

Attitudes to Walking, Cycling and Public Transport in Northern Ireland 2019/2020

Findings from the Northern Ireland Continuous Household Survey 2019/2020



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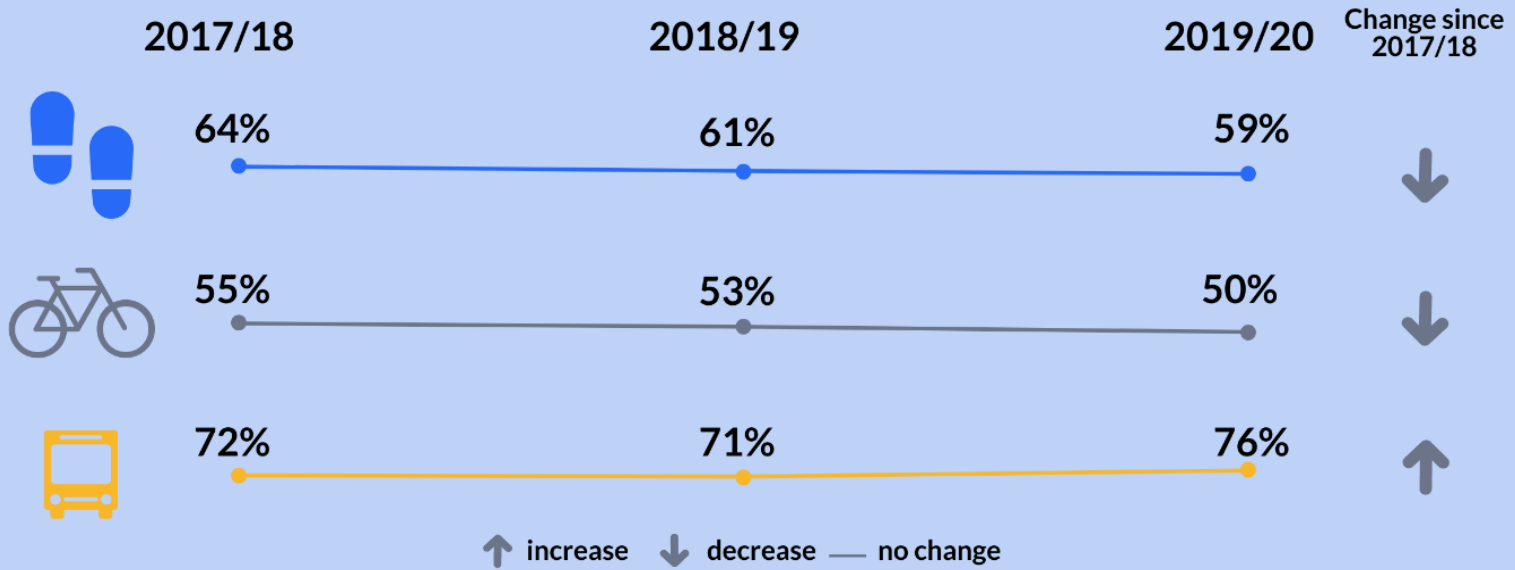
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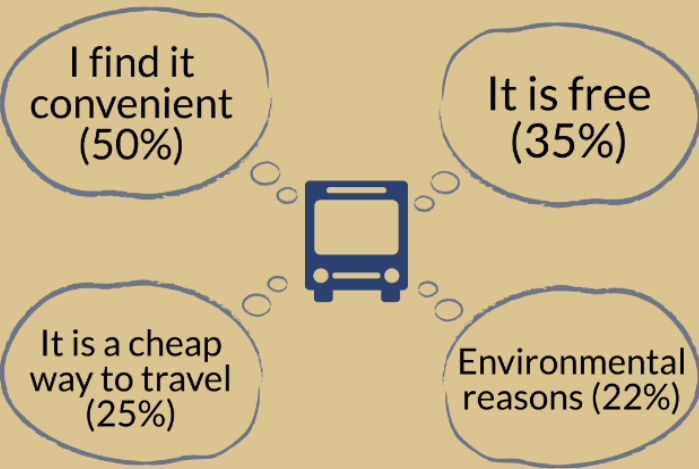
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<https://www.infrastructure-ni.gov.uk/publications/walking-cycling-and-public-transport-northern-ireland-201920>

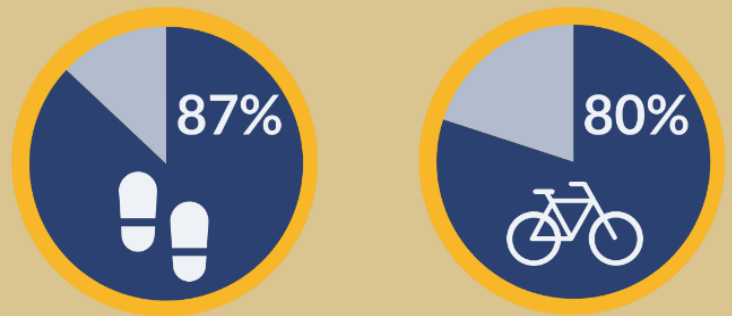
Satisfaction with walking, cycling and public transport in their area (%)



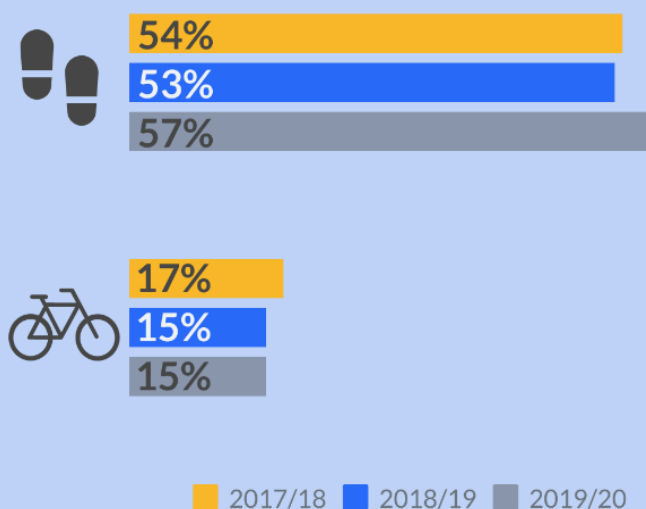
What encourages you to use public transport?



What modes of transport would you consider to be "active travel"?



Likelihood to walk or cycle short journeys



Reasons that discourage respondents from walking or cycling short journeys*

*2 miles/3 km for walking; 3 miles/ 5 km for cycling

- Bad weather (38%)
- Lack of footpaths (26%)
- Cars driving too quickly (23%)
- Don't own/have access to a bicycle (62%)
- Too much traffic/Too dangerous (26%)
- Motorists driving without consideration (19%)

INTRODUCTION

The Department for Infrastructure (DfI) has responsibility for the development of sustainable travel throughout Northern Ireland. This includes responsibility for both active travel policy and public transport policy. It invests in developing better walking and cycling infrastructure and provides significant levels of funding to support and improve public transport services for passengers through a service agreement with Translink. The Department also provides grants to fund a range of passenger transport services aimed at reducing rural and social isolation across Northern Ireland.

The Travel Survey for Northern Ireland reveals that on average we make around 900 journeys every year. Of these, around one third are less than two miles in length and many of these are much shorter. These are journeys that could and should be made by walking, cycling and public transport, yet many of them are still made by private car. Incorporating more walking and cycling into our everyday routines (including walking and cycling to and from public transport) could significantly increase levels of physical activity across the population with substantial benefits to physical and mental health and wellbeing at both the individual and societal levels.

Providing incentives for more sustainable and efficient ways of travelling such as walking, cycling and public transport as preferred choices could also contribute to reduced traffic congestion particularly in the peak am/pm commuter period, improved air quality and encourage healthier, more environmentally sustainable lifestyles which would bring many other economic benefits.

Through these activities the Department makes a key contribution to progress on NICS Outcomes Delivery Plan outcomes, in particular;

- Outcome 2 (We live and work sustainably – protecting the environment)
- Outcome 4 (We enjoy long healthy active lives)
- Outcome 11 (We connect people and opportunities through our infrastructure)

DfI first commissioned questions in the Continuous Household Survey 2017/18 to determine how satisfied people are with the walking, cycling and public transport provision in their local area; to explore the reasons for their level of satisfaction; and to gauge their willingness to walk journeys of up to 2 miles (3km); cycle journeys of up to 3 miles (5km); and take public transport for journeys of up to 6 miles (10km). This information will be used to assist the Department in focussing its policies on addressing the key issues that prevent people from taking up active travel and to encourage more people to use public transport. These questions have now been asked across two years of the survey and the most recent data are reported in this paper. Detailed tables are available here:

<https://www.infrastructure-ni.gov.uk/publications/walking-cycling-and-public-transport-northern-ireland-201920>

NB:

- Any differences noted in this report are statistically significant at 95% level.
- Some percentages may sum to more than 100% due to multiple responses.

PART 1: ACTIVE TRAVEL

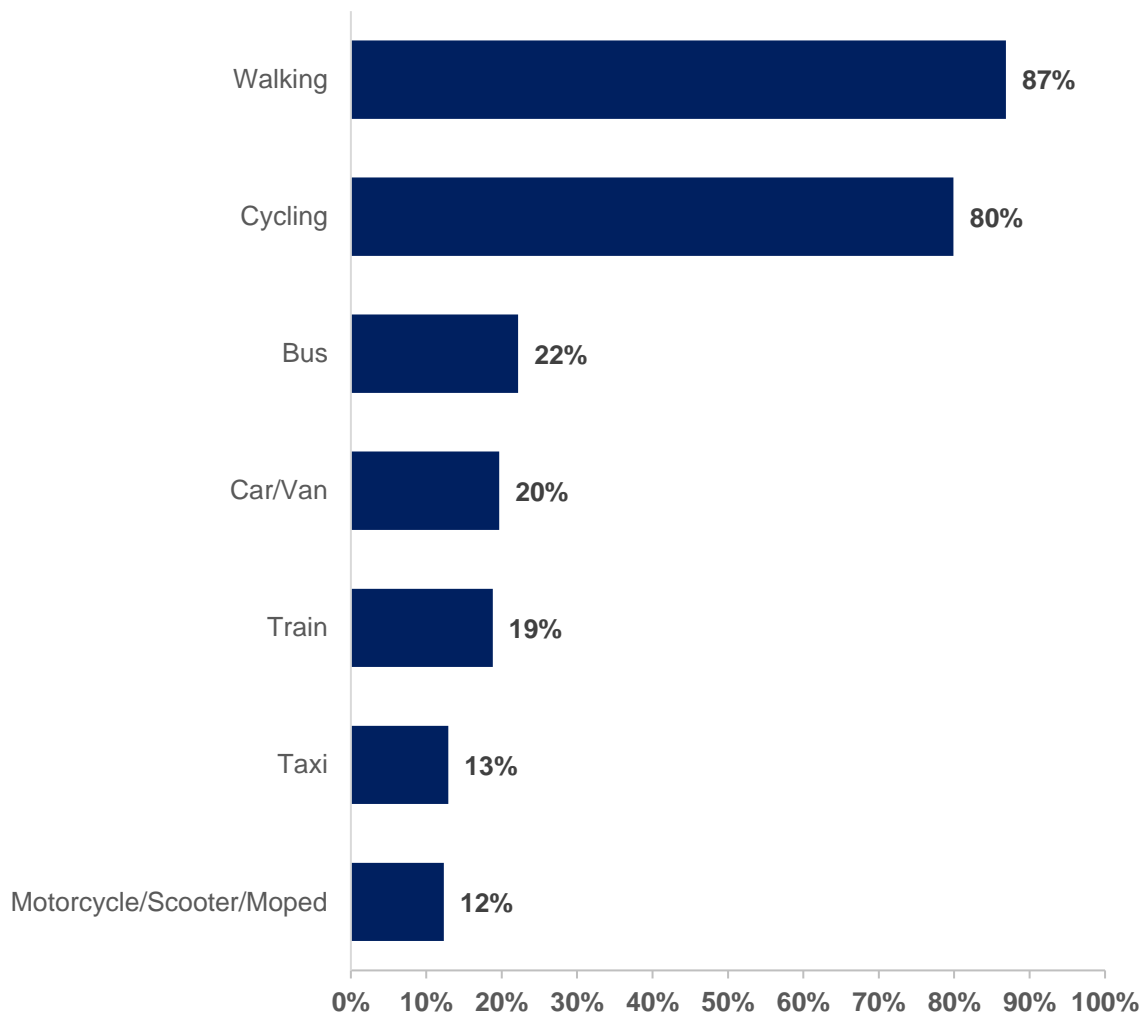
1.1 Modes of Transport considered to be 'active travel'

For the first time, in 2019/20, a question asking respondents “what modes of transport you would consider to be ‘active travel’?” was included within the Continuous Household Survey.

Almost 9 out of 10 (87%) respondents said they considered ‘walking’ to be active travel, while 4 in 5 (80%) said the same for ‘cycling’.

Respondents also said they consider bus (22%), car/van (20%), and train (19%) to be active travel.

What modes of transport would you consider to be 'active travel'? (%)



*respondents could choose more than one option

Base: 2,893

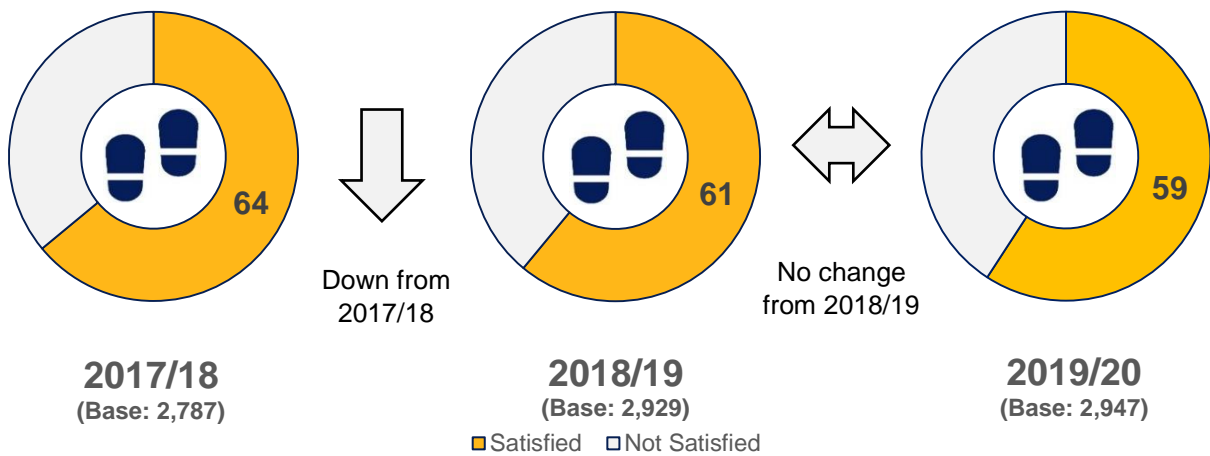
PART 2: WALKING

2.1 Satisfaction with the current situation for walking and walkers

Respondents were asked to indicate whether or not they are satisfied with the current situation for walking and walkers in their local area taking consideration of condition of footpaths, pedestrian crossings, and street lighting etc.

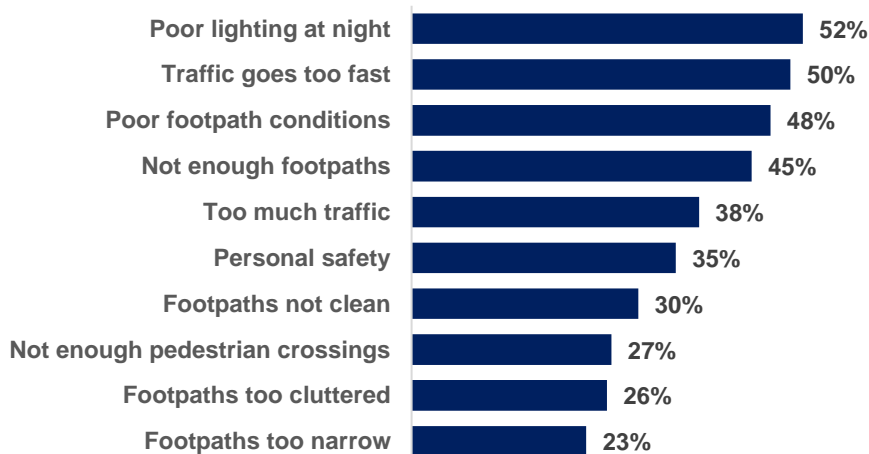
In 2019/20, 59% of respondents said that they were satisfied with walking conditions in their area, a similar proportion to that reported in 2018/19 (61%). However, there has been a decrease in satisfaction when compared to 2017/18 (64%).

Figure 2 - Satisfaction with the current situation for walking and walkers (%)



Respondents who were not satisfied with walking in their area were then asked to provide reasons why not. Similar to previous years, the most commonly given responses were 'poor lighting at night' (52%), 'traffic goes too fast' (50%), 'poor footpath conditions' (48%) and 'not enough footpaths' (45%). Ten of the most popular responses can be seen below, and the full range of responses is available in [Table 2.2 of the associated data tables](#).

Figure 3: Reasons respondents are not satisfied with the current situation for walking and walkers 2019/20* (Top 10)



*Respondents can choose more than one answer

2.2 Satisfaction with the current situation for walking and walkers by respondent group

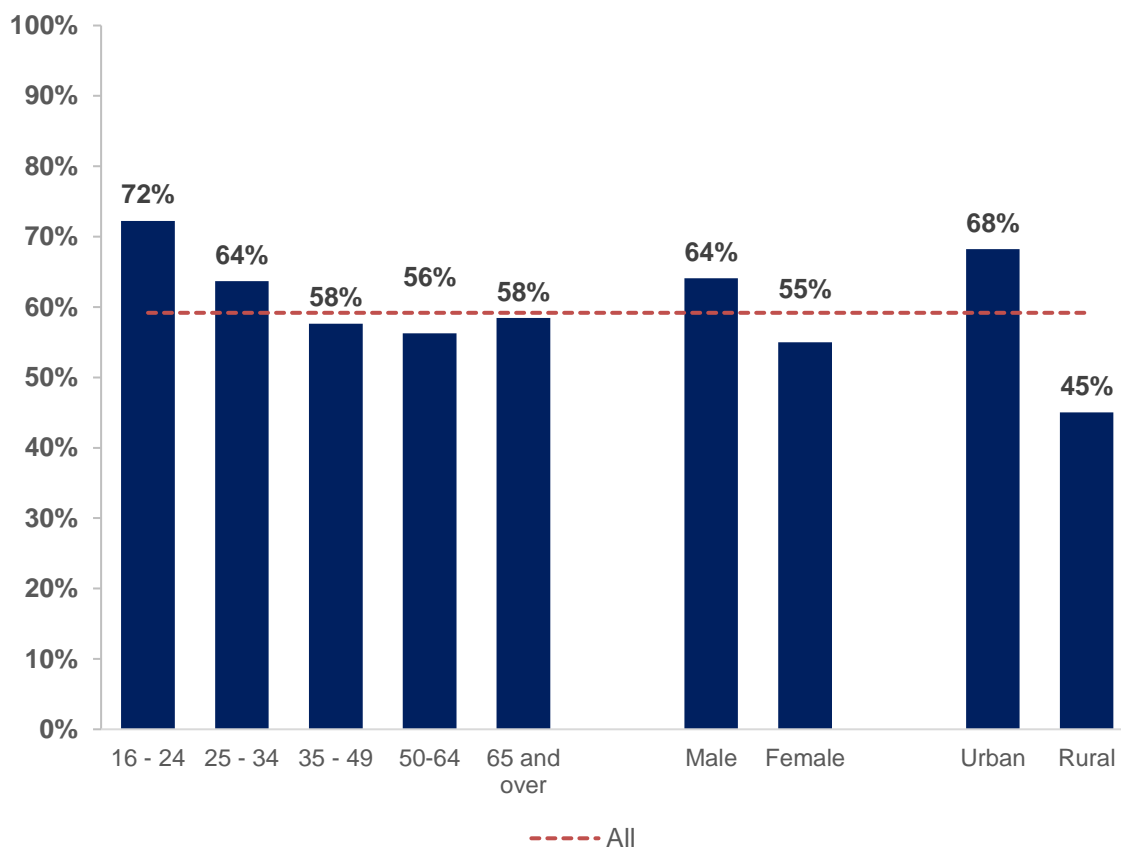
Those aged 16-24 (72%) were more likely to be satisfied with walking in their area than those aged 65 and over (58%). Among those aged 65+, the main reason for dissatisfaction was that 'traffic goes too fast'.

Male respondents (64%) were more likely to be satisfied with walking in their area than female respondents (55%). For both males and females, the main reason they were not satisfied was 'poor lighting at night'.

Respondents in urban areas (68%) were more likely to be satisfied with walking in their area than respondents in rural areas (45%). For those who were dissatisfied, the main reason given by urban respondents was 'poor footpath condition' (59%) whereas for rural respondents, 'not enough footpaths' was the main reason (65%).

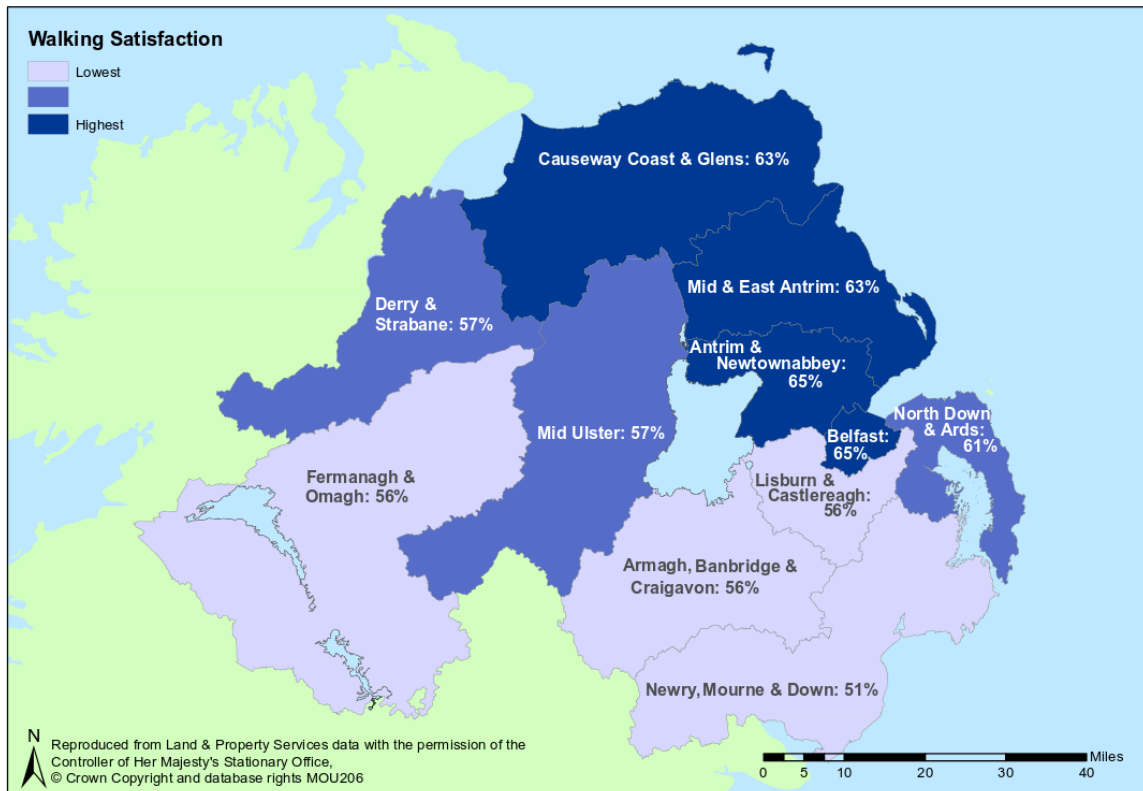
These results are similar to those reported in 2018/19.

Figure 4 - Satisfaction with the current situation for walking in their area (by respondent group)



The proportion satisfied with walking facilities was highest among respondents living in Antrim & Newtownabbey District Council (65%) and Belfast City Council (65%) and lowest in Newry, Mourne and Down District Council (51%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

Figure 5 – Satisfaction with the current situation for walking and walkers in their area across local government districts (LGD) 2019-20

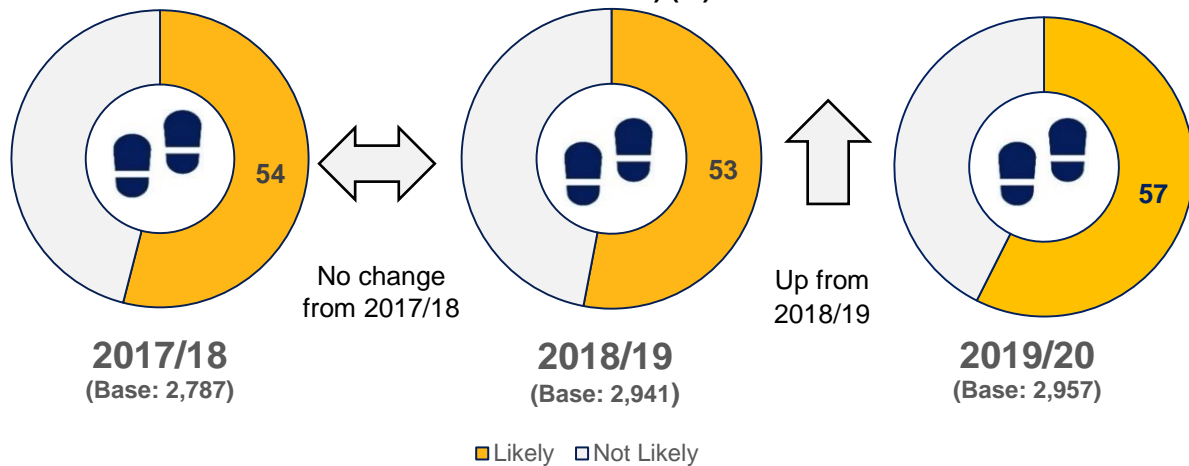


More information on differences across respondent groups can be found in [Table 2.1 of the associated data tables.](#)

2.3 Attitudes to walking short journeys (up to 2 miles/3 km)

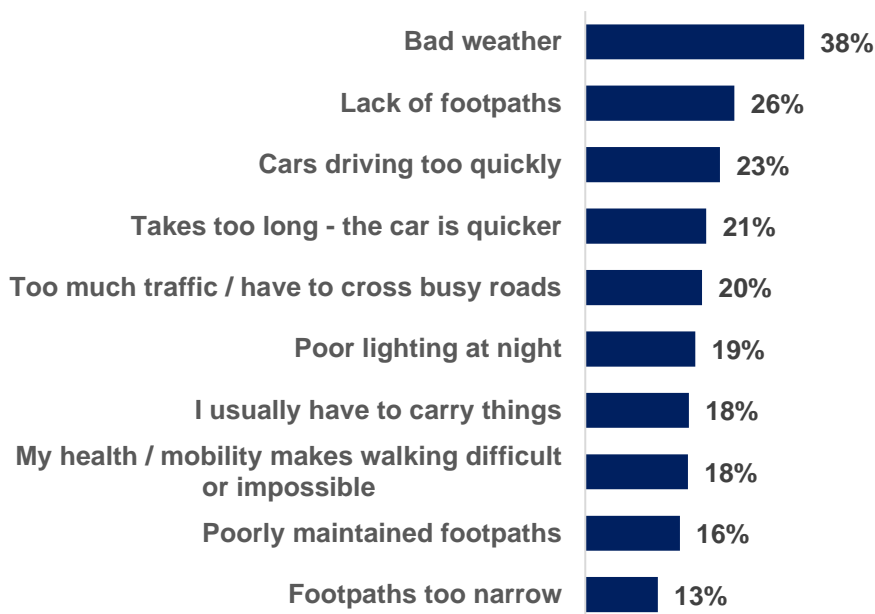
Over half of respondents (57%) said they were likely to walk short journeys (up to 2 miles/3 km), an increase from 2017/18 (54%).

Figure 6 – Attitudes to walking short journeys (up to 2 miles/3km) (%)



All respondents were asked what would discourage them from walking short journeys and in 2019/20, the top reason given remains ‘bad weather’ (38% of respondents). Further reasons given include ‘lack of footpaths’ (26%), and ‘cars driving too quickly’ (23%). The most common reasons are presented below, and the full range of responses given can be found in [Table 2.4](#).

Figure 7 - Reasons respondents are not likely to walk journeys up to 2 miles/3km 2019/20* (Top 10)



*Respondents can choose more than one answer

Base: 2,953

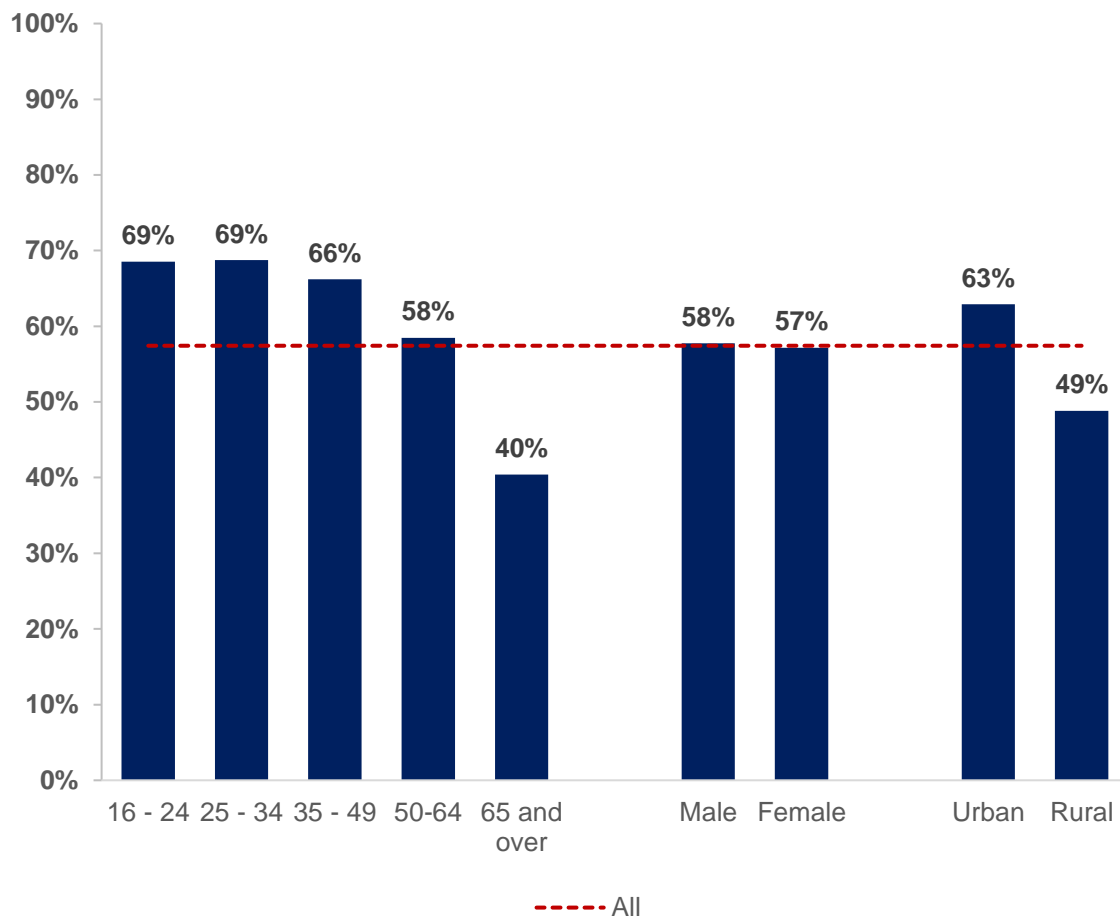
2.4 Attitudes to walking short journeys (up to 2 miles/3 km) by respondent group

Respondents aged 16-24 (69%) were more likely to walk short journeys than those aged 65 and over (40%). When considering the reasons why people would be discouraged from walking short journeys, those aged 16-24 were more likely to be put off by 'bad weather' (51%) while those aged 65+ cited 'my health or mobility makes walking difficult or impossible' (36%).

Those living in urban areas (63%) were more likely than those in rural areas (49%) to walk short journeys. The main reason those living in urban areas were likely to be discouraged from walking short journeys was 'bad weather' (41%) whereas the main reason that rural dwellers would be discouraged was 'lack of footpaths' (43%).

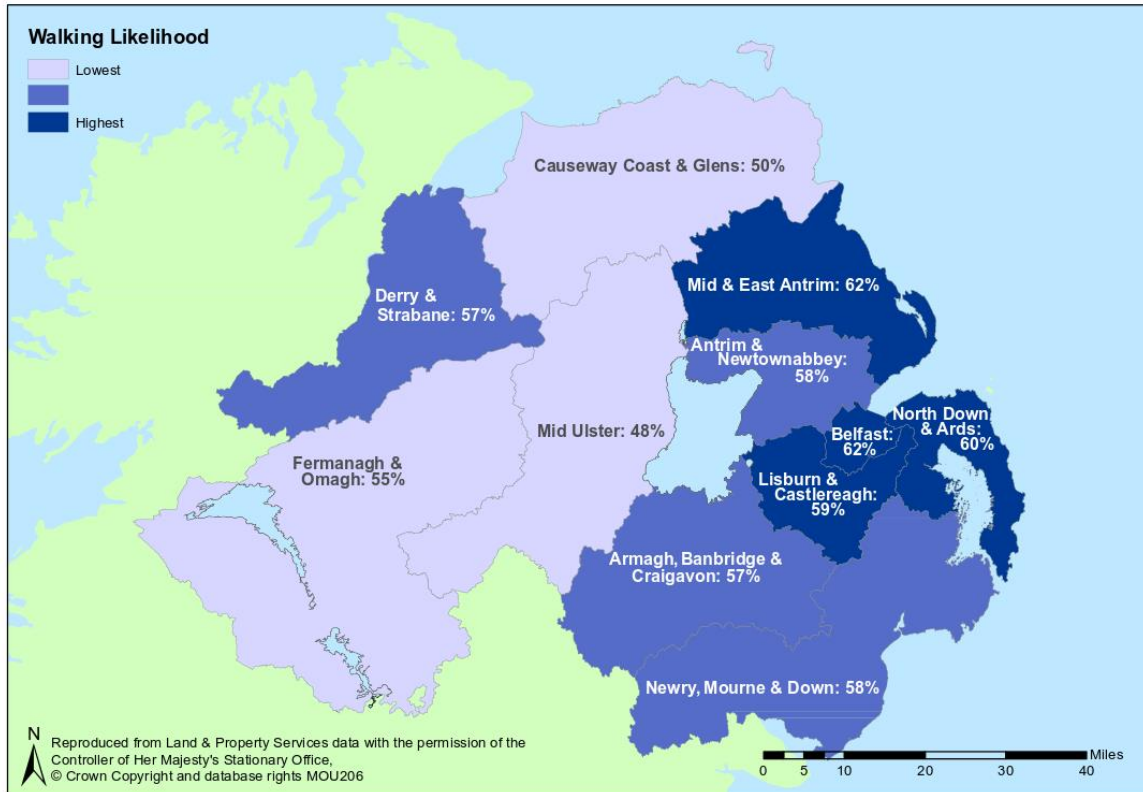
There was no difference between male respondents and female respondents in 2019/20.

Figure 8 - Proportion of respondents who would be likely to walk short journeys (up to 2 miles/3 km)



Among Local Government Districts, the likelihood to walk short journeys was highest in Belfast City Council (62%) and Mid and East Antrim District Council (62%) and lowest in Mid Ulster District Council (48%).

Figure 9 – Likelihood to walk short journeys (up to 2 miles/3 km) by local government districts (LGD) 2019-20



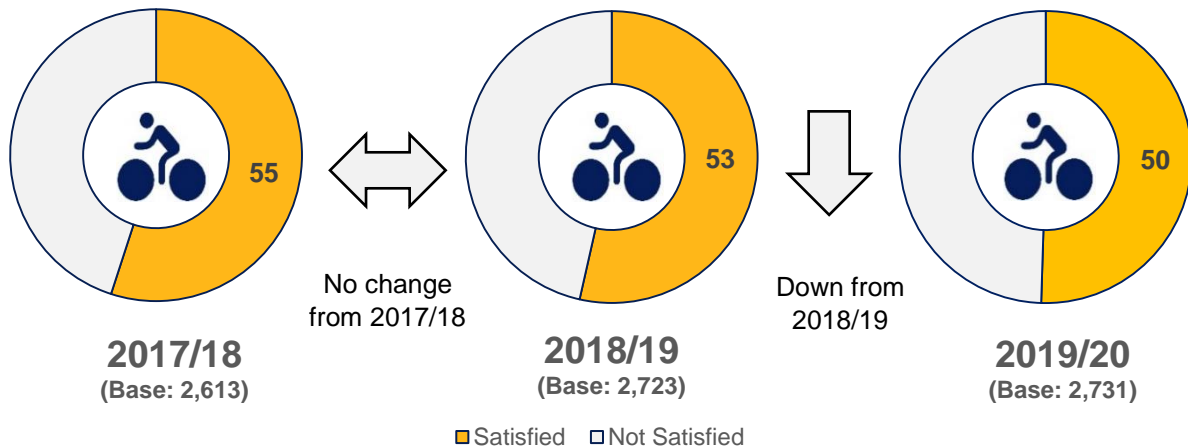
More information on differences across respondent groups can be found in [Table 2.3 of the associated data tables](#).

PART 3: CYCLING

3.1 Satisfaction with the current situation for cycling and cyclists

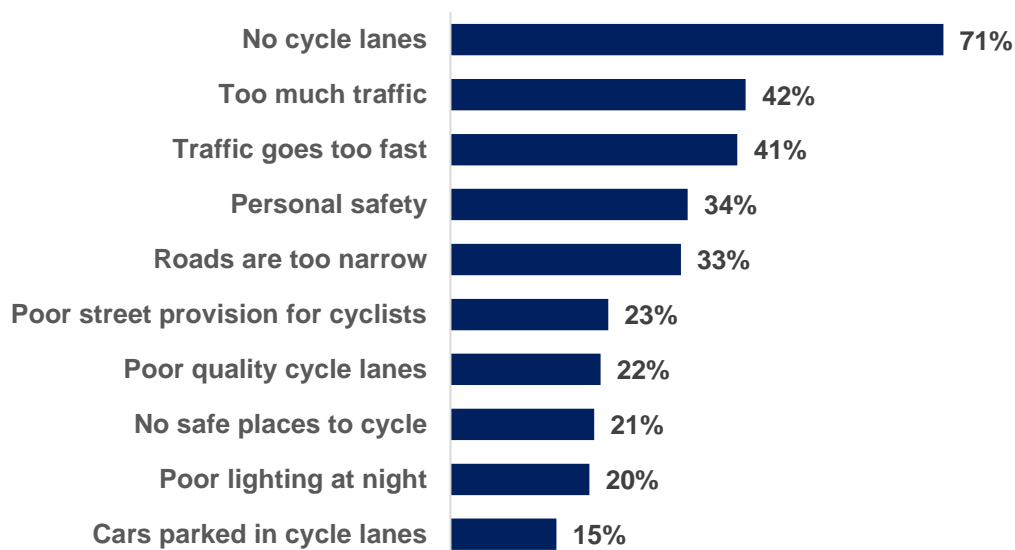
Half (50%) of respondents said they were satisfied with the current situation for cycling in their area; down from 55% in 2017/18.

Figure 10 - Satisfaction with the current situation for cycling and cyclists in the local area (%)



Respondents who said they were not satisfied with the current situation for cycling in their area provided reasons they feel this way. Seven in ten respondents (71%) said 'no cycle lanes' which remains the most commonly given response since 2017/18 (69% of respondents). The ten most commonly selected responses are presented below with the full range of responses available in [Table 3.2](#).

Figure 11 - Reasons respondents are not satisfied with the current situation for cycling and cyclists in their area 2019/20* (Top 10)



*Respondents can choose more than one answer

Base: 1,337

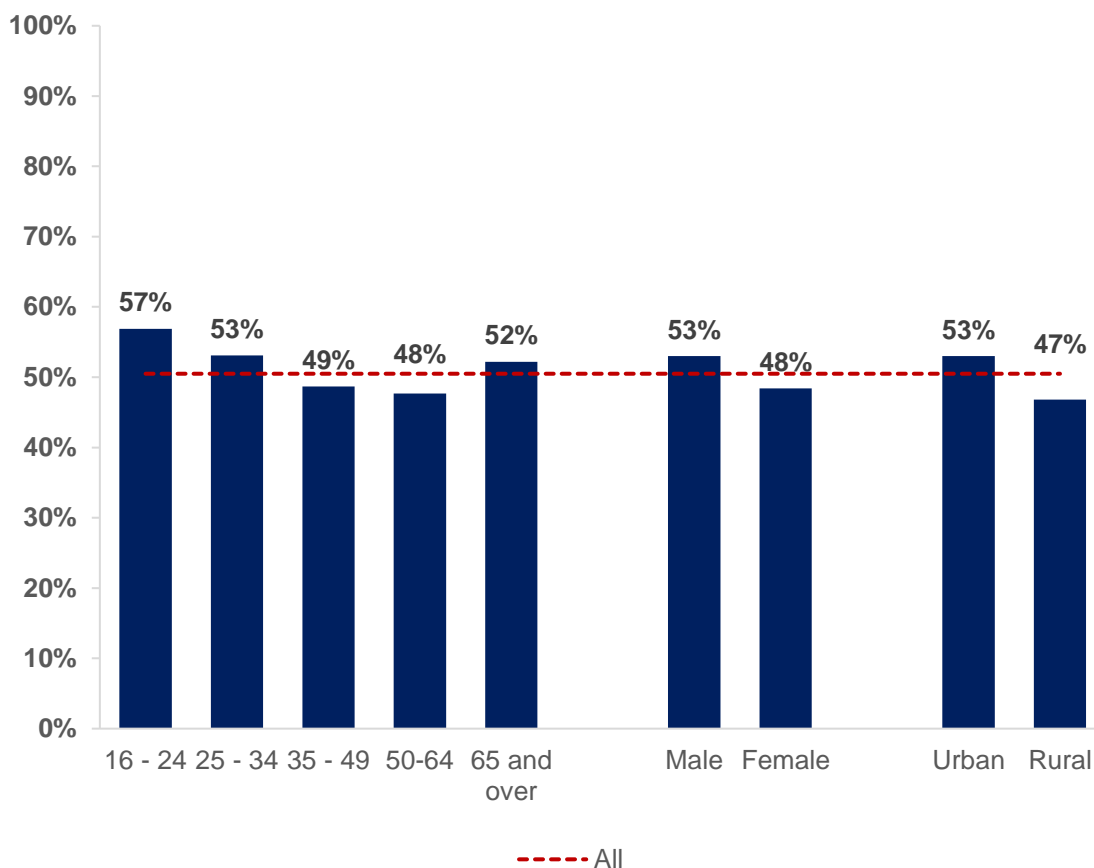
3.2 Satisfaction with the current situation for cycling and cyclists by respondent group

The age group with the highest proportion of those satisfied with the current situation for cycling and cyclists in their area was those aged 16-24 (57%) while the lowest proportion was those aged 50-64 (48%). The main reason given for dissatisfaction with cycling facilities was the same for all age groups – ‘no cycle lanes’.

Male respondents (53%) were more likely than female respondents (48%) to report being satisfied. For both males and females, the main reason given for dissatisfaction with cycling facilities was ‘no cycle lanes’.

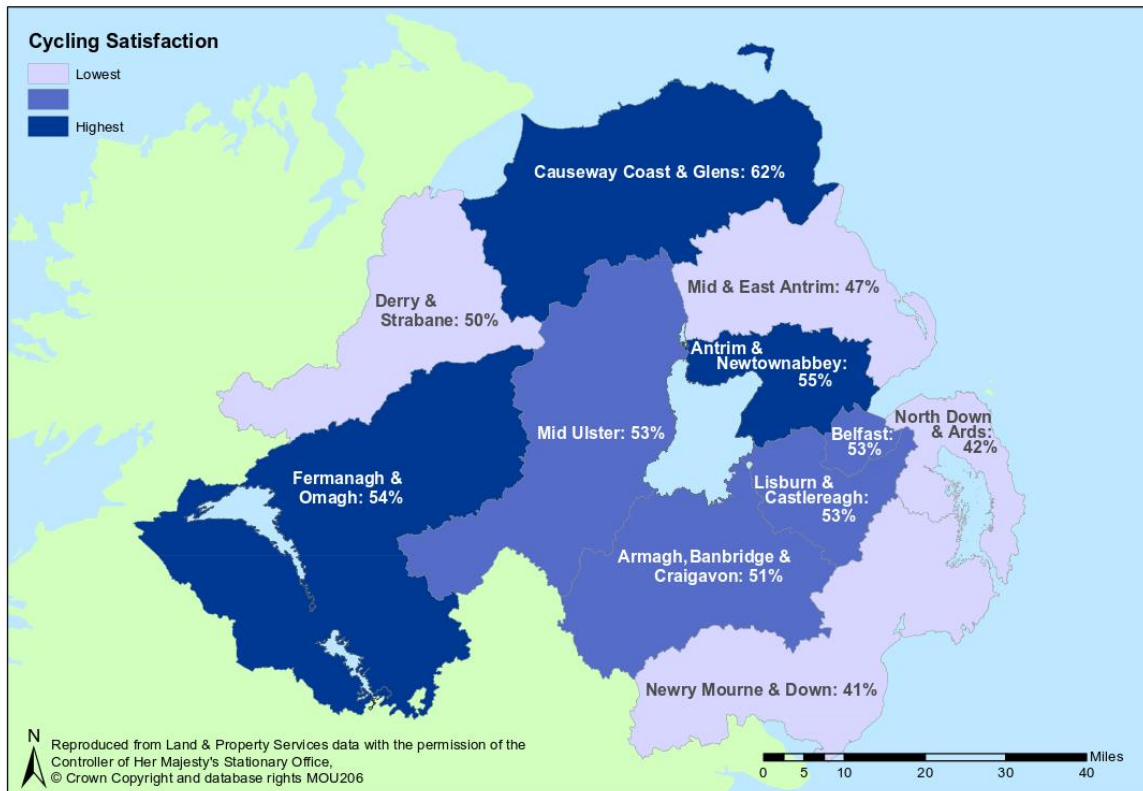
Respondents living in urban areas (53%) were more likely than respondents living in rural areas (47%) to report being satisfied with cycling in their area. For both urban and rural respondents, the main reasons for dissatisfaction with cycling facilities was ‘no cycle lanes’.

Figure 12 - Satisfaction with the current situation for cycling in their area (%)



Among Local Government Districts, satisfaction with the current cycling situation was highest in Causeway Coast & Glens District Council (62%) and lowest in Newry, Mourne and Down District Council (41%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

Figure 13 – Satisfaction with the current situation for cycling by local government districts (LGD) 2019-20

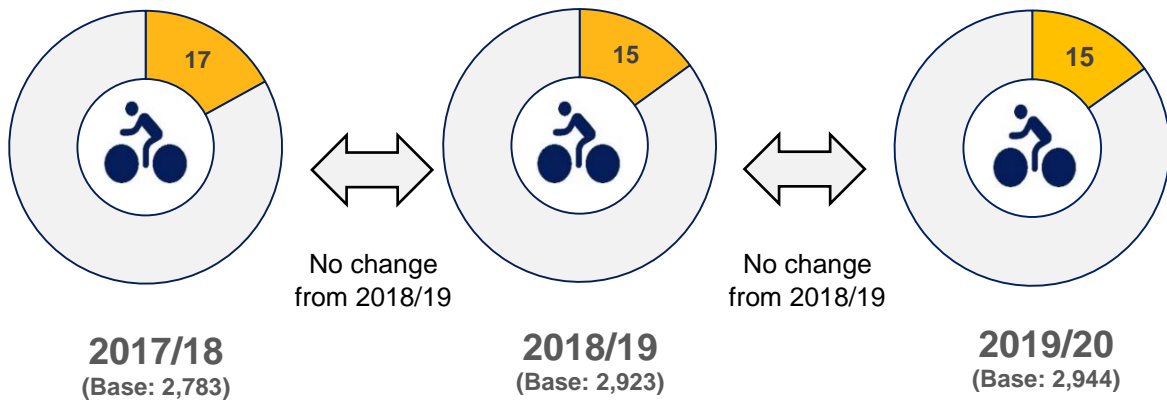


More information on differences across respondent groups can be found in [Table 3.1 of the associated data tables.](#)

3.3 Attitudes to cycling short journeys (up to 3 miles/5 km)

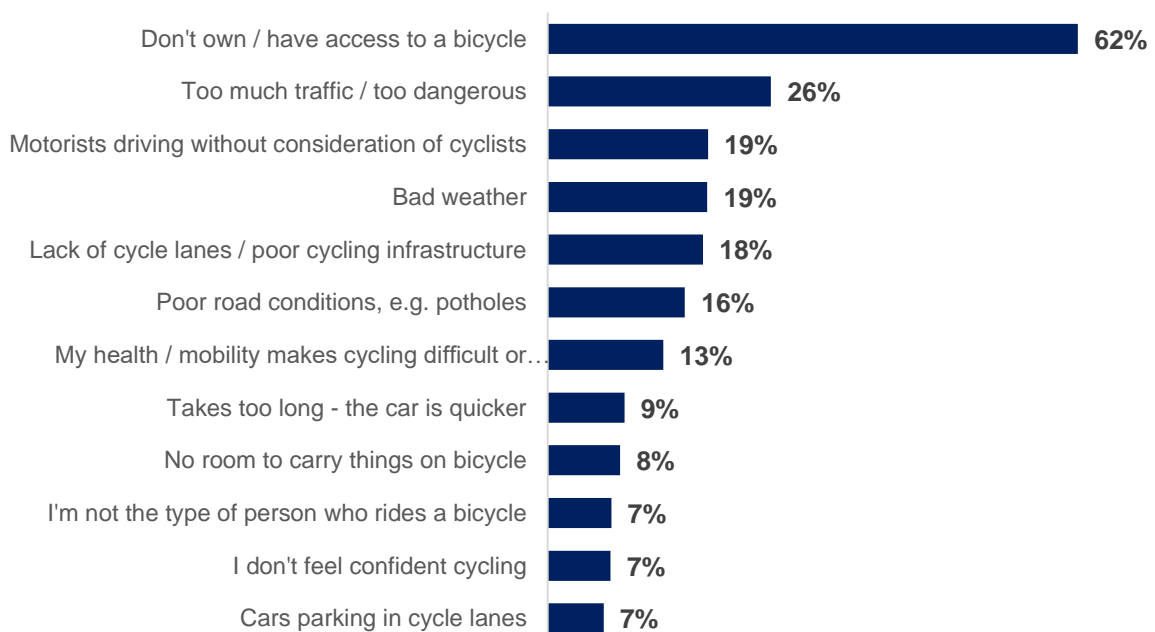
In 2019/20, 15% of respondents said they would be likely to cycle short distances (up to 3 miles/5 km), around the same as in 2018/19 (15%) and 2017/18 (17%).

Figure 14 - Proportion of respondents who would be likely to cycle short journeys (up to 3 miles/5km)



The main reason respondents were not likely to cycle short journeys (up to 3 miles/5 km) remains 'don't own/have access to a bicycle' (62%), with 'too much traffic/too dangerous' being the second most commonly chosen response (26% in 2019/20). These proportions are similar to those reported in previous years. The main reasons given are presented below and the full range of responses is available in [Table 3.4](#).

Figure 15 - Reasons respondents are not likely to cycle journeys up to 3 miles/5km 2019/20* (Top 10)

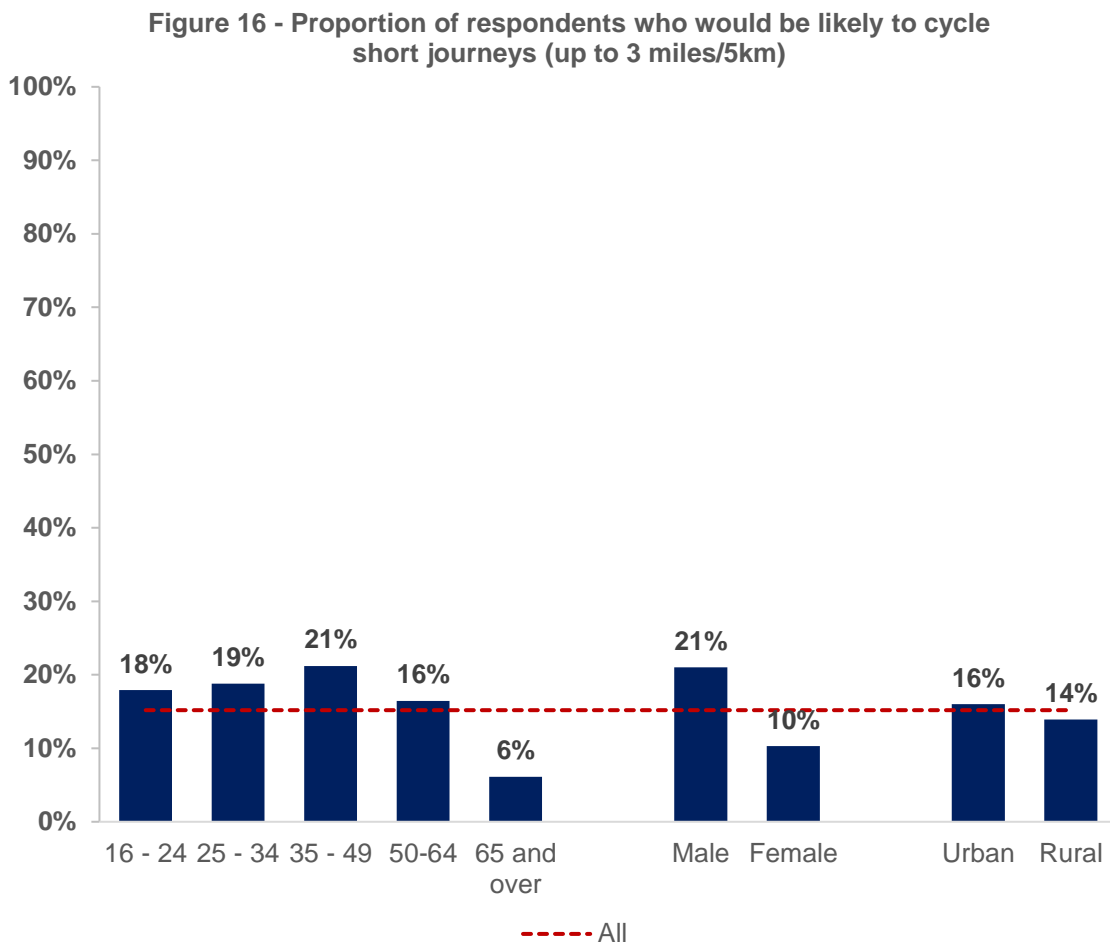


*Respondents can choose more than one answer

Base: 2,942

3.4 Attitudes to cycling short journeys (up to 3 miles/5 km) by respondent group

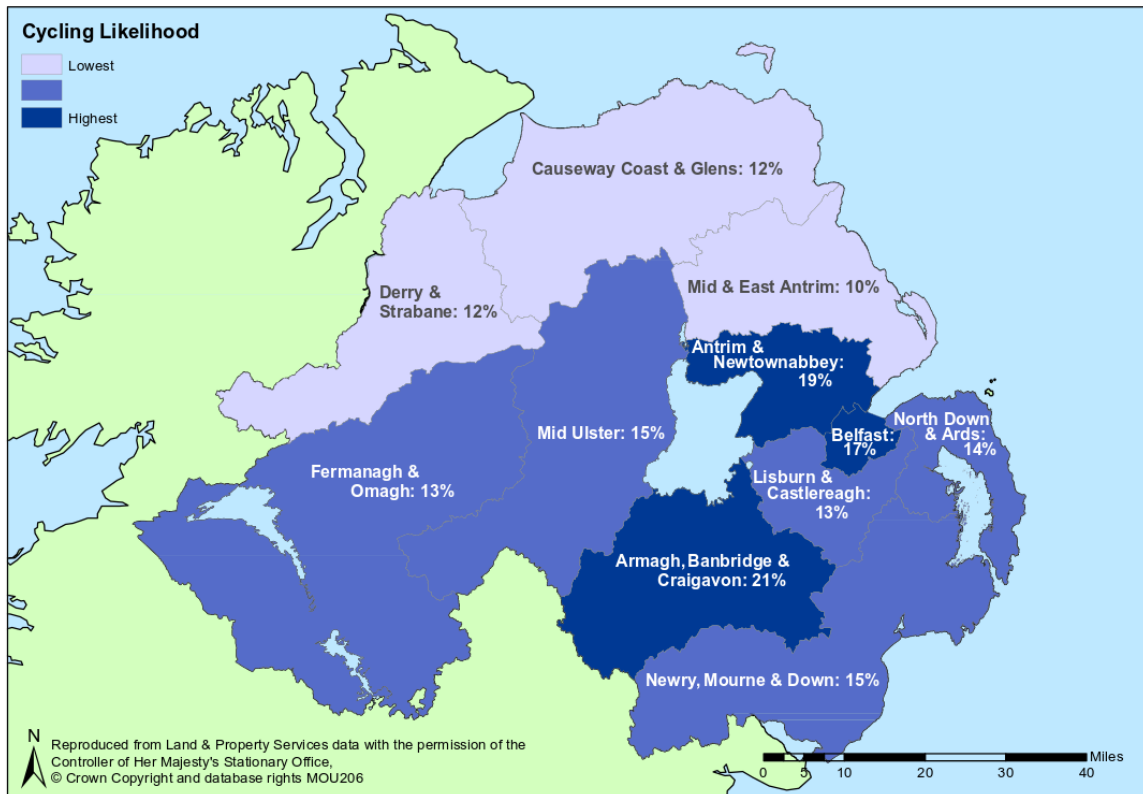
Those aged 16-24 (18%) were more likely to cycle short journeys than those aged 65 and over (6%). Males (21%) were more likely to say they would cycle short journeys than females (10%). There was no real difference in the proportion of urban and rural respondents who were likely to cycle short distances.



For all respondent groups, 'don't own/or have access to a bicycle' was the main reason discouraging them from cycling short journeys.

Among Local Government Districts, the likelihood to cycle short journeys was highest in Armagh, Banbridge and Craigavon District Council (21%) and lowest in Mid and East Antrim District Council (10%).

Figure 17 – Likelihood to cycle short journeys by local government districts (LGD) 2019-20



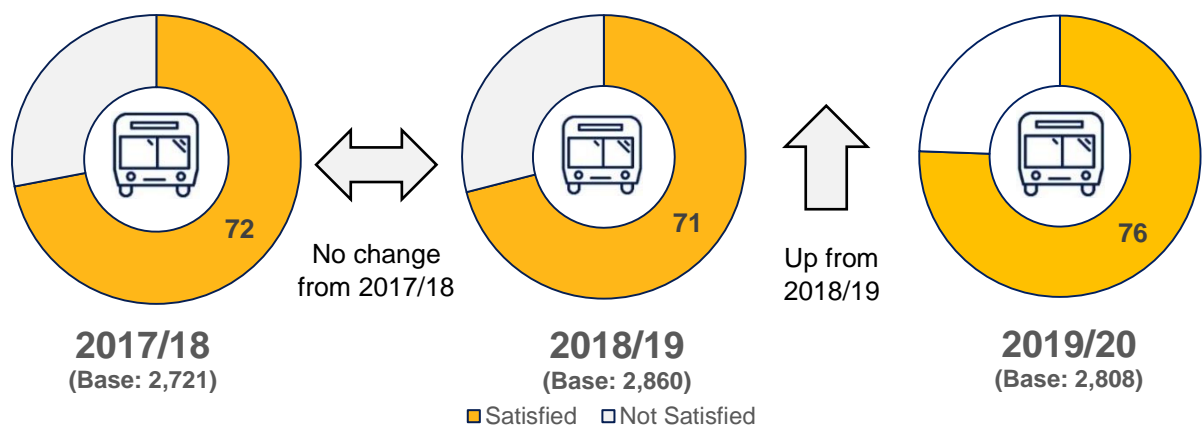
More information on differences across respondent groups can be found in [Table 3.3 of the associated data tables](#).

PART 4: PUBLIC TRANSPORT

4.1 Satisfaction with the public transport situation and facilities

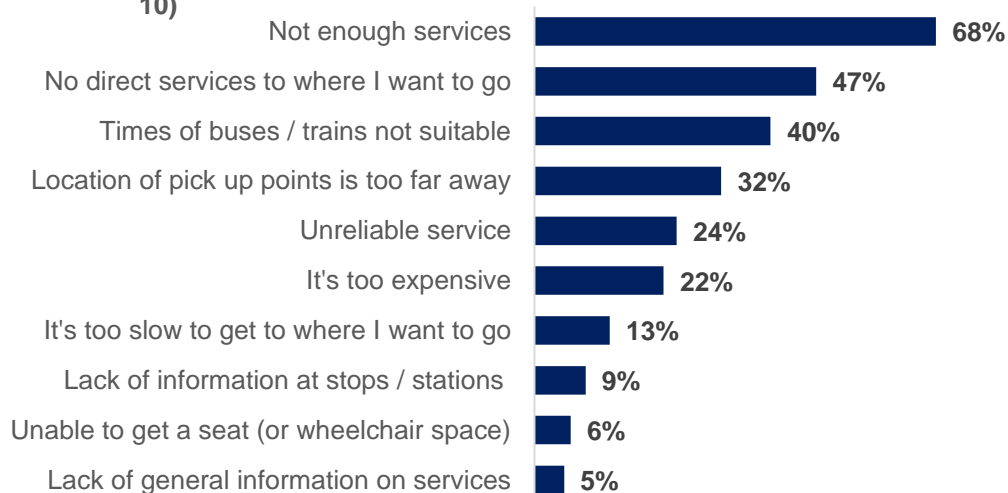
In 2019/20, over three-quarters (76%) of respondents said they were satisfied with the public transport situation and facilities in their area. This is an increase from 2017/18, when 72% said they were satisfied with the public transport situation and facilities in their area.

Figure 18 - Satisfaction with the situation for public transport in their area (%)



Respondents who were not satisfied, were asked the reasons why. The most common reasons given were 'not enough services' (68%), 'no direct services' (47%), and 'times not suitable' (40%). In 2019/20, an additional question was asked of those who were satisfied, 'are there any reasons that you are not satisfied?' This and further breakdowns of what respondents were 'satisfied' and 'not satisfied' with in relation to public transport are available in Appendix C.

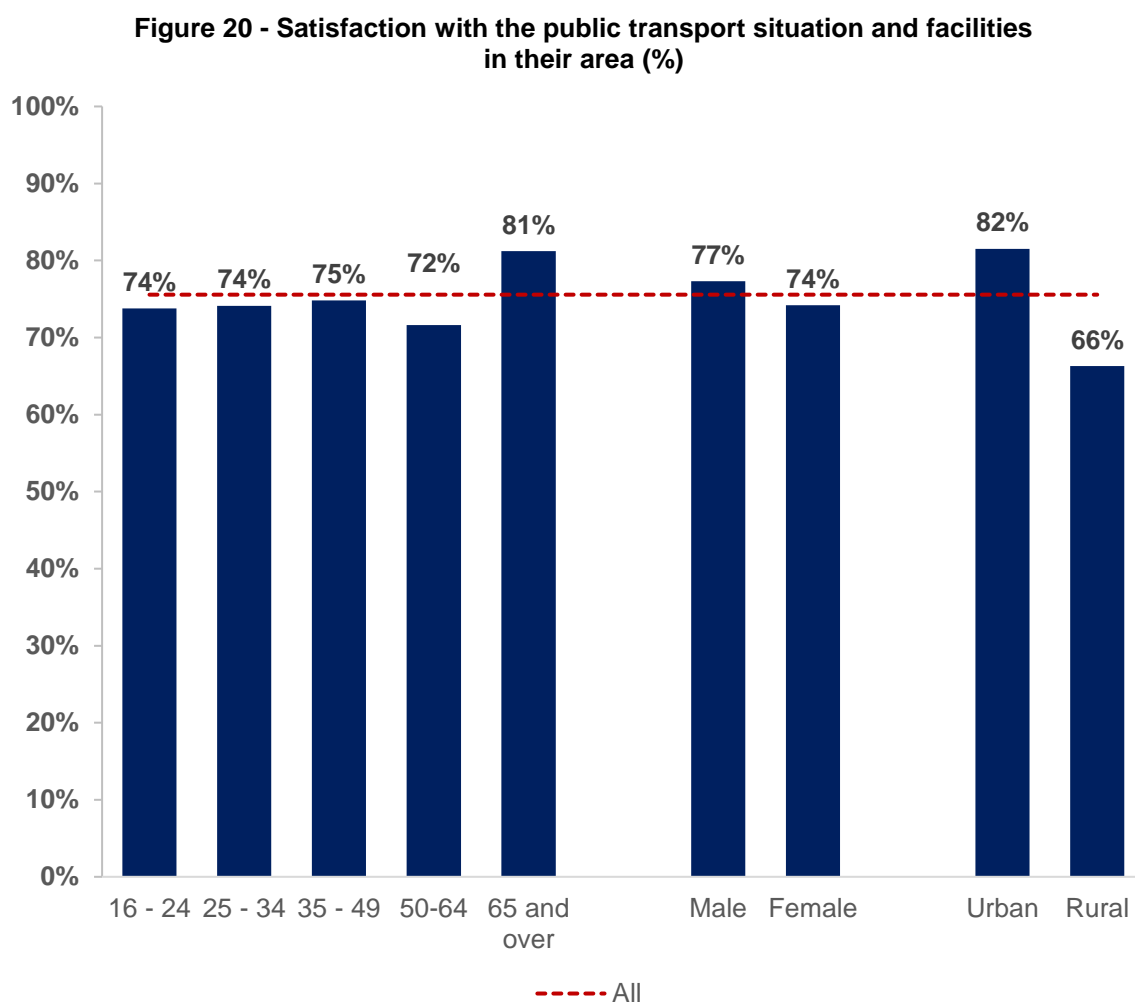
Figure 19 - Reasons respondents are not satisfied with the current situation for public transport and facilities in their area 2019/20* (Top 10)



*Respondents can choose more than one answer

4.2 Satisfaction with the public transport situation and facilities by respondent group

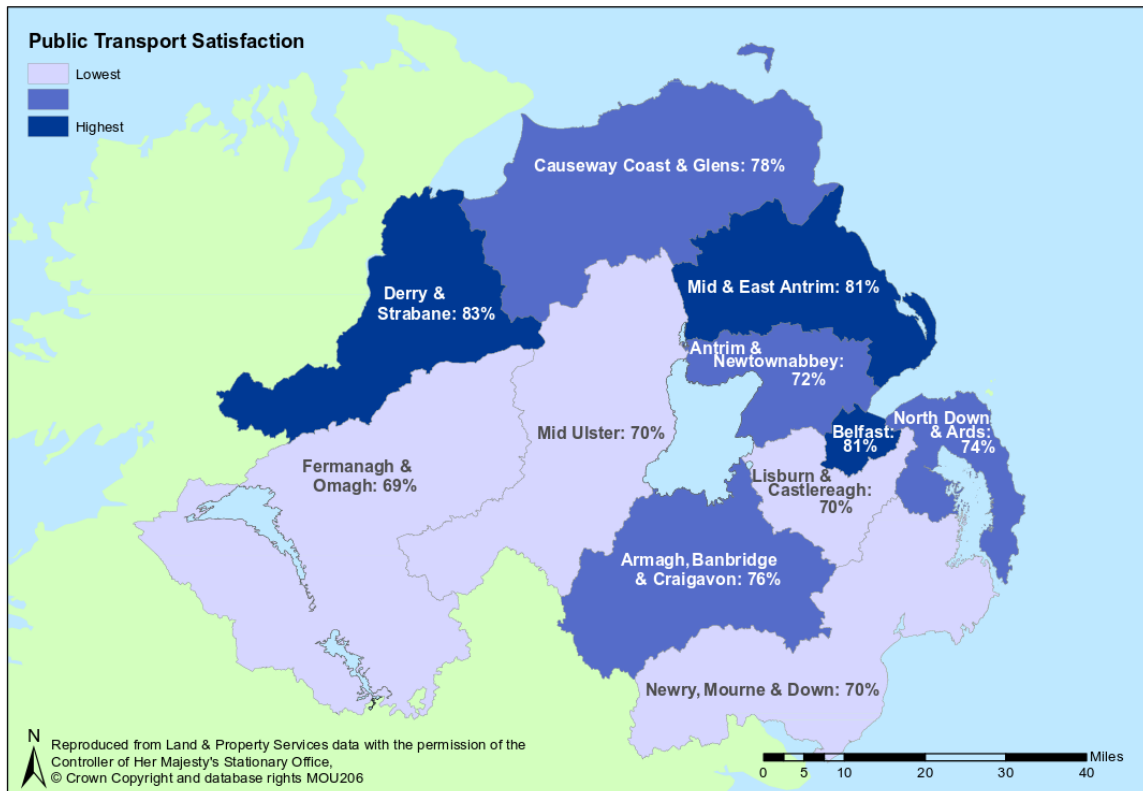
Satisfaction with public transport was highest among those aged 65 and over (81%) and lowest among those aged 50-64 (72%). A greater proportion of respondents in urban areas (82%) said they were satisfied with the public transport situation and facilities in their area than respondents in rural areas (66%). Satisfaction with the public transport situation and facilities was similar for males (77%) and females (74%).



Among all respondent groups, the main reason for dissatisfaction with the public transport situation was 'not enough services'.

Satisfaction with public transport in their area was highest among respondents in Derry City and Strabane District Council (83%) and lowest among respondents in Fermanagh & Omagh District Council (69%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

Figure 21 – Satisfaction with the public transport situation and facilities in their area (%)

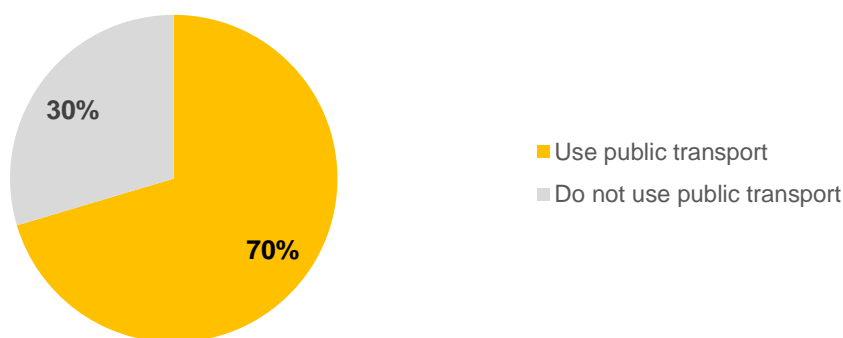


More information on differences across respondent groups can be found in [Table 4.1 of the associated data tables.](#)

4.3 What encourages you to use public transport?

In 2019/20, all respondents were asked how often they travelled on public transport and 30% said 'never'. Those respondents who used public transport more frequently than never are considered 'users' of public transport. Users of public transport were then asked the reasons why / what encourages them to use public transport.

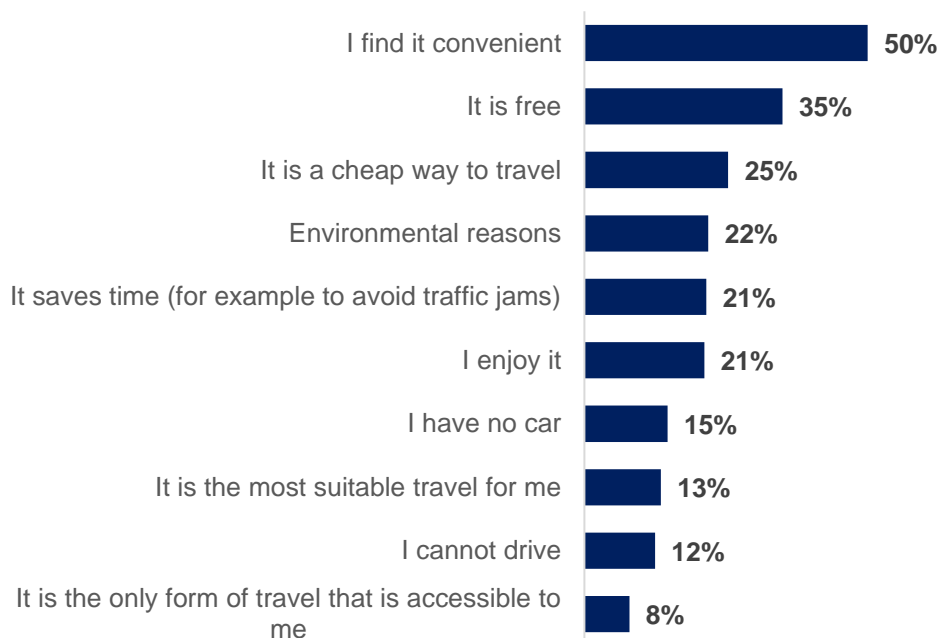
Figure 22: Proportion of respondents who use public transport (%)*



Base: 2,954

Of these, 50% said 'I find it convenient', 35% said 'it is free', 25% said 'it is a cheap way to travel', and 22% said 'environmental reasons' encourage them to use public transport. The top ten responses given in 2019/20 are presented below and the full range of responses are available in [Table 4.4](#).

Figure 23 - What encourages you to use public transport?*



*respondents could choose more than one option

Base: 2,038

The highest proportion of respondents from all respondent groups said the reason that encourages them to use public transport is 'I find it convenient', except those aged 65 and over, where 85% said 'it is free'.

Appendix A: Technical Notes

The Northern Ireland Continuous Household Survey

Data Collection

The information presented in this publication derives from the Northern Ireland Continuous Household Survey (CHS), a Northern Ireland wide household survey administered by Central Survey Unit (CSU), Northern Ireland Statistics and Research Agency (NISRA).

It is based on a sample of the general population resident in private households and has been running since 1983. The survey is designed to provide a regular source of information on a wide range of social and economic issues relevant to Northern Ireland. The nature and aims of CHS are similar to those of the General Household Survey (GHS), which is carried out by the Office for National Statistics (ONS) in Great Britain. The Walking, Cycling and Public Transport in Northern Ireland questions which were commissioned by DfI are included in Appendix C of this report.

Data Quality

Data were collected by CSU and various validation checks were carried out as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of NISRA, an Agency within the Department of Finance. CSU has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Code of Practice for Statistics¹.

The CHS sample was assessed and considered to be a representative sample of the Northern Ireland population at household level.

Whilst data quality is considered to be very good, note that all survey estimates are subject to a degree of error and this must be taken account of when considering results. This error will be reasonably small for the majority of Northern Ireland level results but care should be taken when looking at results based on smaller breakdowns.

Respondents

The 2019/20 CHS was based on a random sample of 9,000 domestic addresses drawn from the Land and Property Services list of addresses and interviews were sought with all adults aged 16 and over in these households. The survey is split into two versions with each version is distributed to around 4500 addresses. This dataset contains the records for 2,962 adults aged 16 and over.

The number of respondents who answered each question, i.e. the base number, is stated in the commentary and/or the associated chart. The base number is the unweighted count.

¹ <https://www.statisticsauthority.gov.uk/wp-content/uploads/2018/02/Code-of-Practice-for-Statistics.pdf>

Some questions were only asked if the respondent had answered 'yes' to a previous question. The base number may also vary between questions due to some respondents not answering certain questions.

Weighting

Statistical tests have been carried out on these results and have determined that weighting is not required for this module.

Confidence Intervals

No sample is likely to reflect precisely the characteristics of the population it is drawn from because of both sampling and non-sampling errors. An estimate of the amount of error due to the sampling process can be calculated. For a simple random sample design, in which every member of the sampled population has an equal and independent chance of inclusion in the sample, the sampling error of any percentage, p , can be calculated by the formula:

$$\text{s.e. } (p) = \sqrt{(p*(100 - p)/n)}$$

where n is the number of respondents on which the percentage is based. The sample for the Continuous Household Survey is drawn as a random sample, and thus this formula can be used to calculate the sampling error of any percentage estimate from the survey.

Multiple Response Questions

Multiple response questions are those for which respondents can give more than one response if they wish. In such questions, when individual percentages are summed they may add to more than 100%.

Rounding Conventions

Percentages have been rounded to whole numbers and as a consequence some percentages may not sum to 100. 0% may reflect rounding down of values under 0.5.

Significant Difference

Any statements in this report regarding differences between groups such as males and females, different age groups, dependant status, etc., are statistically significant at the 95% confidence level. This means that we can be 95% confident that the differences between groups are actual differences and have not just arisen by chance. Both the base numbers and the sizes of the percentages have an effect on statistical significance. Therefore on occasion, a difference between two groups may be statistically significant while the same difference in percentage points between two other groups may not be statistically significant. The reason for this is because the larger the base numbers or the closer the percentages are to 0 or 100, the smaller the standard errors. This leads to increased precision of the estimates which increases the likelihood that the difference between the proportions is actually significant and did not just arise by chance.

Respondent Groups

The following respondent groups were considered:

Age group

The age of the respondent is grouped into the following age bands; 16-24, 25-34, 35-49, 50-64, 65 and over.

Sex

Sex of respondent is defined as whether the respondent is male or female.

Urban and rural areas

Urban and rural areas have been classified using the statistical classification of settlements defined by the Inter-Departmental Urban-Rural Definition Group.

- Bands A to E are classified as Urban. This includes Belfast Metropolitan Urban Area (Band A), Derry Urban Area (Band B) and large, medium and small towns (Bands C-E) with populations greater than or equal to 5,000 people.
- Bands F to H are classified as rural. This includes intermediate settlements (Band F), villages (Band G) and small villages, hamlets and open countryside (Band H) with populations of less than 5,000 people and including open countryside.

Local Government District

Local Government Districts include the 11 district council areas;

Antrim and Newtownabbey
Armagh, Banbridge and Craigavon
Belfast
Causeway Coast and Glens
Derry and Strabane
Fermanagh and Omagh
Lisburn and Castlereagh
Mid and East Antrim
Mid Ulster
Newry, Mourne and Down
North Down and Ards

Appendix B: Confidence Intervals

A confidence interval represents the range of values in which the true population value is likely to lie. It is based on the sample estimate and the confidence level. As the percentages are calculated from a representative sample of the Northern Ireland population (aged 16 and over), a confidence interval can be calculated to estimate the level of uncertainty in the sample estimate.

95% confidence intervals were calculated for the headline figures. Table B1 summarizes the confidence intervals for satisfaction with Walking, Cycling and Public Transport in Northern Ireland.

Table B1: Confidence Intervals for Satisfaction with Walking, Cycling and Public Transport in Northern Ireland

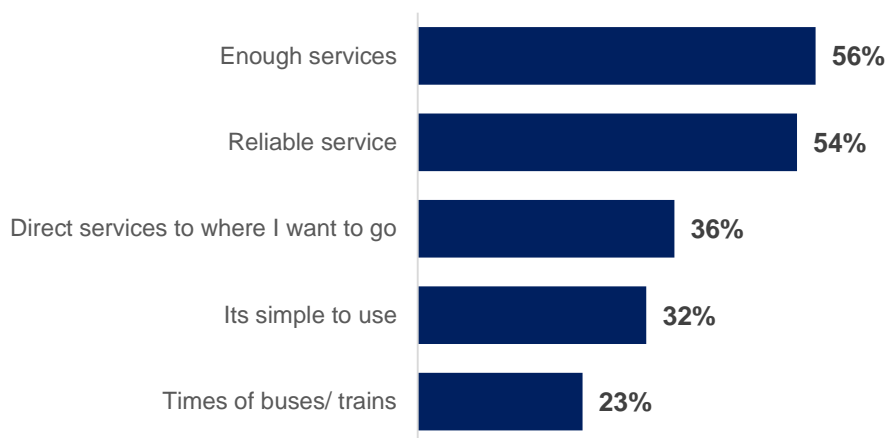
	Estimate (%)	Sample (n)	95% Confidence Range +/-	Confidence Interval
% who are satisfied with the current situation for walking and walkers in their local area at present.	59	2,947	2	57-61%
% who are satisfied with the current situation for cycling and cyclists in their local area at present.	50	2,731	2	48-52%
% who are satisfied with the current public transport situation and facilities in their local area at present.	76	2,808	2	74-78%

- The 95% confidence interval for respondents who are satisfied with the current situation for walking and walkers in their local area at present is 59% +/- 2%. This means that there is a 95% probability that the proportion of the Northern Ireland adult population who are satisfied with the current situation for walking and walkers in their local area at present lies between 57% and 61%.
- The 95% confidence interval for respondents who are satisfied with the current situation for cycling and cyclists in their local area at present is 50% +/- 2%. This means that there is a 95% probability that the proportion of the Northern Ireland adult population who are satisfied with the current situation for cycling and cyclists in their local area at present lies between 48% and 52%.
- The 95% confidence interval for respondents who are satisfied with the current public transport situation and facilities in their local area at present is 76% +/- 2%. This means that there is a 95% probability that the proportion of the Northern Ireland adult population who are satisfied with the current public transport situation and facilities in their local area at present lies between 74% and 78%.

Appendix C: Reasons respondents were ‘satisfied’ or ‘not satisfied’ with public transport situation and facilities in their area

In 2019/20, additional questions were asked of respondents who were ‘satisfied’ with public transport and facilities to determine ‘For which of these reasons are you *satisfied* with public transport in your local area?’ 56% of those said ‘enough services’, and 54% said ‘reliable service’. The top 5 responses are included in Figure C1. The full range of responses is available on request.

Figure C1: For which of these reasons are you satisfied with public transport in your local area?*

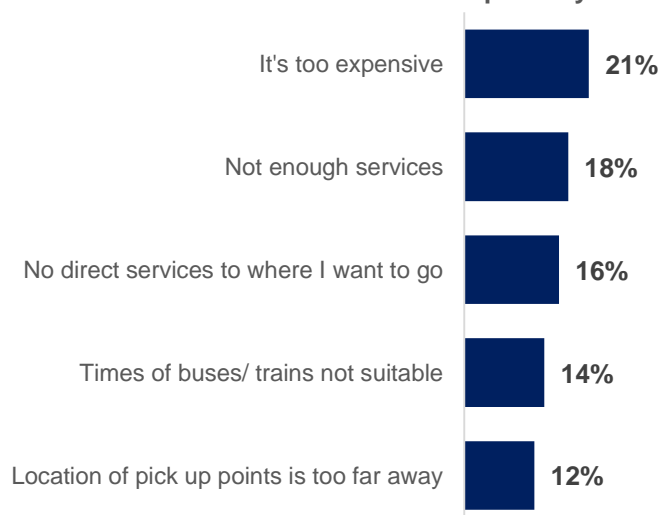


*respondents could choose more than one answer

Base: 1,994

In addition, respondents who were ‘satisfied’ with public transport and facilities in their area were also asked ‘are there any reasons that you *are not satisfied* with public transport in your local area?’ 21% of those said ‘it’s too expensive’ and 18% said ‘not enough services’. The top 5 responses are included in Figure C2. The full range of responses is available on request.

Figure C2: Are there any reasons that you *are not satisfied* with public transport in your local area?*

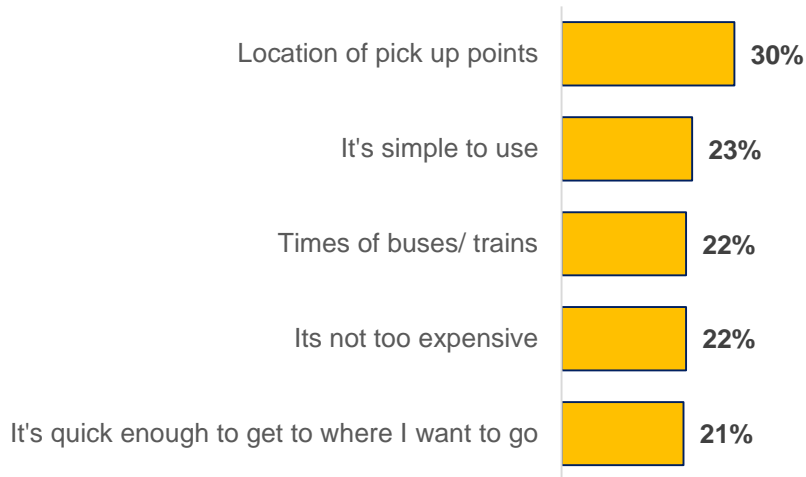


*respondents could choose more than one answer

Base: 760

Respondents who said they were 'not satisfied' with public transport and facilities in their area were asked 'are there any reasons that you *are satisfied* with public transport in your local area?' 30% of those said 'location of pick up points' and 23% said there were 'It's simple to use'. The top 5 responses are included in Figure C3. The full range of responses is available on request.

Figure C3: Are there any reasons that you *are satisfied* with public transport in your local area?*



*respondents could choose more than one answer

Base: 474

Appendix D: Walking, Cycling and Public Transport in Northern Ireland Questionnaire

CYCLING, WALKING, PUBLIC TRANSPORT

[ACTIVE1] SHOWCARD (ACTIVE TRAVEL)

Could you look at this Showcard and tell me what modes of transport you would consider to be 'active travel'?

CODE ALL THAT APPLY

1. Walking
2. Cycling
3. Bus
4. Train
5. Car/van
6. Motorcycle/Scooter/Moped
7. Taxi
8. Other [ACTIVE1oth]

[ACTIVE1oth] Please specify

[WALKINTRO] The Department for Infrastructure will be working to develop proposals to provide well connected, safe, high quality walkways and cycleways, which will make walking a more attractive option for shorter journeys of around 2 miles / 3 kilometres and cycling for journeys of around 3 miles / 5 kilometres. This will have many benefits in terms of reducing pollution and harmful Greenhouse Gas emissions and contribute to better health and environmental outcomes.

[WALK5] Are you satisfied with the current situation for walking and walkers in your local area at present? By this I mean condition of footpaths, pedestrian crossings, street lighting etc.

1. Yes [WALK7]
2. No [WALK6]

[WALK6] SHOWCARD (WALKING NOT SATISFIED)

Why are you not satisfied with the current situation for walking and walkers in your local area at present?

CODE ALL THAT APPLY

1. Personal safety- I don't feel safe walking
2. Poor lighting at night
3. Not enough pedestrian crossings
4. Too much traffic
5. Traffic goes too fast
6. Too many fumes from traffic
7. It's too hilly to walk
8. Poor footpath condition
9. Not enough footpaths
10. Footpaths too narrow
11. No parks, greenways safe areas to go for a walk
12. Footpaths not clean- too much dog mess
13. Footpaths cluttered including cars parking on them
14. Too many cyclists on footpaths
15. No direct walking links to where I want to get to
16. Other [WALK6oth]

[WALK6oth] Please specify

[WALK7] Would you be likely to walk any journeys you have to make that are up to 2 miles / 3kms?

1. Yes
2. No

[WALK8] SHOWCARD (WALK DISCOURAGE)

Which of the options listed on the Showcard, if any, discourage you from walking short journeys of up to 2 miles / 3kms?

CODE ALL THAT APPLY

1. Cars driving too quickly
2. Too much traffic/ have to cross busy roads
3. Lack of footpaths
4. Poorly maintained footpaths
5. Footpaths too narrow
6. Takes too long - the car is quicker
7. Clutter on the pavement including cars parked on them
8. Worried about crime/ personal safety/ being attacked
9. I usually have to carry things (e.g. shopping)
10. Walking takes too much effort
11. Bad weather
12. My health or mobility makes walking difficult or impossible
13. I'm not fit enough to walk short journeys
14. Difficulties managing with children
15. Poor lighting at night
16. Not enough pedestrian crossings
17. I would be too embarrassed to walk
18. Other [WALK8oth]
19. I already walk short journeys of up to 2 miles or 3km (spontaneous)
20. No, nothing would put me off walking short journeys (spontaneous)

[WALK8oth] Please specify

[CYCLE5] Are you satisfied with the current situation for cycling and cyclists in your local area at present?

1. Yes [CYCLE7]
2. No [CYCLE6]

[CYCLE6] SHOWCARD (CYCLING NOT SATISFIED)

Why are you not satisfied with the current situation for cycling and cyclists in your local area at present?

CODE ALL THAT APPLY

1. Personal safety- I don't feel safe cycling
2. Poor lighting at night
3. No cycle lanes
4. Poor quality cycle lanes
5. Poor street provision for cyclists/Unable to cycle on the street
6. Cars park in cycle lanes
7. Not enough crossing points for cyclists
8. Roads are too narrow
9. Too much traffic
10. Traffic goes too fast
11. Too many fumes from traffic
12. It's too hilly to cycle
13. There are no safe places to cycle such as greenways or parks
14. No direct cycling links to where I want to get to
15. Nowhere safe to leave your bike
16. Other [CYCLE6oth]

[CYCLE6oth] Please specify

[CYCLE7] Would you be likely to cycle any journeys you have to make that are up to 3 miles / 5kms?

1. Yes
2. No

[CYCLE8] SHOWCARD (CYCLING DISCOURAGE)

Which of the options listed on the Showcard, if any, discourage you from cycling journeys of up to 3 miles / 5kms?

CODE ALL THAT APPLY

1. Don't own/ have access to a bicycle
2. Too much traffic/ too dangerous
3. Motorists driving without consideration of cyclists
4. Cars parking in cycle lanes
5. Lack of cycle lanes/ poor cycling infrastructure
6. Poor road conditions, e.g. potholes
7. Takes too long - the car is quicker
8. Worried about crime/ personal safety/ being attacked
9. No room to carry things on bicycle - (e.g. shopping, work related items)
10. Cycling takes too much effort/ I'm not fit enough
11. Bad weather
12. I'm not the type of person who rides a bicycle
13. My health or mobility makes cycling difficult or impossible
14. No secure facilities to park bike at destination
15. Difficulties managing with children
16. Poor lighting
17. Not enough crossings for cyclists
18. I don't feel confident cycling
19. I need to look smart when I arrive (i.e. lack of changing/ showering facilities at destination)
20. Other [CYCLE8oth]
21. I already cycle short journeys of up to 3 miles or 5km (spontaneous)
22. No, nothing would put me off cycling short journeys (spontaneous)

[CYCLE8oth] Please specify

[PUBTRAN1] I am now going to ask a few questions about public transport use. How often do you travel on public transport (Glider/Metro/Ulsterbus/NI Rail)?

1. Every day
 2. At least once a week
 3. At least once every 2-3 weeks
 4. At least once a month
 5. Once every 2-3 months
 6. Once every 6 months
 7. Once a year
 8. Less frequently
 9. Never
- > [TLINK5a]

[TLINK5a] In general, are you satisfied with public transport in your local area at present?

1. Yes
2. No

[TLINK6b] SHOWCARD (PUBLIC TRANSPORT SATISFIED)

For which of these reasons are you satisfied with public transport in your local area? (If TLINK5a=1)

May I ask, are there any reasons that you are satisfied with public transport in your local area? (If TLINK5a=2)

CODE ALL THAT APPLY

1. Enough services
2. Reliable service
3. Direct services to where I want to go
4. Times of buses/ trains
5. Location of pick up points
6. It's quick enough to get to where I want to go
7. It's simple to use
8. Enough seating (or wheelchair space)
9. Easy to get on or off vehicles
10. Visible signs or notices
11. Clear announcements/no difficulty hearing announcements
12. It's not too expensive
13. I feel safe

14. Bus lanes make my journey quicker
15. Trains, buses, train or bus stops, shelters and stations are well-maintained
16. Good information at stops/stations on when next bus/train due
17. Good information on board buses/trains about what is the next bus stop/train station
18. Good general information on bus/train services
19. Good lighting at bus stops/ train halts and pick up points
20. Enough Translink staff at bus/ train stations
21. Helpful or friendly Translink / other staff
22. Provision of bus lanes
23. None
24. Other → [TLINK6both]

[TLINK6both] Please specify

[TLINK6] SHOWCARD (PUBLIC TRANSPORT NOT SATISFIED)

May I ask, are there any reasons that you are not satisfied with public transport in your local area?(If TLINK5a=1)

For which of these reasons are you not satisfied with public transport in your local area? (If TLINK5a=2)

CODE ALL THAT APPLY

1. Not enough services
2. Unreliable service
3. No direct services to where I want to go
4. Times of buses/ trains not suitable
5. Location of pick up points is too far away
6. It's too slow to get to where I want to go
7. It's too complicated to use
8. Unable to get a seat (or wheelchair space)
9. Difficulty getting on or off vehicles
10. Difficulty seeing signs or notices
11. Lack of announcements or difficulty hearing announcements
12. It's too expensive
13. Personal safety
14. Cars park in bus lanes

15. Badly maintained trains, buses, train or bus stops, shelters and stations
16. Lack of information at stops/stations on when next bus/train due
17. Lack of information on board buses/trains about what is the next bus stop/train station
18. Lack of general information on bus/train services
19. Poor lighting at bus stops/ train halts and pick up points
20. Not enough Translink staff at bus/ train stations
21. Unhelpful or unfriendly Translink/Other Staff
22. Lack of bus lanes
23. None
23. Other [TLINK6oth]

[TLINK6oth] Please specify

(ASKED IF [PUBTRAN1] = 1 thru 8)

[TLINK9] SHOWCARD (PUBLIC TRANSPORT REASON)

Could you look at this Showcard and tell me the reasons that encourage you to use public transport?

CODE ALL THAT APPLY

1. I find it convenient
2. It is a cheap way to travel
3. It is free
4. I enjoy it
5. Environmental reasons
6. It is the only form of travel that is accessible to me
7. It saves time (for example to avoid traffic jams)
8. I have no car
9. I cannot drive
10. I don't like driving
11. It is the most suitable travel for me
12. There are no suitable alternatives
13. Other [TLINK9oth]

[TLINK9oth] Please specify