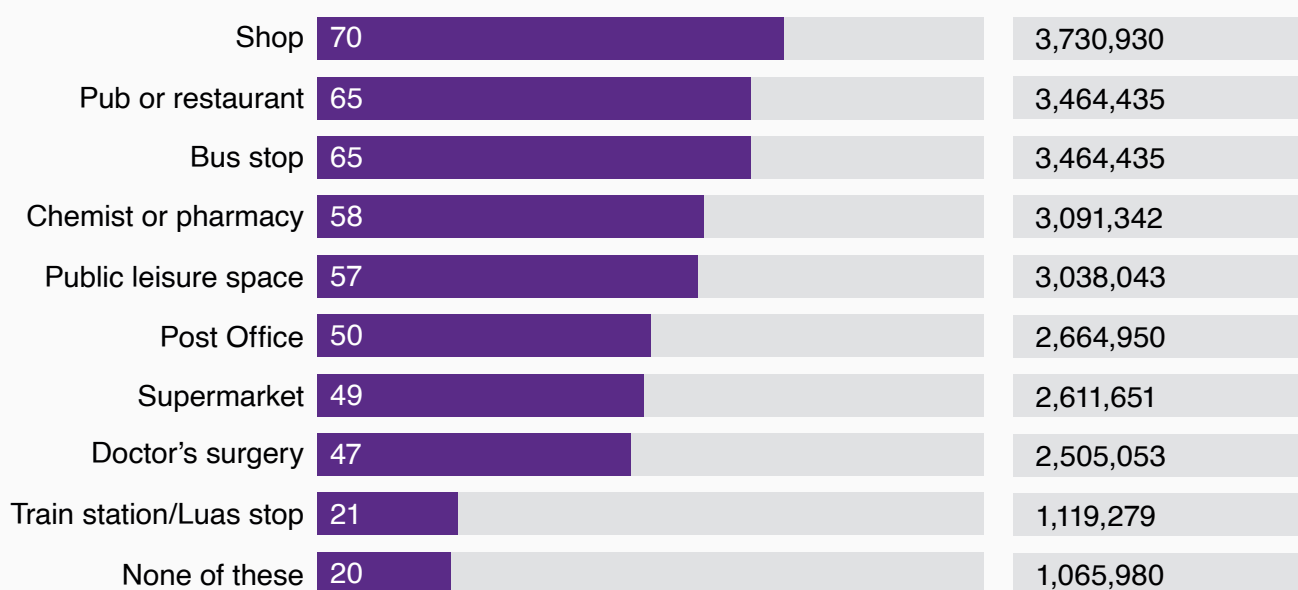


Figure 3: Proximity to Amenities (Live within a 15 minute walk): National

The majority of those surveyed live within a 15-minute walk from a shop (70%), pub or restaurant (65%), a bus stop (65%), a chemist/pharmacy (58%) or a public leisure space (57%). Almost half reported living within a 15-minute walk of a Doctor's surgery (47%).

*Based on CSO LFS Q4 2023

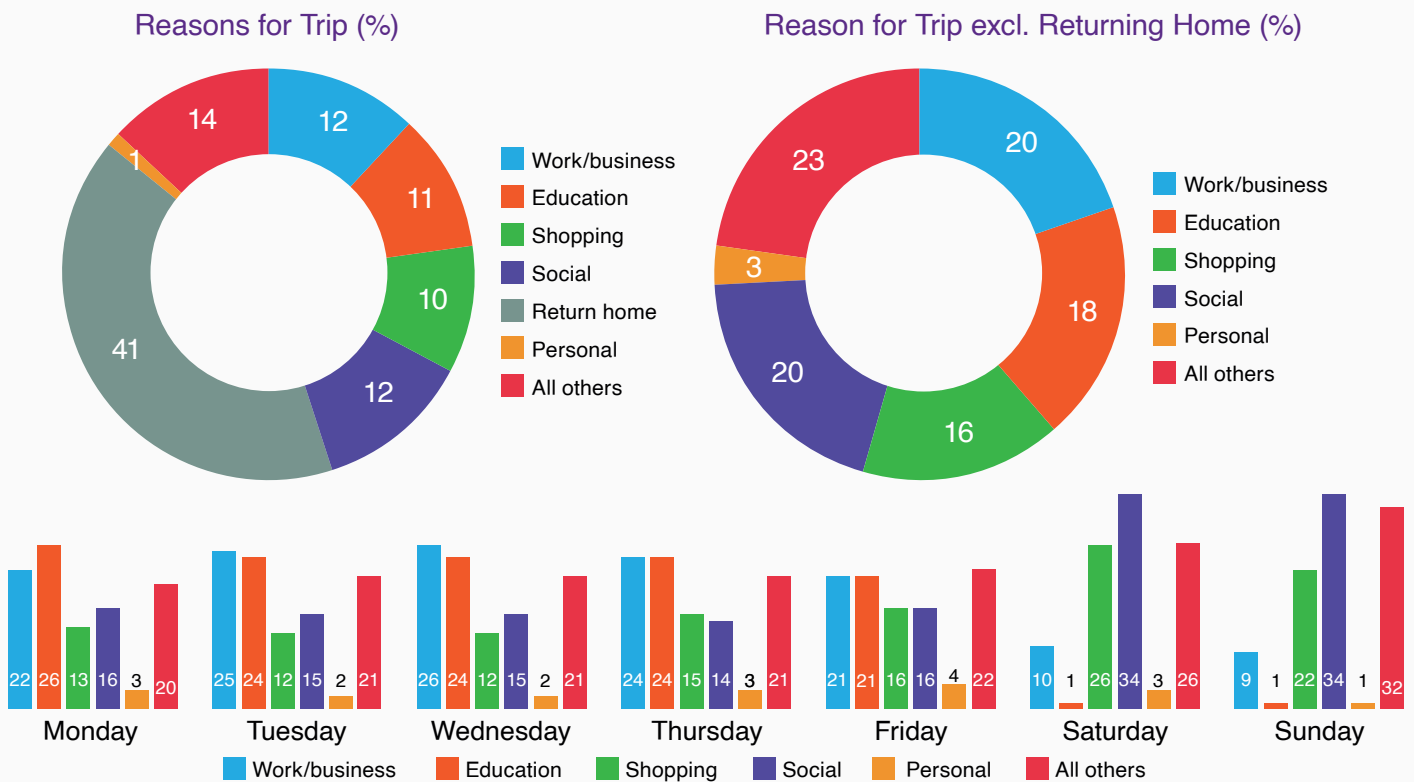


Figure 4: Reason for Trip: National

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

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

Analysis of the data by day of the week shows that education accounts for the largest proportion of trips on a Monday (26%), with work/business accounting for 22% of Monday trips. Work/business peaks as a reason for travel on Wednesday at 26%.

The main reason for travel at the weekend is social (entertainment or recreation, to participate in sport, go to pub or restaurant) which accounts for 34% of trips on both Saturday and Sunday. Shopping is the next most popular reason for travel at the weekend, accounting for 26% of Saturday trips and 22% of Sunday trips.

Trips to undertake personal business (to go to the bank, hairdresser, library etc.) are relatively steady from Monday to Thursday at 2-3%, and peak at 4% on Friday.

Trips Taken by Modes of Transport

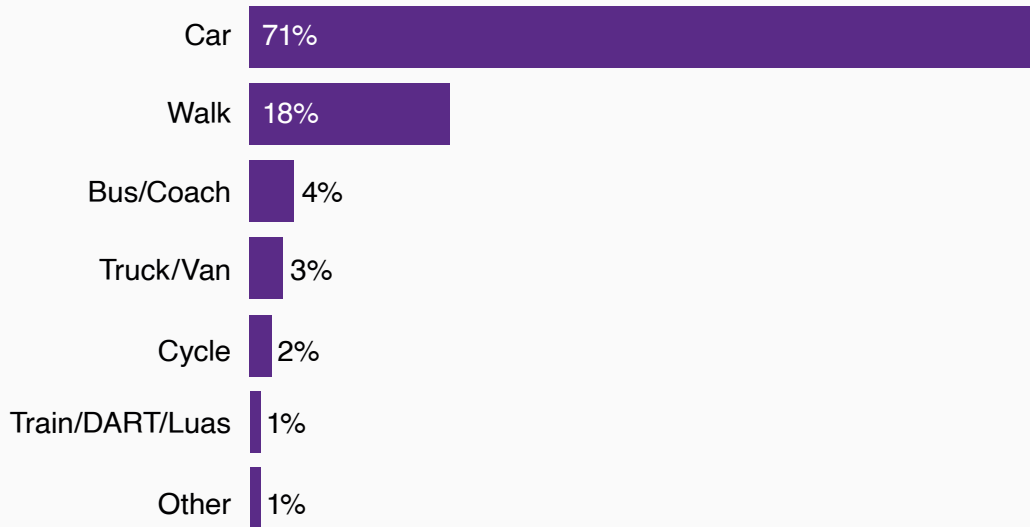


Figure 5: Trips Taken by Modes of Transport: National

The national picture is one of frequent car usage, just over seven in ten trips taken are by car (71%). Almost one in five trips (18%) are made by walking, with bus/coach accounting for 4% of trips followed by truck/van at 3%, cycling at 2% and train/DART/Luas at 1%.

Trips Taken by Time of Day (%)

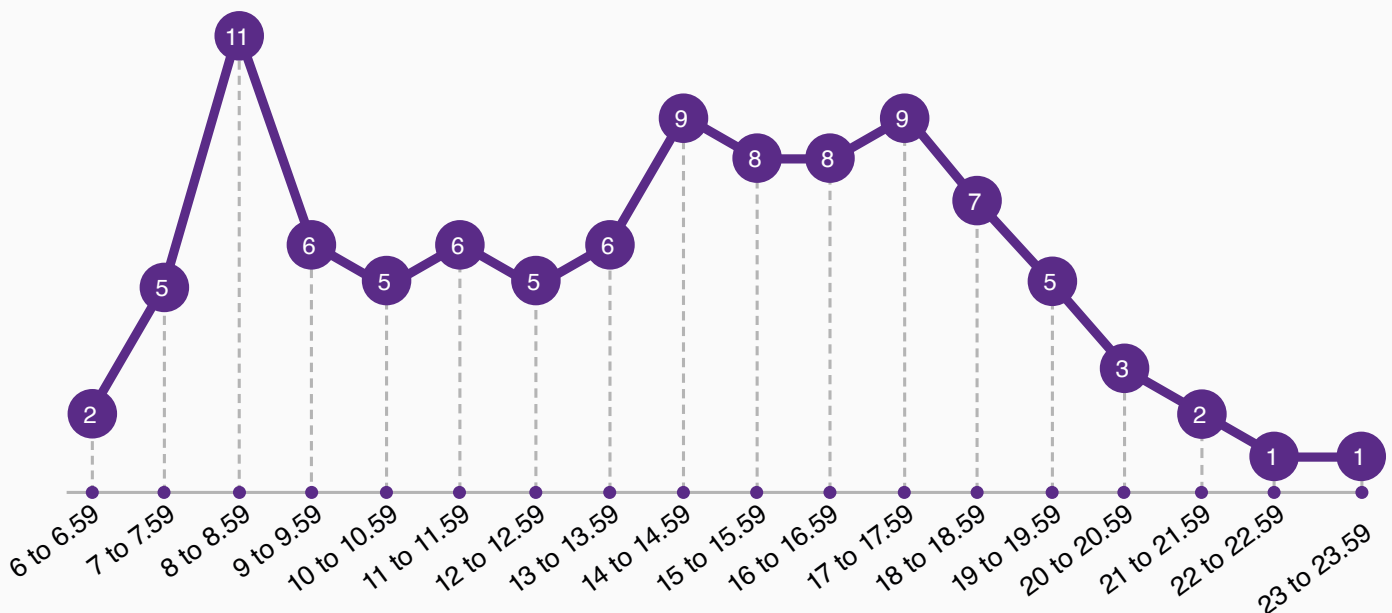


Figure 6: Trips Taken by Time of Day: National

Nationally, there is a clear peak in travel during the ‘morning rush’, which happens between 8 – 8.59am with 11% of all trips departing during this period. In the following hour, travel volumes almost halve to 6%. For each hour between 9am and 1.59pm volumes remain relatively steady at 5% to 6%. Volumes begin to increase at 2pm and range from 8% to 9% hourly until 6pm when volumes decline again. The period between 1pm and 6.59pm accounts for 47% of trips.

Period of Travel by Mode of Transport (%)

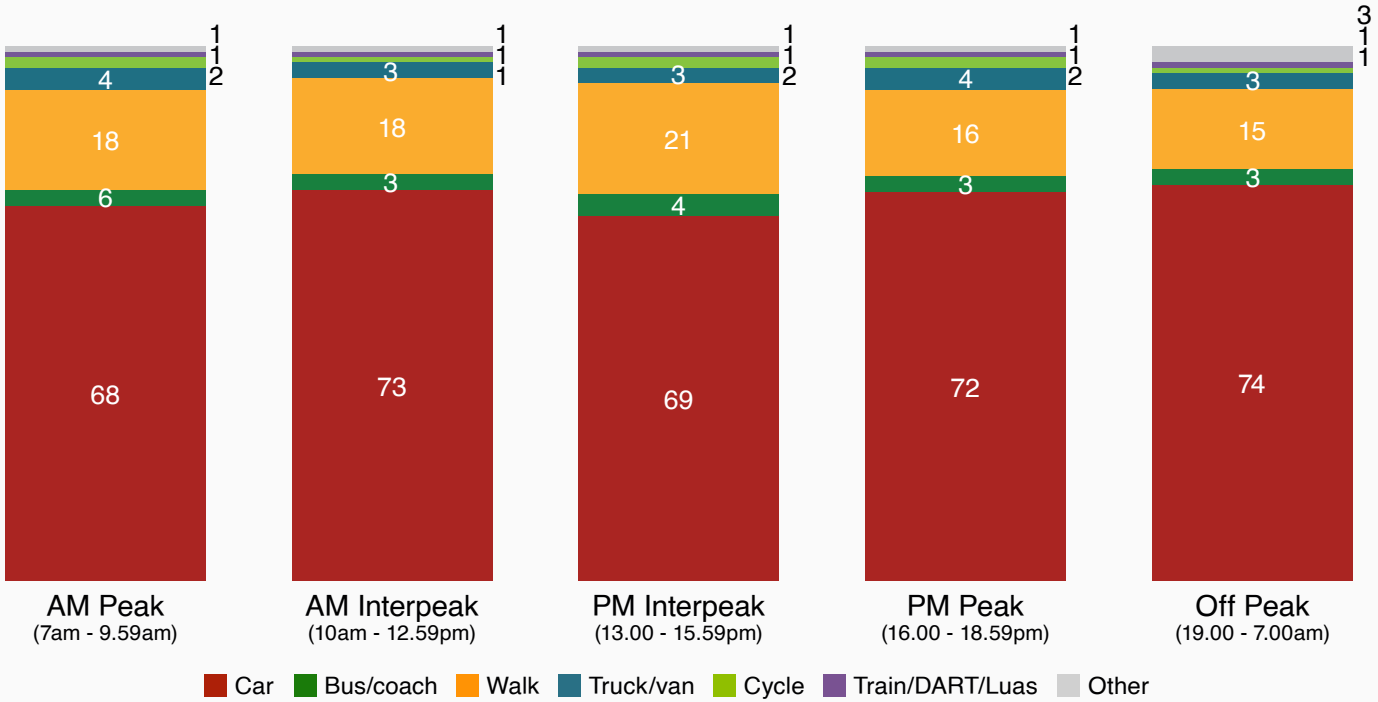


Figure 7: Period of Travel by Mode of Transport: National

The data shows that mode of transport does not vary significantly by time of day. Car accounts for the largest proportion of travel during all periods of the day and is highest during the AM interpeak and Off peak periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 21%. The highest proportion of bus trips occur during the AM Peak, however it is still relatively low at 6%.

Trips Taken by Duration (%)

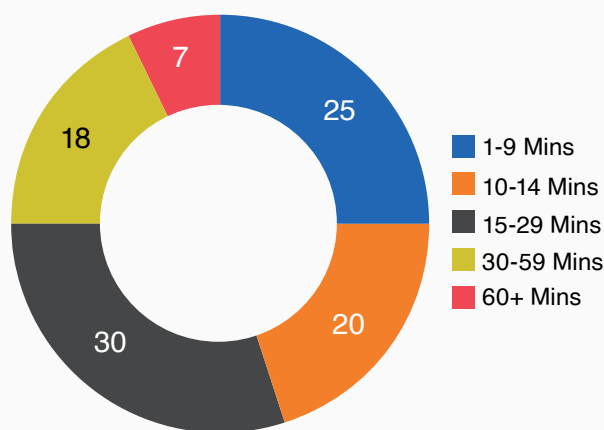


Figure 8: Trips by Duration: National

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

Duration of Travel by Mode of Transport (%)

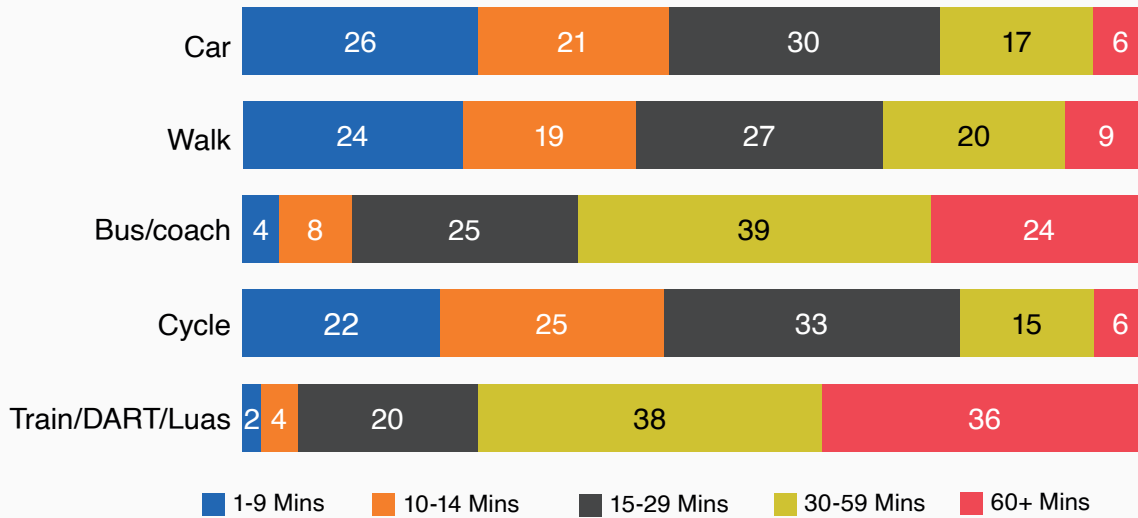


Figure 9: Duration of Travel by Mode of Transport: National (%)

As one would expect, travel times vary depending on the mode of transport being used. Almost three quarters of train/DART/Luas journeys take 30 minutes or more (74%). Almost eight in ten car journeys are for less than 30 minutes (77%). One third of journeys made by cycling are 15-29 minutes in duration.

Trip Distance

Distance	%
0-0.99km	11%
1-2.99km	25%
3-4.99km	14%
5-9.99km	19%
10-19.99km	15%
20-29.99km	7%
30km+	9%
Average trip distance	12.38km

Figure 10: Trip Distance: National

Almost seven in ten trips taken nationally are for a distance of less than 10 kilometres (69%) and one quarter of all trips taken are for journeys of between 1 and 2.99 kilometres. Just under one in ten journeys are for a distance of 30 kilometres or more (9%).

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	28%	46%	15%	10%	1%	*	*
10-14 mins	13%	31%	20%	28%	7%	*	-
15-29 mins	3%	19%	13%	25%	30%	8%	1%
30-59 mins	*	9%	9%	15%	22%	19%	26%
60+ mins	*	2%	4%	10%	12%	8%	65%

Figure 11: Duration of Trips by Distance: National

The duration of trips by distance analysis demonstrates that:

- Of the trips that take less than 10 minutes, 28% are less than 1km in distance and 46% are between 1 - 2.99km.
- Of the trips taking 10 to 14 minutes, 13% are less than 1km in distance and 31% are between 1-2.99km. A further 28% are between 5-9.99km.
- Of the trips taking between 15 and 29 minutes, just under one in five (19%) are between 1-2.99km, 13% are between 3 and 4.99km and 3 in 10 are between 10-19.99km.
- Of those trips that take between 30 and 59 minutes the majority (82%) are over 5km, with just over a quarter (26%) being over 30km.
- Just under two thirds (65%) 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	73%	56%	63%	74%	75%	73%	76%
Walk	17%	25%	24%	17%	14%	15%	16%
Bus/Coach	5%	12%	4%	2%	2%	2%	2%
Train/DART/Luas	*	2%	2%	1%	1%	1%	1%
Cycle	3%	2%	3%	2%	2%	2%	1%
Truck/van	2%	2%	3%	5%	5%	6%	2%
Other	1%	1%	2%	1%	1%	1%	2%

Figure 12: Mode of Transport by Age: National

Those aged 65+ are most likely to travel by car at 76%, followed by those aged 45-54 years (75%). Those aged 15-24 are least likely to travel by car at 56% and are more likely to travel by bus/coach (12%) than any other age group.

The age cohorts most likely to walk are 15-24s (25%) and 25-34s (24%). Cycling is highest at 3% among those aged 4-14 and 25-34-year-olds.

Average Trip Duration (Minutes)

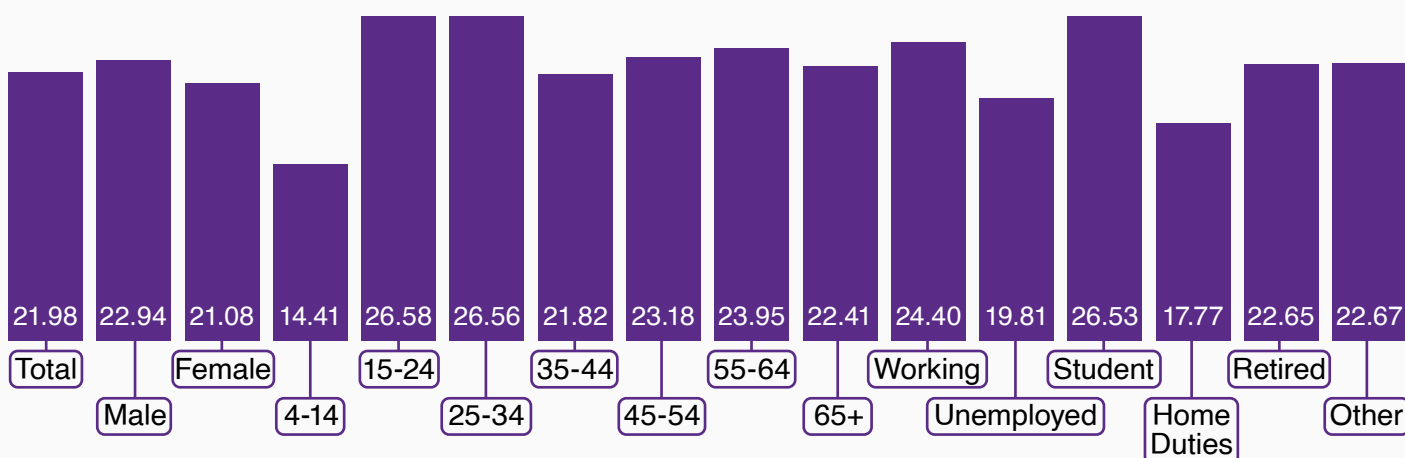


Figure 13: Average Trip Duration (Minutes): National

The average trip duration as reported by participants was 21.98 minutes. The average trip duration for males (22.94 minutes) is slightly longer than that reported by females (21.08 minutes). When it comes to age, those aged 15-24 and 25-34 recorded the longest average trip durations at 26.58 and 26.56 minutes respectively. Those aged 4-14 recorded the shortest average trip duration at 14.41 minutes.

Looking at the data by principal economic status shows that those who are working recorded an average trip duration of 24.40 minutes, with those who are unemployed at 19.81 minutes. The longest average trip duration reported was by students at 26.53 minutes, while the shortest average duration was recorded by those responsible for home duties at 17.77 minutes.

Average Trip Distance (Kilometres)

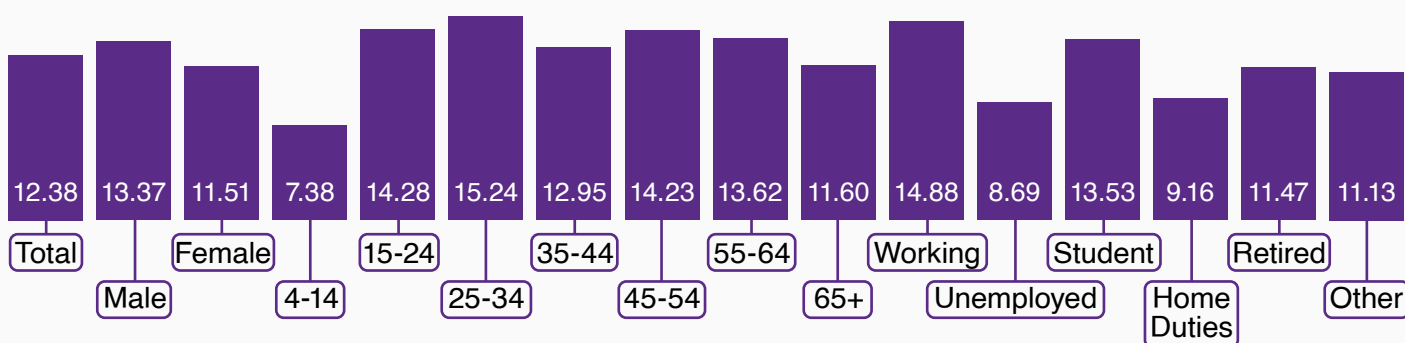


Figure 14: Average Trip Distance (Kilometres): National

Total average trip distance was recorded at 12.38 kilometres, with the average distance among males higher than that reported by females (13.37 kilometres versus 11.51 kilometres). In terms of age, those aged 4-14 recorded the shortest average trip distance at 7.38 kilometres while those aged 25-34 recorded the longest average distance at 15.24 kilometres.

As one would expect, those who are working travelled the longest average distance at 14.88 kilometres, followed by students at 13.53 kilometres. The shortest distance trips were recorded by those who are unemployed at 8.69 kilometres and those responsible for home duties at 9.16 kilometres.

Working Patterns

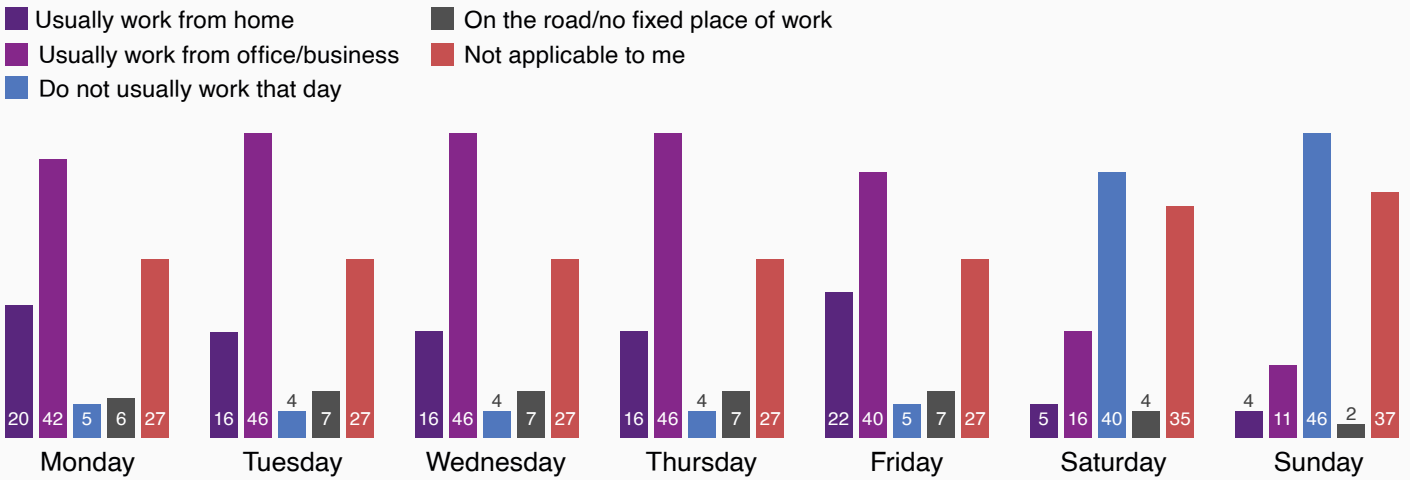


Figure 15: Working patterns (%): National

Data on working patterns reveal that Tuesday, Wednesday, and Thursday are the most common days for working from the office/business, with 46% of workers reporting on-site work on these days. Friday sees the highest prevalence of working from home at 22%, followed closely by Monday at 20%. Over a quarter of workers (27%) indicated that these arrangements don't apply to them on weekdays, rising to 35% on Saturdays and 37% on Sundays.

National Daily Trip Rates* by Region

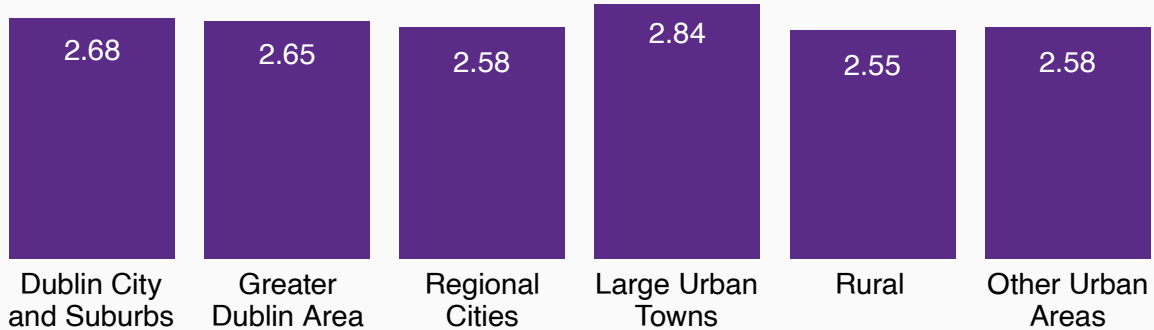


Figure 16: National Daily Trip Rates by Region: National

Looking at daily trip rates by region, the highest rate recorded is 2.84 in Large Urban Towns, followed by Dublin City at 2.68. The lowest average daily trip rate recorded is 2.55 in Rural Areas.

National Daily Trip Rates* by Gender and Age

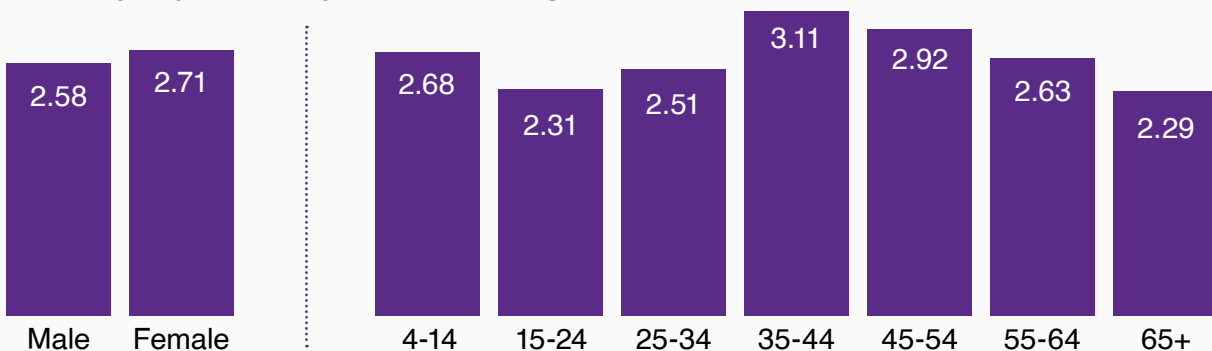


Figure 17: National Daily Trip Rates by Gender and Age: National

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

Analysis of the data by gender shows that females recorded a higher average daily trip rate at 2.71 than males at 2.58. In terms of age, those aged 35-44 recorded the highest average daily trip rate at 3.11 and those aged 65+ recorded the the lowest average daily trip rate at 2.29.

Daily Trip Rates* by Days of the Week

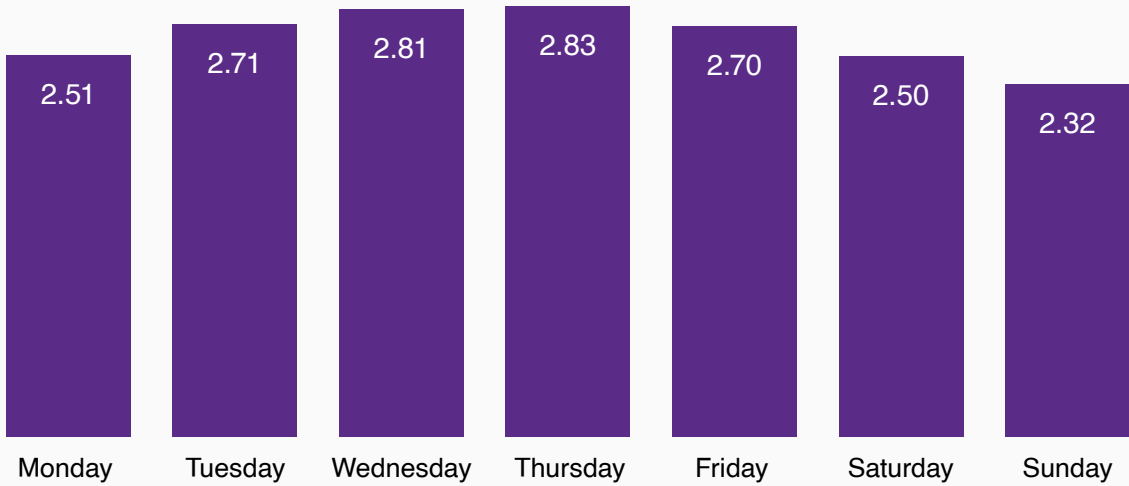


Figure 18: Daily Trip Rates by Days of the Week: National

Across the 7 day week, the highest number of trips occur on Wednesdays and Thursdays. People take on average 2.81 and 2.83 on these days respectively. The lowest number of trips occur on Sundays at 2.32.

Daily Trip Rates* by Principal Economic Status

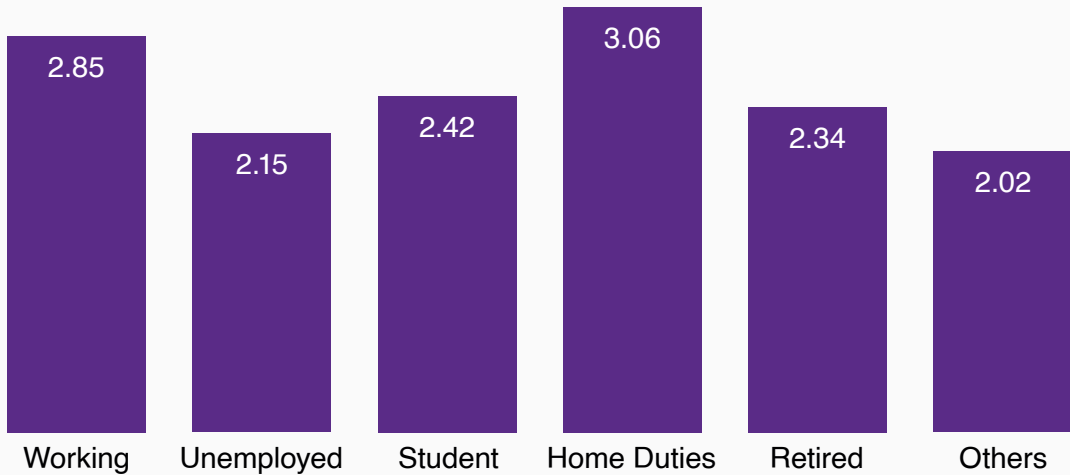


Figure 19: Daily Trip Rates by Principal Economic Status: National

When it comes to principal economic status, those looking after the home recorded the highest daily trip rate at 3.06 followed by those who were working at 2.85.

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

National Summary

Cars are the dominant mode of transportation, accounting for 71% of trips. Walking is the second most popular mode, making up 18% of trips. Public transport usage is relatively low, with buses/coaches used for 4% of trips and train/DART/Luas for 1%. Cycling represents 2% of trips.

The busiest travel time is between 8 am and 8:59 am, accounting for 11% of trips. Nearly half of all trips (47%) occur between 1 pm and 6:59 pm.

The main reasons for travel are work/business (20%), social activities (20%), education (18%), and shopping (16%).

The majority of trips (75%) take less than 30 minutes, while 7% of trips last an hour or more.

Cars are the preferred mode of transport for all age groups. However, those aged 15-24 are more inclined to walk (25%) and use buses/coaches (12%) compared to other age groups.

The average trip distance recorded nationally is 12.38km.

4. Trend Data



This section of the report provides trended results from the National Household Travel Survey. Where possible, comparisons have been made between the NHTS 2012, 2017, 2022 and 2023 results. As noted previously, it is important to note that the methodology, survey design and sample sizes differ across the studies.

Reason for Trip (excl. Return Home)

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

Figure 20: Reason for Trip (excl. Return Home): Trend 2017/2022/2023

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

Work/business continues to be the main reason for taking a trip in 2023 at 20% (unchanged since 2022). Marginal declines were recorded in terms of trips taken for education or shopping, both down by one point, while the proportion of trips taken for social reasons increased by two points to 20%.

Mode of Transport

	2012 (%)	2017 (%)	2022 (%)	2023 (%)
Car	70.1	70.9	68.7	70.9
Walk	20.0	18.0	19.3	17.7
Bus/Coach	4.2	5.3	4.2	3.9
Cycle	1.7	2.7	1.8	1.9
Train/DART/Luas	0.9	0.7	1.1	1.0
Truck/Van	2.4	1.4	3.7	3.2
Other (includes vans)	0.7	1.0	1.3	1.4

Figure 21: Mode of Transport: Trend 2012/2017/2022/2023

Little change has been recorded in terms of the modes of transport used between 2012 and 2023, with car continuing to dominate at 71%.

Period of Travel (%)

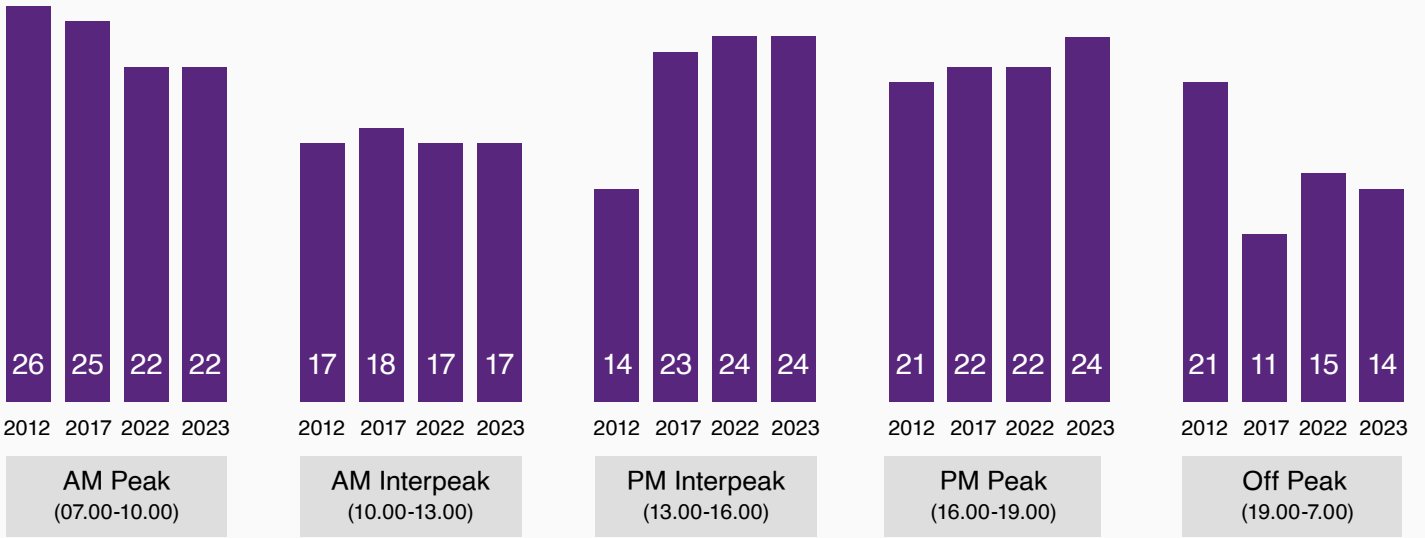


Figure 22: Period of Travel: Trend 2012/2017/2022

AM Peak travel is unchanged at 22% in 2023, while PM Peak travel increased by two points to 24%.

Trips Taken by Time of Day (%)

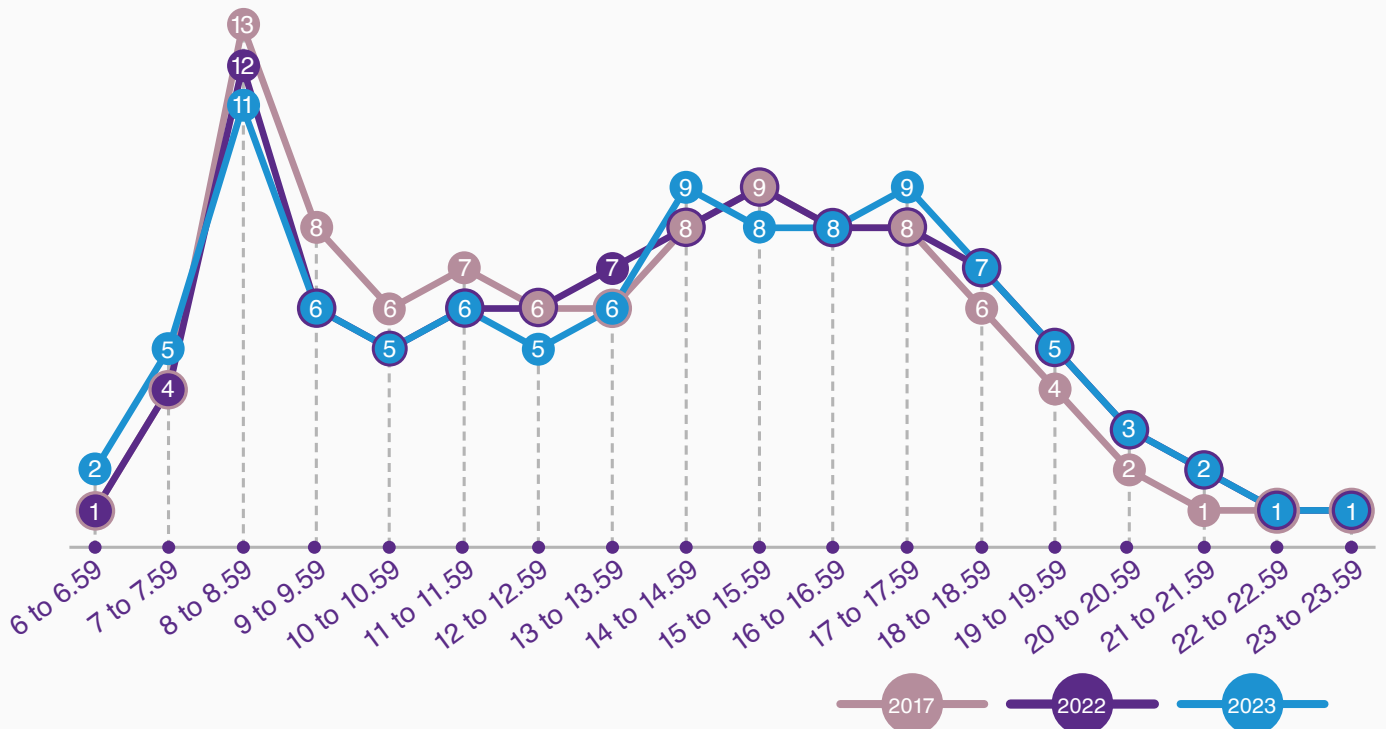


Figure 23: Trips Taken by Time of Day: Trend 2017/2022/2023

The pattern of trips taken by time of day in 2023 is largely consistent with that recorded in 2017 and 2022. Travel peaked between 8-8.59am across all three studies, at 13% in 2017, 12% in 2022 and 11% in 2023.

Trips Taken by Duration (%)

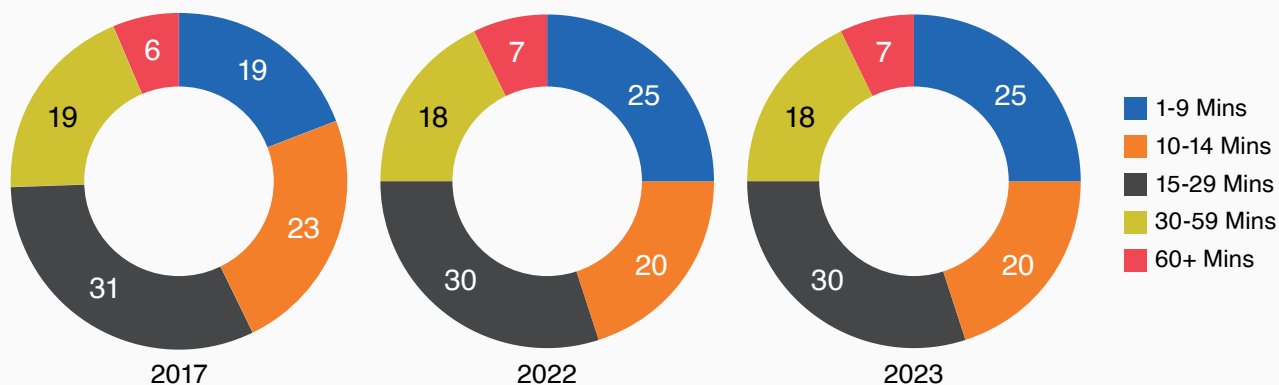


Figure 24: Trips Taken by Duration: Trend 2017/2022/2023

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

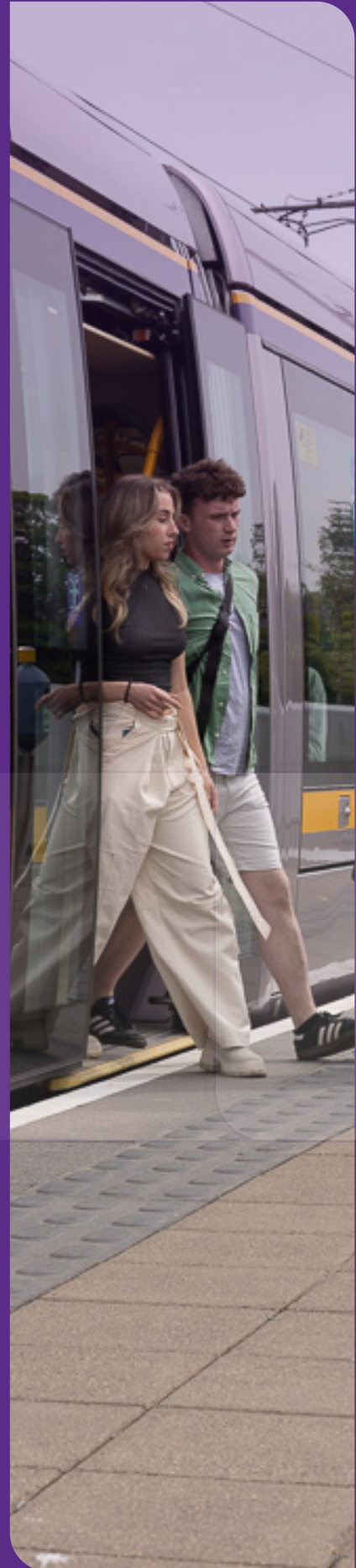
Trip Distance

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

Figure 25: Trips Distance: Trend 2017/2022/2023

In line with the 2022 findings, just over one in ten trips made were of a short distance (0-0.99km). Trips for a distance of 1-2.99km accounted for the largest proportion of trips in 2023 at 25%.

5. Comparative Data



Reason for Trip by Region (%)

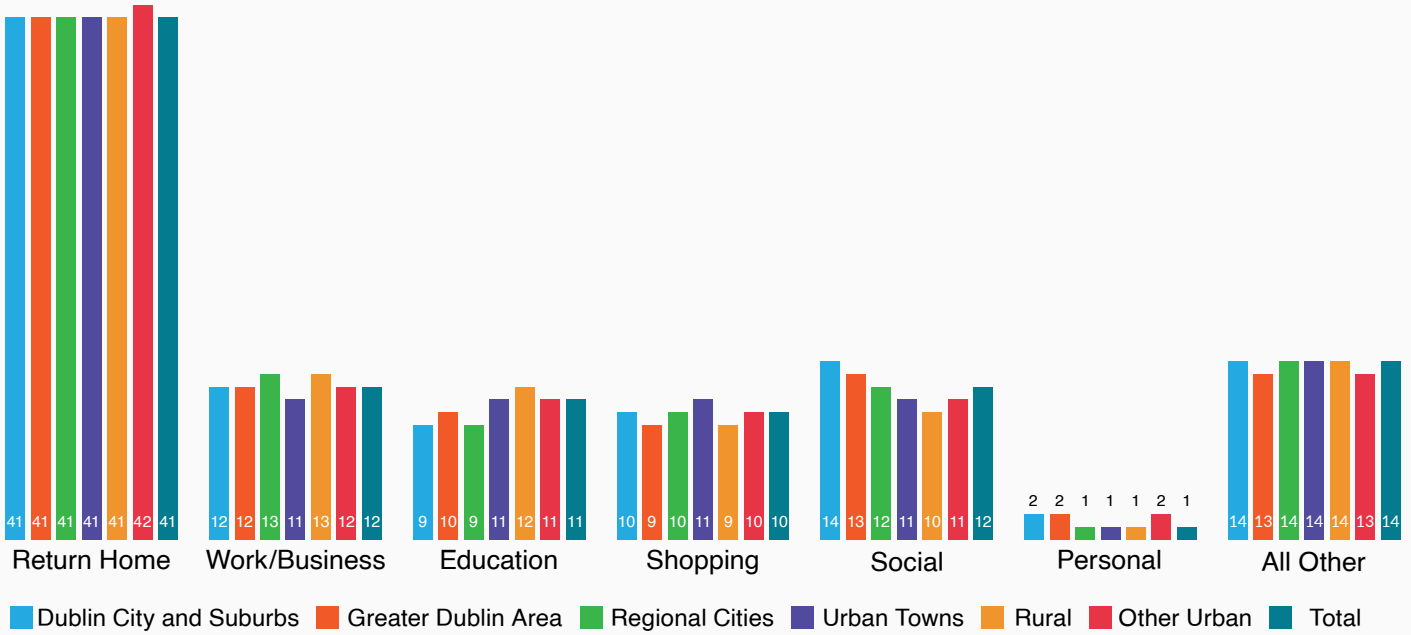


Figure 26: Reason for Trip by Region: Comparative Data

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

Social trips are most prevalent in both Dublin City and Suburbs and the Greater Dublin Area at 14% and 13% respectively.

Urban Towns record the lowest prevalence of work/business trips at 11%, while 13% of those in both Regional Cities and Rural Areas travelled for this reason.

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



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

When return home trips are excluded, work/business trips are most prevalent among those living in Rural Areas (22%) and Regional Cities and Other Urban Areas both at 21%.

The proportion of trips taken for work/business reasons is lowest among those living in Urban Towns at 18%.

Social trips are most prevalent among those living in Dublin City (23%) and the Greater Dublin Area (22%).

Those living in Dublin City and Suburbs and the Regional Cities are least likely to travel for education at 15% and 16% respectively.

Those in Urban Towns are slightly more likely to take a trip to go shopping (18%) than those in other regions.

Mode of Transport by Region (%)

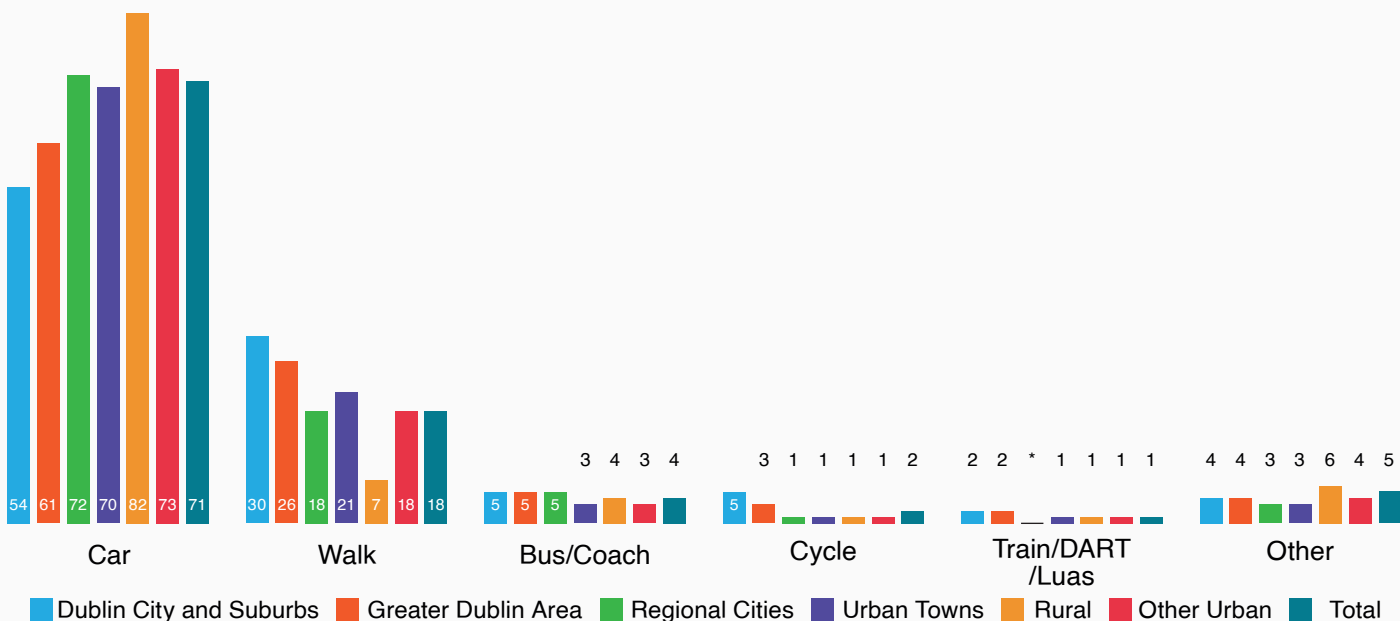


Figure 28: Mode of Transport by Region: Comparative Data

Car is the primary mode of travel across the board, averaging at 71% nationally. The vast majority (82%) of all trips taken by those living in Rural Areas were made by car. The proportion of trips taken by car is lowest in Dublin City and Suburbs at 54%. Those living in the Greater Dublin Area also recorded below average car trips at 61%.

Cycling is highest in Dublin City and Suburbs at 5%. At a national level, 18% of trips were made by walking. Those living in Dublin City and Suburbs (30%) and the Greater Dublin Area (26%) are the most likely to make a trip by walking, considerably ahead of their counterparts in Rural Areas of whom 7% walked. Bus/coach travel peaks at 5% among those living in Dublin City and Suburbs, the Greater Dublin Area and Regional Cities.

Time of Trip by Region (%)

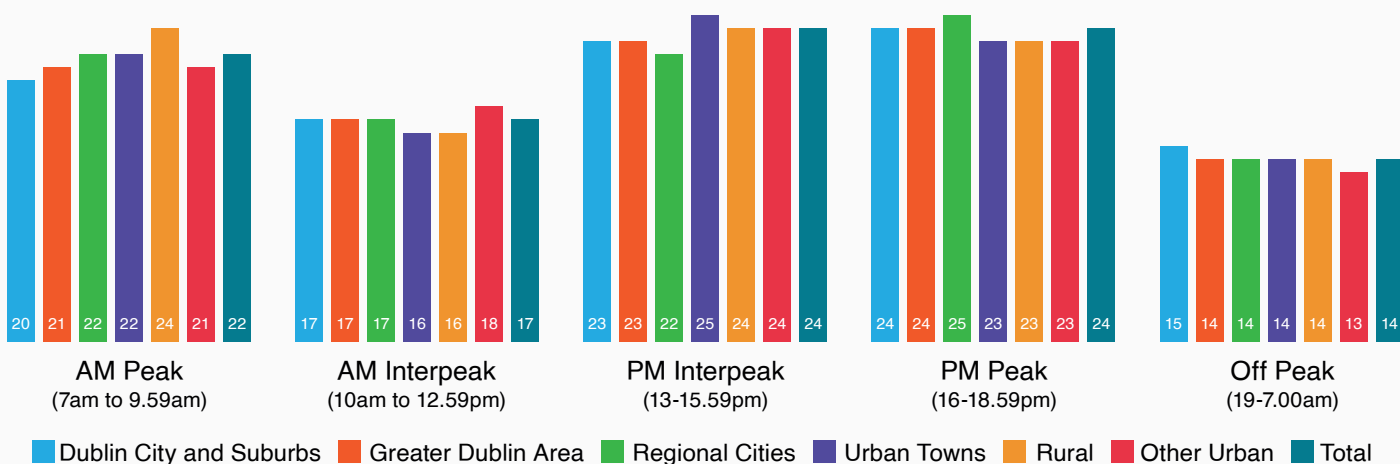


Figure 29: Time of Trip by Region: Comparative Data

Time of day of travel is largely consistent across all six regions. 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 interpeak was highest in Urban Towns at 25%.

Travel Times of the Day by Region

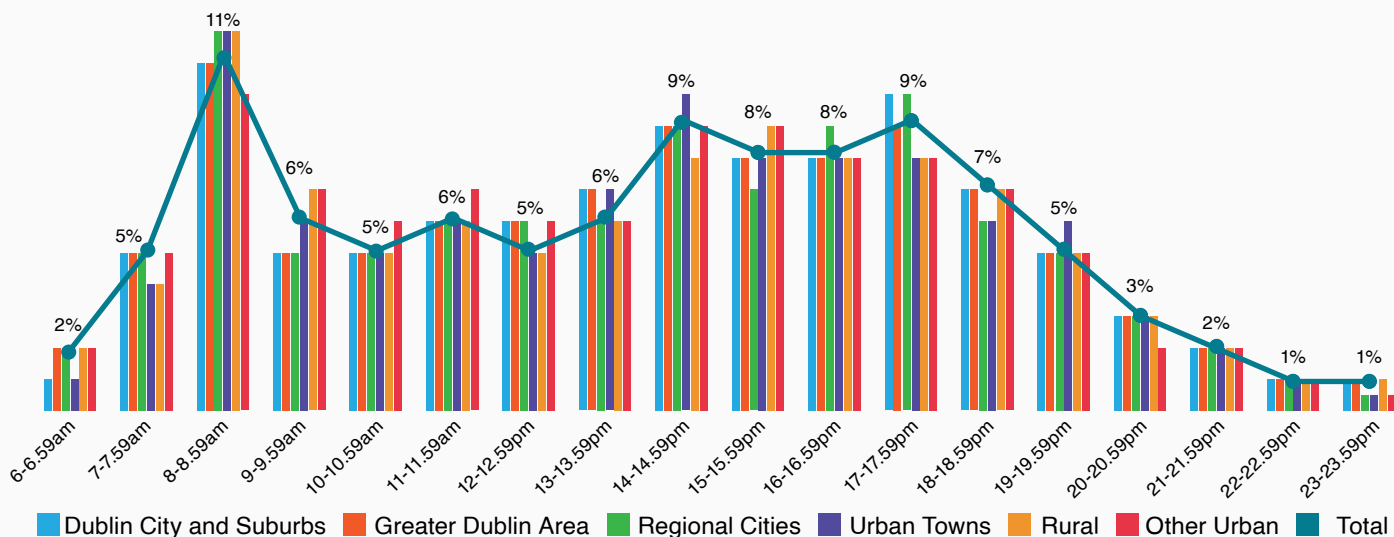


Figure 30: Travel Times of the Day by Region: Comparative Data

8-8.59am is the peak travel time across all regions and is at 11% nationally.

Trip Duration by Region (%)

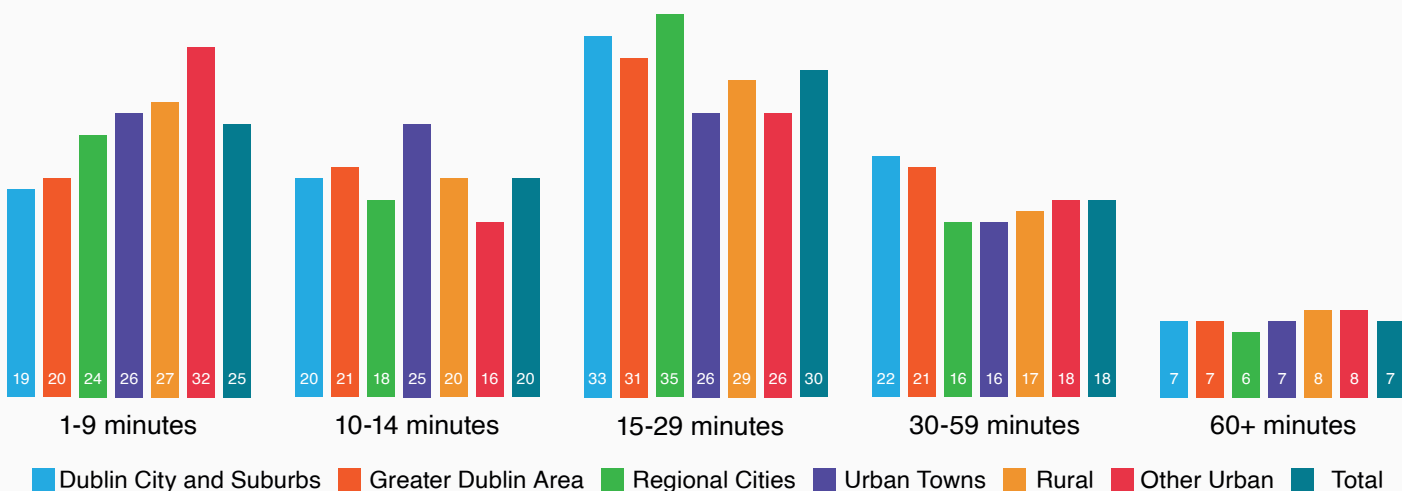


Figure 31: Trip Duration by Region: Comparative Data

Across all regions, with the exception of Urban Towns and Other Urban Areas, the highest proportion of trips took between 15-29 minutes. Regional Cities (35%), Dublin City and Suburbs (33%) and the Greater Dublin Area (31%) all recorded above average levels of 15–29-minute trips. Those living in in both Urban Towns and Other Urban Areas were least likely to take a trip lasting 15-29 minutes at 26%.

One quarter of those living in Urban Towns took a 10–14-minute trip, nine points ahead of those living in Other Urban Areas who were least likely to take a trip of this duration at 16%.

The proportion of trips that took one hour or more was broadly consistent across the regions, with the exception of Regional Cities where the proportion of these trips was slightly below the national average at 6%.

Trip Distance by Region (%)

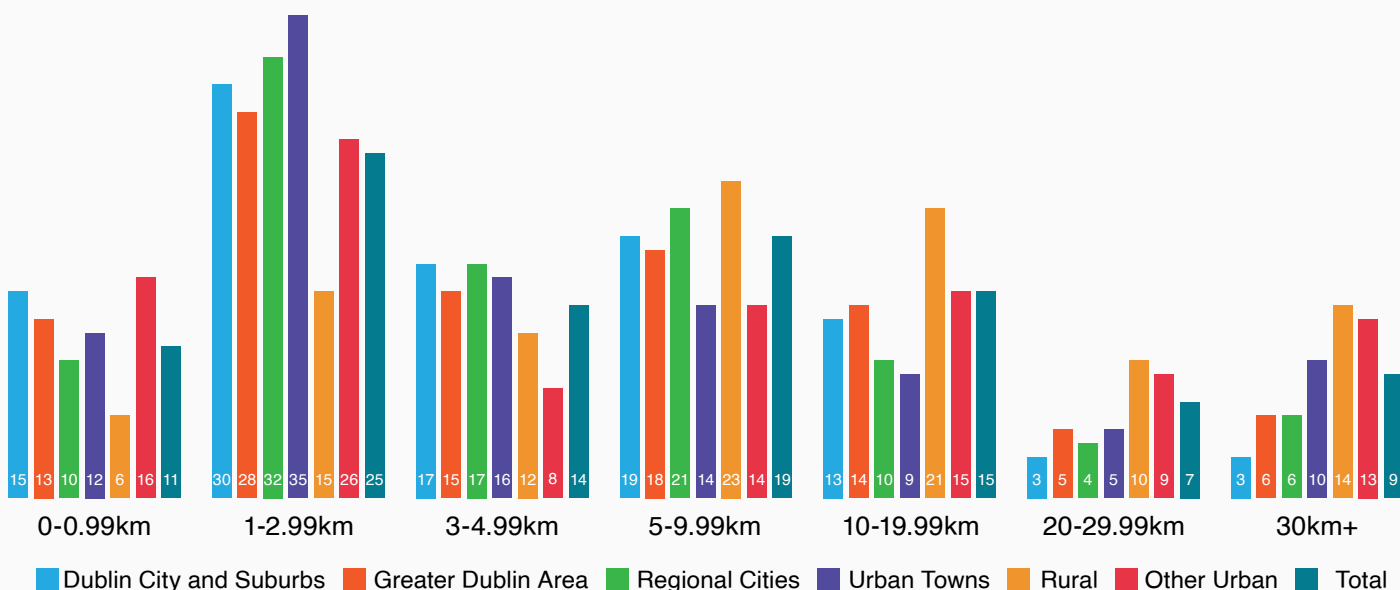


Figure 32: Trip Distance by Region: Comparative Data

The highest proportion of trips nationally were between 1-2.99km in distance at 25%.

Other Urban Areas recorded the highest level of trips between 0-0.99km at 16%, just slightly ahead of Dublin City and Suburbs at 15%. As would be expected, those living in Rural Areas were least likely to take these shorter distance trips at 6%, five points below the national average.

Almost four in 10 trips (35%) in Urban Towns covered a distance of 1-2.99km, the highest level recorded across all regions and 10 points above the national average of 25%.

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

Those living in Rural Areas were most likely to take a trip of 30 kilometres or more at 14%, closely followed by those in Other Urban Areas at 13% and those in Urban Towns at 10%. Those living in Dublin City and Suburbs were least likely to take this type of longer distance journey at 3%, six points below the national average.

Demographic Comparison

Age by Region (%)

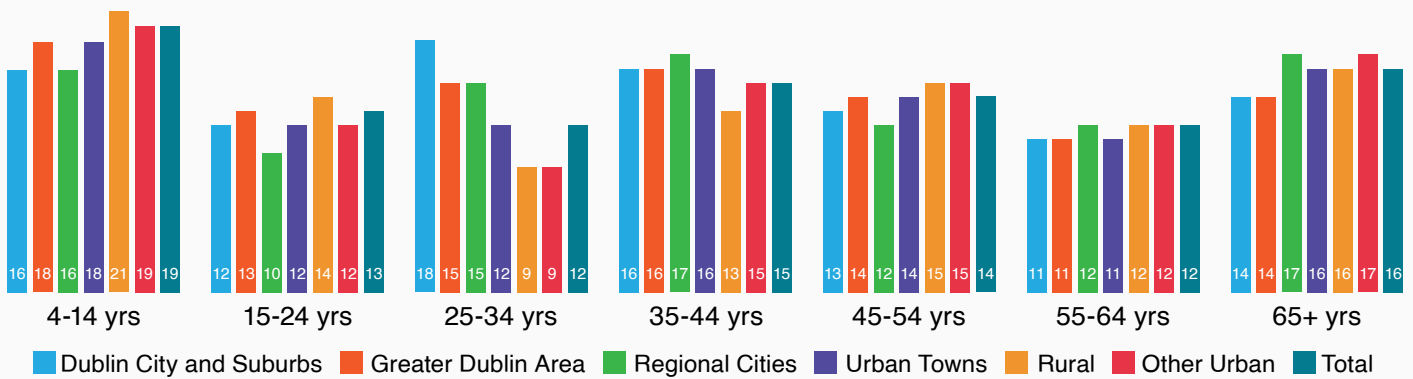


Figure 33: Demographic Comparison by Region: Comparative Data

Small variances were recorded across the regions in terms of age. Participants in Dublin City and Suburbs and Regional Cities were least likely to be aged 4-14 at 16%, while those in Rural Areas were most likely to fall into this category at 21%.

The proportion of participants aged 15-24 in Rural Areas is one point above the national average at 14%. Both those living in Rural Areas and Other Urban Areas were least likely to fall into the 25–34-year-old category at 9%, nine points behind Dublin City and Suburbs, which had the highest number of participants in this category at 18%. The national average is 12%.

Principal Economic Status by Region (%)



Figure 34: Principal Economic Status by Region: Comparative Data

Participants living in Dublin City and Suburbs, were the most likely to be working at 62%, while those in Other Urban Areas were least likely to be working at 55%. The proportion of working participants was 57% in both Regional Cities and Rural Areas.

The proportion of Students was highest in both Urban Towns and Rural Areas at 11%, this proportion is three points lower in Regional Cities at 8%.

Retirees accounted for 16% of participants overall, with the lowest level recorded in the Greater Dublin Area at 14% and the highest level recorded in Other Urban Areas at 19%.

Public Transport Tickets by Region (%)

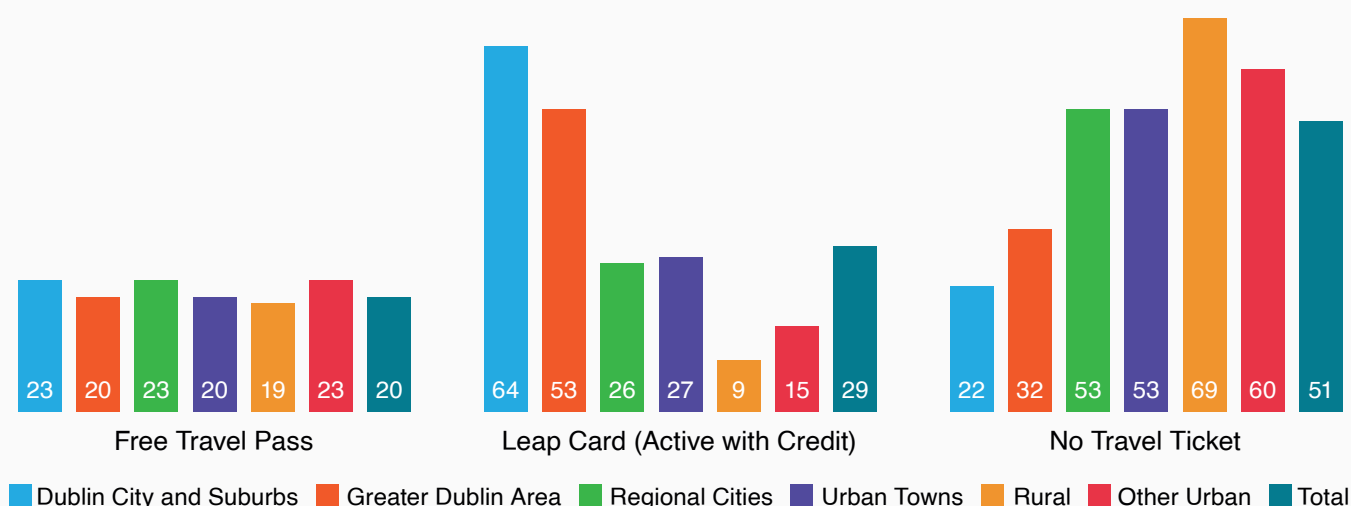


Figure 35: Public Transport Tickets by Region: Comparative Data

Nationally, just over half (51%) do not have a public transport ticket. This proportion is highest in Rural Areas (69%) and Other Urban Areas (60%). Those in Dublin City and Suburbs are most likely to have a public transport ticket at 78%.

One in five (20%) state that they have a free travel pass, with those in Dublin City and Suburbs, Regional Cities and Other Urban Areas most likely to have a free travel pass at 23% and those in the Rural Areas least likely to have one at 19%.

Possession of an active Leap card is 29% nationally and considerably higher at 64% among those living in Dublin City and Suburbs, followed by those living in the Greater Dublin Area at 53%.

Driving Licence by Region (%)

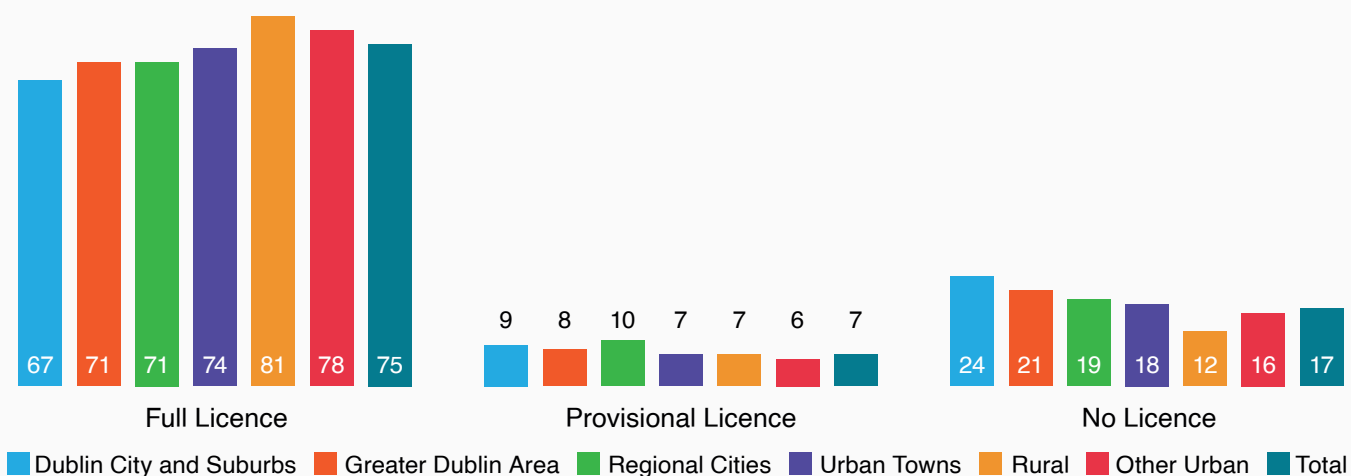


Figure 36: Driving Licence by Region: Comparative Data

While the majority of participants in the study aged 17 or over hold a full driving licence (75%), some regional differences are apparent.

The vast majority (88%) of participants living in Rural Areas reported that they have a driving licence, either full (81%) or provisional (7%) further emphasising the dominance of car as a mode of transport in this region.

Just under one quarter of participants (24%) living in Dublin City and Suburbs do not have a full driving licence, while just over one in five in the Greater Dublin Area do not have a licence (21%).

Bicycle and Electric Scooter Ownership (%)

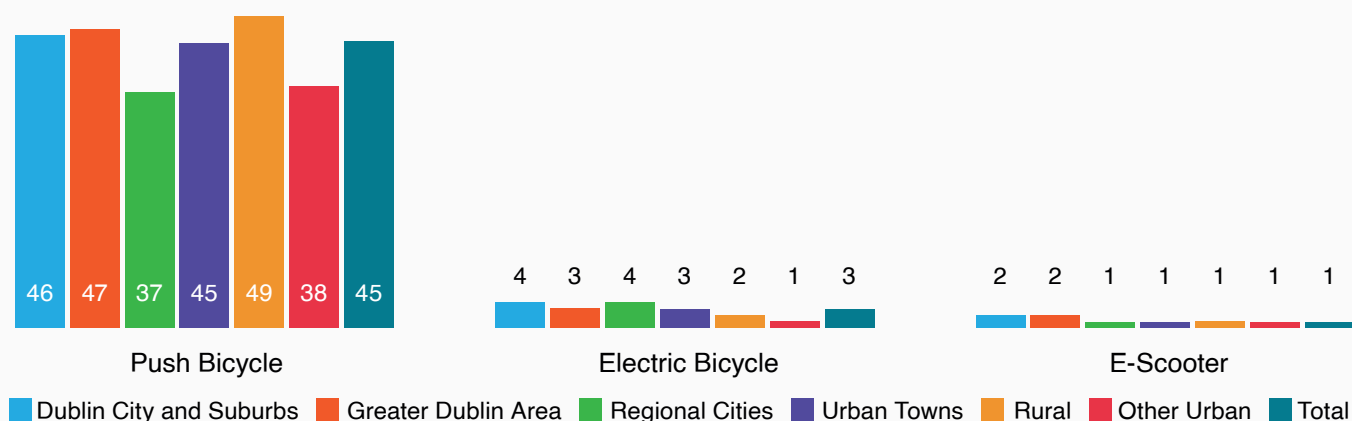


Figure 37: Bicycle and Electric Scooter Ownership by Region: Comparative Data

Bicycle ownership is highest in Rural Areas (49%), the Greater Dublin Area (47%) and Dublin City and Suburbs (46%). Bicycle ownership is lowest in Regional Cities at 37%.

Levels of ownership of electric bicycles is recorded at 3% nationally with this figure at 1% for e-scooters. Those based in Dublin City and Suburbs and regional cities are most likely to own an electric bicycle at 4%.

Main Car Driven - Type (%)

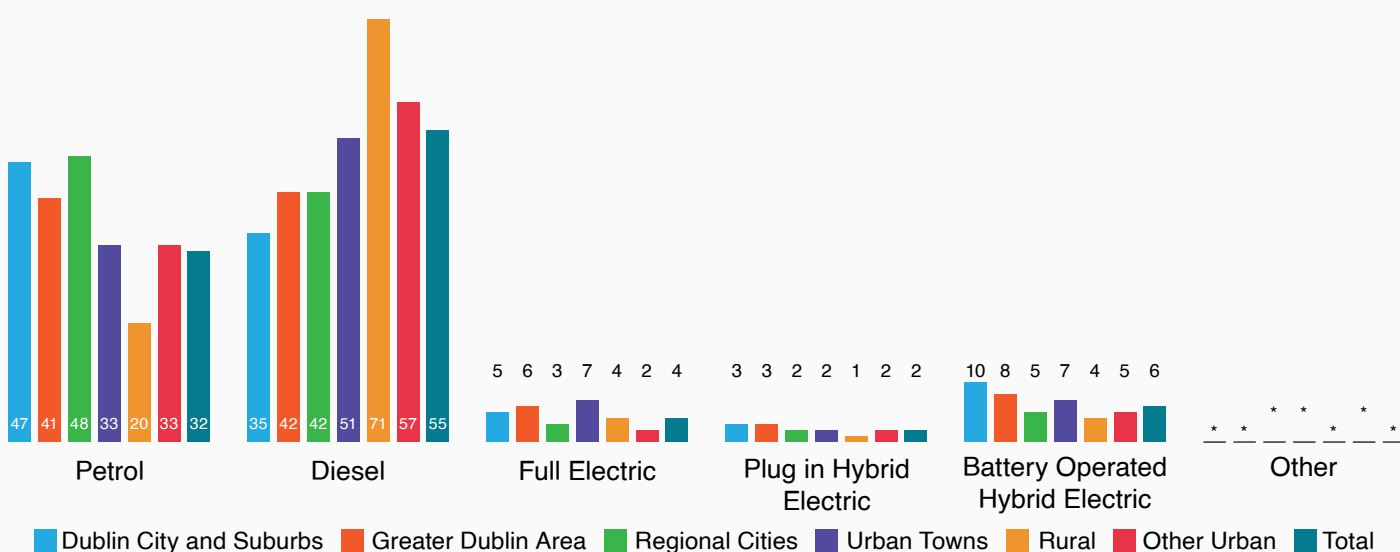
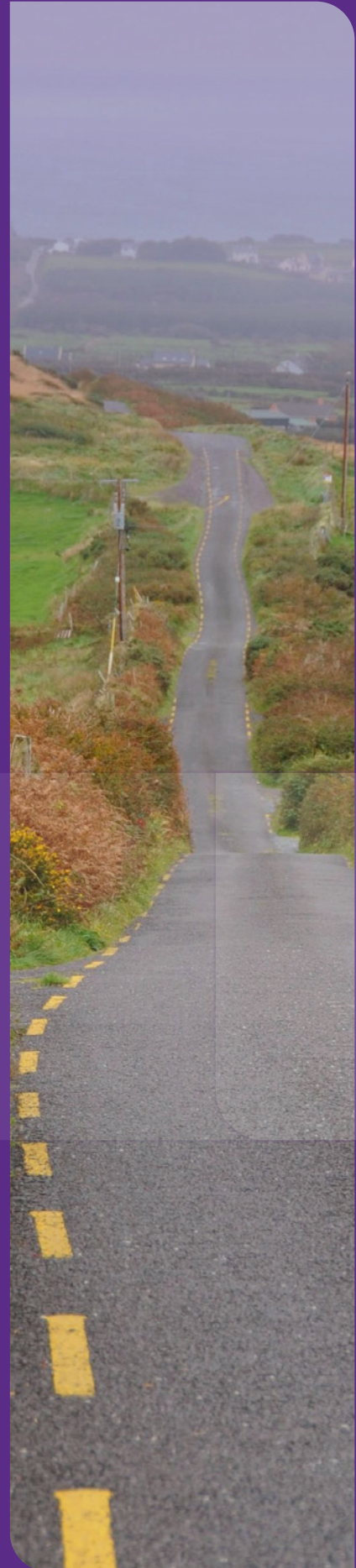


Figure 38: Main Car Driven by Region: Comparative Data

The majority of drivers reported driving a diesel car (55%), followed by a petrol car at 32%. Battery operated hybrid electric is at 6%, full electric at 4% and plug in hybrid electric at 2%. Those drivers living in rural areas were most likely to report driving a diesel car (71%), while those living in Dublin City and Suburbs were most likely to drive a battery operated hybrid electric at 10%.

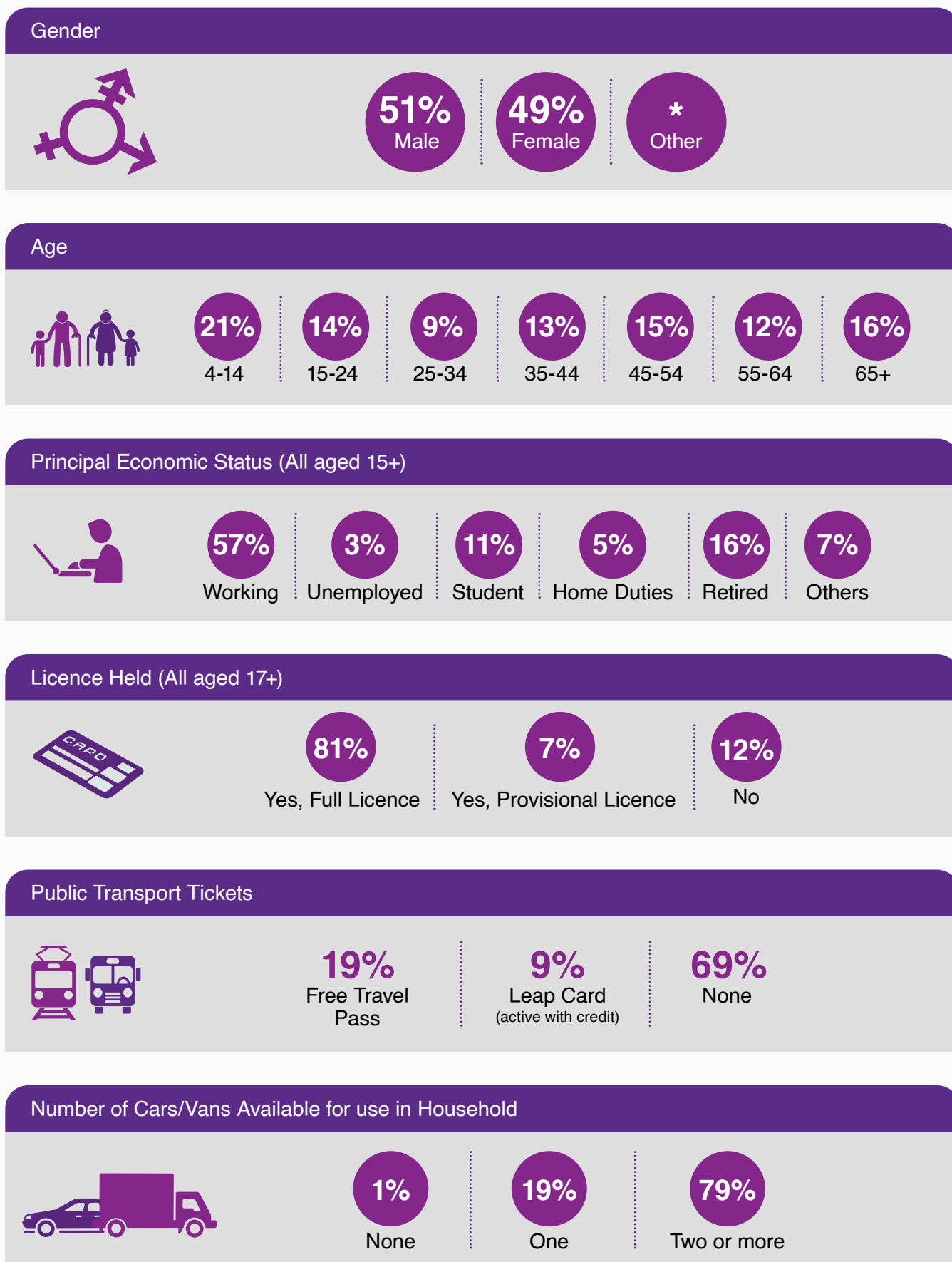
6. Rural Areas



Key Findings

- Work-related travel makes up 22% of all trips in Rural Areas, slightly higher than trips for educational purposes, which account for 20%.
- For residents of Rural Areas, cars are the dominant mode of transport, used for 82% of trips, while walking is a distant second at 7%.
- Across all age groups, cars are the most common mode of transport. However, those aged 15-24 are more likely to walk (12%) or use a bus/coach (12%) compared to other age groups.
- Similar to national trends, travel in Rural Areas peaks between 8 am and 8:59 am, with 12% of trips occurring during this period. Additionally, one-third of all travel takes place between 2 pm and 5:59 pm.
- For residents of Rural Areas, more than half of all outward trips (54%) last 15 minutes or longer.
- The majority of trips (77%) taken by Rural Area residents are for journeys shorter than 20 kilometres. However, trips of 30 kilometres or more account for 14% of trips, which is 5 percentage points higher than the national average.
- The average trip distance recorded in rural areas is 16.70km.

Demographic Overview: Rural Areas



* Denotes less than 1%

Figure 39: Demographic Profile: Rural Areas

Demographic Overview

Almost one in five rural dwellers (19%) reported having a free travel pass and 9% have an active LEAP card. Among those aged 17 or over, 81% have a full licence, the highest of any region and further highlighting the dominance of car as a mode of travel among those living in Rural Areas. The majority of households in Rural Areas have access to one or more cars/vans at 98%, the highest level recorded across all regions.

Proximity to Amenities

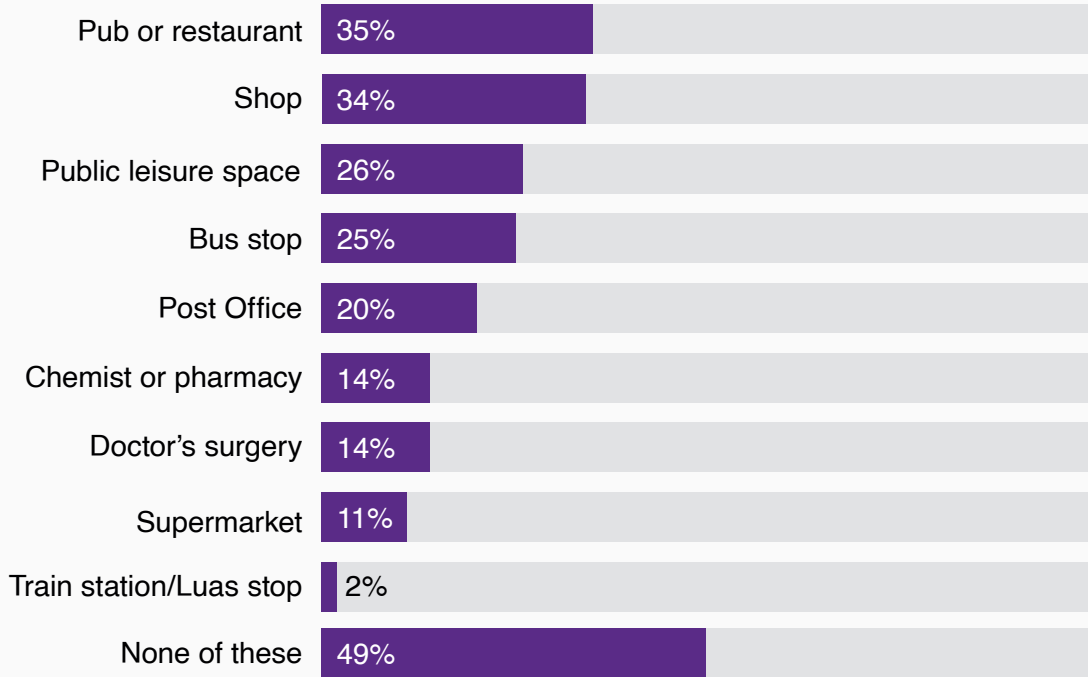
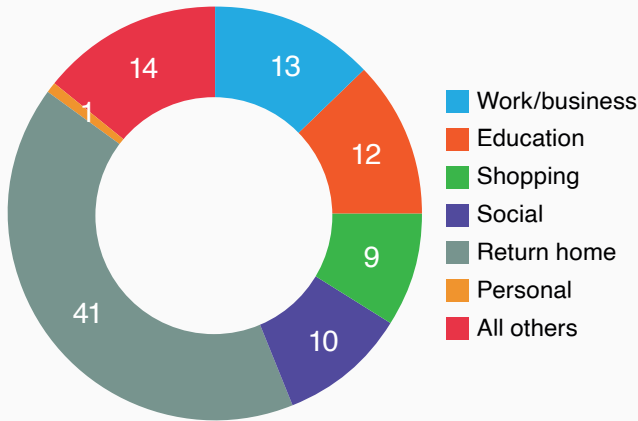


Figure 40: Proximity to Amenities (Live within a 15 minute walk): Rural Areas

When it comes to the proximity of amenities, almost half (49%) of those living in Rural Areas reported that they do not live within walking distance of each of the amenities shown above. Just 35% of rural dwellers reported that they live within a 15-minute walk of a pub or restaurant, closely followed by a shop at 34%. Just over one in ten (11%) of those living in rural areas live within walking distance of a supermarket.

Reason for Trip (%)



Reason for Trip excl. Returning Home (%)

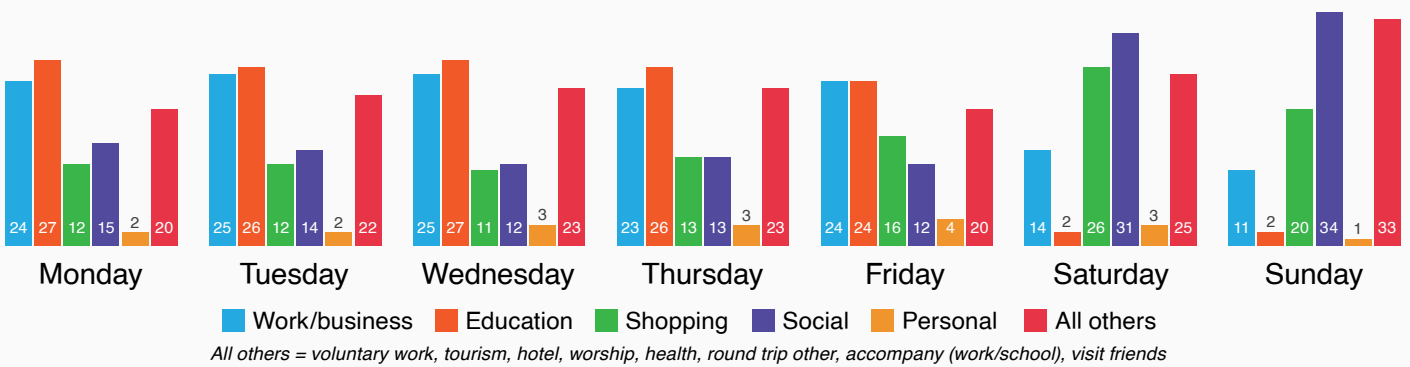
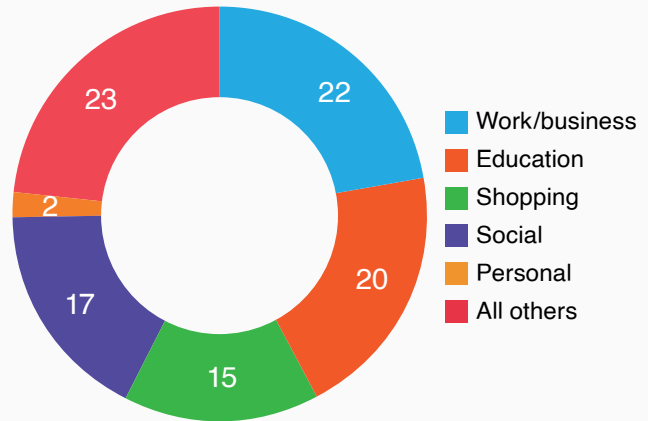


Figure 41: Reason for Trip: Rural Areas

When returning home is excluded, the main reason for travel by those in Rural Areas is work/business at 22% just slightly ahead of education at 20%. Education is the top reason for travel among rural dwellers on Monday and Wednesday at 27%, and on Tuesday and Thursday at 26%. On Friday work/business and education each account for 24% of the trip reasons. Shopping as a reason for travel is relatively steady across weekdays, and peaks at 26% on Saturday. Travel for Social reasons is also relatively stable throughout the week and peaks on a Sunday at 34%, three points ahead of Saturday at 31%.

Trips Taken by Modes of Transport

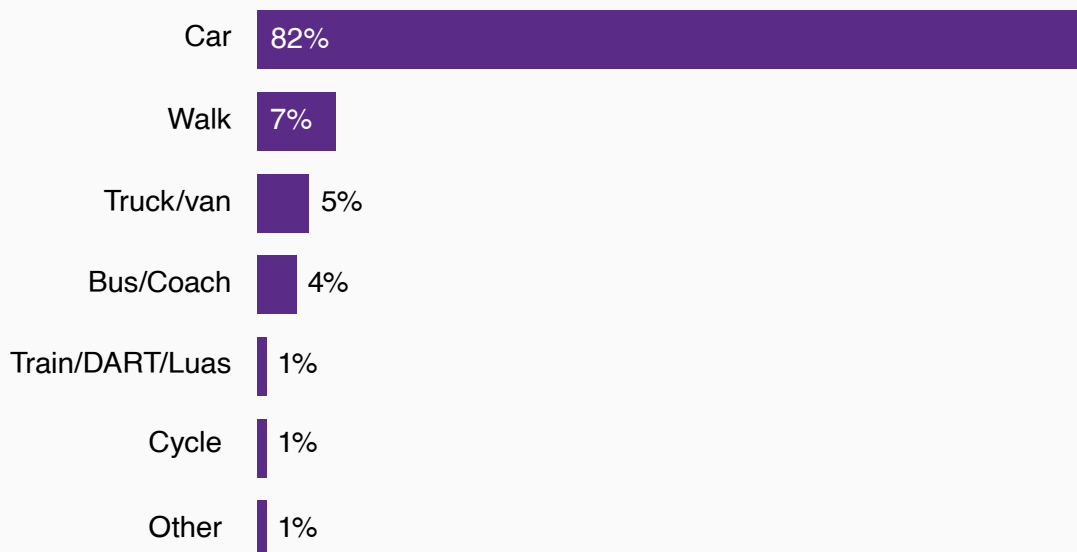


Figure 42: Trips Taken by Modes of Transport: Rural Areas

The vast majority of trips taken in Rural Areas involved a car (82%). Walking is the next most popular mode of transport at 7%, truck/van is at 5%. Bus/coach is at 4% and cycling registers at just 1%.

Trips Taken by Time of Day (%)

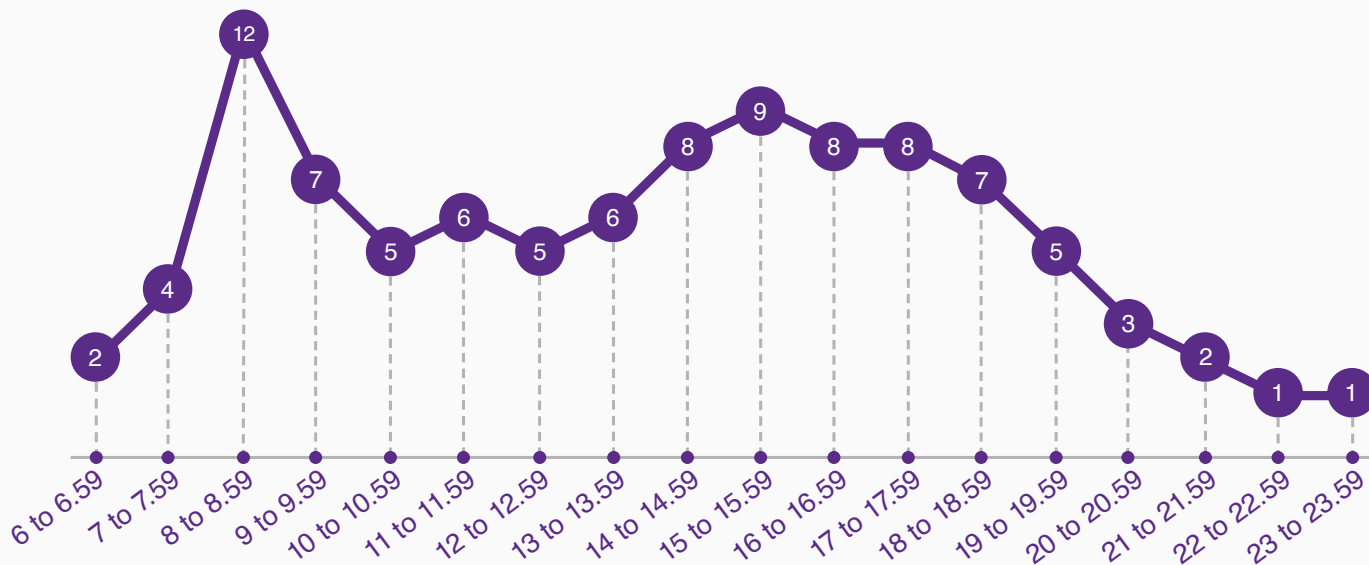


Figure 43: Trips Taken by Time of Day: Rural Areas

There is a clear peak in travel during the ‘morning rush’, which happens between 8 – 8.59am with 12% of all trips taking place during this period. One third of all trips taken are between 2pm and 5.59pm. Just 4% of all trips took place between 9 and 11.59 pm.

Period of Travel by Mode of Transport (%)

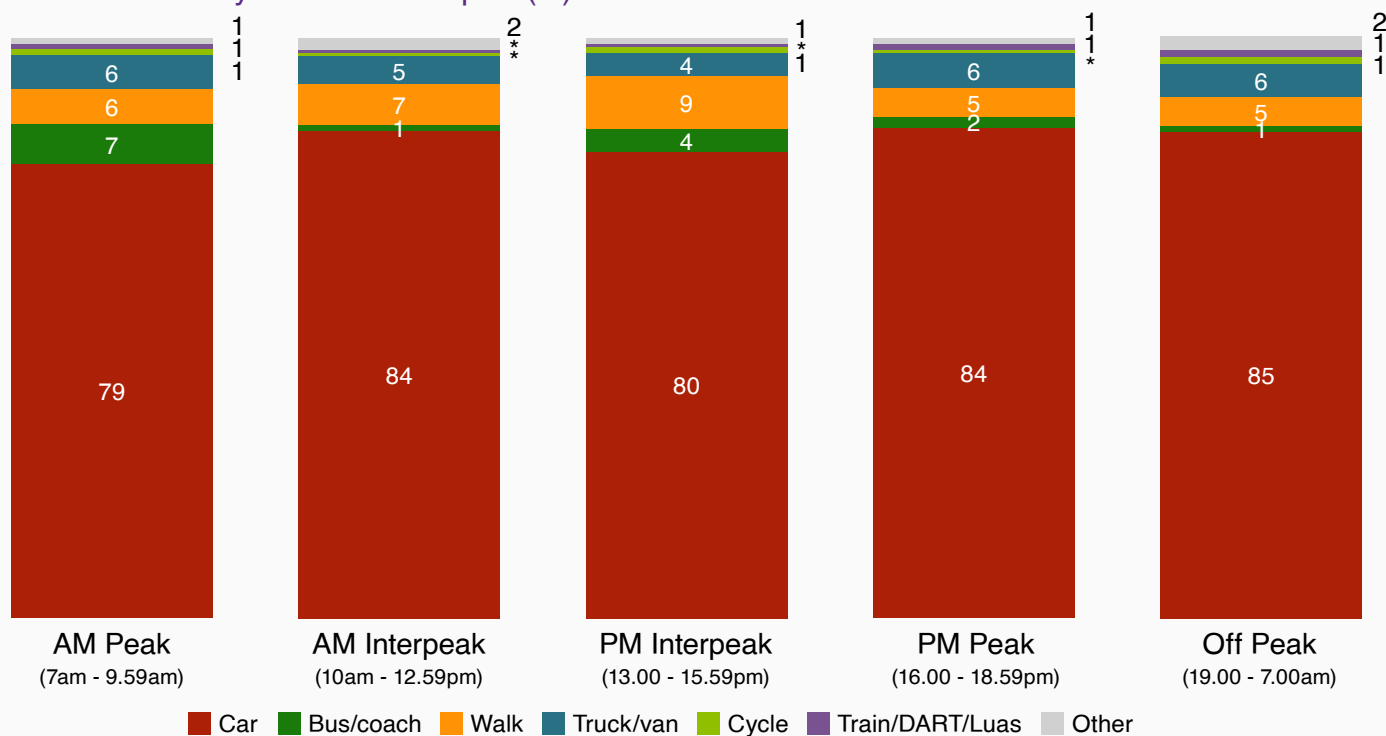


Figure 44: Period of Travel by Mode of Transport: Rural Areas

The car accounts for the vast majority of travel by rural dwellers across all periods of the day and is highest during the Off-Peak (85%), PM Peak (84%) and AM Interpeak (84%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 9%. The highest proportion of bus trips occur during the AM Peak, however levels are relatively low at 7%.

Trips Taken by Duration (%)

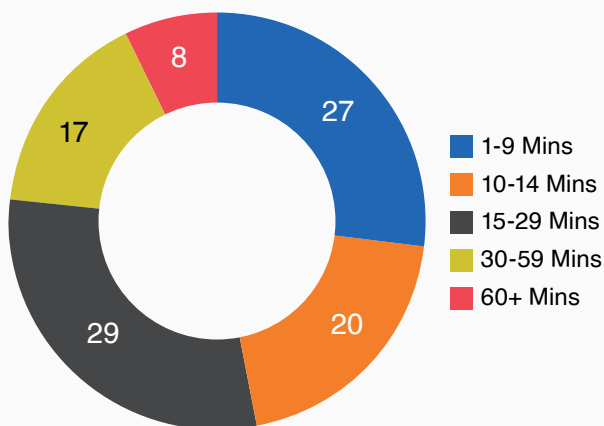


Figure 45: Trips by Duration: Rural Areas

Just over one quarter (27%) of trips were 1 to 9 minutes in duration with more than half (54%) taking 15 minutes or longer.

Duration of Travel by Mode of Transport (%)

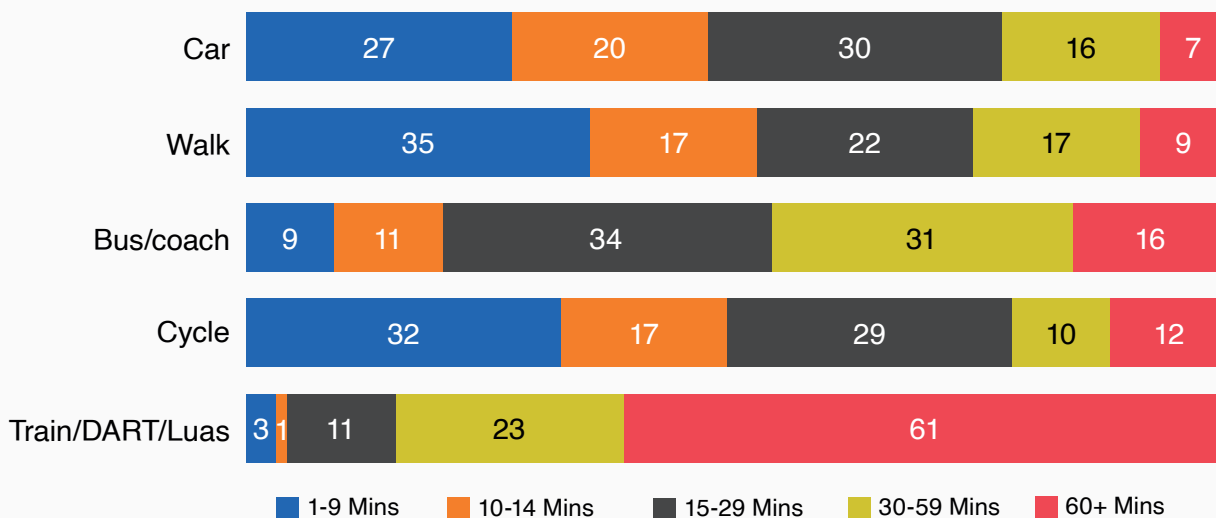


Figure 46: Duration of Travel by Mode of Transport: Rural Areas (%)

Just over three quarters of car trips (77%) taken by rural dwellers were less than 30 minutes in duration, with the largest proportion (30%) lasting between 15-29 minutes. Over one third (35%) of walking trips took 1-9 minutes, while 16% of bus/coach trips took 60 minutes or more. Just under a third (32%) of cycling trips taken by those living in Rural Areas took 1-9 minutes. DART/Train/Luas trips are most likely to be over 60 minutes in duration (61%).

Trip Distance

Distance	%
0-0.99km	6%
1-2.99km	15%
3-4.99km	12%
5-9.99km	23%
10-19.99km	21%
20-29.99km	10%
30km+	14%
Average trip distance	16.70km

Figure 47: Trip Distance: Rural Areas

While the majority of trips (77%) taken by those living in Rural Areas were for journeys of less than 20 kilometres, 14% were for trips of 30 kilometres or more, five points ahead of the national average.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	17%	41%	23%	18%	1%	-	*
10-14 mins	5%	11%	17%	51%	16%	*	-
15-29 mins	1%	5%	5%	23%	50%	15%	1%
30-59 mins	*	2%	3%	5%	20%	30%	40%
60+ mins	*	*	2%	4%	3%	4%	87%

Figure 48: Duration of Trips by Distance: Rural Areas

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

- Of the trips that take less than 10 minutes, 17% are less than 1km and 41% are between 1- 3km.
- Of trips taking 10 to 14 minutes, just over half (51%) are between 5-9.99km.
- Of the trips taking between 15 and 29 minutes, 23% are between 5-9.99km and half are between 10-19.99km.
- Of those trips that take between 30 and 59 minutes, the majority (70%) are over 20km, with only 5% under 5km in distance.
- The vast majority (87%) 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	82%	70%	83%	87%	84%	80%	85%
Walk	6%	12%	5%	5%	5%	7%	6%
Bus/Coach	7%	12%	1%	1%	1%	1%	1%
Cycle	1%	1%	*	*	*	1%	1%
Train/DART/Luas	*	2%	1%	*	*	1%	1%
Truck/van	3%	2%	8%	7%	8%	9%	4%
Other	*	1%	3%	*	1%	2%	2%

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

In line with the overall picture, car dominates as the main mode of transport in Rural Areas across all age groups and is highest among those aged 35-44 at 87%, followed by those aged 65+ at 85%. Those aged 15-24 are most likely to walk at 12% and are the most likely to take a bus/coach also at 12%.

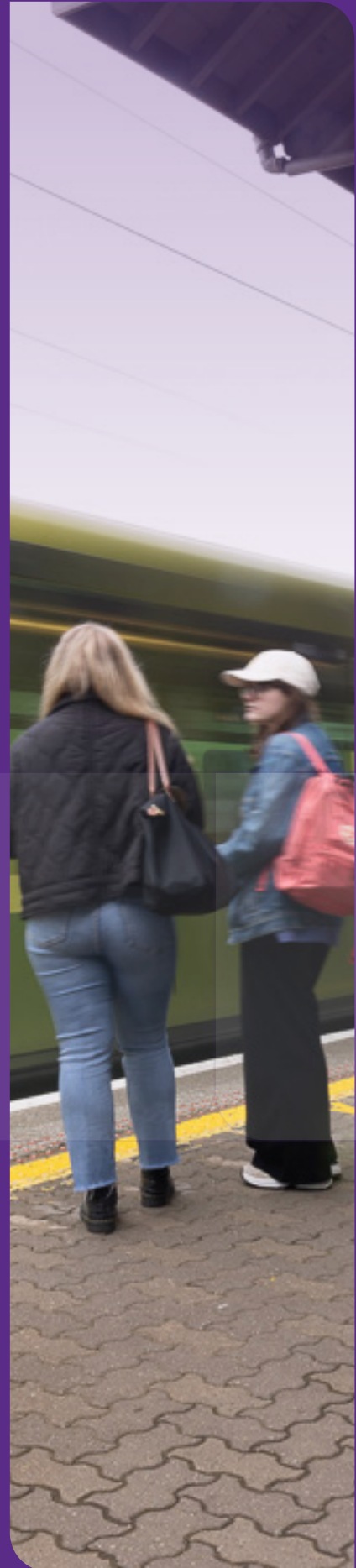
Rural Areas Summary

People living in rural areas are much more reliant on cars as a mode of transport than any other region, with over 8 in 10 trips involving a car. This is likely influenced by location and accessibility, as individuals in these areas are less likely to live within a 15-minute walk of various amenities. Furthermore, rural residents travel longer distances, with 45% of trips being 10 kilometres or more, compared to the national average of 31%.

The primary reason for travel in these areas is work/business at 22% slightly ahead of the national average of 20%.

The average trip distance recorded in Rural Areas is 16.70km.

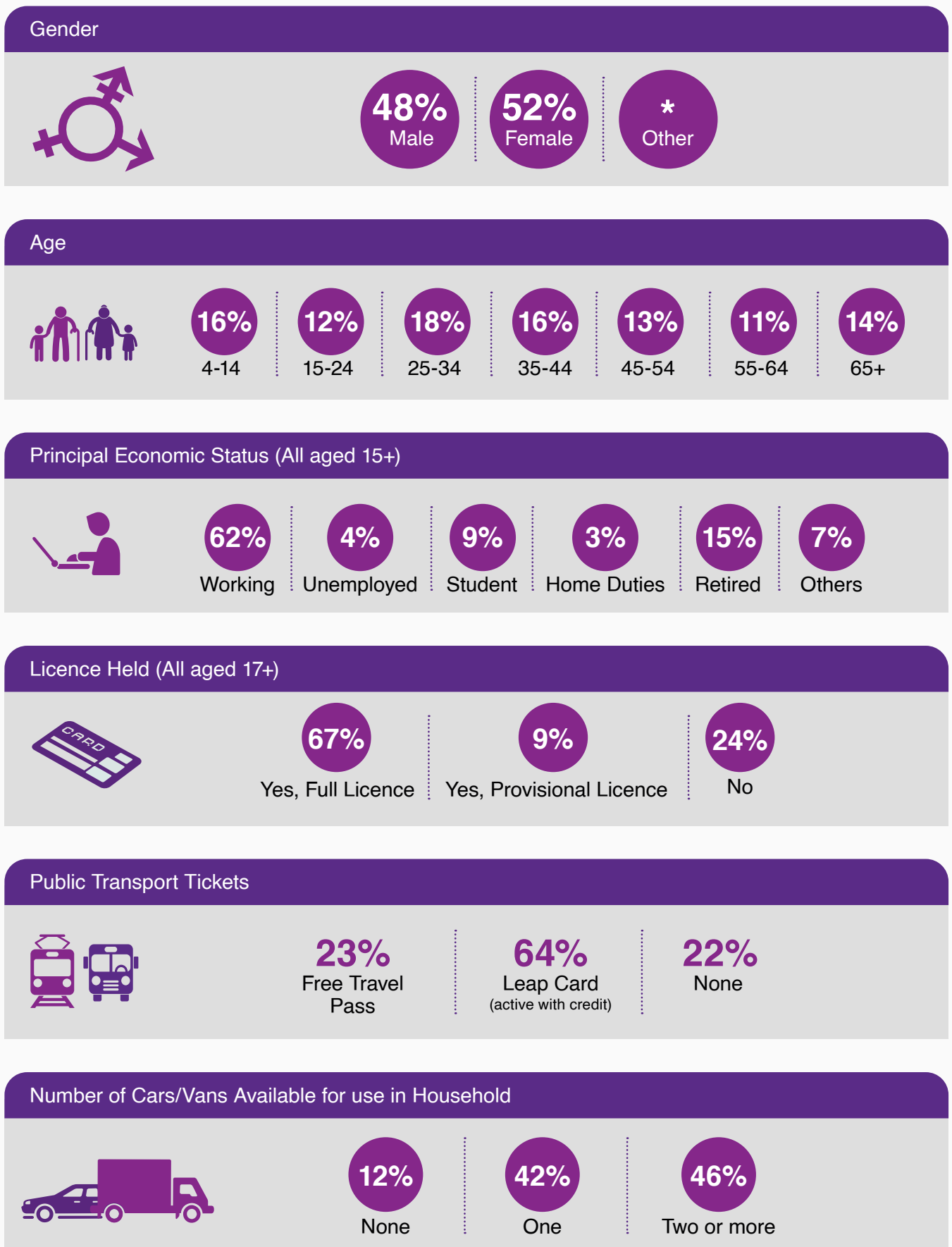
7. Dublin City and Suburbs



Key Findings

- Social reasons, such as entertainment, recreation, sports, or going to a pub or restaurant, accounted for almost a quarter (23%) of trips for those living in Dublin City and Suburbs.
- Work/business trips make up 20% of all trips in Dublin City and Suburbs, followed by shopping at 16% and education at 15%.
- In Dublin City and Suburbs, cars are less dominant as a mode of transport compared to the national average, with just over half (54%) of trips involving a car. Walking is the next most common mode at 30%, followed by bus/coach and cycling both at 5%, train/DART/Luas at 2% and truck/van at 1%.
- Car travel is most prevalent among those aged over 65, reaching 65%.
- Individuals aged 15-24 are the most frequent users of bus/coach travel, representing 14% of this age group's trips.
- Mirroring national trends, travel in Dublin City and Suburbs peaks between 8 am and 8:59 am at 11%. The second busiest time period is between 5pm and 5.59pm, accounting for 10% of all trips.
- For residents of Dublin City and Suburbs, nearly one in five trips (19%) take 1 to 9 minutes, and the majority (72%) take less than 30 minutes.
- Most trips (81%) taken by those living in Dublin City and Suburbs are for distances shorter than 10km.
- The average trip distance recorded in Dublin City and Suburbs is 7.68km.

Demographic Overview: Dublin City and Suburbs



* Denotes less than 1%

Figure 50: Demographic Profile: Dublin City and Suburbs

Demographic Overview

In Dublin City and Suburbs, the gender split is 52% females, 48% males, and less than 1% identifying as other. Of those aged 15 and above, 62% are employed, 15% are retired, and 9% are students.

Significantly more Dublin City and Suburbs residents (64%) possess an active LEAP card compared to the national average of 29% and 23% have a free travel ticket.

Among residents aged 17 and over, 67% hold a full driver's licence, which is 8 points lower than the national average, and 9% 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 6 points.

Proximity to Amenities

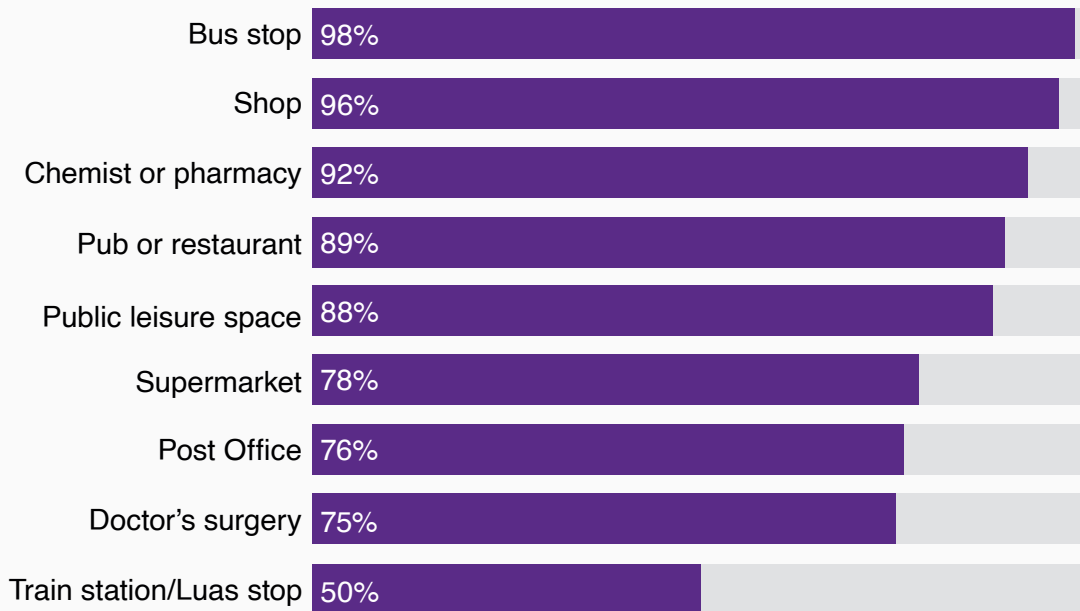


Figure 51: Proximity to Amenities (Live within a 15 minute walk): Dublin City and Suburbs

When it comes to the proximity of amenities, almost all of those living in Dublin City and Suburbs reported living within a 15-minute walk of a bus stop (98%), 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 75%, 28 points ahead of the national average of 47%.

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

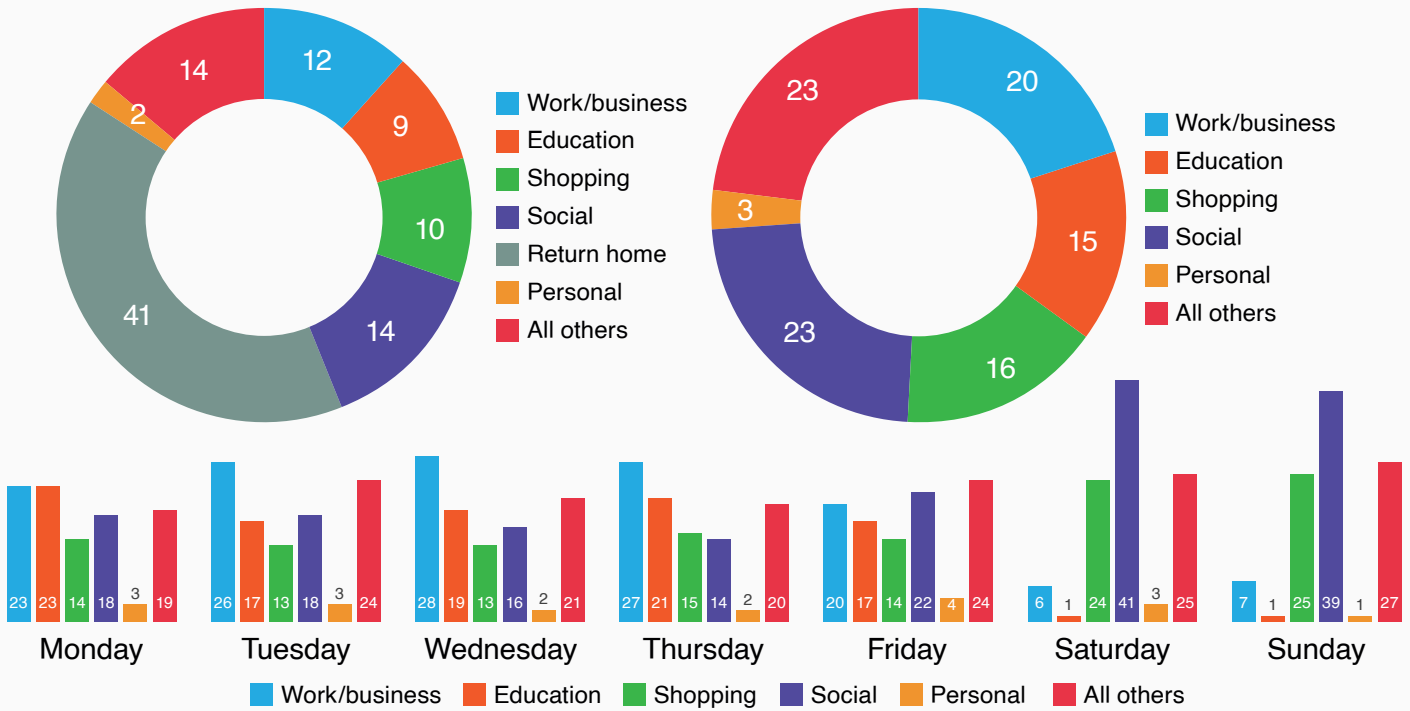


Figure 52: Reason for Trip: Dublin City and Suburbs

When trips returning home are excluded, the main reason for travel among those living in Dublin City and Suburbs is for social reasons at 23%, while work/business accounts for 20% of trips.

Work/business is the main reason for travel daily from Monday to Thursday, sharing the top position with education on Monday at 23%. Shopping peaks at 25% on Sunday. Travel for Social reasons peaks at 41% on Saturday and is lowest on Thursday at 14%.

Trips Taken by Modes of Transport

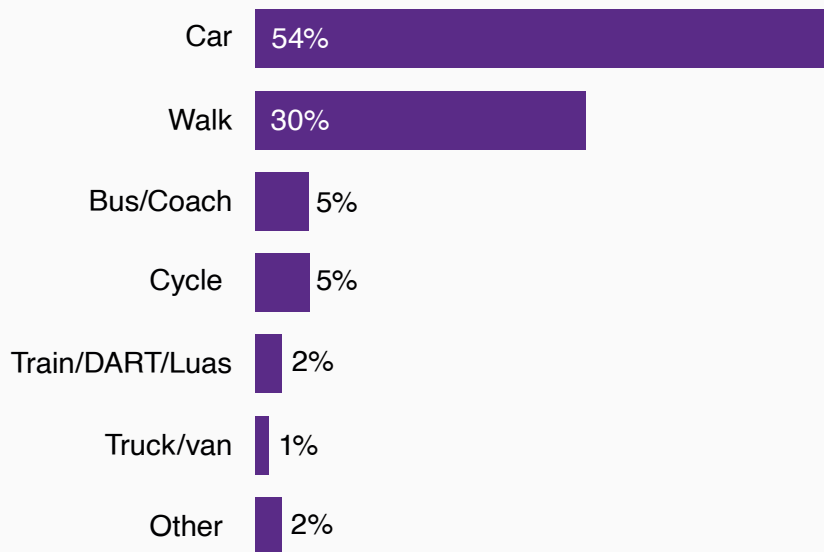


Figure 53: Trips Taken by Modes of Transport: Dublin City and Suburbs

Just over half (54%) of trips taken by those living in Dublin City and Suburbs were made by car while 30% 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.

Trips Taken by Time of Day (%)

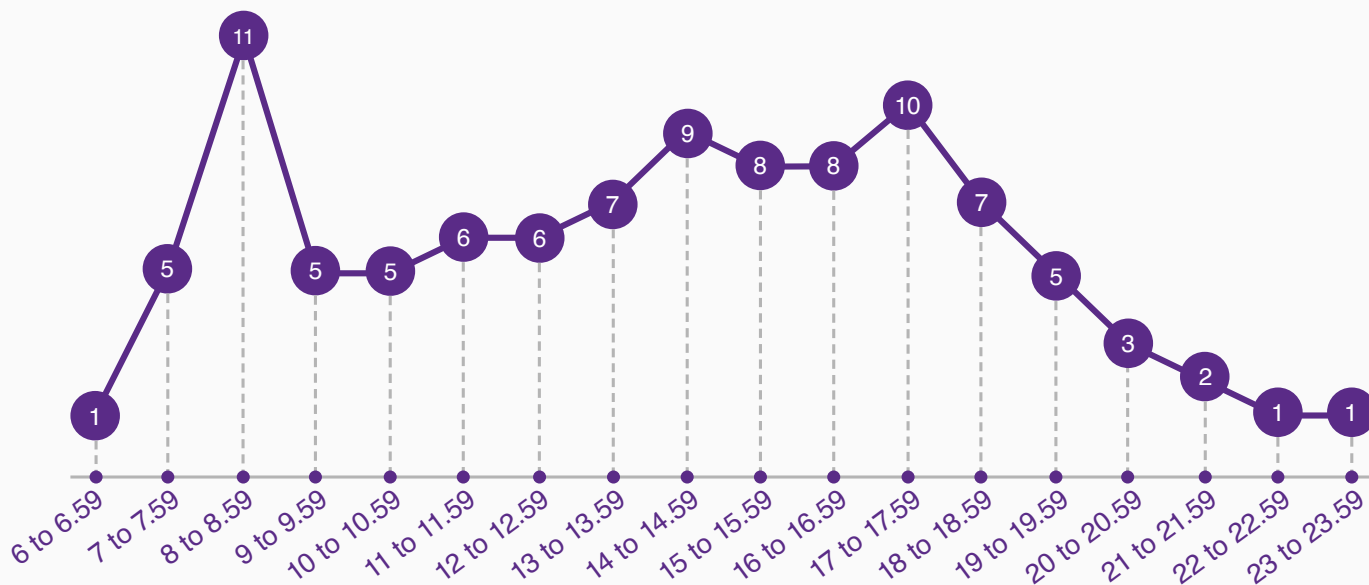


Figure 54: Trips Taken by Time of Day: Dublin City and Suburbs

In line with the national picture, travel in Dublin City and Suburbs peaks at 11% between 8am and 8.59am. The period between 3pm and 3.59pm is the second busiest time period accounting for 10% of trips.

Period of Travel by Mode of Transport (%)

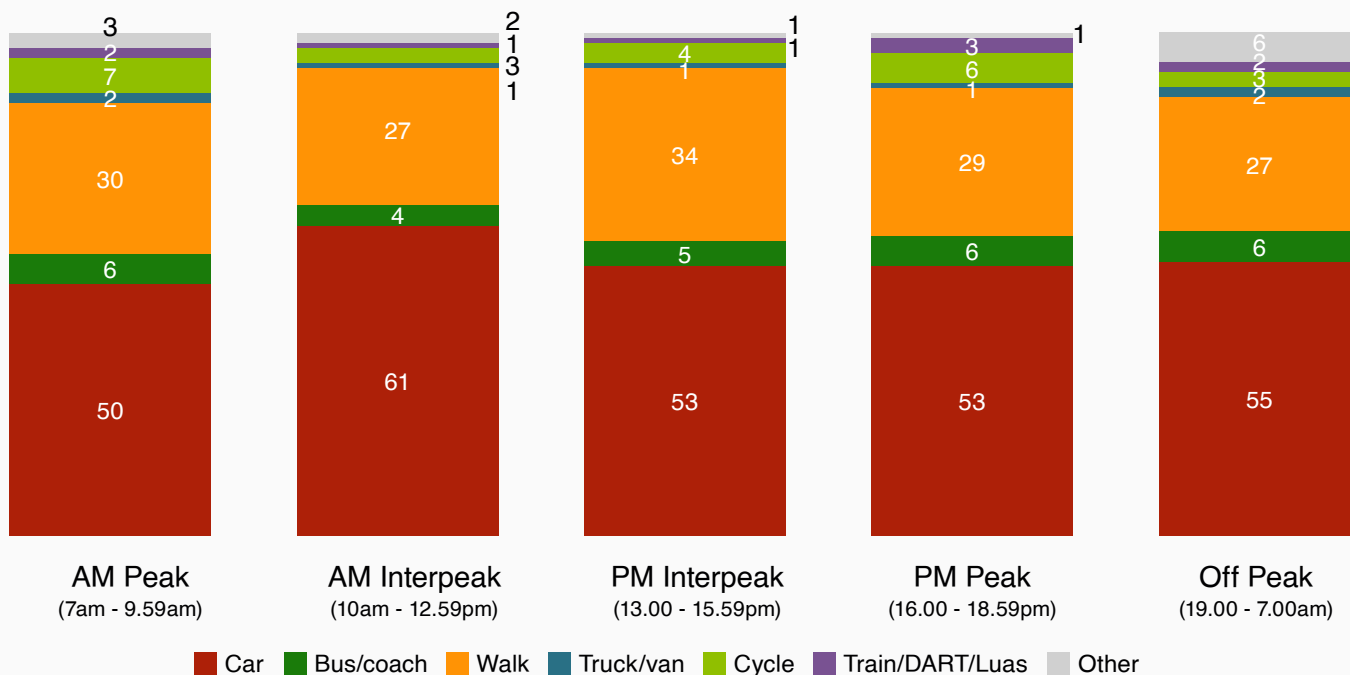


Figure 55: Period of Travel by Mode of Transport: Dublin City and Suburbs

Car dominates as the main mode of travel across all time periods, albeit at levels below the national average, and is highest during the AM Interpeak (61%) and Off-Peak (55%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 34%. The highest proportion of bus trips occur during the AM Peak, the PM Peak and Off-Peak at 6%.

Trips Taken by Duration (%)

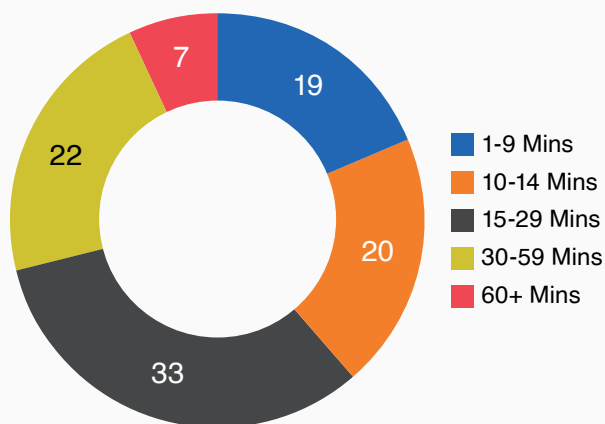


Figure 56: Trips by Duration: Dublin City and Suburbs

Almost one in five trips (19%) taken by those living in Dublin City and Suburbs took between 1 and 9 minutes. Almost three quarters (72%) of all trips made were for a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)

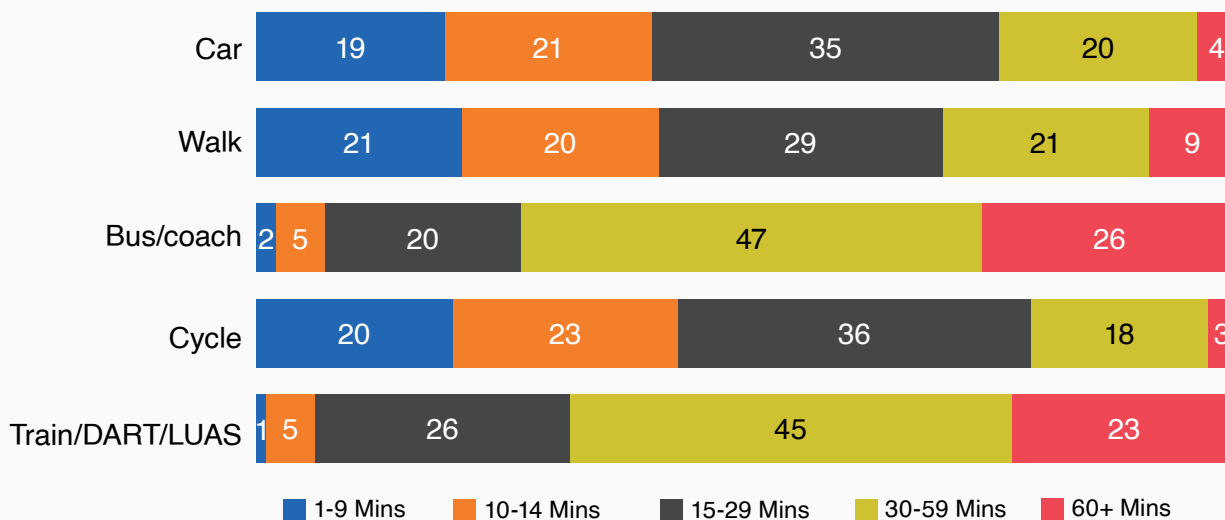


Figure 57: Duration of Travel by Mode of Transport: Dublin City and Suburbs (%)

Six in 10 car trips taken by those in Dublin City and Suburbs took 15 minutes or longer, with the largest proportion (35%) taking 15-29 minutes. Almost three in ten (29%) walking trips took 15-29 minutes. Just under three quarters (73%) of bus/coach trips took 30 minutes or longer, while 36% of cycling trips took 15-29 minutes. The majority of train/DART/Luas trips (68%) took 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	15%
1-2.99km	30%
3-4.99km	17%
5-9.99km	19%
10-19.99km	13%
20-29.99km	3%
30km+	3%
Average trip distance	7.68km

Figure 58: Trip Distance: Dublin City and Suburbs

Trips made by those living in Dublin City and Suburbs are most likely to be for a distance of 1-2.99km at 30% and the majority (81%) are for a distance of less than 10km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	46%	45%	7%	1%	1%	*	*
10-14 mins	24%	44%	22%	9%	1%	*	-
15-29 mins	5%	30%	24%	28%	12%	1%	*
30-59 mins	1%	11%	13%	30%	30%	9%	7%
60+ mins	-	4%	7%	18%	35%	10%	26%

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

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

- The vast majority of trips taking less than 10 minutes (91%) were for journeys of less than 3km.
- Of trips taking 10 to 14 minutes, just under one quarter (24%) are less than 1km and 44% are between 1- 2.99km, 22% are between 3- 4.99km and 9% are between 5 – 9.99km.
- Of the trips taking between 15 and 29 minutes, almost one third (30%) are between 1- 2.99km, 24% are between 3 and 4.99km and just over a quarter (28%) are between 5 and 9.99km
- Of those trips that take between 30 and 59 minutes the majority (76%) are over 5km, with 30% being between 10 – 19.99km.
- Over a quarter (26%) 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	59%	38%	44%	55%	57%	61%	65%
Walk	30%	37%	37%	28%	27%	25%	26%
Bus/Coach	2%	14%	6%	6%	5%	4%	4%
Cycle	6%	4%	7%	5%	4%	4%	2%
Train/DART/Luas	*	4%	3%	1%	2%	2%	2%
Truck/van	1%	1%	1%	2%	3%	2%	*
Other	2%	2%	3%	3%	2%	1%	2%

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

Car is less dominant as a mode of transport in Dublin City and Suburbs than the national average and peaks at 65% among the 65+ age group.

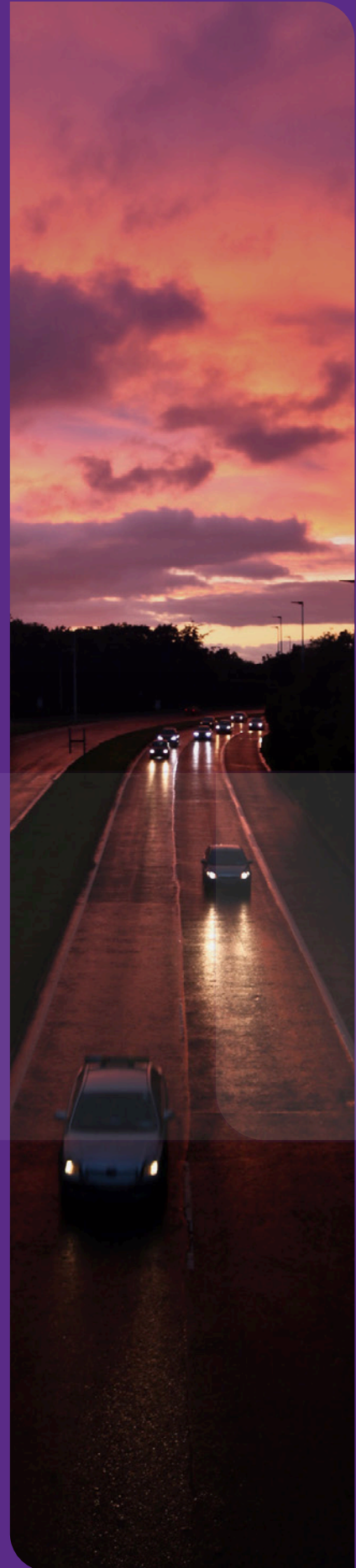
Dublin City and Suburbs Summary

In Dublin City and Suburbs, car usage is the leading mode of transport at 54%, which is 17 points lower than the national average of 71%. Following car usage, the next most common modes of transport are walking at 30%, bus/coach at 5%, cycling at 5%, train/DART/Luas at 2% and truck/van at 1%.

The primary reason for travel in Dublin is social reasons at 23%, followed by work/business at 20%. The majority of trips, 72%, taken by Dublin City and Suburbs residents are less than 30 minutes in duration, and 45% of trips are for distances less than 3 kilometres.

The average trip distance recorded in Dublin City and Suburbs is 7.68km.

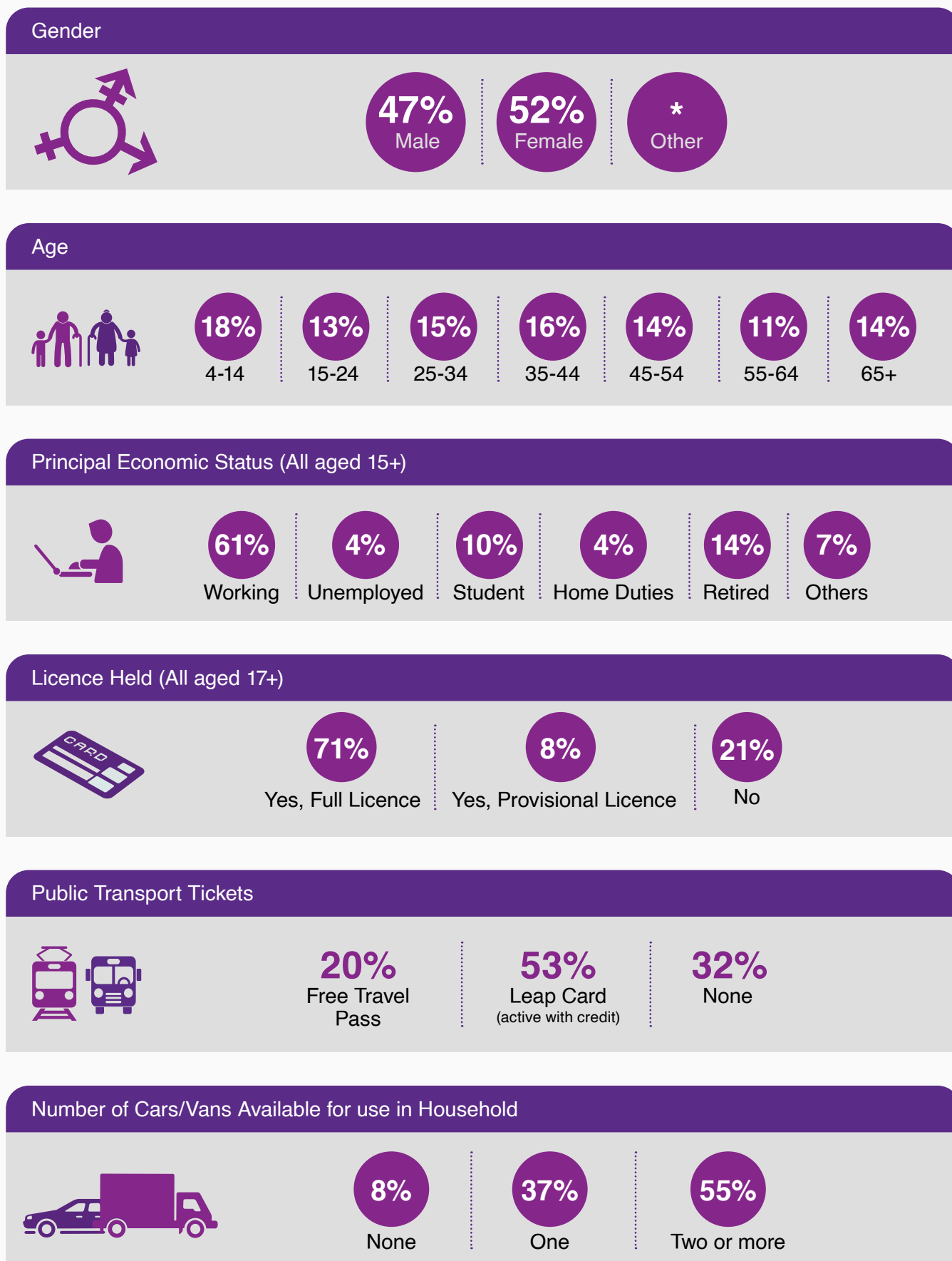
8. Greater Dublin Area



Key Findings

- 22% of trips taken by residents of the Greater Dublin Area were for social reasons, such as entertainment, recreation, sports, or going to a pub or restaurant.
- Work/business trips make up 20% of trips in the Greater Dublin Area, followed by education at 17%.
- Cars are the primary mode of transport for residents of the Greater Dublin Area, accounting for 61% of trips, which is 10 percentage points lower than the national average of 71%.
- Walking is the second most common mode of transport in the Greater Dublin Area (26%), followed by bus/coach (5%), cycling (3%), train/DART/Luas (2%) and truck/van (2%).
- While car travel is the most common mode of transport across all age groups in the Greater Dublin Area, peaking at 68% among those aged 65 and over, car usage among those aged 15-24 (43%) is considerably lower than the average.
- Travel in the Greater Dublin Area peaks between 8 am and 8:59 am, with 11% of trips occurring during this period, mirroring national trends. Additionally, 34% of travel takes place between 2 pm and 5:59 pm.
- For residents of the Greater Dublin Area, 41% of trips take less than 15 minutes, and 72% take less than 30 minutes.
- 56% of trips taken by those living in the Greater Dublin Area are for journeys of less than 5km, while 6% are for trips of 30km or more.
- The average trip distance recorded in the Greater Dublin Area is 9.58km.

Demographic Overview: Greater Dublin Area



* Denotes less than 1%

Figure 61: Demographic Profile: Greater Dublin Area

Demographic Overview

The majority of participants in the Greater Dublin Area are female (52%), with 47% male and less than 1% identifying as other. Of those aged 15 and over, 61% are working, 14% are retired, and 10% are students.

Significantly more participants living in the Greater Dublin Area have an active LEAP card (53%) compared to the national average (29%). Additionally, 20% have a free travel ticket.

Of those aged 17 and over, 71% possess a full driver's licence (slightly less than the national average of 75%) and 8% have a provisional licence.

Just under four in ten households (37%) in the Greater Dublin Area have one car, while 55% have two or more.

Proximity to Amenities

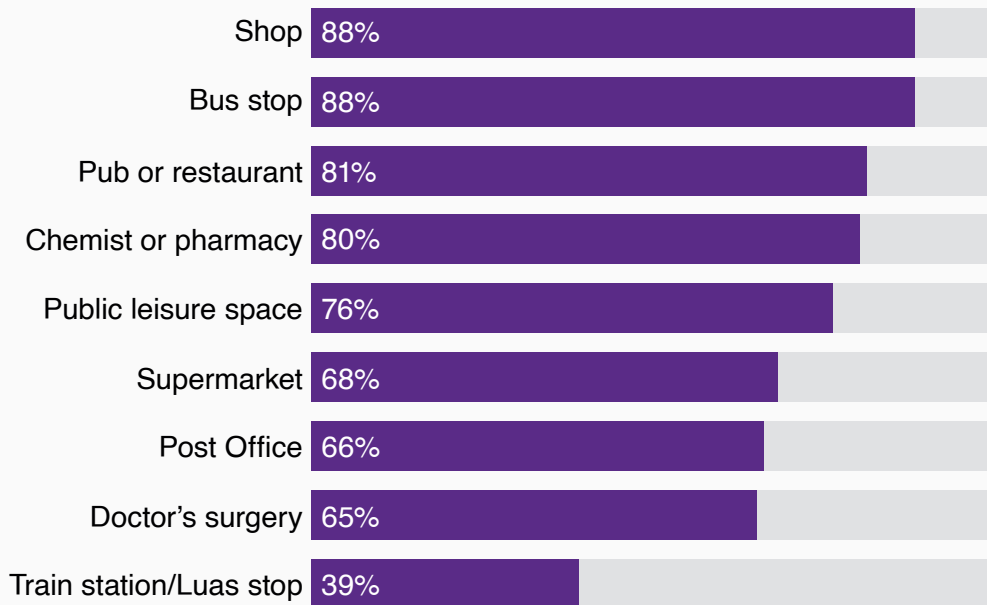


Figure 62: Proximity to Amenities (Live within a 15 minute walk): Greater Dublin Area

When it comes to the proximity of amenities, almost nine out of 10 participants living in the Greater Dublin Area reported living within a 15-minute walk of a shop (88%) or a bus stop (88%) while 81% live within walking distance of a pub/restaurant, and 80% live within walking distance of a chemist/pharmacy.

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

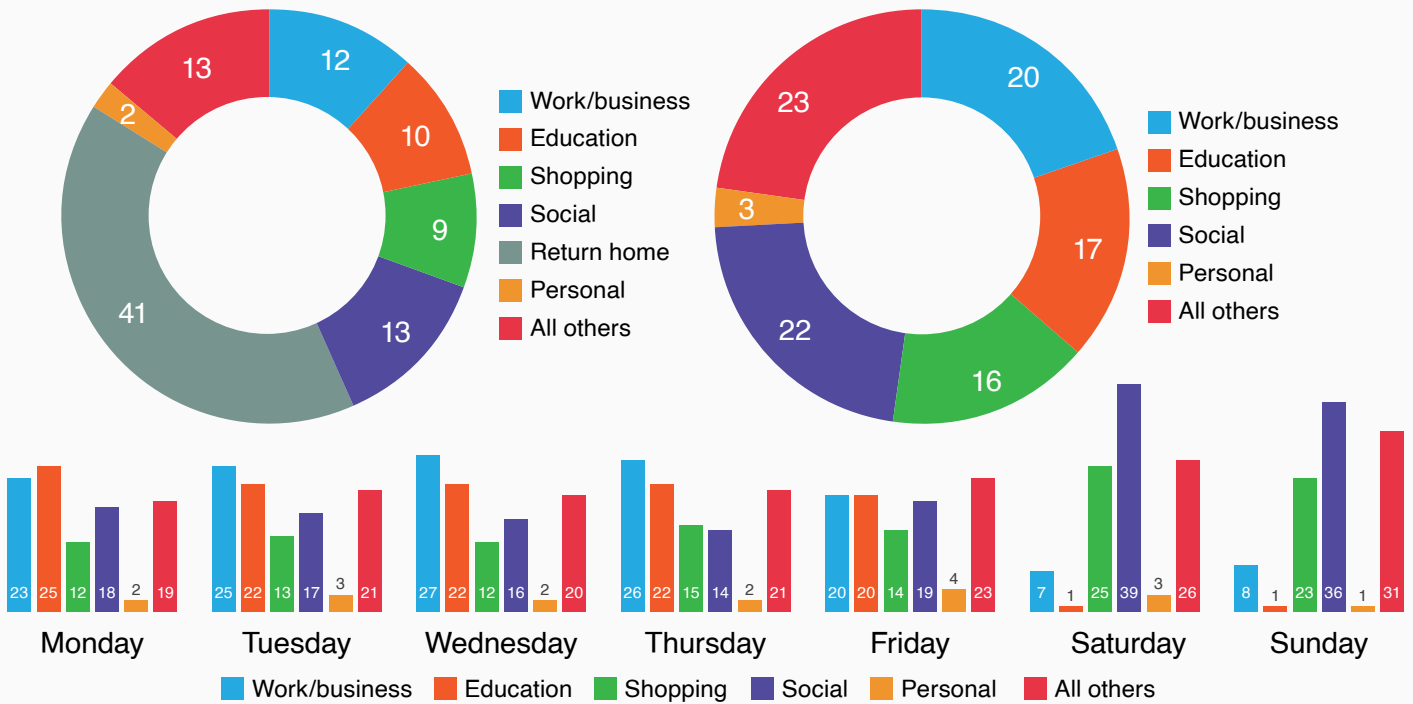


Figure 63: Reason for Trip: Greater Dublin Area

Excluding a return to home, the main reason for travel among those living in Greater Dublin Area was for social reasons at 22%, while work/business accounts for 20% of trips, followed by education at 17%. Education is the top reason for travel on Monday (25%) and shares the top spot with work/business on Friday (20%). Travel for work/business is highest on Wednesday at 27% and Thursday at 26%. Travel for social reasons peaks on Saturday (39%) and Sunday (36%). Shopping also peaks at the weekend, accounting for 25% of trips taken by those living in the Greater Dublin Area, on Saturday and 23% on Sunday.

Trips Taken by Modes of Transport

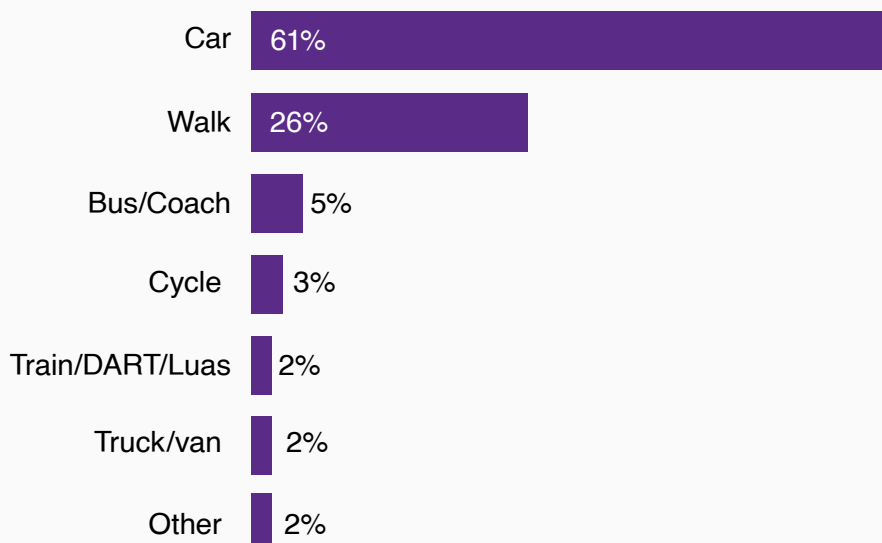


Figure 64: Trips Taken by Modes of Transport: Greater Dublin Area

Just over 6 in 10 (61%) of those living in the Greater Dublin Area travelled by car, ten points below the national average of 71%. Just over one quarter of trips (26%) were made by walking. Trips taken by bus/coach registered at 5%, followed by cycling at 3%, train/DART/Luas at 2%, and truck/van also at 2%.

Trips Taken by Time of Day (%)

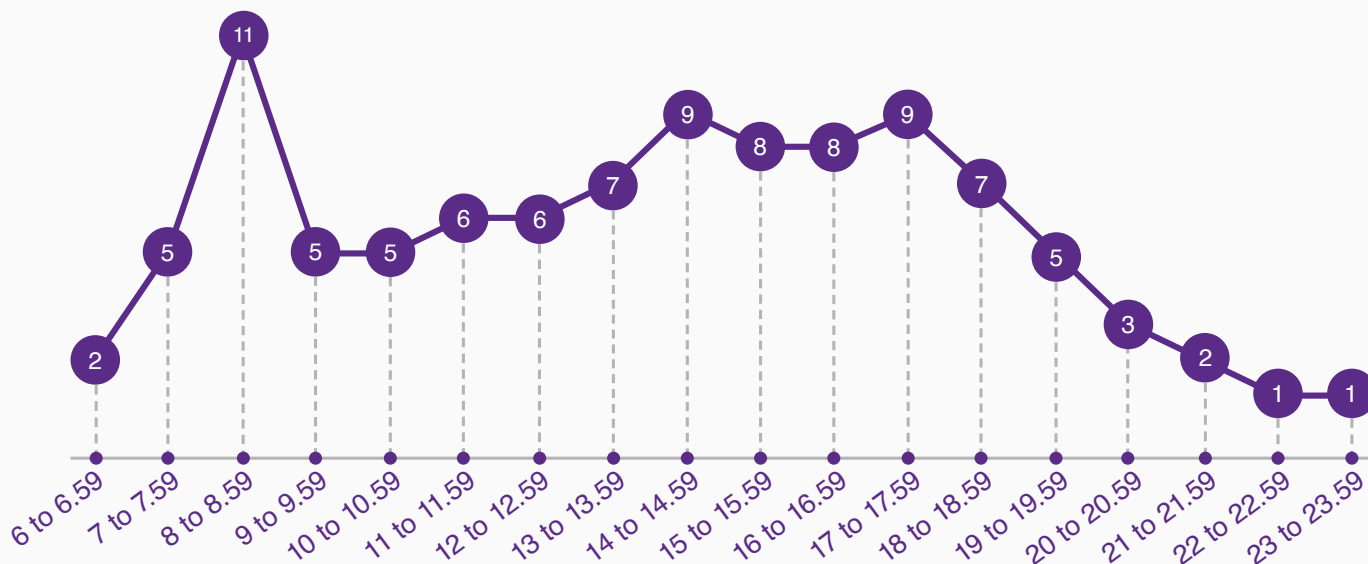


Figure 65: Trips Taken by Time of Day: Greater Dublin Area

In line with the national picture, travel in the Greater Dublin Area peaks at 11% between 8am and 8.59am. The periods between 2pm and 2.59pm and 5pm and 5.59pm are the second busiest time periods accounting for 9% of trips each. Just over one third (34%) of trips take place between 2pm and 5.59pm.

Period of Travel by Mode of Transport (%)

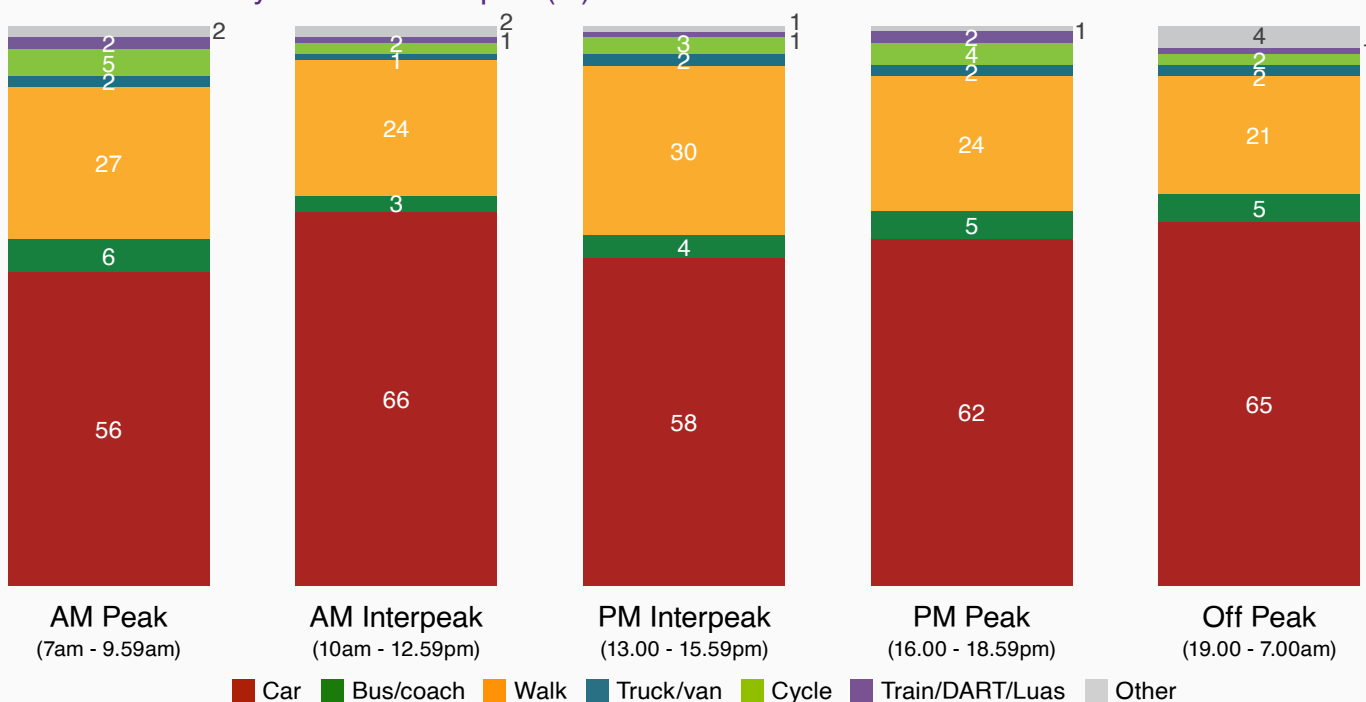


Figure 66 Period of Travel by Mode of Transport: Greater Dublin Area

Car accounts for the largest proportion of travel during all periods of the day, highest during the AM Interpeak (66%) and Off-Peak periods (65%). Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 30%. The highest proportion of bus trips occur during the AM Peak at 6%.

Trips Taken by Duration (%)

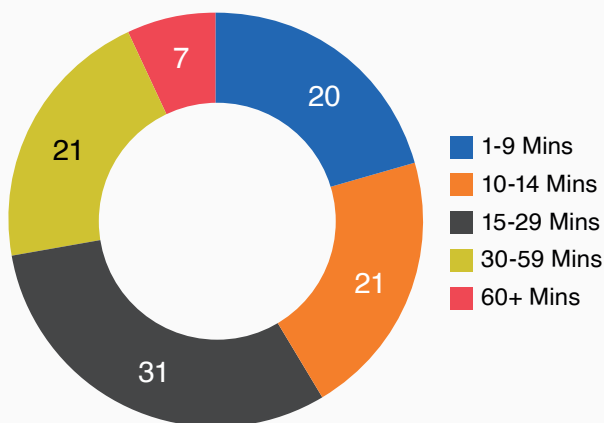


Figure 67: Trips by Duration: Greater Dublin Area

One in five trips taken by those living in the Greater Dublin Area took between 1 and 9 minutes. Just over seven in ten (72%) of all trips made were of a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)

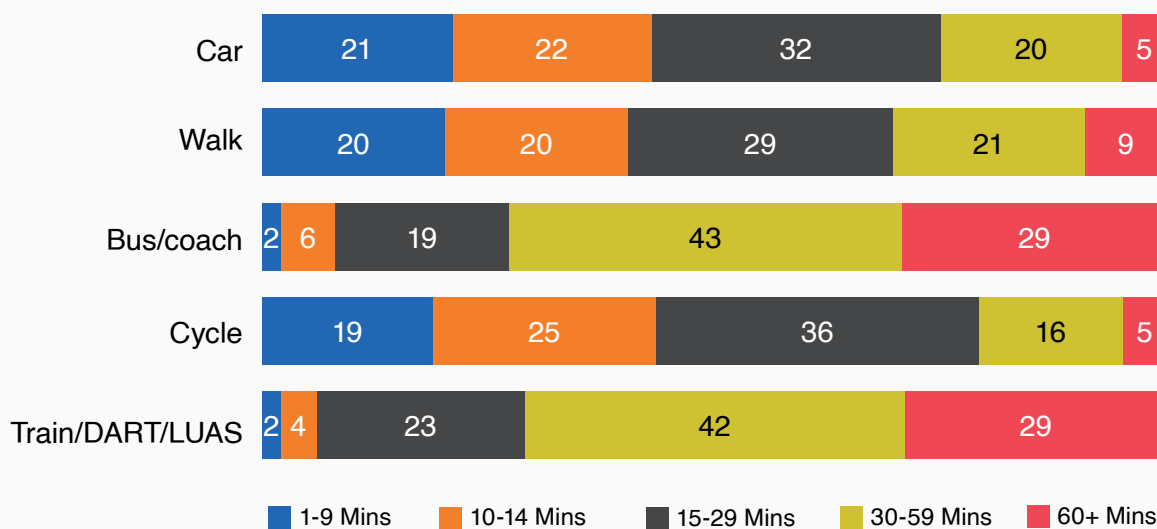


Figure 68: Duration of Travel by Mode of Transport: Greater Dublin Area (%)

The data shows that the average times for travel vary significantly between modes of transport. Bus/coach trips are most likely to be between 30-59 minutes at 43%, closely followed by train/DART/Luas at 42%. One third of car trips (32%) take between 15-29 minutes, while 36% of cycle trips take the same amount of time. Four in ten walking trips take 1-14 minutes. The majority of bus/coach trips (72%) take 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	13%
1-2.99km	28%
3-4.99km	15%
5-9.99km	18%
10-19.99km	14%
20-29.99km	5%
30km+	6%
Average trip distance	9.58km

Figure 69: Trip Distance: Greater Dublin Area

Just over half (56%) of trips taken by those living in the Greater Dublin Area were for journeys of less than 5km, while 6% were for trips of 30km or more.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	37%	46%	11%	5%	1%	*	*
10-14 mins	20%	39%	22%	16%	3%	*	-
15-29 mins	4%	27%	19%	27%	19%	3%	*
30-59 mins	*	10%	11%	22%	26%	15%	15%
60+ mins	-	2%	6%	13%	23%	14%	42%

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

This above data shows that:

- Of the trips that take less than 10 minutes, 37% are less than 1km and almost half (46%) are between 1- 2.99km.
- Of the trips taking 10 to 14 minutes, 20% are less than 1km, and four in ten (39%) are between 1- 2.99km, and 22% are between 3-4.99km.
- Of the trips taking between 15 and 29 minutes, 31% are between 0-2.99km and just over a quarter (27%) are between 5-9.99km.
- Of those trips that take between 30 and 59 minutes the vast majority are over 5km, with 26% being between 10-19.99km and 15% are over 30km.
- Just over two in five (42%) 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	63%	43%	53%	64%	66%	67%	68%
Walk	28%	35%	31%	25%	21%	20%	22%
Bus/Coach	2%	13%	5%	4%	4%	3%	4%
Cycle	5%	3%	5%	3%	3%	3%	2%
Train/DART/Luas	*	4%	3%	1%	1%	1%	2%
Truck/Van	1%	1%	1%	1%	4%	4%	1%
Other	2%	2%	2%	2%	2%	1%	2%

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

Car dominates as the top mode of transport across all ages, peaking at 68% among 65+ year olds. While car is still the main mode among 15-24 year olds, it is considerably lower than the national average at 43%. 15-24 year olds in the Greater Dublin Area are the most likely of all age cohorts to travel by bus/coach at 13% and 35% of this cohort travelled by walking. Those aged 4-14 and 25-34 are most likely to cycle at 5%, with those aged 65+ least likely at 2%.

Greater Dublin Area Summary

Car travel is the most common mode of transport for residents of the Greater Dublin Area at 61%, though this is 10% lower than the national average of 71%. This is followed by walking (26%), bus/coach (5%), cycling (3%), train/DART/Luas (2%) and truck/van (2%).

The primary reasons for travel in the Greater Dublin Area are social (22%), work/business (20%), education (17%), and shopping (16%).

Almost one third (31%) of trips taken by those living in the Greater Dublin Area last between 15-29 minutes and almost three-quarters (74%) cover a distance of less than 10 kilometres.

The average trip distance recorded in the Greater Dublin Area is 9.58km.

9. Regional Cities

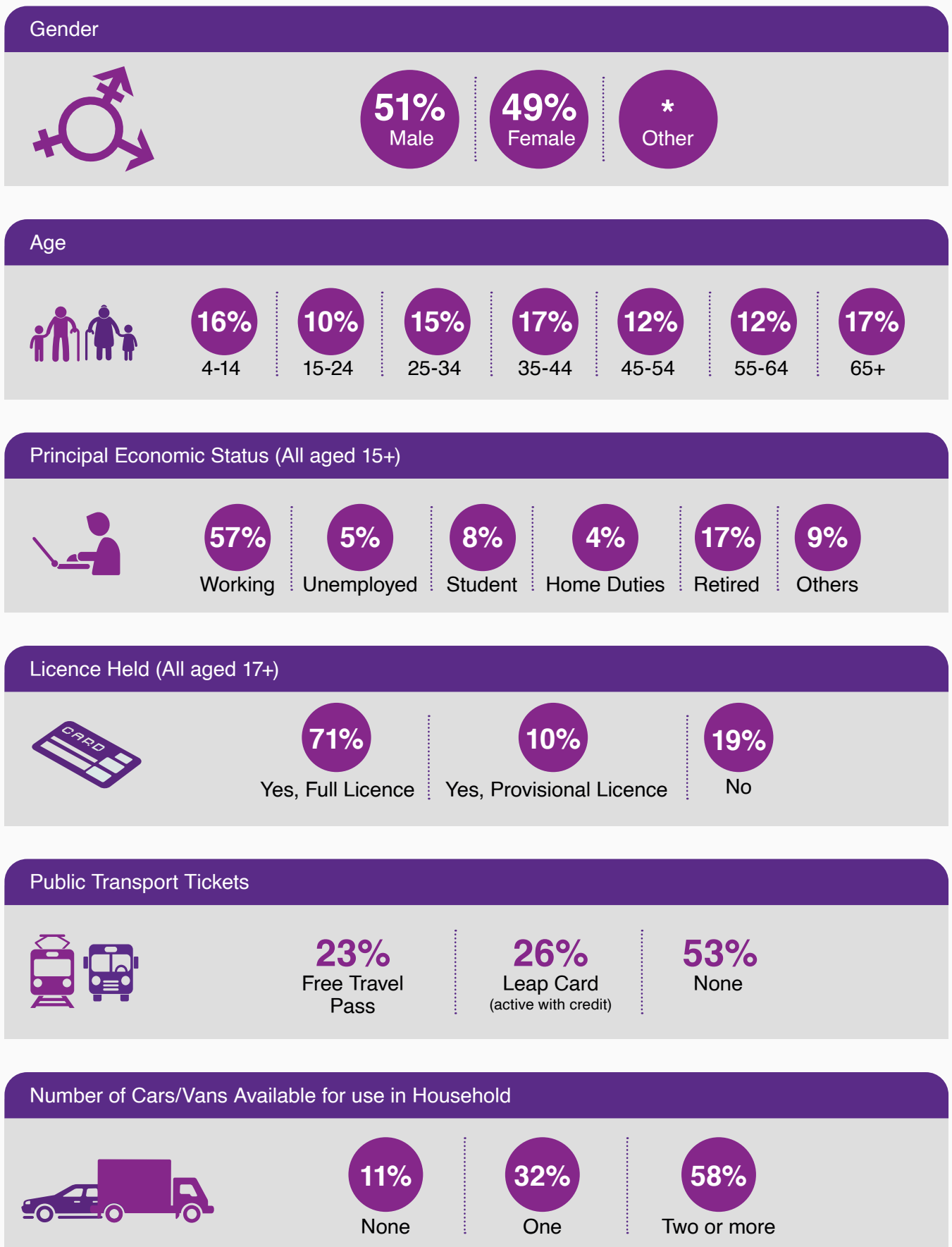


Key Findings

- Work/business trips are the reason for 21% of all trips in Regional Cities, almost equal to trips for social reasons, which account for 20%.
- In Regional Cities, 72% of trips are made by car and 18% by walking, similar to the national averages of 71% and 18%, respectively.
- Both cycling and travel by truck/van represent a small fraction of trips (1% each) for those living in Regional Cities.
- Across all age groups in Regional Cities, cars are the most common mode of transport, with the highest usage (80%) among those aged 35-44.
- The majority of trips (77%) taken by residents of Regional Cities last less than 30 minutes, with over a third (35%) lasting between 15 and 29 minutes.
- For those living in Regional Cities, 42% of trips are for distances less than 3km, and another 17% are for trips between 3km and 4.99km.
- The average trip distance recorded in Regional Cities is 10.35km.

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



* Denotes less than 1%

Figure 72: Demographic Profile: Regional Cities

Demographic Overview

The gender split of participants living in Regional Cities is 49% female and 51% male. Of those surveyed, 57% reported that they are working, 17% are retired, and 8% are students.

Twenty-three percent of respondents have a free travel pass, while 26% have an active LEAP card.

Seventy-one percent of participants aged 17 or over have a full driver's licence, which is 4 points below the national average (75%), and 10% have a provisional licence.

The majority of participants (90%) living in Regional Cities reported that one or more cars or vans are available for use in their household.

Proximity to Amenities

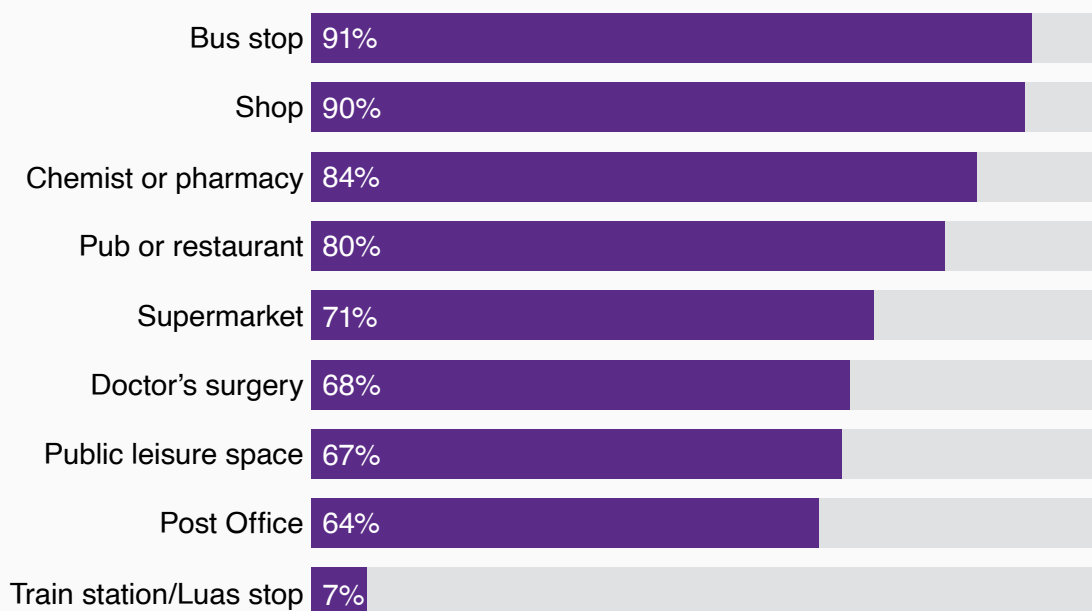


Figure 73: Proximity to Amenities (Live within a 15 minute walk): Regional Cities

When it comes to the proximity of amenities, almost all of those living in Regional Cities (91%) reported living within a 15-minute walk of a bus stop while 90% live within a 15-minute walk of a shop. Just over eight in ten (84%) live within a 15-minute walk of a Chemist/Pharmacy.

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

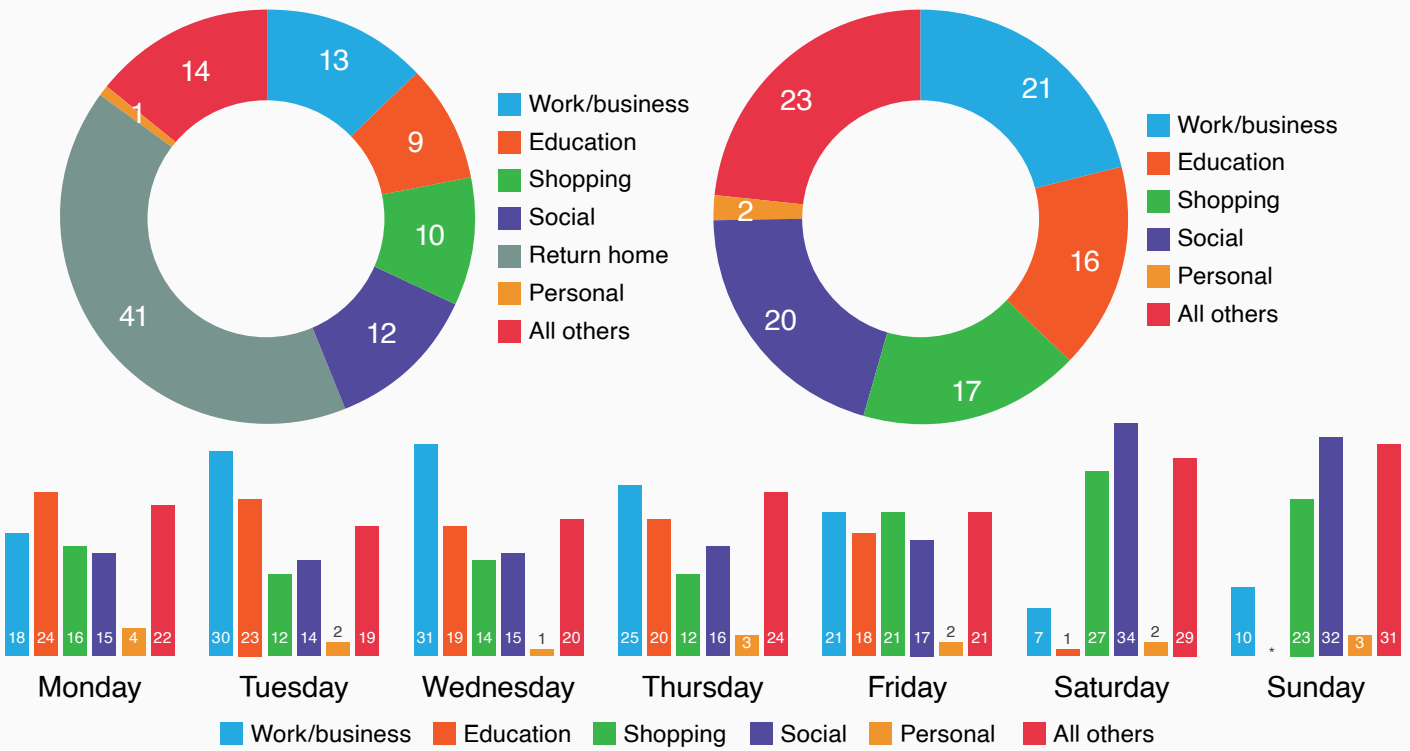


Figure 74: Reason for Trip: Regional Cities

Excluding return home, the main reason for travel by those in Regional Cities is work/business at 21%, followed by social reasons at 20%, shopping at 17% and education at 16%.

Just under a quarter (24%) of trips on Mondays are taken for education, the highest level recorded across the week. Trips for work/business are highest on Wednesday (31%). Social reasons account for the largest proportion of Saturday (34%) and Sunday trips (32%) in Regional Cities.

Shopping trips are most likely to occur at the weekend, 27% on Saturday and 23% on Sunday.

Trips Taken by Modes of Transport

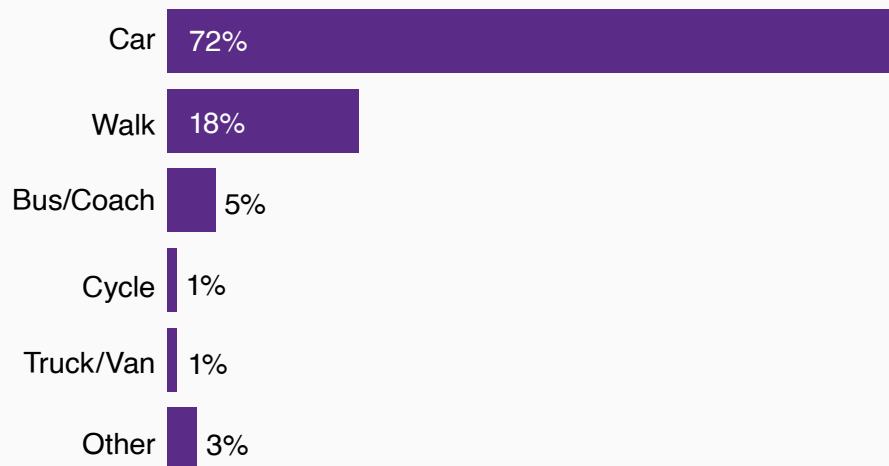


Figure 75: Trips Taken by Modes of Transport: Regional Cities

Just over seven in ten (72%) of those living in Regional Cities travelled by car while 18% of trips were made by walking. Trips taken by bus/coach are at 5% and cycling is at 1%.

Trips Taken by Time of Day (%)

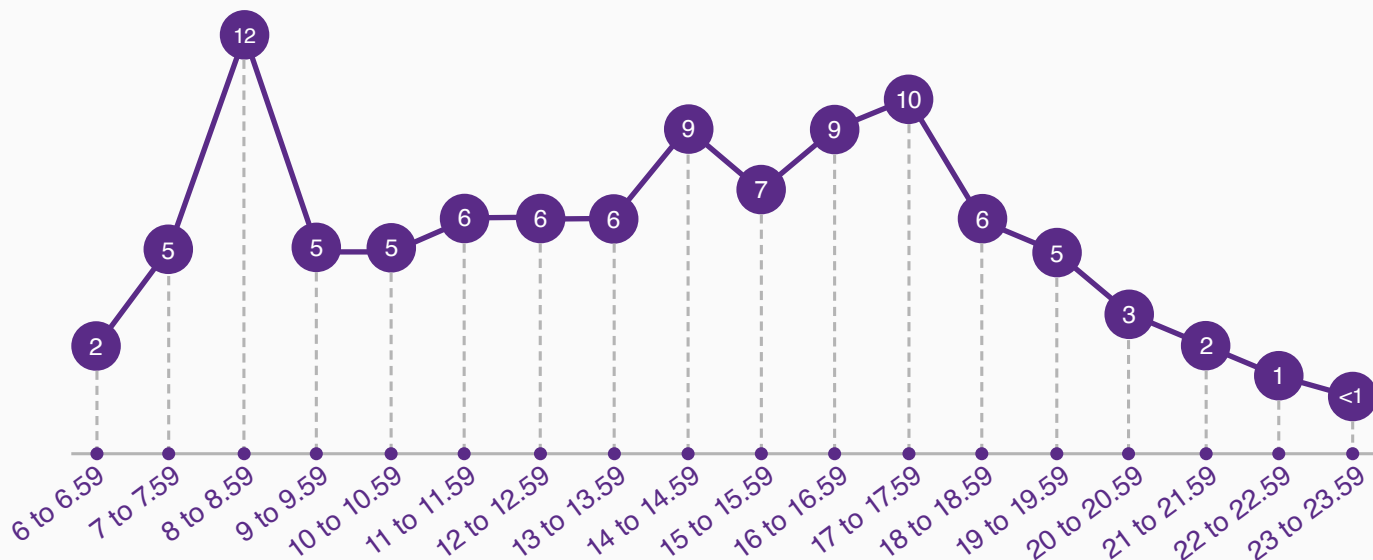


Figure 76: Trips Taken by Time of Day: Regional Cities

As is the case across all regions, there is a clear peak in travel between 8 – 8.59am with 12% of all trips taking place during this period. Two in five trips (41%) take place between 2pm and 6.59pm.

Period of Travel by Mode of Transport (%)

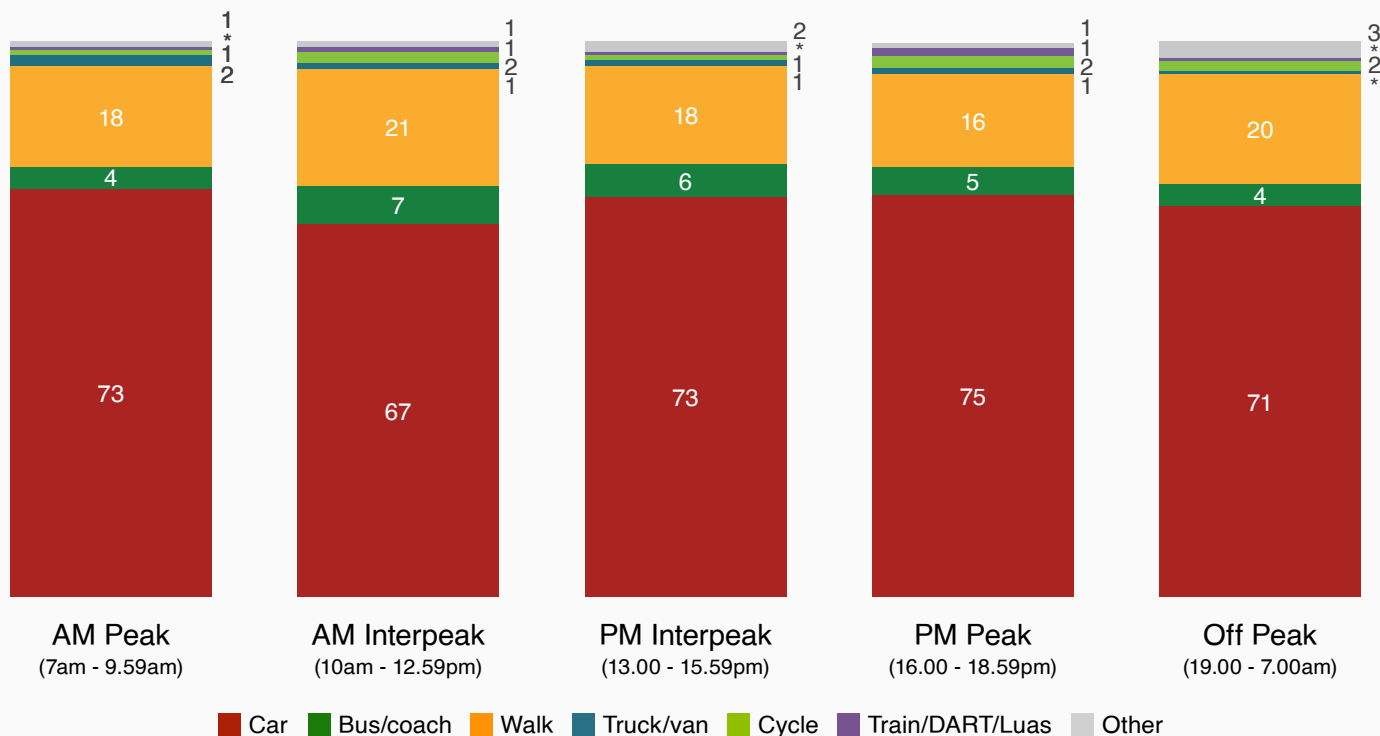


Figure 77: Period of Travel by Mode of Transport: Regional Cities

Car accounts for the largest proportion of travel during all periods of the day and is highest during the PM Peak period (75%). Walking represents the second largest volume as a mode of transport across all times, peaking during the AM Interpeak period at 21%. The highest proportion of bus trips occur during the AM Interpeak period, however this level is still relatively low at 7%.

Trips Taken by Duration (%)

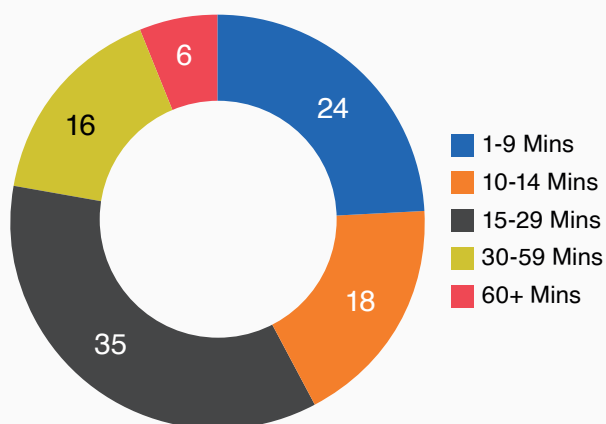


Figure 78: Trips by Duration: Regional Cities

Just over three quarters (77%) of all trips taken by those living in Regional Cities were less than 30 minutes in duration and were most likely to be 15 to 29 minutes long at 35%.

Duration of Travel by Mode of Transport (%)

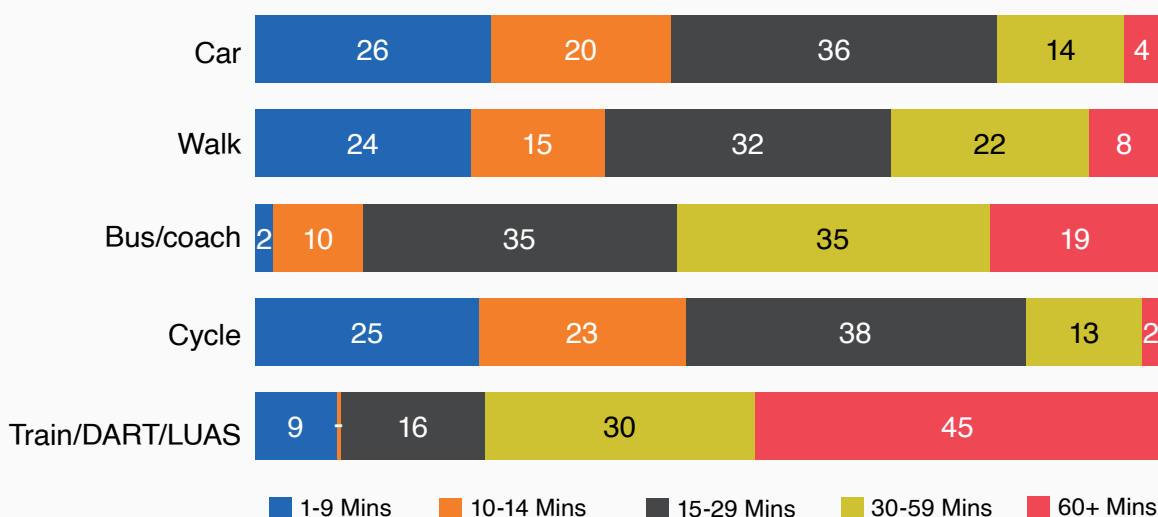


Figure 79: Duration of Travel by Mode of Transport: Regional Cities (%)

The chart shows that the average times for travel vary significantly between modes of transport. Train trips made by those living in Regional Cities are most likely to take 60 minutes or longer (45%). Almost four in 10 car trips (36%) take between 15-29 minutes. Almost four in ten cycling trips (38%) take 15-29 minutes, while trips made by walking are most likely to take 15-29 minutes (32%).

Trip Distance

Distance	%
0-0.99km	10%
1-2.99km	32%
3-4.99km	17%
5-9.99km	21%
10-19.99km	10%
20-29.99km	4%
30km+	6%
Average trip distance	10.35km

Figure 80: Trip Distance: Regional Cities

Over two fifths of trips (42%) made by those living in Regional Cities were for journeys of less than 3km and a further 17% were for trips of 3-4.99km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	29%	58%	9%	3%	*	*	*
10-14 mins	9%	43%	26%	20%	3%	-	-
15-29 mins	4%	22%	19%	32%	18%	5%	*
30-59 mins	*	14%	18%	22%	19%	13%	13%
60+ mins	-	1%	6%	23%	7%	5%	59%

Figure 81: Duration of Trips by Distance: Regional Cities

This above data shows that:

- Of the trips that take less than 10 minutes, 29% are less than 1km and 58% are between 1- 2.99km.
- Of trips taking 10 to 14 minutes, 9% are less than 1km while 43% are 1-2.99km.
- Of the trips taking between 15 and 29 minutes 22% are between 1-2.99km and 51% are between 3 and 9.99km.
- Of those trips that take between 30 and 59 minutes the majority are over 3km (85%).
- 59% 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%	63%	60%	80%	76%	69%	71%
Walk	13%	21%	30%	12%	14%	16%	22%
Bus/Coach	4%	12%	5%	5%	6%	5%	4%
Cycle	3%	3%	2%	1%	1%	2%	1%
Train/DART/Luas	-	1%	1%	*	*	*	*
Truck/Van	*	-	1%	2%	*	6%	*
Other	2%	-	1%	1%	2%	2%	1%

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

Trips made by those in Regional Cities are most likely to be made by car across all age cohorts. Car is the top mode of transport for trips taken by those aged 35-44 at 80% . Those aged 15-24 (12%) are more likely to take a trip by bus than any other age cohort. In Regional Cities, those aged 4-24 are more likely to cycle (3%) than any other cohort.

Regional Cities Summary

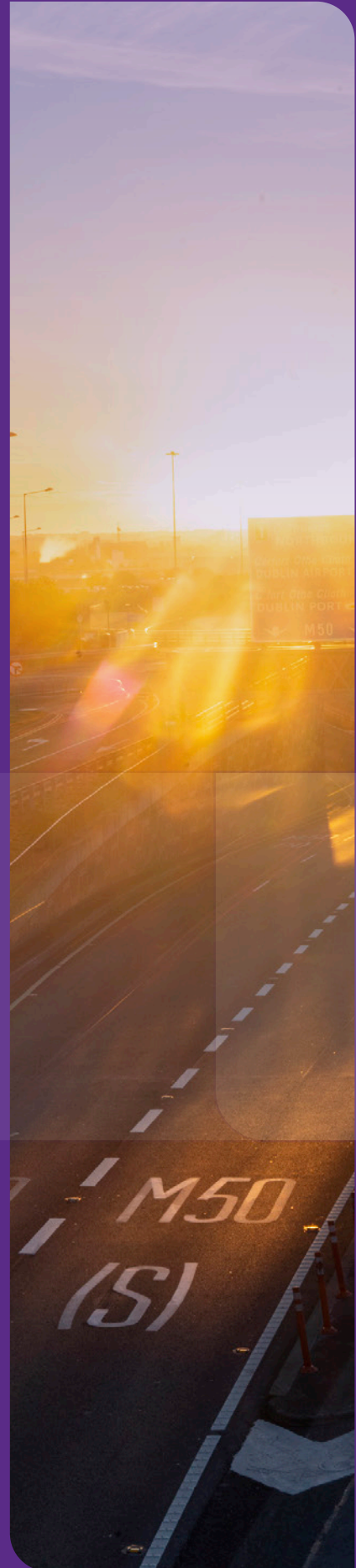
Car travel is the dominant mode of transport for residents of Regional Cities, with 72% reporting it as their primary mode of transport. This figure is comparable to the national average of 71%. Similar to national trends, 18% of residents in Regional Cities report walking as their main mode of transport. The primary reasons for travel among those living in Regional Cities are work/business (21%) and social (20%).

Regarding access to amenities, almost all residents (91%) live within a 15-minute walk of a bus stop, and 90% live within a 15-minute walk of a shop.

The majority of trips (77%) taken by residents of Regional Cities last less than 30 minutes.

The average trip distance recorded in Regional Cities is 10.35km.

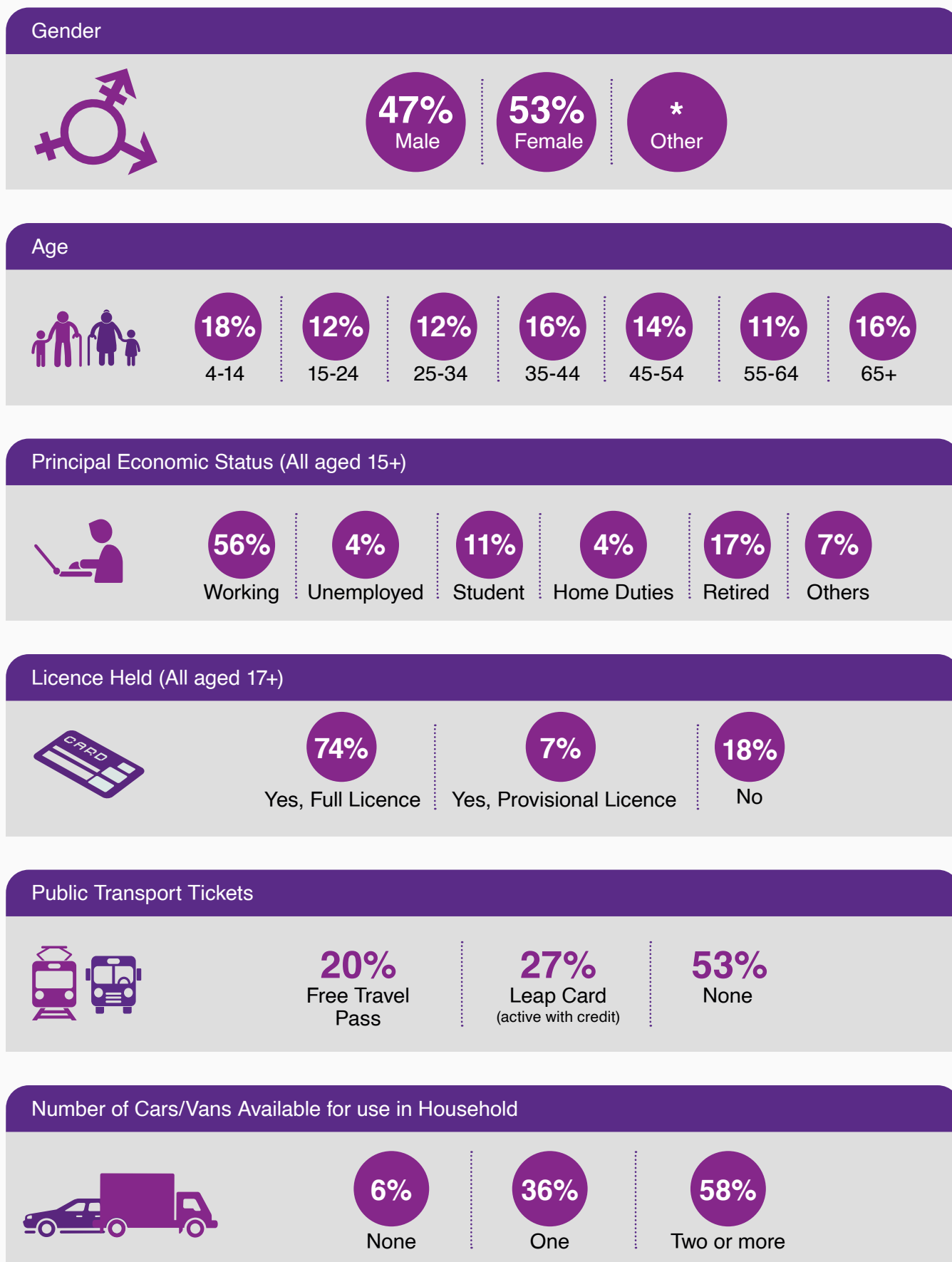
10. Large Urban Towns



Key Findings

- Education and social reasons were the primary motivations for travel among residents of Urban Towns, each accounting for 19% of trips.
- Trips for work/business and shopping were slightly less common, at 18% each.
- Car travel was the dominant mode of transport in Urban Towns, with 70% of trips conducted by car, slightly lower than the national average. Walking accounted for 21% of trips, surpassing the national average by three percentage points.
- Bus/coach travel represented 3% of trips, followed by truck/van at 2%, and train/DART/Luas and cycling both at 1%.
- Car usage was prevalent across all age groups, peaking at 78% among those aged 45-54. Conversely, individuals aged 15-24 were less likely to travel by car (50%) and more inclined towards walking (36%) or bus/coach (8%). Cycling was most common among those aged 4-14, at 3%.
- Similar to national trends, travel in Urban Towns peaked between 8 am and 8:59 am at 12%, with another 34% of travel occurring between 2 pm and 5:59 pm.
- The majority of trips (77%) taken by Urban Town residents lasted less than 30 minutes, with 26% taking between 1 and 9 minutes.
- Most trips (63%) undertaken by Urban Town residents were for distances shorter than 5km, while 10% exceeded 30km.
- The average trip distance recorded in Urban Towns is 10.74km.

Demographic Overview: Large Urban Towns



* Denotes less than 1%

Figure 83: Demographic Profile: Large Urban Towns

Demographic Overview

The gender split of participants living in Urban Towns is 53% female and 47% male, with less than 1% identifying as other.

Of those surveyed, 56% reported that they are working, 17% are retired, and 11% are students.

Twenty-seven percent of respondents have an active LEAP card, which is less than the national average of 29%, while 20% have a free travel pass. Seventy-four percent of participants aged 17 or over have a full driver's licence, in line with the national average, and 7% have a provisional licence.

The vast majority of participants (94%) living in Urban Towns reported that one or more cars or vans are available for use in their household.

Proximity to Amenities

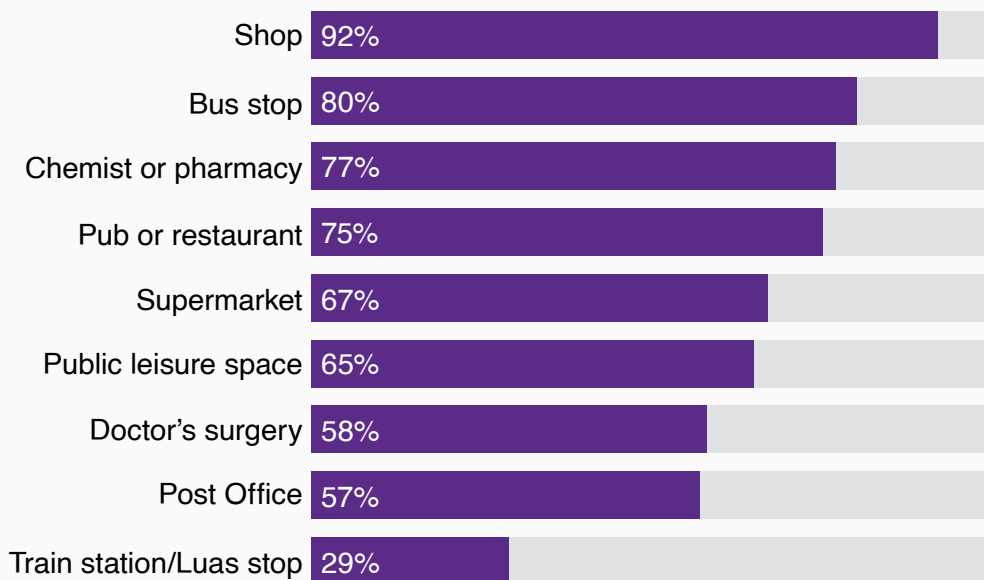


Figure 84: Proximity to Amenities (Live within a 15 minute walk): Large Urban Towns

When it comes to the proximity of amenities, 92% reported living within a 15-minute walk of a shop and 80% reported living within a 15-minute walk of a bus stop. Just over three quarters (77%) live within walking distance of a chemist/pharmacy, with a similar result (75%) reported in relation to pub/restaurant.

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

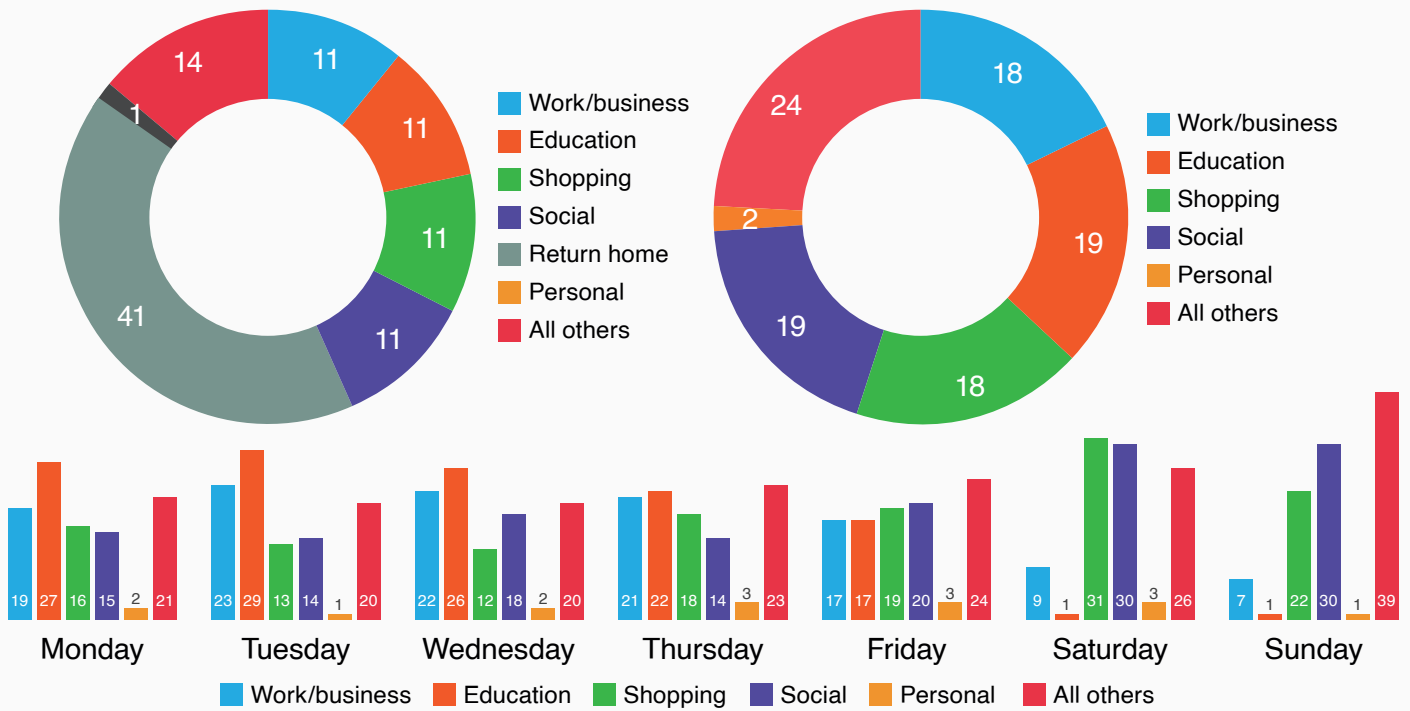


Figure 85: Reason for Trip: Large Urban Towns

Excluding return home, the main reasons for travel among those living in Urban Towns was for education (19%) and social reasons (19%). Trips for work/business account for 18% of all trips taken. Shopping also accounted for 18% of all trips taken by those in Urban Towns.

Education is the top reason for travel on Monday (27%), Tuesday (29%), Wednesday (26%) and Thursday (22%). Social reasons were the top reason for travel on Friday (20%) and Sunday (30%), while shopping was the main reason for travel on Saturday (31%).

Trips Taken by Modes of Transport

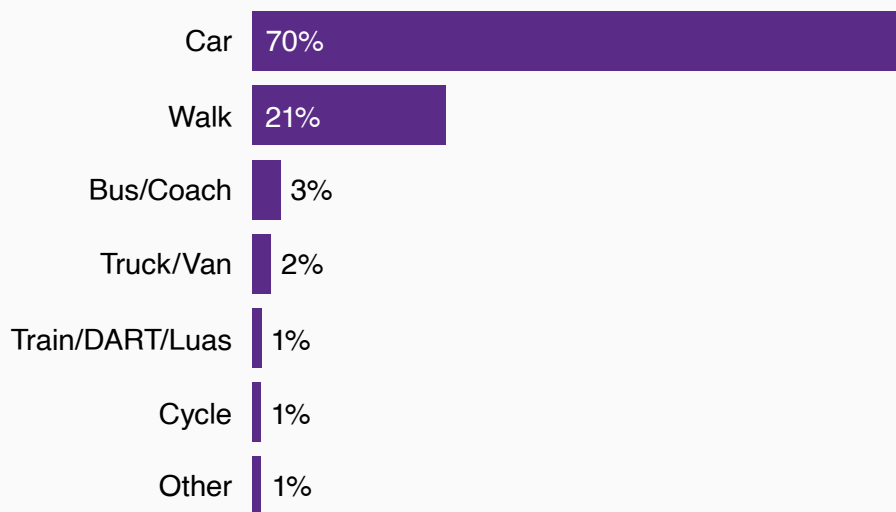


Figure 86: Trips Taken by Modes of Transport: Large Urban Towns

Seven in ten of those living in the Urban Towns travelled by car, slightly below the national average. Just over one in five trips (21%) were made by walking.

Trips Taken by Time of Day (%)

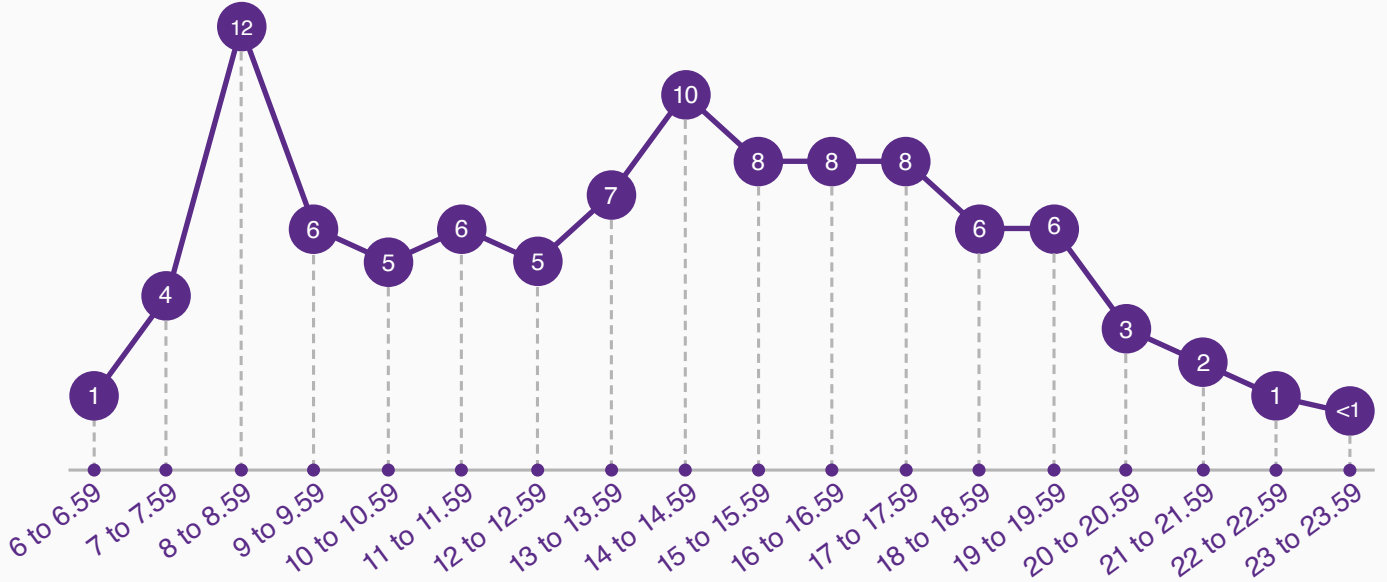


Figure 87: Trips Taken by Time of Day: Large Urban Towns

In line with the national picture, travel in Urban Towns peaks at 12% between 8am and 8.59am. Just over one third of trips (34%) took place between 2pm and 5.59pm, also in line with the trend nationally.

Period of Travel by Mode of Transport (%)

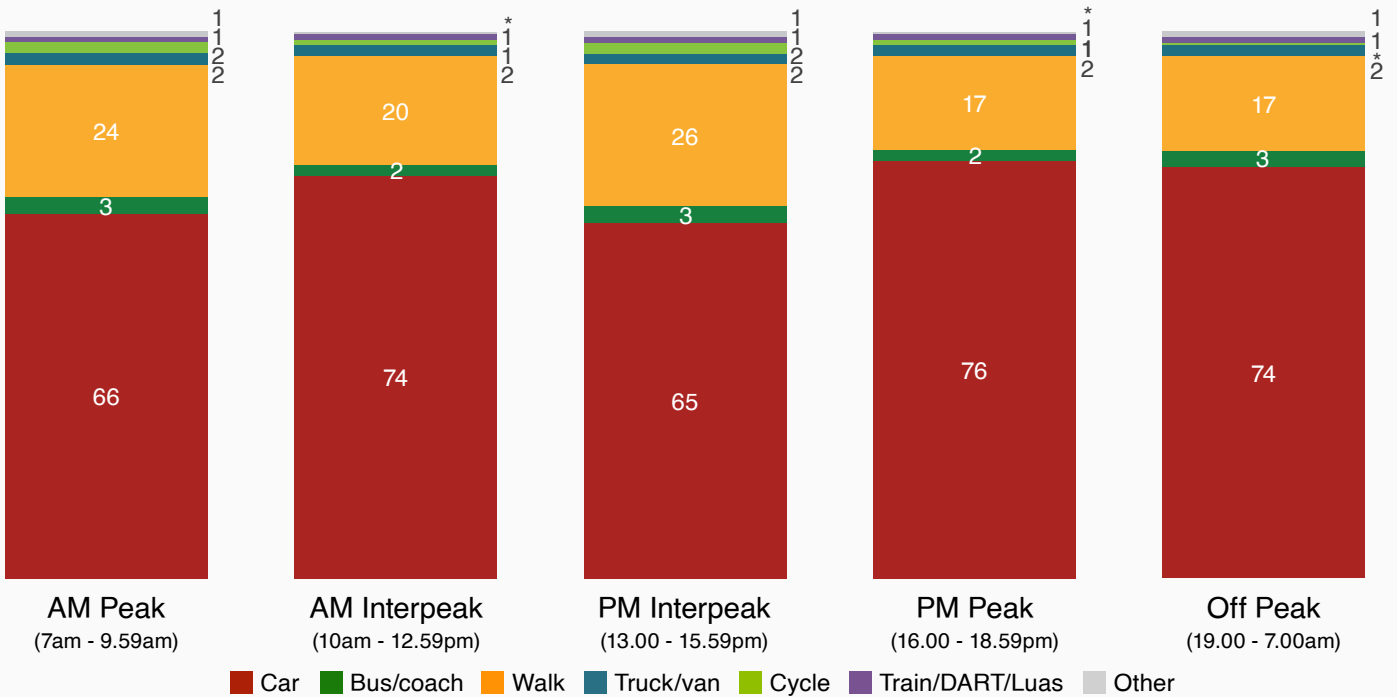


Figure 88: Period of Travel by Mode of Transport: Large Urban Towns

Car accounts for the largest proportion of travel during all periods of the day, highest during the PM Peak period at 76%. Walking represents the second largest volume as a mode of transport across all times, peaking during the PM Interpeak period at 26%.

Trips Taken by Duration (%)

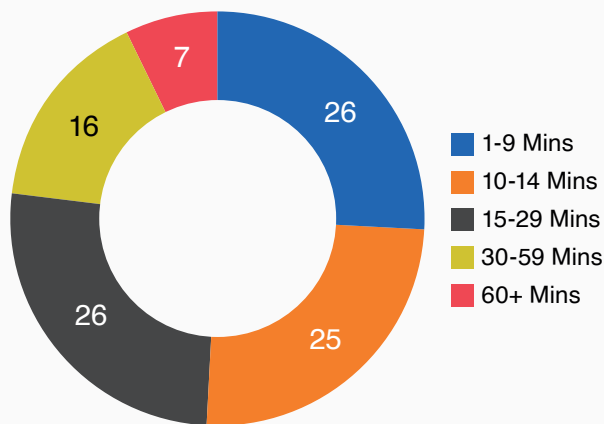


Figure 89: Trips by Duration: Large Urban Towns

Just over one quarter (26%) of trips taken by those living in the Urban Towns took between 1 and 9 minutes. Almost eight in 10 (77%) of all trips made were of a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)

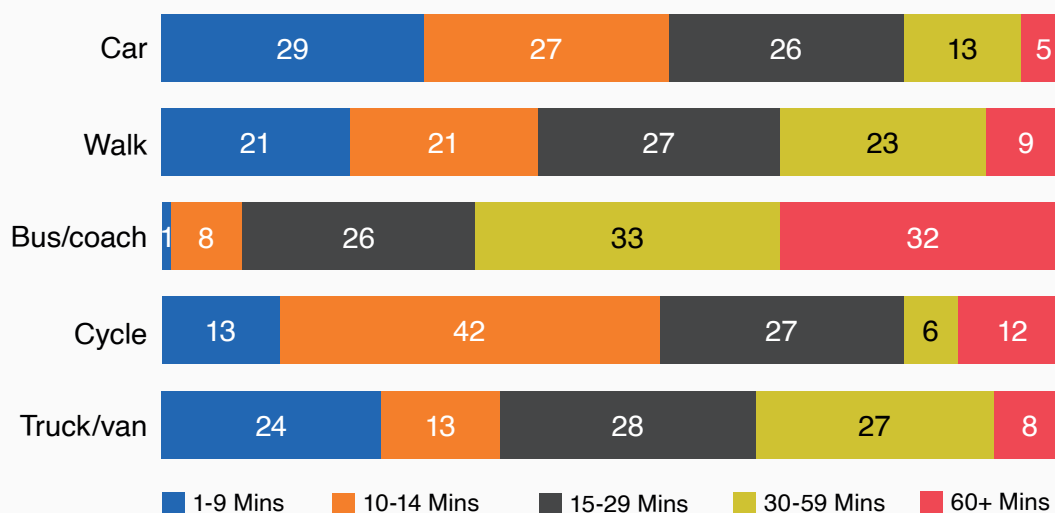


Figure 90: Duration of Travel by Mode of Transport: Large Urban Towns (%)

In Urban Towns, the majority of trips made by car take less than 30 minutes (82%). The majority of bus/coach trips take over 30 minutes (65%) with almost one third (32%) taking one hour or more. 27% of trips made by walking were for 15-29 minutes, with just 9% taking more than an hour.

Trip Distance

Distance	%
0-0.99km	12%
1-2.99km	35%
3-4.99km	16%
5-9.99km	14%
10-19.99km	9%
20-29.99km	5%
30km+	10%
Average trip distance	10.74km

Figure 91: Trip Distance: Large Urban Towns

Almost two thirds (63%) of trips taken by those living in Urban Towns were for journeys of less than 5km and 10% were for distances in excess of 30km.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	27%	55%	13%	4%	*	*	-
10-14 mins	14%	41%	25%	18%	2%	*	-
15-29 mins	3%	30%	17%	23%	22%	5%	1%
30-59 mins	1%	16%	12%	10%	13%	17%	31%
60+ mins	-	1%	4%	10%	5%	14%	65%

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

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

- Of the trips that take less than 10 minutes, 27% are less than 1km and over half (55%) are between 1- 2.99km.
- Of trips taking 10 to 14 minutes, 14% are less than 1km, just over 4 in 10 (41%) are between 1- 2.99km, 25% are between 3- 4.99km and 18% are between 5 – 9.99km.
- Of the trips taking between 15 and 29 minutes, just under one third (30%) are between 1-2.99km, 17% are between 3 and 4.99km, just under a quarter (23%) are between 5 and 9.99km and just under 3 in 10 (27%), are between 10 – 29.99km.
- Of those trips that take between 30 and 59 minutes, the majority (61%) are for distances of 10km or more, with just under a third (31%) being over 30km in distance.
- Almost two thirds (65%) 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	69%	50%	65%	75%	78%	73%	77%
Walk	22%	36%	26%	19%	13%	18%	18%
Bus/Coach	3%	8%	2%	1%	2%	2%	1%
Cycle	3%	2%	*	*	1%	1%	1%
Train/DART/Luas	-	2%	4%	1%	-	*	2%
Truck/Van	1%	1%	1%	2%	5%	5%	1%
Other	1%	1%	1%	1%	1%	*	1%

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

Car dominates as a mode of transport across all ages, peaking among 45-54 year olds at 78%. Those aged 15-24 years are least likely to travel by car (50%) and most likely to travel by walking (36%) or bus/coach at 8%. The highest level of cycling is recorded among those aged 4-14 years at 3%.

Urban Towns Summary

Car travel is the primary mode of transport for those living in Urban Towns (70%), which is slightly less than the national average (71%). Walking accounts for 21% of trips, followed by bus/coach (3%), truck/van (2%), cycling (1%) and train/DART/LUAS (1%).

The main reasons for travel among Urban Town residents are education and social reasons (both at 19%), followed by work/business and shopping (both at 18%).

The majority of trips (93%) taken by those living in Urban Towns are less than one hour in duration, with 77% of trips covering a distance of less than 10 kilometres.

The average trip distance recorded in Urban Towns is 10.74km.

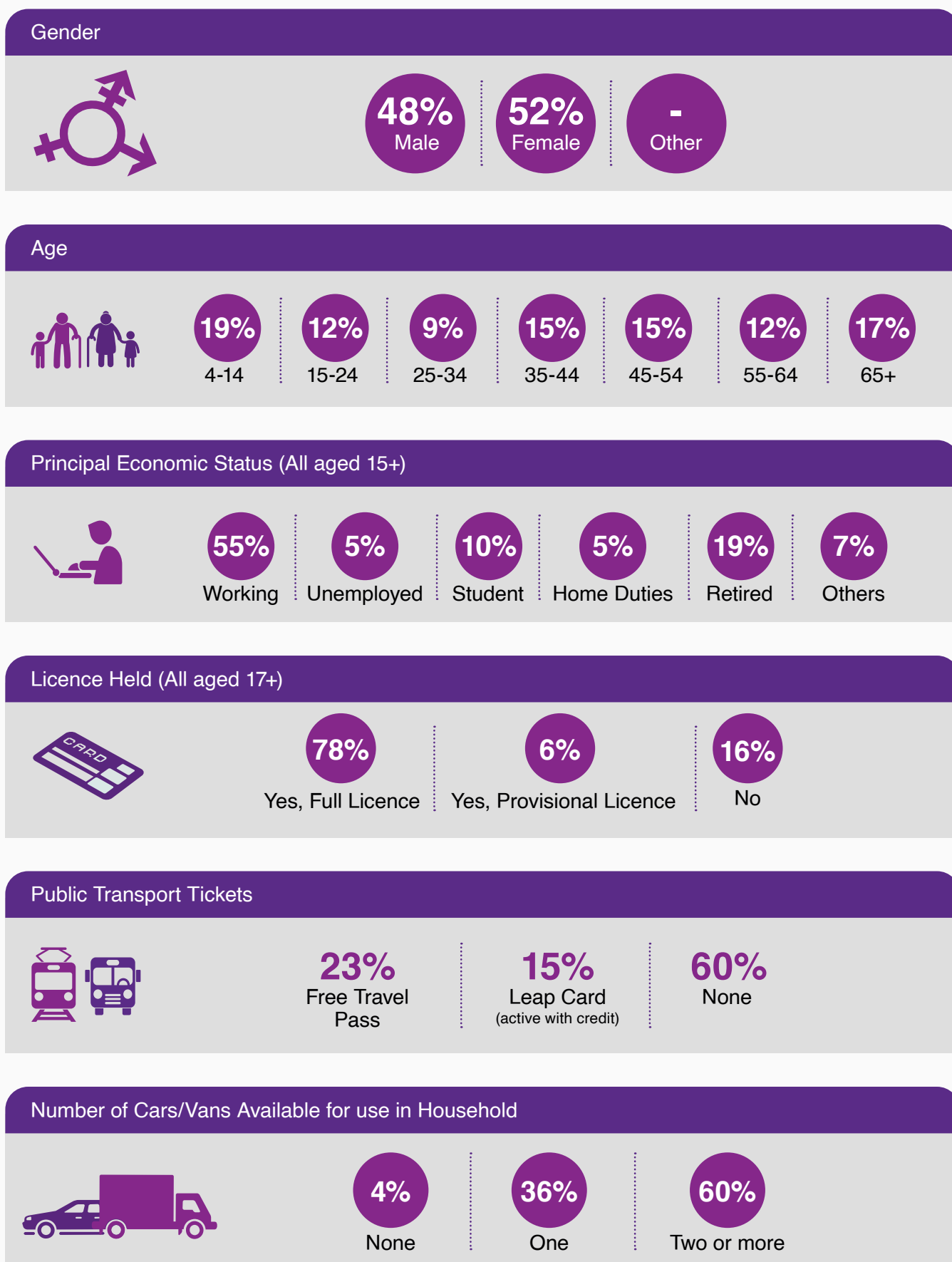
11. Other Urban Areas



Key Findings

- Work/business (21%) is the main reason for travel for those living in Other Urban Areas, followed by social reasons and education, both at 19%.
- Cars are the dominant mode of transport for residents of Other Urban Areas, accounting for 73% of trips. Walking is the second most common mode, at 18%, followed by truck/van (4%) and bus/coach (3%). Cycling represents only 1% of trips in this area.
- Travel in Other Urban Areas peaks between 8 am and 8:59 am at a slightly lower rate (10%) than the national average.
- 42% of trips taken by residents of Other Urban Areas are for distances shorter than 3 kilometres.
- Almost three-quarters (74%) of all trips made by residents of Other Urban Areas last less than 30 minutes.
- Car travel is the most common mode of transport across all age groups in Other Urban Areas, with the highest usage (81%) among those aged 55-64. Those aged 15-24 are most likely to walk (23%), slightly ahead of those aged 4-14 (22%).
- Bus/coach usage is highest (13%) among those aged 15-24.
- The majority of trips (79%) taken by residents of Other Urban Areas are for distances shorter than 20km, while 13% are for trips of 30 kilometres or more, exceeding the national average of 9% by four percentage points.
- The average trip distance recorded in Other Urban Areas is 13.60km.

Demographic Overview - Other Urban Areas



* Denotes less than 1%

Figure 94: Demographic Profile: Other Urban Areas

Demographic Overview

The gender split of participants living in Other Urban Areas was 52% female and 48% male. Of those surveyed, 55% reported that they are working, 19% are retired, and 10% are students.

Twenty-three percent of respondents have a free travel pass, while 15% have an active LEAP card.

Seventy-eight percent of participants aged 17 or over have a full driver's licence, which is slightly more than the national average, and 6% have a provisional licence.

Thirty-six percent of households have one car or van available for use, while 60% have two or more.

Proximity to Amenities

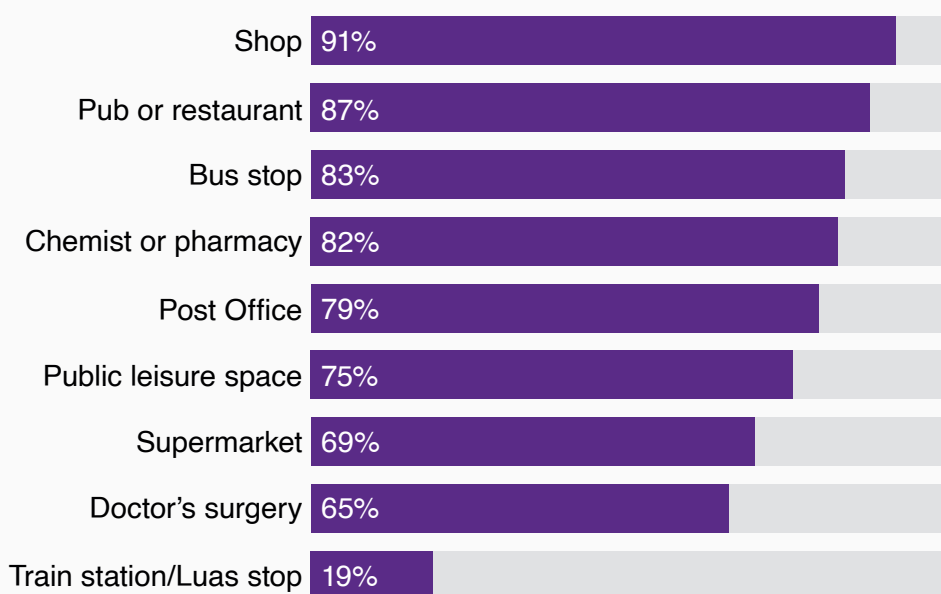


Figure 95: Proximity to Amenities (Live within a 15 minute walk): Other Urban Areas

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, 87% live within a 15-minute walk of pub or restaurant and 83% live within a 15-minute walk of a bus stop. Just over two thirds (65%) live within a 15-minute walk of a doctor's surgery.

Reason for Trip (%)

Reason for Trip excl. Returning Home (%)

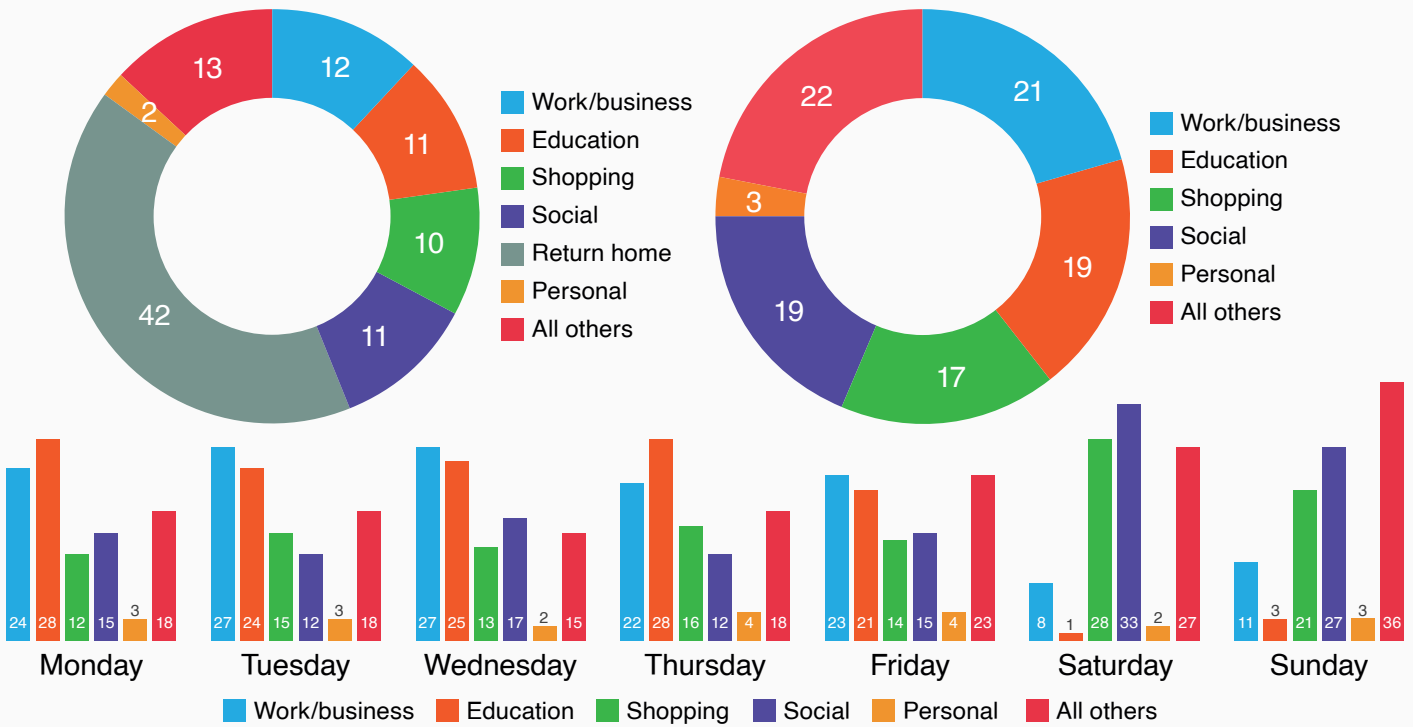


Figure 96: Reason for Trip: Other Urban Areas

Excluding return home, the main reason for travel among those living in Other Urban Areas is for work/business at 21%. The second most popular reasons for travel were for education and social reasons at 19%. Education is the top reason for travel on Monday and Thursday at 28%. Whereas work/business is the main reason on Tuesday (27%), Wednesday (27%), and Friday (23%). The main reason for taking a trip on a Saturday or Sunday is social reasons at 33% and 27% respectively.

Trips Taken by Modes of Transport

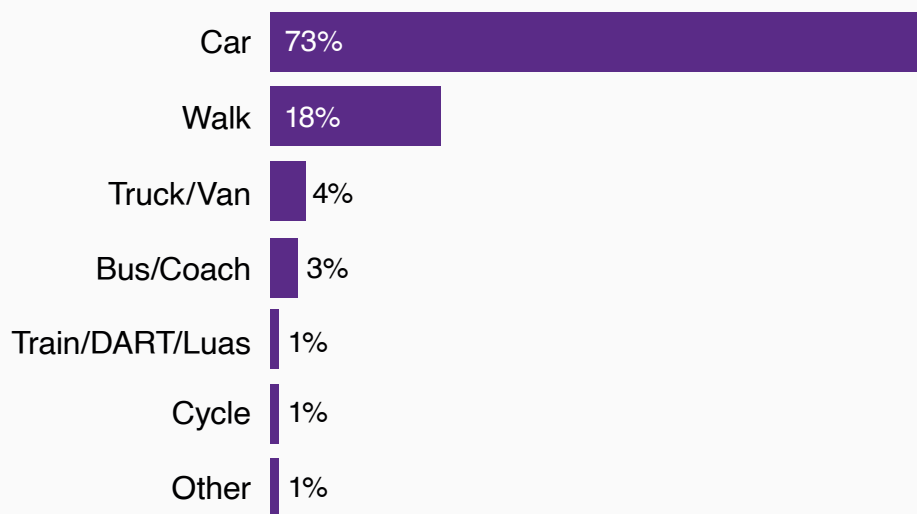


Figure 97: Trips Taken by Modes of Transport: Other Urban Areas

Almost three quarters (73%) of those living in Other Urban Areas travelled by car, two points above the national average of 71%. Almost one in five trips (18%) were made by walking. Trips taken by bus/coach are at 3% while cycling and train/DART/Luas are at 1% each.

Trips Taken by Time of Day (%)

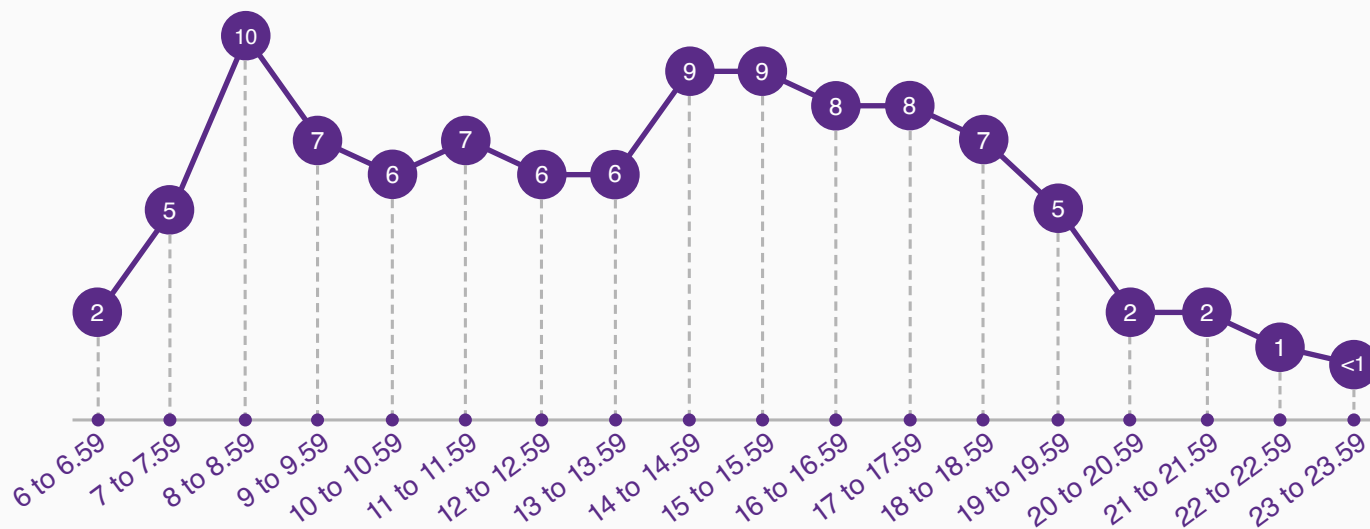


Figure 98: Trips Taken by Time of Day: Other Urban Areas

As is the case across all regions, there is a clear peak in travel between 8 – 8.59am with 10% of all trips taking place during this period. In line with the national average, just over one third (34%) of all trips taken are between 2pm and 5.59pm.

Period of Travel by Mode of Transport

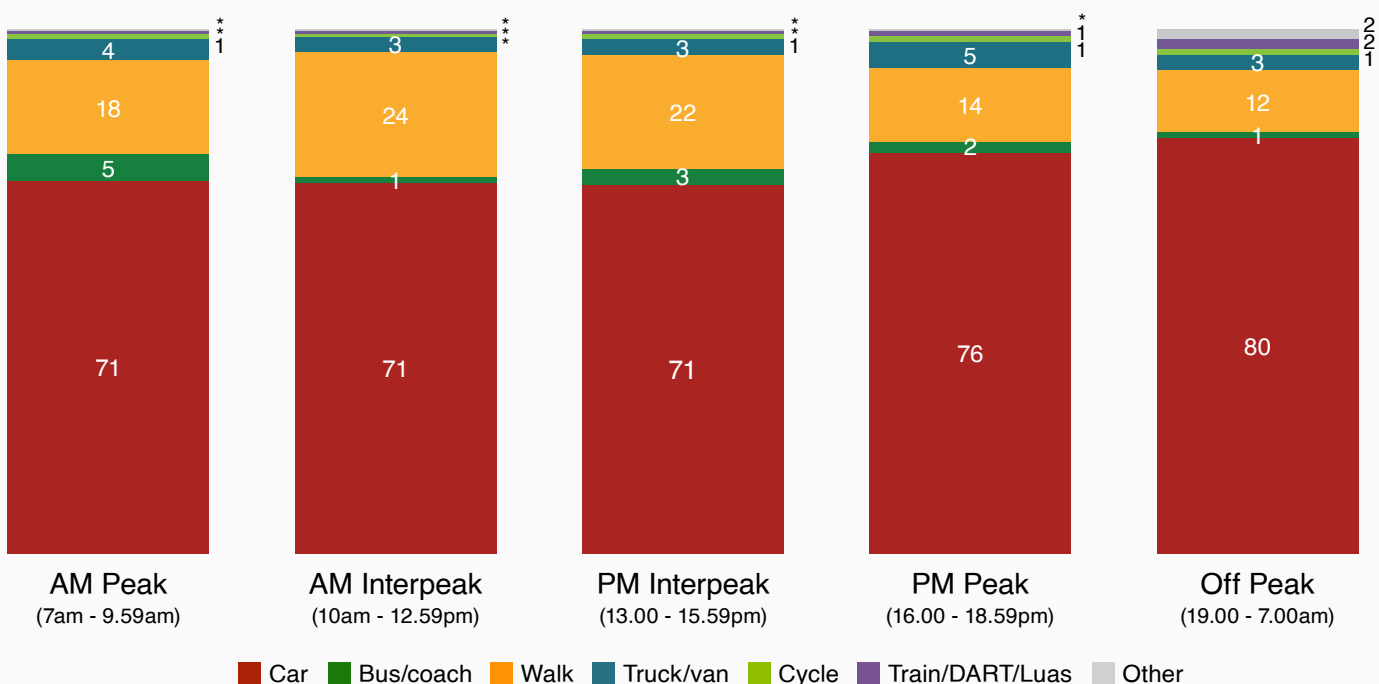


Figure 99: Period of Travel by Mode of Transport: Other Urban Areas

The car accounts for the largest proportion of travel during all periods of the day, highest during the Off-Peak (80%) and the PM Peak (76%) periods. Walking represents the second largest volume as a mode of transport across all times, peaking during the AM Interpeak period at 24%. The highest proportion of bus trips occur during the AM Peak at 5%.

Trips Taken by Duration (%)

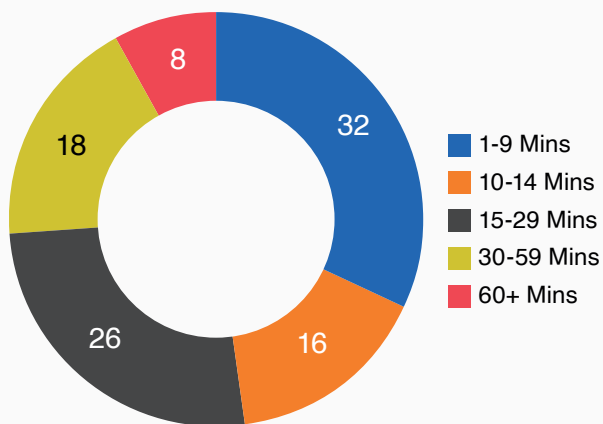


Figure 100: Trips by Duration: Other Urban Areas

Almost one third (32%) of all trips taken by those living in Other Urban Areas took between 1 and 9 minutes. Almost three quarters (74%) of all trips made were of a duration of under 30 minutes.

Duration of Travel by Mode of Transport (%)

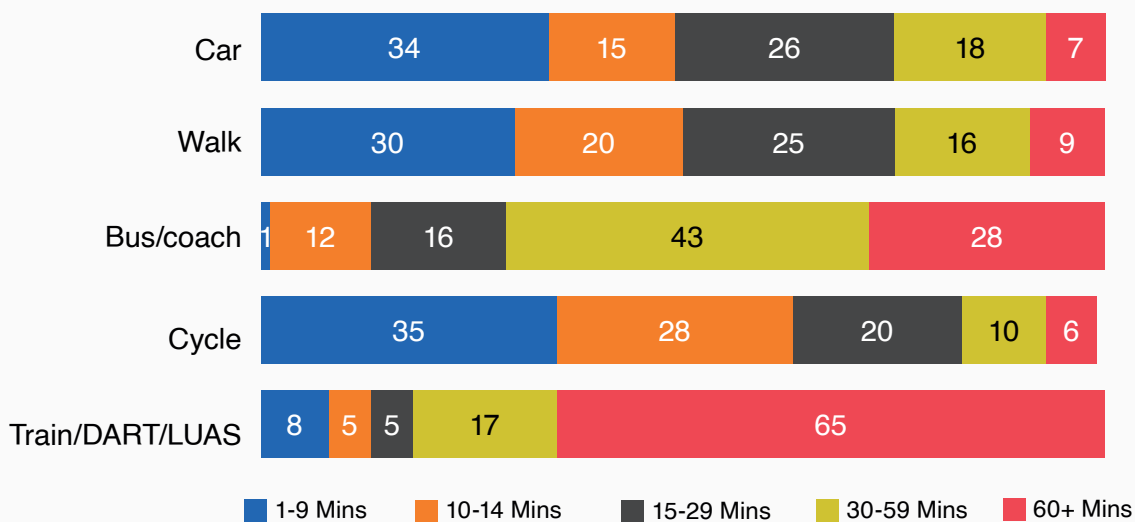


Figure 101: Duration of Travel by Mode of Transport: Other Urban Areas (%)

Among those living in Other Urban Areas, car journeys are most likely to take between 1-9 minutes (34%) and just over one quarter (26%) of car trips take between 15-29 minutes. Over four in ten (43%) of bus/coach trips take between 30 and 59 minutes. The majority of trips taken by train/DART/Luas (82%) take 30 minutes or longer.

Trip Distance

Distance	%
0-0.99km	16%
1-2.99km	26%
3-4.99km	8%
5-9.99km	14%
10-19.99km	15%
20-29.99km	9%
30km+	13%
Average trip distance	13.60km

Figure 102: Trip Distance: Other Urban Areas

While the majority of trips (79%) taken by those living in Other Urban Areas were for journeys of less than 20 kilometres, 13% were for trips of 30 kilometres or more, four points ahead of the national average.

Duration of Trips by Distance

	0-0.99km	1-2.99km	3-4.99km	5-9.99km	10-19.99km	20-29.99km	30km+
1-9 mins	35%	47%	10%	8%	*	*	*
10-14 mins	20%	33%	13%	27%	8%	-	*
15-29 mins	6%	16%	5%	23%	35%	15%	1%
30-59 mins	1%	8%	5%	5%	21%	23%	36%
60+ mins	-	3%	2%	7%	4%	7%	77%

Figure 103: 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, 35% are less than 1km and almost half (47%) are between 1- 2.99km.
- Of trips taking 10 to 14 minutes, 53% are under 3km and 27% are between 5-9.99km.
- Of the trips taking between 15 and 29 minutes, 51% are for distances greater than 10km.
- Of those trips that take between 30 and 59 minutes the vast majority (91%) are over 3km, and almost four in 10 (36%) are over 30km.
- Just over three quarters (77%) 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	70%	56%	72%	75%	78%	81%	76%
Walk	22%	23%	17%	20%	14%	14%	18%
Bus/Coach	4%	13%	*	1%	*	*	1%
Train/DART/Luas	-	3%	2%	*	*	*	1%
Cycle	1%	*	1%	-	1%	1%	*
Truck/Van	3%	3%	8%	3%	5%	4%	3%
Other	*	1%	*	*	1%	*	*

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

Car dominates as the main mode of transport across all ages among those who live in Other Urban Areas. Those aged between 55-64 are most likely to travel by car at 81%. Those aged 15-24 are most likely to have taken a trip by walking at 23%, just slightly ahead of those aged 4-14 at 22%. Bus/coach usage is highest among 15-24 year olds at 13%.

Urban Areas Summary

Car travel is the primary mode of transport for residents of Other Urban Areas at 73%, exceeding the national average of 71%. Walking accounts for 18% of trips, followed by truck/van (4%), bus/coach (3%), cycling (1%) and train/DART/Luas (1%).

The main reason for travel is work/business (21%), followed by education and social reasons (both at 19%).

The majority of trips (74%) taken by those living in Other Urban Areas last less than 30 minutes.

The average trip distance recorded in Urban Areas is 13.60km.

12. Long Distance Trips



Long Distance Trips

A total of 4,827 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

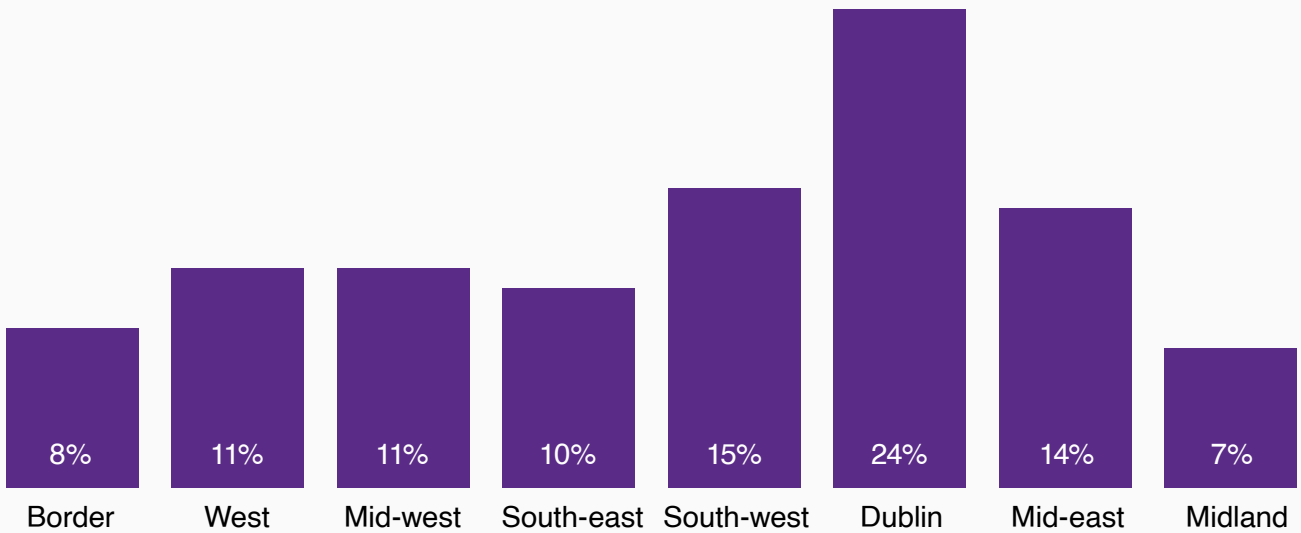


Figure 105: Regional breakdown of long distance trips

The age and principal economic status of those who took trips over 50km is shown below:

Age and Principal Economic Status of those taking Long-Distance Trips (%)

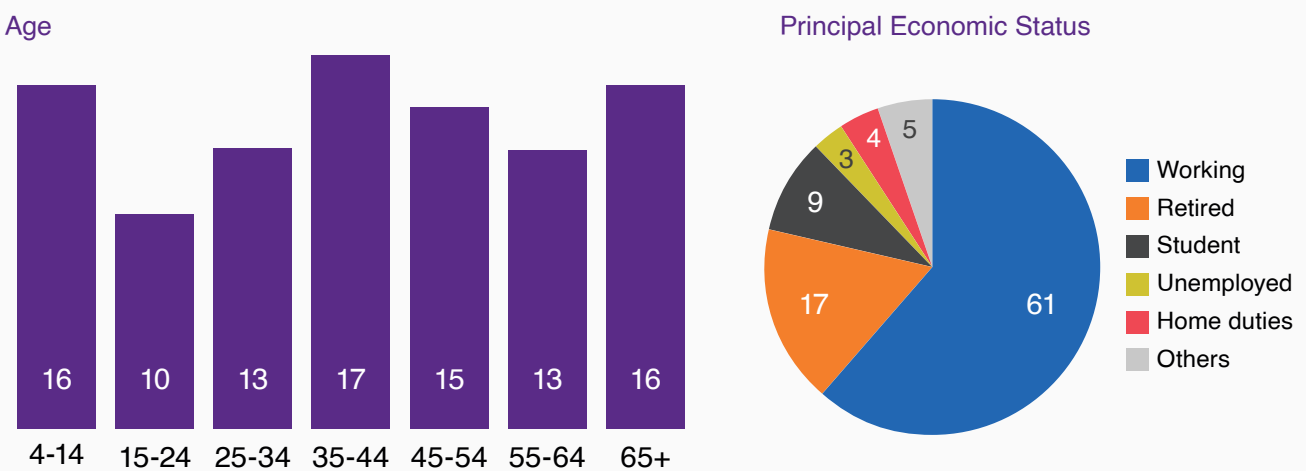


Figure 106: Age and Principal Economic Status of those taking Long-Distance Trips

Just under 1 in 5 (17%) of those who took long distance trips were aged 35-44, while 10% were aged 15-24. Just over six in ten (61%) of those who took a long distance trip were working and 17% were retired.

Number of Long-Distance Trips Taken in Last 3 Months

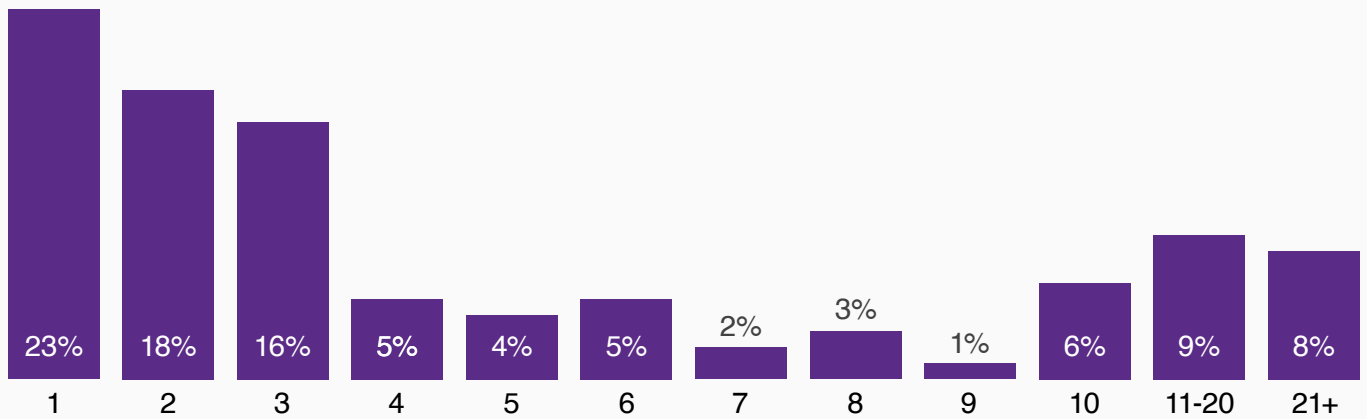


Figure 107: Number of Long-Distance Trips Taken in Last 3 Months

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

Reason for Trip (%)

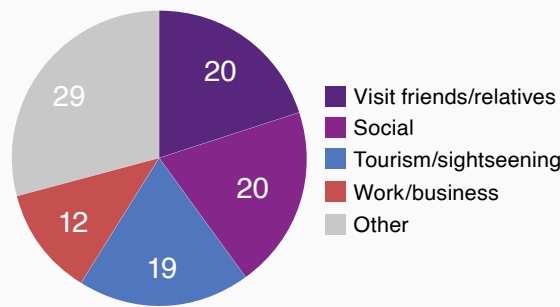


Figure 108: Reason for Long Distance Trip

The main reasons for taking a long distance trip are to visit friends/relatives and for social reasons, both at 20%, followed by tourism/sightseeing at 19%.

Distance Travelled on Long Distance Trip

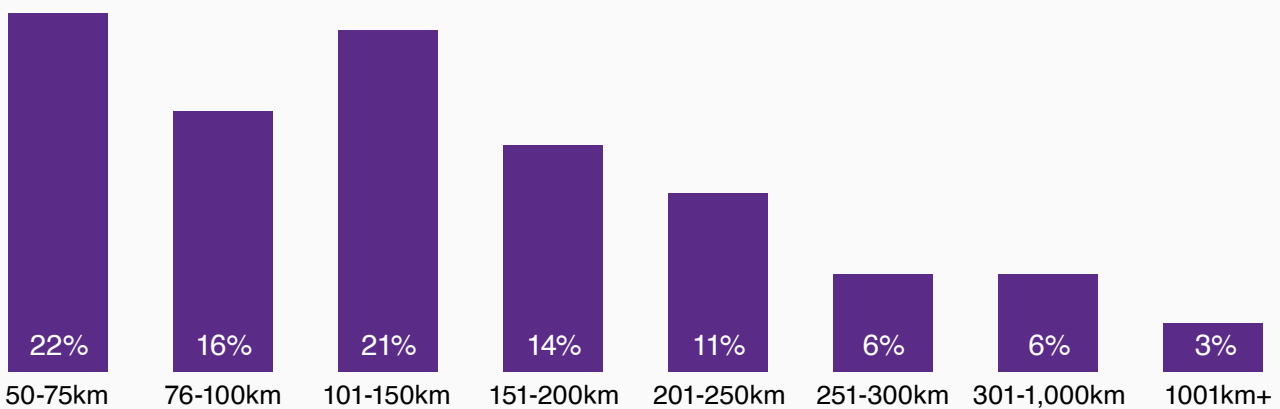


Figure 109: Distance Travelled on Long-Distance Trips

Long distance trips are most likely to be between 50 and 100km at 38%. A further 21% range between 101 and 150km.

Duration of Journey and Mode of Transport

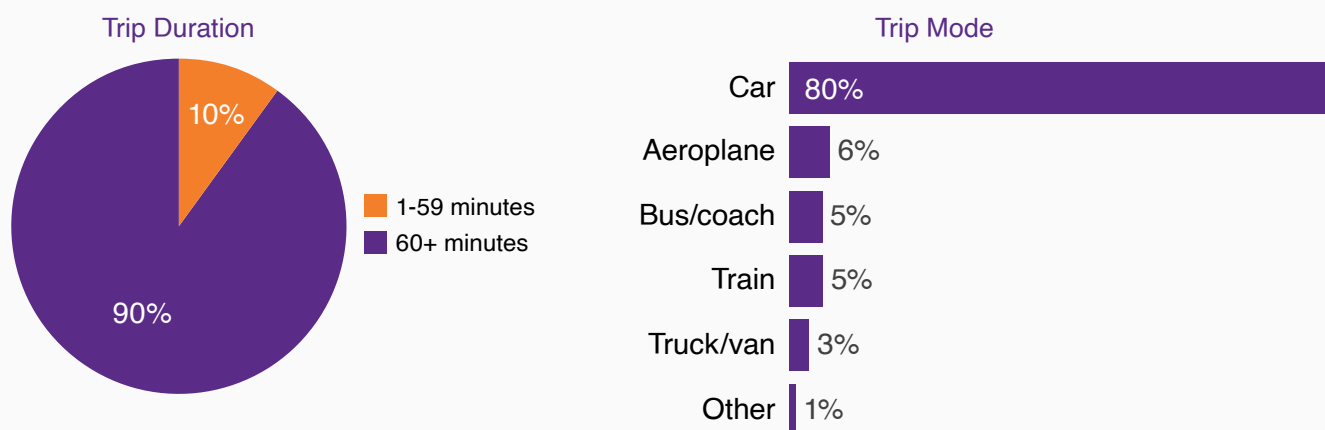


Figure 110: Duration of Journey and Mode of Transport for Long-Distance Trips

The vast majority of long-distance trips take over an hour (90%). The car is the most widely used mode for long distance trips and accounts for 80% of all trips taken. At 6%, aeroplane is the next most used mode for long distance trips.



Appendix A: Travel Diary





This travel diary is being completed on behalf of:

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

First Name Last Name Phone No.

YOUR TRAVEL DIARY DAYS

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

Parent/Guardian name (please print)

Parent/Guardian name (please sign)

PLEASE USE BLOCK CAPITALS WHEN FILLING OUT THE TRAVEL DIARY

Steps to Complete:

1. ABOUT YOURSELF
2. INSTRUCTIONS
3. TRAVEL DIARY DAY 1
- TRAVEL DIARY DAY 2
4. LONG JOURNEYS

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!

5.



Thank You.

Office use only

ABOUT YOURSELF

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

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

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

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

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

- | | | |
|--------------------------------------|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> 4 Years | <input type="checkbox"/> 35-39 Years | <input type="checkbox"/> 70-74 Years |
| <input type="checkbox"/> 5-9 Years | <input type="checkbox"/> 40-44 Years | <input type="checkbox"/> 75-79 Years |
| <input type="checkbox"/> 10-14 Years | <input type="checkbox"/> 45-49 Years | <input type="checkbox"/> 80-84 Years |
| <input type="checkbox"/> 15-19 Years | <input type="checkbox"/> 50-54 Years | <input type="checkbox"/> 85-89 Years |
| <input type="checkbox"/> 20-24 Years | <input type="checkbox"/> 55-59 Years | <input type="checkbox"/> 90+ Years |
| <input type="checkbox"/> 25-29 Years | <input type="checkbox"/> 60-64 Years | |
| <input type="checkbox"/> 30-34 Years | <input type="checkbox"/> 65-69 Years | |

Q3. What is your country of birth?

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

Q4. What is your county of birth?

(City of birth if not born in Ireland)

Q6. What gender is given on your birth cert?

- Prefer not to say

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

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

Q8. If you work (part-time or full-time), please complete the grid below in relation to your work patterns.

	Usually work from home	Usually work from office/business	On the road/no fixed place of work	Do not usually work that day
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do not work <input type="checkbox"/>			

Q9. Approximately how many hours per week do you work?

Do not work

Q10. Do you own any of the following?

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

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

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

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

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

Other (please specify).....

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

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

ABOUT YOURSELF

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

Yes (full licence) Yes (provisional licence) No

Q15. How many cars or vans do you own outright?

None

Q16. How many cars or vans do you have finance on? (e.g. leasing, hire purchase, PCP - do not include any cars/vans for which you have a loan)

None

Q17. Total car and van monthly finance payment amount

€ Not applicable

Q18. How much did your main car or van cost you at the time of purchase? (approx.)

€ Not applicable

Q19. In what year did you purchase your main car or van?

Not applicable

Q20. How many kilometres do you drive annually in your main car or van (approx.)

Not applicable

Q21. Do you generally have the use of any other car or van besides your own?

Yes No

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

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

Q23. Do you ever use toll roads?

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

Q24. Do you ever use public transport?

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

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

At home Free Paid if paid, how much does it cost per month (approx.) € .

At work Free Paid if paid, how much does it cost per day (approx.) € .

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

CSA Code (office use only)

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 4am until 3.59am. For example, if you were on night shift, your journey Home from Work in the morning would be the first trip of the day.



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

50M

- A trip is defined as a one-way journey of 50 metres or more made for a specific purpose. 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, 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.



- 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 for the same TWO travel diary days.



- 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.

INSTRUCTIONS

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

Trip No.	From (e.g. Street name & Area)	To (e.g. Street name & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	<input type="checkbox"/> No Trips Made On This Day
2	SCHOOL	WORK	TO WORK	8.20 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	9.05 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	A CAR	0.75	10	1			<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input type="checkbox"/> Free <input checked="" type="checkbox"/> Paid If car and public transport used, where was the car parked? <u>PARK & RIDE</u> Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No
						B LUAS	5	30	1			
						C DUBLIN BIKE	0.5	5	1			
						D						
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	2.30 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3.15 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	A WALK	0.5	10	1			<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input type="checkbox"/> Free <input checked="" type="checkbox"/> Paid If car and public transport used, where was the car parked? <u>PARK & RIDE</u> Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No
						B LUAS	5	30	1			
						C CAR	0.75	5	1			
						D						
4	SCHOOL	LIDL, MAIN RD, TALLAGT	FOOD SHOPPING	3.20 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3.35 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	A CAR	2	15	3			<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input checked="" type="checkbox"/> Free <input type="checkbox"/> Paid If car and public transport used, where was the car parked? Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No
						B						
						C						
						D						

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

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

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

TRAVEL DIARY DAY 1

EXAMPLE

Trip No.	From (e.g. Street name & Area)	To (e.g. Street name & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	<input type="checkbox"/> No Trips Made On This Day
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	2.30	A WALK	0.5	10	1			<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input type="checkbox"/> Free <input checked="" type="checkbox"/> Paid If car and public transport used, where was the car parked?..... <i>PARK & RIDE</i> Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No
						B LUAS	5	30	1			
						C CAR	0.75	5	1			
						D						
4	SCHOOL	LIDL, MAIN RD, TALLAGHT	FOOD SHOPPING	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3.20	A CAR	2	15	3			<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input checked="" type="checkbox"/> Free <input type="checkbox"/> Paid If car and public transport used, where was the car parked?..... Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No
						B						
						C						
						D						

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

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

TRAVEL DIARY DAY 1

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

9
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12
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 KM) did you travel on this day for these work trips (e.g. bus drivers, taxi drivers, delivery drivers, couriers, etc)

KM

TRAVEL DIARY DAY 2

EXAMPLE

Trip No.	From (e.g. Street name & Area)	To (e.g. Street name & Area)	Purpose (Reason for Trip)	Departure Time (Please Tick)	Arrival Time (Please Tick)	Mode of Travel (e.g. Walk, Cycle, Bus, Train, Dart, Tram, Car, Van etc.)	Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	<input type="checkbox"/> No Trips Made On This Day If CAR/VAN, were you <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input type="checkbox"/> Free <input checked="" type="checkbox"/> Paid If car and public transport used, where was the car parked?..... <i>PARK & RIDE</i> Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No	
3	WORK	SCHOOL	COLLECT CHILDREN FROM SCHOOL	2.30 <input type="checkbox"/> AM <input type="checkbox"/> PM	3.15 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	A WALK B LUAS C CAR D	0.5 5 0.75	10 30 5	1 1 1				
4	SCHOOL	LIDL, MAIN RD, TALLAGHT	FOOD SHOPPING	3.20 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	3.35 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	A CAR B C D	2	15	3				If CAR/VAN, were you <input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input checked="" type="checkbox"/> Free <input type="checkbox"/> Paid If car and public transport used, where was the car parked?..... Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No

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

Trip No.	From (e.g. Street name & Area)	To (e.g. Street name & Area)	Purpose (Reason for Trip)	Depart Time	Arrive Time		Distance (km)	Travel Time (minutes)	No. from household aged 4+ (include self)	No. from household aged 0-3	No. from other household(s)	<input type="checkbox"/> No trips made on this day If CAR/VAN, were you <input type="checkbox"/> Driver <input type="checkbox"/> Passenger If parked, was this <input type="checkbox"/> Free <input type="checkbox"/> Paid If car and public transport used, where was the car parked?..... Was there a car available for this journey? <input type="checkbox"/> Yes <input type="checkbox"/> No	
1				Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	A B C D							
2				Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	A B C D							
3				Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	Please Tick <input type="checkbox"/> AM <input type="checkbox"/> PM	A B C D							

TRAVEL DIARY DAY 2

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

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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 KM) did you travel on this day for these work trips (e.g. bus drivers, taxi drivers, delivery drivers, couriers, etc)

KM

EXTRA TRIPS DAY 1

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

EXTRA TRIPS DAY 2

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

LONG JOURNEYS - 50km (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 (more than 50kms) that you recorded in the Day 1 or Day 2 diary will be repeated below

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

--	--

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

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

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

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



Appendix B: Household Questionnaire



Household Questionnaire

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

Name (BLOCK CAPITALS)

Sign here

YOU AND YOUR HOUSEHOLD

Q1. What gender is given on your birth cert?

Male Female Prefer not to say

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

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

3 and under	<input type="text"/>	41-45 years	<input type="text"/>
4-10 years	<input type="text"/>	46-50 years	<input type="text"/>
11-15 years	<input type="text"/>	51-55 years	<input type="text"/>
16-20 years	<input type="text"/>	56-60 years	<input type="text"/>
21-25 years	<input type="text"/>	61-65 years	<input type="text"/>
26-30 years	<input type="text"/>	66-70 years	<input type="text"/>
31-35 years	<input type="text"/>	71 and over	<input type="text"/>
36-40 years	<input type="text"/>		

VEHICLE OWNERSHIP

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

Q5. How many, if any, of the vehicles in your household are company owned cars or vans?

Write '0' if none

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

Tick all that apply

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

Q7. How many bicycles are available for use by members of your household? Please exclude bikes for children aged 0-3 years and hire bikes (e.g. Dublin Bikes)?

Write '0' if none

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

Tick all that apply

- A shop where I could buy basic foodstuffs such as bread and milk
- Post office
- Pub or restaurant
- Doctor's surgery
- Chemist/pharmacy
- Bus stop
- 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, palmtop)

- 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:.....

Q14. Are you the Chief Income Earner in this household?

(Chief Income Earner is the person in the household with the largest income, whether yourself or someone else)

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

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

Tick one

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

- Farmer or agricultural worker**
- Semi or unskilled manual work** (e.g. manual workers, all apprentices to be skilled trades, caretaker, park keeper, non-HGV driver, shop assistant)
- Skilled manual worker** (e.g. skilled bricklayer, carpenter, plumber, painter, bus/ambulance driver, HGV driver, AA patrol man, pub/bar worker, etc.)
- Supervisory or clerical/ junior managerial/ professional/ administrative** (e.g. office worker, student doctor, foreman with 25+ employees, salesperson, etc.)
- Intermediate managerial/ professional/ administrative** e.g. newly qualified (under 3 years) doctor, solicitor, board director (small organisation, middle manager in large organisation, principle officer in civil service/local government)
- Higher managerial/ professional/ administrative** (e.g. established doctor, solicitor, board director in a large organisation (200+ employees, top level civil servant/public service employee)
- Student**
- Casual worker - not in permanent employment**
- Housewife/ Home-maker**
- Retired and living on state pension**
- Unemployed for more than 6 months**
- Not working due to long-term sickness**
- Full-time carer of other household member**
- Other**

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

Please give as much detail as possible.....

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

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

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

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

Q19. Are you willing to be re-interviewed on a similar two-day survey in the future?

- Yes
- No

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

Appendix C: Weighting Matrix



2023 Weighting Matrix based on CSO Labour Force Survey Q4 2023

Age	Male %	Female %	Male Population	Female Population
4-14	9.7	9.3	516,000	494,400
15-24	6.5	6.2	345,900	327,800
25-34	6.0	6.2	321,900	329,400
35-44	7.3	7.9	391,000	423,500
45-54	6.9	7.1	370,000	378,700
55-64	5.6	5.8	300,000	309,700
65+	7.3	8.1	386,800	433,800
Total	49.4	50.6	2,632,300	2,697,900

Principal Economic Status (Population Aged 15+)	Male %	Female %	Male Population	Female Population
At work	31.1	27.0	1,343,400	1,167,900
Unemployed	1.8	1.7	78,000	71,300
Student	5.1	5.6	222,300	241,200
Home duties	0.2	4.2	10,500	182,800
Retired	7.5	8.5	321,800	369,200
Others	3.2	4.0	139,600	170,600
Total	49.0	51.0	2,115,500	2,203,000

Household Size	%	Population
1 person	11.6	616,100
2 persons	23.0	1,227,500
3 persons	18.5	983,800
4 persons	24.8	1,320,300
5 persons	14.9	792,400
6+ persons	7.3	389,700
Total	100.0	5,329,900

Region	%	Population
Border	8.3	440,200
West	9.4	502,900
Mid-west	9.9	527,900
South-east	8.8	471,000
South-west	14.4	766,500
Dublin	28.4	1,512,400
Mid-east	14.6	780,700
Midland	6.2	328,100
Total	100.0	5,329,900

Appendix D: Unweighted vs. Weighted Sample Profile



Demographic Profile of Participants - Unweighted Versus Weighted 2023

Age	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
4-14	7.1	9.7	6.7	9.3
15-24	6.9	6.5	6.2	6.2
25-34	4.2	6.0	4.1	6.2
35-44	6.0	7.3	7.0	7.9
45-54	8.0	6.9	8.0	7.1
55-64	7.7	5.6	7.7	5.8
65-74	9.3	7.3	8.3	8.1
Total	49.5	49.4	48.6	50.6

Principal Economic Status (Population Aged 15+)	Unweighted Male %	Weighted Male %	Unweighted Female %	Weighted Female %
At work	29.2	31.1	25.5	27.0
Unemployed	1.1	1.8	1.0	1.7
Student	6.0	5.1	6.0	5.6
Home duties	0.4	0.2	4.0	4.2
Retired	9.8	7.5	8.6	8.5
Others	3.2	3.2	3.6	4.0
Total	49.7	49.0	48.8	51.0

Household Size	Unweighted %	Weighted %
1 person	7.0	11.6
2 persons	24.0	23.0
3 persons	17.3	18.5
4 persons	24.4	24.8
5 persons	18.8	14.9
6+ persons	9.0	7.3
Total	100.0	100.0

NUTS Region	Unweighted %	Weighted %
Border	8.2	8.3
West	10.6	9.4
Mid-west	9.1	9.9
South-east	9.9	8.8
South-west	13.9	14.4
Dublin	27.1	28.4
Mid-east	15.1	14.6
Midland	6.0	6.2
Total	100.0	100.0



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