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National Travel Survey

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Chapter 1

Background to the Pilot National Travel Survey (NTS) 2009

The Quarterly National Household Survey (QNHS)[1] is a comprehensive nationwide survey of households designed to primarily produce quarterly labour force estimates. It also covers topics of specific social interest in additional modules each quarter. The module conducted in the fourth quarter of the 2009 QNHS was the pilot National Travel Survey (NTS), which was commissioned and part funded by the Department of Transport, Tourism and Sport.

It is internationally accepted that the most comprehensive method to collect data on transport modal splits[2] is to have respondents complete a seven day travel diary. However, to reduce respondent burden and increase response rates, many countries have adopted an alternative of a 24 hour diary. This latter methodology was used for the collection of the NTS 2009 data. To ensure that data was collected for all seven days of the week, each person participating in the NTS was assigned a randomly selected *'travel reference day'*. This 24 hour reference period commenced at 4 am on the nominated day and finished at 3.59 am the following morning.

The NTS surveyed one randomly selected person, aged 18 years and over, from each household across waves[3] three and five of the QNHS sample. Prior to their travel reference day, each selected person was issued with a travel diary to record their travel details. After the travel reference day, these individuals were contacted by QNHS interviewers and either interviewed in person or by telephone to complete the survey questionnaire. Respondents used their 'travel diary' to aid recall of their travel details. In the event that the selected persons failed to record the required information in their travel diaries, details of their travel for the 24 hour period ending at 3.59 am on the day of the interview were collected instead.

The NTS is one of the most comprehensive household studies of travel patterns and transport demand ever to be conducted within the state. Information on access to and use of public transport, cars and other vehicles was collected from 7,245 households nationwide. Detailed information on travel was then collected from one randomly selected individual from each of these households. In total, 7,221[4] adults provided information on travel. The information collected included the following:

- number of journeys made
- reason for making each journey
- mode(s) of transport used
- the time each journey commenced and ended
- the duration of each journey
- distance travelled

[1] For further details on the QNHS, see: http://www.cso.ie/qnhs/about_qnhs.htm

[2] Modal split refes to the different types and combination of transport options that people use, eg, train, car

[3] Each household selected for the QNHS survey is surveyed for five consecutive quarters. The first quarter that a household is surveyed is referred to as wave one, the second wave two, etc

[4] See Appendix C: National Travel Survey 2009 - Sample Characteristics for detailed information on the sampled households and individuals

The NTS 2009 results are based on the information collected from a sample of individuals aged 18 and over[5]. Only travel within the island of Ireland, made by residents of the state, was included in the survey. While the NTS collected information on work related travel for most occupations, it excluded the business related travel of professional drivers (e.g. bus and taxi drivers) and other occupations where travel is integral to the role (e.g. postal delivery workers). It is important when interpreting the figures and comparing them to other data sources to note that the NTS journey purpose of 'work' includes both commuter and business travel.

All results on individual travel contained in this publication are grossed at the level of gender, age group and region to independently determined estimates of the population aged 18 and over for the fourth quarter of 2009. All household results are also grossed to independently determined estimates of the number of households at regional level for the same period.

As all estimates from sample surveys are subject to a margin of error, the 2006 Census of Population travel to work, school and college dataset (***P****lace* ***O****f* ***W****ork* ***C****ensus of* ***A****nonymised* ***R****ecords - POWCAR*) should be used as the definitive source of data on travel to work, school and college. It is also worth noting that the results contained in this publication are based on travel patterns for a particular quarter, which may not be representative of the year as a whole. Therefore, particular care should be taken when interpreting the results, especially if extrapolating them to annualised results. For further guidelines on using the NTS data, please refer to Appendix A: Background Notes.

[5] Additional information on the sampling methodology can be found in Appendix A: Background Notes

Chapter 2

Key Findings

2.1 Personal travel

The average journey was 13 kilometres and took 24 minutes to complete.

Respondents travelled 2.4 journeys on average per day with little or no difference in the number of journeys made by urban and rural respondents.

The sampled population[6] made an average of 17 journeys, travelled a distance of 221 kilometres and spent 403 minutes travelling per week.

Eighteen percent of respondents stated that they did not make any relevant journey[7] on the travel reference day.

Rural respondents made fewer journeys but travelled further than urban respondents. The average journey made by rural respondents was 80% longer in distance than the average journey undertaken by urban respondents. Despite this, there was little or no difference in the average duration of journeys undertaken by urban and rural respondents.

Table 1: Average Weekly Travel Profile by Urban/Rural Residency

Urban/Rural	Journeys	Distance	Travel Time
	number	*kilometres*	*minutes*
Urban	18	180	414
Rural	16	286	387
State	**17**	**221**	**403**

Table 2: Average Journey Profile by Urban/Rural Residency

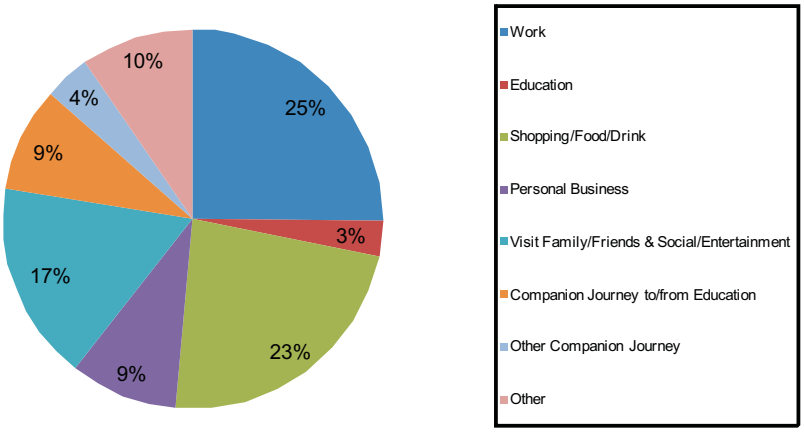
Urban/Rural	Distance	Duration
	kilometres	*minutes*
Urban	10	23
Rural	18	24
State	**13**	**24**

[6] Population refers to the estimated population aged 18 and over for quarter 4 2009

[7] Relevant journeys refer to journeys within the island of Ireland

The two most common reasons for making a journey were work related[8] (25%), followed by shopping/food/drink (23%). Visit Family/Friends & Social/Entertainment accounted for a further 17% of all journeys.

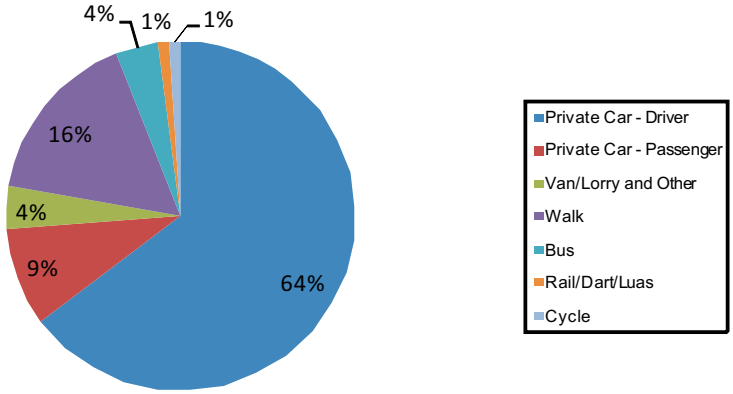
Figure 1: Percentage Distribution of Journeys by Journey Purpose



Private cars were the most frequently used method of travel, with 73% of all journeys made by private car, 64% by drivers and a further nine percent by passengers.

Four percent of all journeys were made by bus. There was a significant difference in the mode share of buses between urban and rural respondents at six percent and one percent respectively (See Table 17).

Figure 2: Percentage Distribution of Journeys by Mode of Travel



The average journey made by drivers of private cars was 14 kilometres and took 23 minutes to complete.

Walking was the second most popular mode of travel, with 16% of all journeys made by walkers.

The average walk was two kilometres and took 17 minutes to complete.

[8] Work related travel includes both commuter and business travel and is referred to in all further tables and figures as 'work'

Table 3: Average Journey Distance, Duration and Speed by Mode of Travel

Mode	Distance	Duration	Speed
	kilometres	*minutes*	*kilometres per hour*
Private Car - Driver	14	23	32
Private Car - Passenger	18	27	32
Van/Lorry and Other	22	28	39
Walk	2	17	7
Bus	14	43	18
Rail/Dart/Luas	26	51	25
Cycle	5	25	13
All Modes	**13**	**24**	**27**

People over 65 made fewer journeys, travelled shorter distances and spent less time travelling than people under 65. Compared to respondents aged less than 65, people aged 65 to 74 made 22% less journeys (14 compared to 18). They also travelled 32% fewer kilometres and spent 25% less time travelling per week. Respondents aged 75 and over made even fewer journeys and travelled less than those aged 65 to 74.

Table 4: Average Weekly Travel Profile by Age Band

Age Band	Journeys	Distance	Travel Time
years	*number*	*kilometres*	*minutes*
18 to 64	18	237	426
65 to 74	14	161	320
75 and over	10	86	211
All Age Bands	**17**	**221**	**403**

People in employment drove more and had a lower proportion of journeys made by walkers and car passengers than people who were unemployed or who were not in the labour force (See Table 37). They also made more journeys, travelled further and spent longer travelling than the latter two categories of respondents.

Table 5: Average Weekly Travel Profile by ILO Status[1]

ILO Status	Journeys	Distance	Travel Time
	number	*kilometres*	*minutes*
Employed	19	278	469
Unemployed	16	184	357
Not in Labour Force	15	144	314
All Persons	**17**	**221**	**403**

[1] The ILO (International Labour Office) labour force classification distinguishes the following three main subgroups of the population:

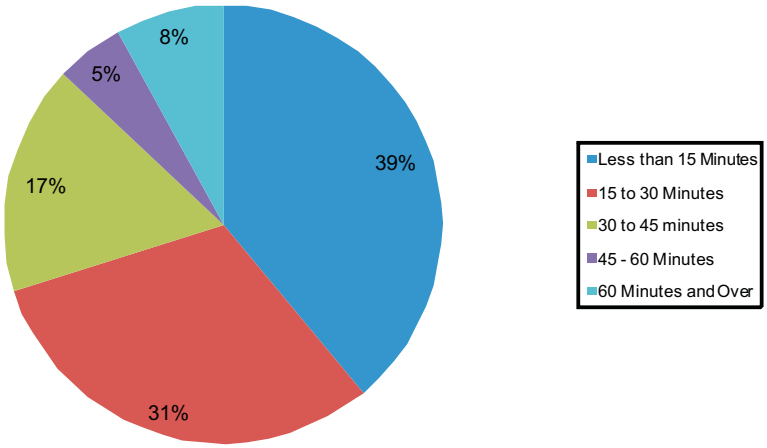
In Employment: Persons who worked in the week before the QNHS survey for one hour or more for payment or profit, including work on the family farm or business and all persons who had a job but were not at work because of illness, holidays etc.

Unemployed: Persons who, in the week before the QNHS survey, were without work and available for work within the next two weeks, and had taken specific steps in the preceding four weeks to find work.

Inactive Population (not in labour force): All other persons

Seventy percent of all journeys took less than 30 minutes to complete. Thirty nine percent of journeys took less than 15 minutes. Just eight percent of journeys lasted an hour or more.

Figure 3: Percentage Distribution of Journeys by Duration



The average work related journey was 18 kilometres, took 30 minutes to complete and had a speed[9] of 32 kilometres per hour.

The average journey for shopping/food/drink was eight kilometres, took 17 minutes to complete and had a speed of 24 kilometres per hour.

Table 6: Average Journey Distance, Duration and Speed by Journey Purpose

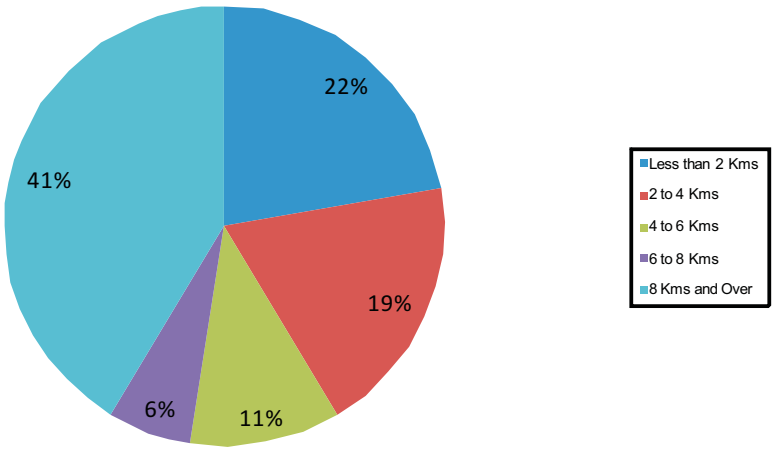
Purpose	Distance	Duration	Speed
	kilometres	*minutes*	*kilometres per hour*
Work	18	30	32
Education	16	36	25
Shopping/Food/Drink	8	17	24
Personal Business	12	20	28
Visit Family/Friends & Social/Entertainment	17	26	30
Companion Journey to/from Education	5	13	22
Other Companion Journey	12	21	30
Other	14	32	24
All Purposes	**13**	**24**	**27**

Forty one percent of all journeys were less than four kilometres. In total, 59%[10] of all journeys were less than eight kilometres in length.

[9] The speed of a journey is determined by the door to door travel time

[10] The quoted percentage differs from the sum of the constituent parts in Figure 4 due to the rounding of numbers contained in the Figure

Figure 4: Percentage Distribution of Journeys by Distance



One third of all journeys made by drivers of private cars and 92% of journeys made by walkers were less than four kilometres. Just 47% of journeys made by car drivers and 51% of journeys made by car passengers were for a distance of eight kilometres or more.

Table 7 : Percentage Distribution of Journeys by Distance and Mode of Travel

Distance (kilometres)	Mode							
	Private Car Driver	Private Car Passenger	Van/Lorry Driver and Other	Walk	Bus	Rail/Dart/ Luas	Cycle	All Modes
	percentage							
Less than 2	14	12	8	71	(5)	0	25	22
2 to 4	19	19	15	21	17	* [1]	33	19
4 to 6	13	11	9	6	17	*	(19)[2]	11
6 to 8	7	7	8	2	10	*	*	6
8 and Over	47	51	60	(1)	52	82	(20)	41
All Distances	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

During the rush hour periods of 8 am to 9 am and 5 pm to 6 pm, there was a difference of approximately 90% in the speed at which urban and rural respondents travelled. For the period 8 am to 9 am, urban respondents travelled at a speed of 20 kilometres per hour compared to 38 kilometres per hour for rural respondents. The corresponding speeds for the period 5 pm to 6 pm were 22 and 42 kilometres per hour respectively (See Table 31).

Respondents from the Dublin region travelled shorter distances in comparison to respondents from regions outside of Dublin. Dublin respondents travelled an average of 151 kilometres per week compared to an average of 248 kilometres per week for all other respondents (See Table 12).

Respondents living in the Dublin region reported a lower share of journeys by car drivers (54%) and a higher share of journeys by walkers (21%) compared to other respondents. Sixty eight percent of the journeys made by respondents from outside the Dublin region were made by private car drivers with a further 15% made by walkers.

Table 8: Percentage Distribution of Journeys by Mode of Travel and Region

Mode	Dublin	All Regions excluding Dublin	State
		percentage	
Private Car - Driver	54	68	64
Private Car - Passenger	7	9	9
Van/Lorry and Other	4	5	4
Walk	21	15	16
Bus	9	2	4
Rail/Dart/Luas	4	1	1
Cycle	2	1	1
All Modes	**100**	**100**	**100**

2.2 Gender differences

The average journey undertaken by males was 36% longer than the average female journey at 15 and 11 kilometres respectively (See Table 19).

Men travelled an average of 71 kilometres more per week than women (257 kilometres versus 186 kilometres) and spent 62 minutes longer travelling each week than females (435 minutes compared to 373 minutes).

Table 9: Average Weekly Travel Profile by Gender

Gender	Journeys	Distance	Travel Time
	number	*kilometres*	*minutes*
Male	17	257	435
Female	17	186	373
All Persons	**17**	**221**	**403**

The most frequently cited reason for male travel was work. For females, the most frequent reason for undertaking a journey was for shopping/food/drink (See Table 14).

A higher proportion of the journeys made by females were made as car passengers compared to males, at 12% and five percent respectively (See Table 15).

Seventy nine percent of male respondents stated that they either owned or had regular use of a vehicle compared to 70% for females (See Table 42).

Eighty six percent of males held a driving licence compared to 73% for females (See Table 41). This trend is also reflected in the percentage holding a full car or motorcycle driving licence with 78% of males stating that they held one compared to 64% for females (See Figure 22).

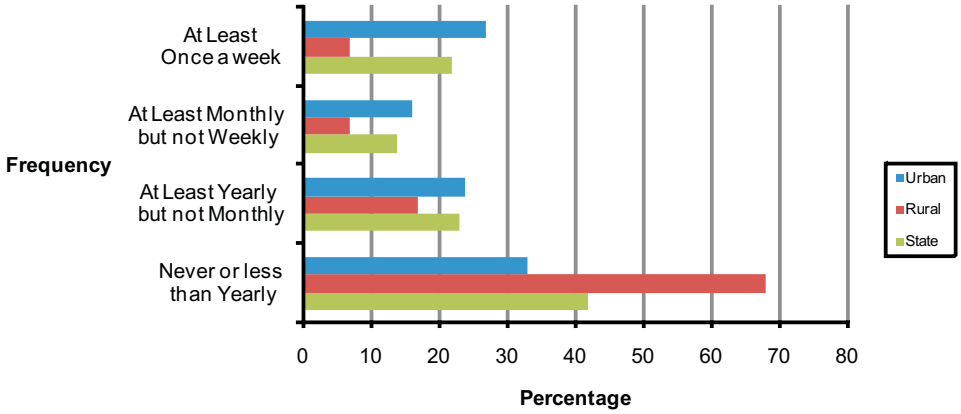
2.3 Public transport

While 77% of respondent households stated that they had access to a local[11] public transport service, there were considerable differences in the availability of public transport between urban and rural areas. Ninety five percent of urban households reported that they had access to a local public transport service compared to just 51% for rural households (See Figure 16). There was also a very clear difference in the availability of a local public transport service between Dublin households and all other households. Ninety eight percent of households in the Dublin region reported having access to a local public transport service compared to just 69% for households outside the Dublin region (See Figure 18).

A local bus service was the most common form of local public transport available to households. Seventy one percent of households stated that they had a local bus service compared to 30% with a local mainline train service and 12% with a local Luas/Dart service (See Figure 17).

Twenty two percent of adults with a local public transport service use it at least once a week, 27% for urban respondents compared to seven percent for rural respondents. While overall, 42% of respondents with a local public transport service stated that they would never use it[12], there was a considerable divergence between urban and rural respondents with 33% of the former compared to 68% of the latter stating that they would never use public transport.

Figure 5: Percentage Distribution of Respondents[1] by Frequency of Use of Local Public Transport and Urban/Rural Residency



[1] Refers only to Respondents With Access to a Local Public Transport Service

Forty percent of respondents in the Dublin region with a local public transport service use public transport at least weekly with a further 21% using it at least monthly (See Table 40).

2.4 Vehicle ownership and usage[13]

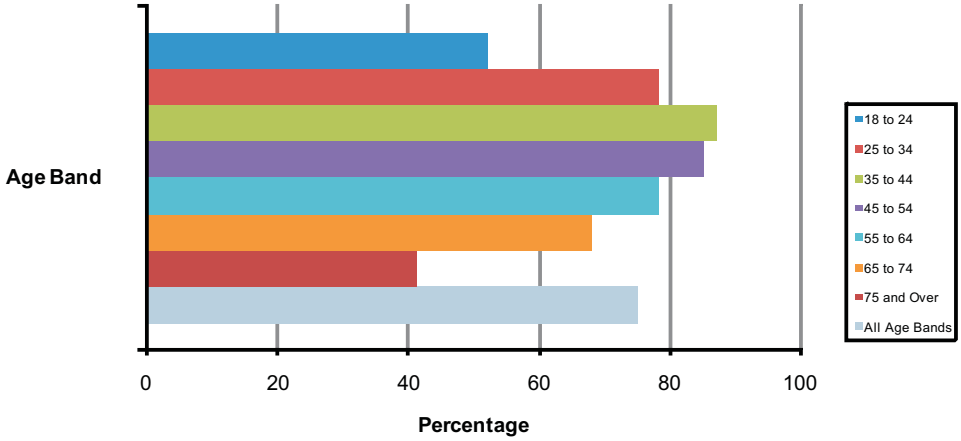
Seventy five percent of respondents stated that they either owned or had regular use of some kind of vehicle (excluding vehicles from company car pools). The lowest concentration of vehicle ownership/regular use was amongst respondents aged 75 and over at just 41%, followed by the 18 to 24 age group at 52%.

[11] It was open to respondents to decide for themselves what was meant by 'local' in the context of a public transport service. However, if requested by the respondent, a suggested guide was that a local transport service refers to one that is within a ten minute walk of the household

[12] 'Never use public transport' includes respondents who use public transport less frequently than once a year

[13] Excludes use of vehicles from company car pools

Figure 6: Percentage of Respondents who Own/Have Regular Use of a Vehicle by Age Band



Of the people who owned or had regular use of a vehicle and who were in employment, 83% used the vehicle to drive to work[14]. This figure was significantly lower for respondents from the Dublin region, where just 77% of respondents who were employed and who owned or had regular use of a vehicle stated that they used the vehicle to drive to work compared to 85% for similar respondents living outside the Dublin region (See Figure 25).

Seventy percent of adults who used a vehicle to travel to work and who responded to the question stated that they usually parked their vehicles during working hours in either a private car park or in their employer's car park. Sixteen percent stated that they parked in a non-payment area during working hours while a further 13% parked in a public car park or used metered on street parking (See Table 44).

[14] Respondents were advised to report that they used the vehicle to drive to work if they drove the vehicle for any part of the journey to/from work

Chapter 3

Weekly Travel Patterns

Both males and females made an average of 17 journeys per week.

Table 10 below shows that on average, respondents spent 403 minutes travelling 221 kilometres per week.

Urban respondents made more journeys per week than rural respondents at 18 and 16 respectively. Despite making fewer journeys, rural respondents travelled an average of 106 kilometres more per week than respondents from urban areas (286 kilometres versus 180 kilometres respectively).

Men travelled further than women (257 kilometres compared to 186 kilometres) and spent just over an hour longer travelling each week (435 minutes compared to 373 minutes).

Table 10: Average Weekly Travel Profile by Urban/Rural Residency and Gender

Urban/Rural	Gender	Journeys	Travel Time	Distance
		number	*minutes*	*kilometres*
Urban	Male	17	451	217
	Female	18	380	146
	All Persons	18	414	180
Rural	Male	16	412	314
	Female	17	359	255
	All Persons	16	387	286
State	Male	17	435	257
	Female	17	373	186
	All Persons	**17**	**403**	**221**

Respondents aged 35 to 44 made an average of 20 journeys, travelled 277 kilometres and spent 459 minutes travelling per week. Respondents aged 65 and over made the least number of journeys (12 per week) and spent 273 minutes travelling 128 kilometres per week.

Table 11: Average Weekly Travel Profile by Age Band

Age Band (years)	Journeys	Travel Time	Distance
	number	*minutes*	*kilometres*
18 to 24	16	406	192
25 to 34	18	428	235
35 to 44	20	459	277
45 to 54	19	448	254
55 to 64	16	366	203
65 and over	12	273	128
All Age Bands	**17**	**403**	**221**

Respondents living outside the Dublin region travelled 64% further each week than Dublin respondents but spent 13% less time travelling. Dublin respondents travelled an average of 151 kilometres and spent 446 minutes travelling per week. Respondents living outside the Dublin region spent an average of 387 minutes travelling 248 kilometres per week.

Table 12: Average Weekly Travel Profile by Region and Gender

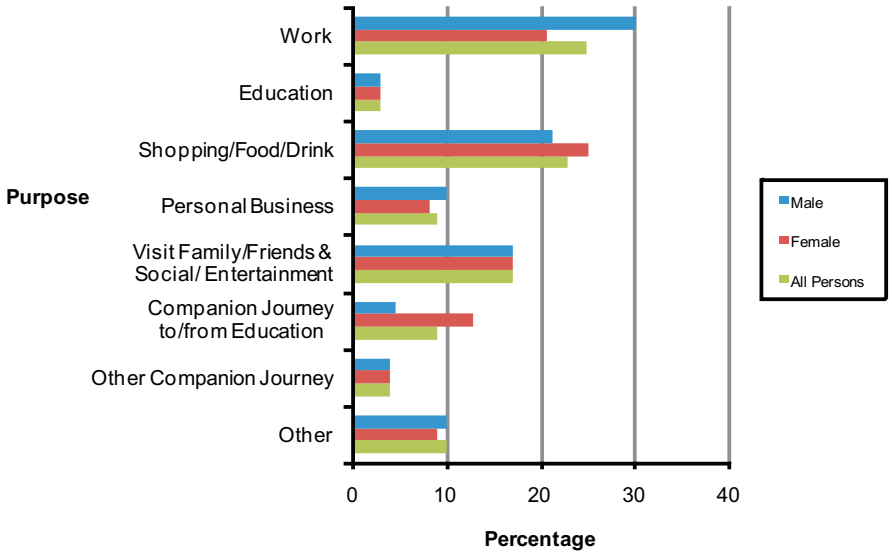
Region	Gender	Journeys	Travel Time	Distance
		number	*minutes*	*kilometres*
All Regions Excluding Dublin	Male	17	416	284
	Female	17	358	213
	All Persons	17	387	248
Dublin	Male	17	485	183
	Female	18	410	120
	All Persons	18	446	151
State	Male	17	435	257
	Female	17	373	186
	All Persons	**17**	**403**	**221**

Chapter 4

Why People Travel

Work related travel accounted for 25% of all journeys, representing 30% for males and 21% for females. Shopping/food/drink accounted for a further 23% of journeys, representing 25% for females compared to 21% for males.

Figure 7: Percentage Distribution of Journeys by Journey Purpose and Gender



Thirty one percent of all work related journeys were made by people aged 25 to 34. Respondents in the 18 to 24 age group accounted for just nine percent of all work related journeys.

Visiting family/friends and social/entertainment accounted for 17% of all journeys for both males and females, with people in the 25 to 34 age group making 25% of these journey types.

While overall just three percent of journeys were for the purpose of education, 80% of these journeys were made by respondents aged 18 to 34, with those aged 18 to 24 making 62% of them.

Companion journeys to/from educational facilities constituted nine percent of all journeys, with 42% of these journeys made by respondents aged 35 to 44. These journeys represented 13% of all female journeys compared to five percent of male journeys.

Table 13: Percentage Distribution of Journeys by Age Band and Journey Purpose

Age Band (years)	Journey Purpose: Work	Education	Shopping/ Food/ Drink	Personal Business	Visit Family/ Friends & Social/ Entertainment	Companion Journey to/from Education	Other Companion Journey	Other	All Purposes
					percentage				
18 to 24	9	62	9	(6)	18	(4)	*	11	11
25 to 34	31	18	20	13	25	30	22	19	24
35 to 44	25	(9)[1]	19	19	18	42	26	22	23
45 to 54	22	(8)	18	20	16	20	24	19	19
55 to 64	11	*[2]	17	19	12	3	10	12	12
65 and over	3	*	17	23	12	*	10	17	11
All Age Bands	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

Table 14: Percentage Distribution of Journeys by Journey Purpose, Urban/Rural Residency and Gender

Purpose	Urban: Male	Female	All Persons	Rural: Male	Female	All Persons	State: Male	Female	All Persons
					percentage				
Work	30	21	25	30	21	25	30	21	25
Education	4	3	3	(2)[1]	3	2	3	3	3
Shopping/Food/Drink	21	25	23	23	25	24	21	25	23
Personal Business	9	8	8	12	9	11	10	8	9
Visit Family/Friends & Social/Entertainment	17	18	18	16	15	16	17	17	17
Companion Journey to/from Education	5	12	9	5	14	9	5	13	9
Other Companion Journey	4	4	4	4	5	4	4	4	4
Other	11	9	10	8	9	9	10	9	10
All Purposes	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Chapter 5

How People Travel[15]

Sixty four percent of all reported journeys were made by drivers of private cars with a further nine percent made by private car passengers.

Walking was the second most common mode of travel, with 16% of all journeys made by walkers.

While there was no statistically significant difference in the reported percentage of male and female journeys made by car drivers, travelling as a car passenger accounted for 12% of female journeys compared to five percent for male journeys.

Table 15: Percentage Distribution of Journeys by Mode of Travel and Gender

Mode	Male	Female	All Persons
		percentage	
Private Car - Driver	65	63	64
Private Car - Passenger	5	12	9
Van/Lorry and Other	8	1	4
Walk	15	17	16
Bus	3	5	4
Rail/Dart/Luas	2	1	1
Cycle	2	1	1
All Modes	**100**	**100**	**100**

The highest share for walking was in the age cohorts 18 to 24 and 65 and over, who made 26% and 23% respectively of their journeys by walking.

Forty percent of the journeys made by people aged 18 to 24 were undertaken by private car drivers compared to 74% of the journeys made by people aged 35 to 54.

Seventeen percent of the journeys made by both the 18 to 24 and the 65 and over age groups were undertaken as car passengers compared to five percent for respondents in the 35 to 44 age cohort.

While four percent of all journeys were made by bus, the highest proportion of bus journeys were made by respondents aged 18 to 24, who made 11% of their journeys by bus.

[15] Results on how people travel are all based on the main mode of travel used for a journey . Main mode of travel was defined as the mode of travel used for the greatest distance

Table 16: Percentage Distribution of Journeys by Mode of Travel and Age Band

Mode	Age Band (Years)						
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and over	All Age Bands
	percentage						
Private Car - Driver	40	63	74	74	65	51	64
Private Car - Passenger	17	6	5	6	9	17	9
Van/Lorry and Other	* [1]	7	5	4	3	2	4
Walk	26	16	12	12	17	23	16
Bus	11	5	2	2	3	4	4
Rail/Dart/Luas	*	2	(1)	(1)	*	*	1
Cycle	*	(1)[2]	(1)	(1)	(2)	*	1
All Modes	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Seventy five percent of the journeys undertaken by rural residents were made by private car drivers compared to 57% for journeys made by urban residents.

The share of journeys made by walkers was significantly different between urban and rural areas. Twenty two percent of the journeys made by urban respondents were made by walkers compared to seven percent for rural respondents.

There was also a notable urban/rural divide in the mode share of bus journeys. Just one percent of the journeys undertaken by rural respondents were made by bus compared to six percent for journeys made by urban respondents.

Table 17: Percentage Distribution of Journeys by Mode of Travel and Urban/Rural Residency

Mode	Urban	Rural	State
	percentage		
Private Car - Driver	57	75	64
Private Car - Passenger	8	11	9
Van/Lorry and Other	4	5	4
Walk	22	7	16
Bus	6	1	4
Rail/Dart/Luas	2	0	1
Cycle	1	(1)[1]	1
All Modes	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Respondents from the Dublin region had a significantly lower proportion of journeys made by car. Fifty four percent of the journeys made by respondents from the Dublin region were made by car drivers compared to 68% for all other regions. Dublin also had a significantly higher proportion of journeys made by walkers. Twenty one percent of the journeys reported by Dublin respondents were made by walkers compared to 15% for respondents from all other regions.

Table 18: Percentage Distribution of Journeys by Mode of Travel and Region

Mode	Region		
	All Regions Excluding Dublin	Dublin	State
	percentage		
Private Car - Driver	68	54	64
Private Car - Passenger	9	7	9
Van/Lorry and Other	5	4	4
Walk	15	21	16
Bus	2	9	4
Rail/Dart/Luas	1	4	1
Cycle	1	2	1
All Modes	**100**	**100**	**100**

Chapter 6

Distance Travelled

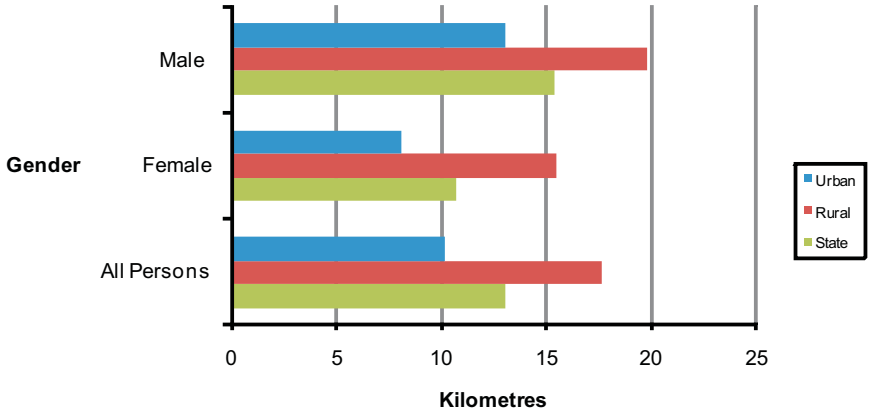
The average distance travelled per journey was 13 kilometres.

On average, journeys undertaken by males were 36% longer than those undertaken by females - 15 kilometres for males versus 11 kilometres for females.

Journeys undertaken by rural respondents were 80% longer on average than those of urban respondents at 18 and 10 kilometres respectively.

Females resident in urban areas made the shortest journeys, with an average of eight kilometres per journey. Males living in rural areas made the longest journeys, with an average of almost 20 kilometres per journey.

Figure 8: Average Journey Distance by Gender and Urban/Rural Residency



The average length of a journey made by respondents from the Dublin region was just 60% of the average for the rest of the country, at 9 kilometres and 15 kilometres respectively. The male:female comparison was 11:7 kilometres on average for Dublin respondents and 17:12 kilometres on average for respondents from all regions excluding Dublin.

Table 19: Average Journey Distance by Region and Gender

Region	Male	Female	All Persons
		kilometres	
All Regions Excluding Dublin	17	12	15
Dublin	11	7	9
State	**15**	**11**	**13**

The shortest journeys were made to accompany others to an educational facility[16], which had an average distance of five kilometres. Journeys made as companions for other reasons had an average distance of 12 kilometres.

The average length of work related journeys was 18 kilometres while journeys for shopping/food/drink were 10 kilometres shorter.

Table 20: Average Journey Distance by Journey Purpose

Purpose	Distance
	kilometres
Work	18
Education	16
Shopping/Food/Drink	8
Personal Business	12
Visit Family/Friends & Social/Entertainment	17
Companion Journey to/from Education	5
Other Companion Journey	12
Other	14
All Purposes	**13**

The shortest journeys were made by walkers, which averaged just two kilometres.

The average length of journeys made by car passengers was 18 kilometres compared to 5 kilometres for journeys made by cyclists.

[16] Companion journeys to/from educational facilities are journeys made to bring/accompany another person to a school/educational facility that they themselves do not attend eg a parent making a journey to drop children to school

Table 21: Average Journey Distance by Mode of Travel

Mode	Distance
	kilometres
Private Car - Driver	14
Private Car - Passenger	18
Van/Lorry and Other	22
Walk	2
Bus	14
Rail/Dart/Luas	26
Cycle	5
All Modes	**13**

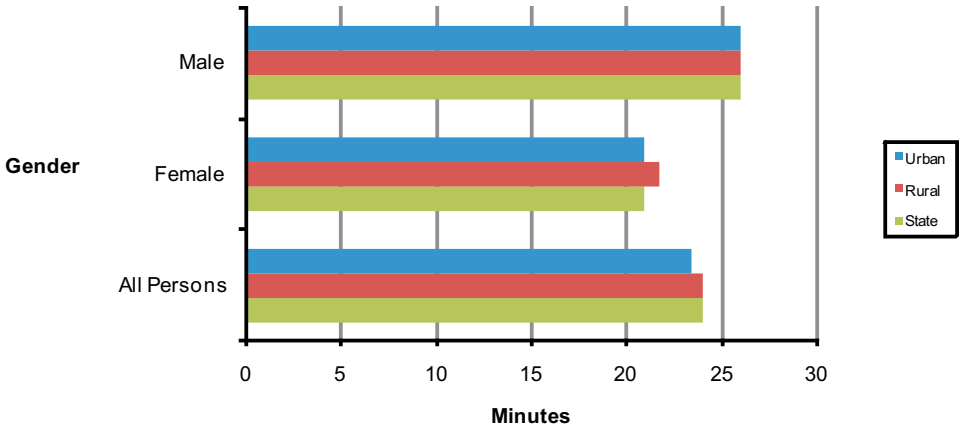
Chapter 7

Duration of Journeys

The average journey took 24 minutes to complete. While rural residents' journeys were, on average, 80% longer in distance (see Figure 8), there was no significant difference in the average duration of journeys between urban and rural residents at 23 and 24 minutes respectively.

Reflecting the longer average distances travelled by them (see Figure 8), male journeys took an average of 24% longer to complete than female journeys - 26 minutes compared to 21 minutes for females.

Figure 9: Average Journey Duration by Gender and Urban/Rural Residency



Journeys made by car drivers took an average of 23 minutes to complete while those made by car passengers took 27 minutes. There was a significant difference in the speed of journeys made by car drivers from the Dublin region compared to other regions. The hourly rate of travel for journeys made by car drivers from the Dublin region was 42% slower at 21 kilometres per hour compared to 36 kilometres per hour for all other regions.

The journeys with the longest duration were those made by Rail/Dart/Luas, followed by bus journeys, which averaged 51 and 43 minutes respectively.

The average walk lasted 17 minutes and was travelled at a speed of seven kilometres per hour.

Table 22: Average Journey Duration by Mode of Travel

Mode	Duration
	minutes
Private Car - Driver	23
Private Car - Passenger	27
Van/Lorry and Other	28
Walk	17
Bus	43
Rail\Dart\Luas	51
Cycle	25
All Modes	**24**

Table 23: Average Journey Speed by Mode of Travel and Region

Mode	Region		
	All Regions Excluding Dublin	Dublin	State
	kilometres per hour		
Private Car - Driver	36	21	32
Private Car - Passenger	36	22	32
Van/Lorry and Other	43	26	39
Walk	7	6	7
Bus	27	13	18
Rail/Dart/Luas	35	22	25
Cycle	13	13	13
All Modes	**31**	**17**	**27**

There was a significant difference in the speed at which urban and rural respondents travelled in motorised vehicles. Journeys by car drivers were 54% faster for rural respondents compared to urban respondents. Similarly, bus journeys made by rural respondents were 138% faster than bus journeys made by urban respondents.

Table 24: Average Journey Speed by Mode of Travel and Urban/Rural Residency

Mode	Urban/Rural		
	Urban	Rural	State
	kilometres per hour		
Private Car - Driver	26	40	32
Private Car - Passenger	25	42	32
Van/Lorry and Other	33	45	39
Walk	7	6	7
Bus	16	38	18
Rail/Dart/Luas	24	* [1]	25
Cycle	13	(14)[2]	13
All Modes	**21**	**38**	**27**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Thirty nine percent of all journeys took less than 15 minutes to complete while a further 31% took between 15 and 30 minutes. Just eight percent of all journeys lasted an hour or longer.

Table 25 Percentage Distribution of Journeys by Duration, Urban/Rural Residency and Gender

Duration (minutes)	Urban/Rural								
	Urban			Rural			State		
	Male	Female	All Persons	Male	Female	All Persons	Male	Female	All Persons
	percentage								
Less than 15	34	43	39	37	41	39	35	42	39
15 to 30	30	30	30	30	32	31	30	31	31
30 to 45	19	16	17	17	15	16	18	16	17
45 - 60	7	5	6	5	5	5	6	5	5
60 and Over	10	6	8	11	7	9	10	6	8
All Durations	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

The shortest journeys were those made as companion journeys to/from educational facilities, which averaged 13 minutes. It is worth noting that at five kilometres (see Table 20), this category of journey was the shortest.

Table 26 Average Journey Duration by Journey Purpose

Purpose	Duration
	minutes
Work	30
Education	36
Shopping/Food/Drink	17
Personal Business	20
Visit Family/Friends & Social/Entertainment	26
Companion Journey to/from Education	13
Other Companion Journey	21
Other	32
All Purposes	**24**

Despite the fact that the average distance travelled per journey by residents of the Dublin region was just 60% of that for residents of other regions (see Table 19), the average duration of a journey made by residents of the Dublin region was just marginally longer than it was for the rest of the country at 25 and 23 minutes respectively.

Table 27: Average Journey Duration by Region and Gender

Region	Male	Female	All Persons
		minutes	
All Regions Excluding Dublin	25	21	23
Dublin	29	22	25
State	**26**	**21**	**24**

Chapter 8

When & How Fast People Travel

Just 15% of all journeys commenced during the 12 hour period 8 pm to 8 am compared to a peak of nine percent during the 8 am to 9 am rush hour.

Table 28: Percentage Distribution of Journeys by Start Time and Urban/Rural Residency

	Urban/Rural		
Start Time	**Urban**	**Rural**	**State**
		percentage	
00:00 - 05:59	2	2	2
06:00 - 06:59	1	1	1
07:00 - 07:59	4	4	4
08:00 - 08:59	9	8	9
09:00 - 09:59	6	8	7
10:00 - 10:59	6	6	6
11:00 - 11:59	6	7	6
12:00 - 12:59	7	8	7
13:00 - 13:59	8	7	8
14:00 - 14:59	8	8	8
15:00 - 15:59	7	7	7
16:00 - 16:59	7	7	7
17:00 - 17:59	8	8	8
18:00 - 18:59	6	6	6
19:00 - 19:59	4	4	4
20:00 - 23:59	9	8	8
All Times	**100**	**100**	**100**

Twenty one percent of all journeys made by private car drivers commenced during the three hour period 7 am to 10 am while 11% of all walks commenced during the lunch time period of 1 pm to 2 pm.

Table 29: Percentage Distribution of Journeys by Start Time and Mode of Travel

Start Time	Mode			
	Private Car Driver	Private Car Passenger	Walk	All Modes
		percentage		
00:00 - 05:59	2	(3)	3	2
06:00 - 06:59	1	* [1]	0	1
07:00 - 07:59	4	(2)[2]	(2)	4
08:00 - 08:59	9	5	6	8
09:00 - 09:59	8	5	6	7
10:00 - 10:59	5	5	8	6
11:00 - 11:59	6	7	9	7
12:00 - 12:59	7	8	9	8
13:00 - 13:59	7	8	11	8
14:00 - 14:59	8	8	9	9
15:00 - 15:59	7	8	8	7
16:00 - 16:59	7	8	6	7
17:00 - 17:59	8	9	6	8
18:00 - 18:59	6	6	5	6
19:00 - 19:59	4	6	4	5
20:00 - 23:59	8	11	9	9
All Times	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

The longest journeys commenced between 6 am and 7 am, were 37 kilometres long and took 48 minutes to complete. The distance travelled fell to 22 kilometres for journeys commenced during the period 7 am to 8 am, falling further to 13 kilometres with a travel time of 25 minutes for journeys commenced between 8 am and 9 am.

Table 30: Average Journey Profile by Start Time and Mode of Travel

Start Time	Mode							
	Private Car Driver		Private Car Passenger		All Modes Excluding Private Car		All Modes	
	Distance	Duration	Distance	Duration	Distance	Duration	Distance	Duration
	kilometres	*minutes*	*kilometres*	*minutes*	*kilometres*	*minutes*	*kilometres*	*minutes*
00:00 - 05:59	24	29	(22)[1]	(27)	12	21	19	26
06:00 - 06:59	37	45	* [2]	*	(39)	(60)	37	48
07:00 - 07:59	23	34	(38)	(55)	16	39	22	37
08:00 - 08:59	13	24	16	29	11	26	13	25
09:00 - 09:59	12	20	14	22	6	21	11	20
10:00 - 10:59	13	20	19	33	5	21	11	21
11:00 - 11:59	11	19	15	23	7	24	10	21
12:00 - 12:59	13	21	18	25	7	23	12	22
13:00 - 13:59	11	19	14	21	5	20	9	20
14:00 - 14:59	12	20	18	28	5	22	11	21
15:00 - 15:59	14	22	20	30	6	26	12	24
16:00 - 16:59	15	24	23	33	13	31	15	27
17:00 - 17:59	18	28	25	32	10	30	16	29
18:00 - 18:59	16	26	15	24	11	28	15	26
19:00 - 19:59	12	19	14	22	5	21	10	20
20:00 - 23:59	12	19	10	19	6	19	10	19
All Times	**14**	**23**	**18**	**27**	**8**	**25**	**13**	**24**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

Table 31: Average Journey Speed by Start Time and Urban/Rural Residency

Start Time	Urban/Rural		
	Urban	Rural	State
	kilometres per hour		
00:00 - 05:59	28	43	33
06:00 - 06:59	33	51	40
07:00 - 07:59	26	48	34
08:00 - 08:59	20	38	26
09:00 - 09:59	20	35	27
10:00 - 10:59	19	34	25
11:00 - 11:59	19	36	26
12:00 - 12:59	20	37	27
13:00 - 13:59	19	33	24
14:00 - 14:59	21	36	26
15:00 - 15:59	22	38	28
16:00 - 16:59	22	39	28
17:00 - 17:59	22	42	29
18:00 - 18:59	24	39	30
19:00 - 19:59	22	38	28
20:00 - 23:59	22	38	28
All Times	**21**	**38**	**27**

Chapter 9

Variations in Travel by Distance

Fifty nine percent[17] of all journeys (see Figure 4) were less than eight kilometres (five miles), 68% for journeys reported by urban respondents compared to 43% for rural respondents.

Figure 10: Percentage Distribution of Urban Journeys by Distance

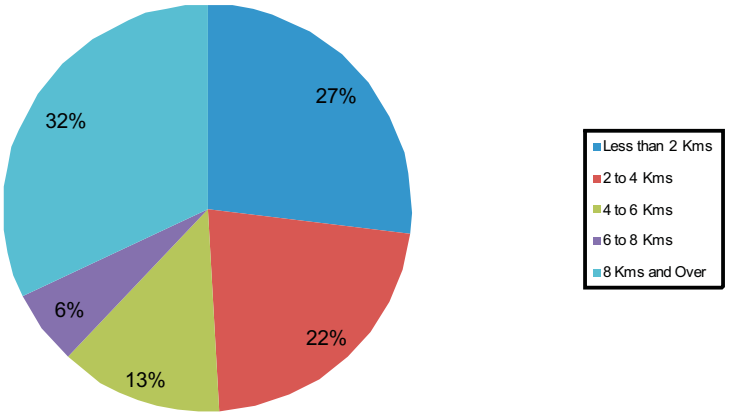
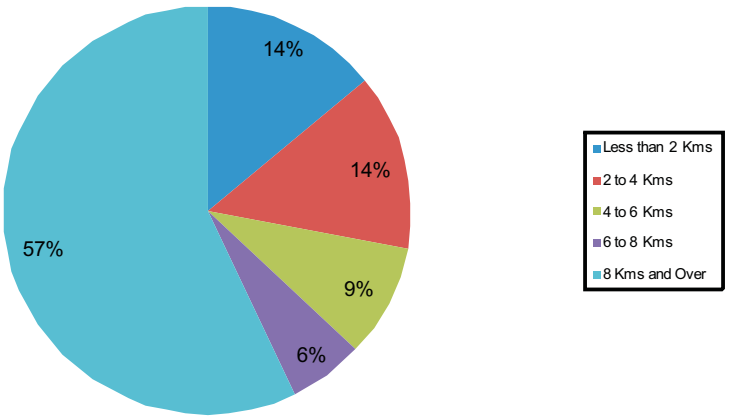


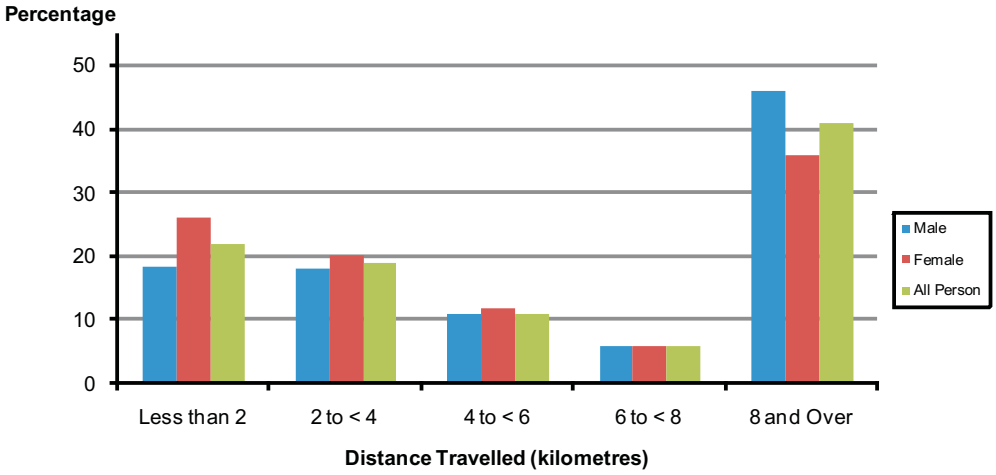
Figure 11: Percentage Distribution of Rural Journeys by Distance



[17] The quoted percentage differs from the sum of the constituent parts in Figure 4 due to the rounding of numbers contained in the Figure

Females had a higher proportion of short journeys than males. Sixty four percent of journeys made by females were less than eight kilometres compared to 54% for males.

Figure 12: Percentage Distribution of Journeys by Distance and Gender



At a regional level, respondents living in the Dublin region reported a higher proportion of short journeys of less than eight kilometres (69%) compared to the other regions (55%).

Table 32: Percentage Distribution of Journeys by Distance and Region

Distance (kilometres)	Region		
	All Regions Excluding Dublin	Dublin	State
	percentage		
Less than 2	22	23	22
2 to 4	17	23	19
4 to 6	10	15	11
6 to 8	6	8	6
8 and Over	45	31	41
All Distances	**100**	**100**	**100**

Fifty one percent of journeys under two kilometres and a further 18% of journeys between two and four kilometres were made by walkers. The corresponding figures for car drivers were 40% and 64% respectively.

Table 33 Percentage Distribution of Journeys by Mode of Travel and Distance

Mode	Distance (Kilometres)					
	Less than 2	2 to 4	4 to 6	6 to 8	8 and Over	All Distances
	percentage					
Private Car - Driver	40	64	71	71	74	64
Private Car - Passenger	5	9	9	10	11	9
Van/Lorry & Other	2	4	3	6	7	4
Walk	51	18	8	4	(0)	16
Bus	(1)[1]	4	6	6	5	4
Rail & Dart/Luas	0	0	*[2]	*	3	1
Cycle	1	2	(2)	0	(1)	1
All Modes	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

In total, 52% of all journeys were less than six kilometres. Thirty five percent of work related journeys, 64% of journeys for shopping/food/drink and 80% of companion journeys to/from educational facilities were all under six kilometres.

Table 34: Percentage Distribution of Journeys by Distance and Journey Purpose

Distance (kilometres)	Purpose								
	Work	Education	Shopping/ Food/Drink	Personal Business	Visit Family/Friends & Social/ Entertainment	Companion Journey to/from Education	Other Companion Journey	Other	All Purposes
	percentage								
Less than 2	11	16	31	26	22	36	18	20	22
2 to 4	13	(11)[1]	22	21	17	29	23	22	19
4 to 6	11	(9)	11	10	10	15	11	14	11
6 to 8	6	*[2]	6	6	7	5	8	6	6
8 and Over	59	58	30	36	44	15	39	38	41
All Distances	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

Thirty seven percent of all journeys of eight kilometres or more were work related journeys with a further 17% undertaken for the purpose of shopping/food/drink.

Table 35: Percentage Distribution of Journeys by Journey Purpose and Distance

Purpose	Distance (kilometres)					
	Less than 2	2 to 4	4 to 6	6 to 8	8 and Over	All Distances
	percentage					
Work	13	17	23	24	37	25
Education	2	(2)[1]	(2)	*[2]	4	3
Shopping/Food/Drink	32	27	23	22	17	23
Personal Business	10	10	8	9	8	9
Visit Family/Friends & Social/Entertainment	17	15	15	19	18	17
Companion Journey to/from Education	14	14	11	8	3	9
Other Companion Journey	3	5	4	5	4	4
Other	8	11	12	10	9	10
All Purposes	**100**	**100**	**100**	**100**	**100**	**100**

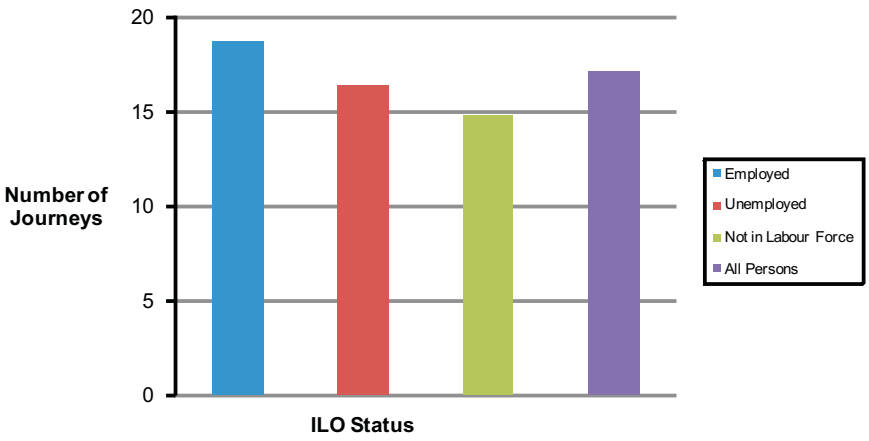
[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.
[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

Chapter 10

Travel by ILO Status[18]

On average, employed people made more journeys compared to people who were unemployed or not in the labour force. Respondents in employment made an average of 19 journeys per week compared to 16 and 15 journeys per week respectively for unemployed respondents and respondents who were not in the labour force. Respondents in employment also had a lower proportion of journeys less than eight kilometres compared to respondents who were unemployed or those who were not in the labour force. Fifty three percent[19] of journeys made by employed respondents were less than eight kilometres in length compared to 66% and over for unemployed respondents and respondents who were not in the labour force.

Figure 13: Average Weekly Number of Journeys by ILO Status



[18] The ILO (International Labour Office) labour force classification distinguishes the following three main subgroups of the population:
In Employment: Persons who worked in the week before the QNHS survey for one hour or more for payment or profit, including work on the family farm or business and all persons who had a job but were not at work because of illness, holidays, etc
Unemployed: Persons who, in the week before the QNHS survey, were without work and available for work within the next two weeks, and had taken specific steps, In the preceding four weeks, to find work
Inactive Population (not in labour force): All other persons

[19] The quoted percentage differs from the sum of the constituent parts in Table 36 due to the rounding of numbers contained in the Table

Table 36: Percentage Distribution of Journeys by Distance and ILO Status

Distance (kilometres)	ILO Status			
	Employed	Unemployed	Not in Labour Force	All Persons
	percentage			
Less than 2	18	28	29	22
2 to 4	17	22	22	19
4 to 6	11	12	11	11
6 to 8	6	(4)[1]	6	6
8 and Over	47	34	31	41
All Distances	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

In addition to reporting that they made more journeys per week (see Figure 13), people in employment also travelled further and for longer each week when compared to unemployed respondents or respondents who were not in the labour force. Employed respondents spent an average of 469 minutes per week travelling 278 kilometres compared to 357 minutes travelling 184 kilometres for unemployed respondents and 314 minutes travelling 144 kilometres for respondents who were not in the labour force.

Figure 14: Average Weekly Distance Travelled by ILO Status

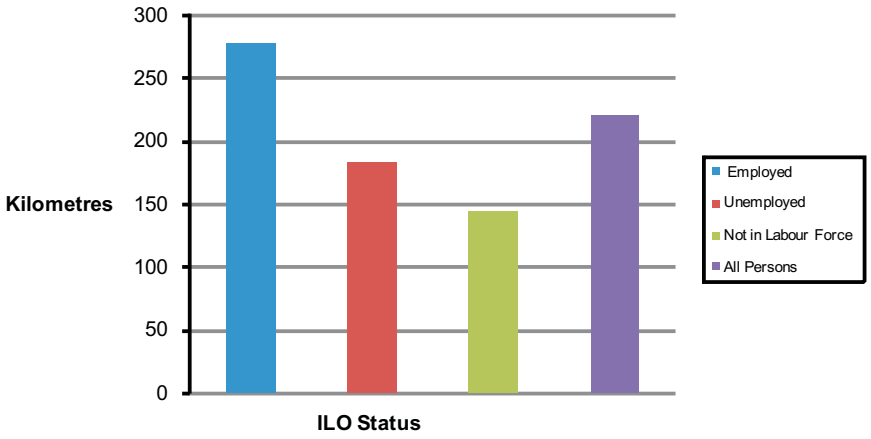
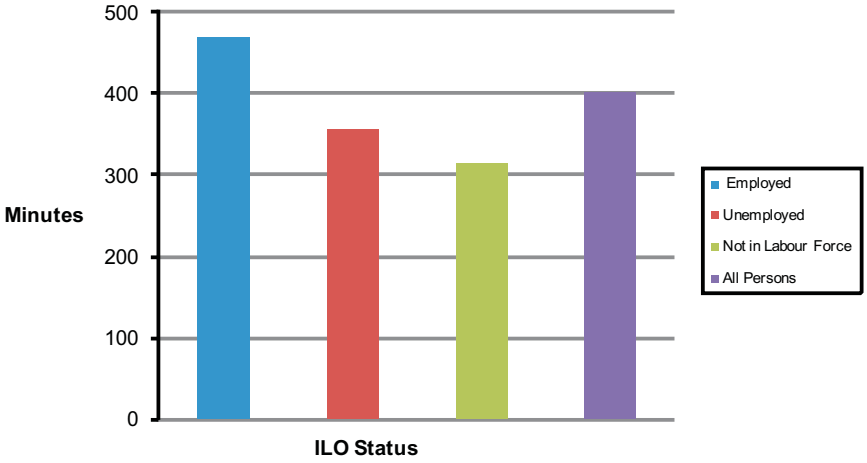


Figure 15: Average Weekly Travel Time by ILO Status



Employed respondents reported the highest share of journeys by private car drivers (71%) compared to people who were unemployed or not in the labour force (54% and 53% respectively). People in employment also had a significantly smaller proportion of journeys made by walking and as car passengers. Just 11% of journeys made by people in employment were made by walking compared to 25% and 24% respectively for unemployed respondents and respondents who were not in the labour force. Six percent of the journeys made by people in employment were made as car passengers compared to 10% and 13% respectively for respondents who were unemployed and those who were not in the labour force.

Table 37: Percentage Distribution of Journeys by Mode of Travel and ILO Status

Mode	ILO Status			
	Employed	Unemployed	Not in Labour Force	All Persons
	percentage			
Private Car - Driver	71	54	53	64
Private Car - Passenger	6	10	13	9
Van/Lorry and Other	6	6	2	4
Walk	11	25	24	16
Bus	3	* [1]	6	4
Rail/Dart/Luas	2	*	(1)[2]	1
Cycle	1	*	1	1
All Modes	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an '*'

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Forty two percent of the journeys made by employed respondents were work related and a further 18% were for shopping/food/drink. Just 14% of their journeys were to visit family/friends & social/entertainment compared to 24% and 20% respectively for unemployed respondents and respondents who were not in the labour force. There is also a clear difference in the proportion of journeys made as companion journeys to/from educational facilities for people in employment compared to unemployed respondents or those that were not in the labour force. Just six percent of the journeys made by employed respondents were companion journeys to/from educational facilities compared to 15% and 13% respectively for unemployed respondents and respondents who were not in the labour force.

Table 38: Percentage Distribution of Journeys by Journey Purpose and ILO Status

Purpose	ILO Status			
	Employed	Unemployed	Not in Labour Force	All Persons
	percentage			
Work	42	0	0	25
Education	1	* [1]	6	3
Shopping/Food/Drink	18	29	32	23
Personal Business	7	13	12	9
Visit Family/Friends & Social/Entertainment	14	24	20	17
Companion Journey to/from Education	6	15	13	9
Other Companion Journey	4	5	4	4
Other	7	11	13	10
All Purposes	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

People in employment had a lower share of journeys of less than 30 minutes duration compared to people who were unemployed or not in the labour force. Sixty six percent of the journeys made by employed respondents took less than 30 minutes to complete compared to 73% and 74% respectively for unemployed respondents and those who were not in the labour force.

Table 39: Percentage Distribution of Journeys by Duration and ILO Status

Duration (minutes)	ILO Status			
	Employed	Unemployed	Not in Labour Force	All Persons
	percentage			
Less than 15	36	42	43	39
15 to 30	30	31	31	31
30 to 45	18	16	15	17
45 - 60	6	(4)[1]	4	5
60 and Over	9	7	7	8
All Durations	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

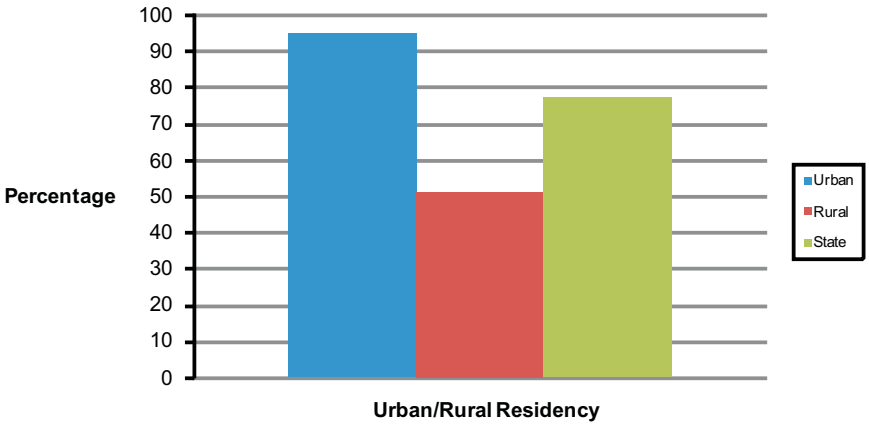
Chapter 11

Public Transport, Vehicle Ownership/ Usage & Driving Licences

11.1 Availability and use of local public transport

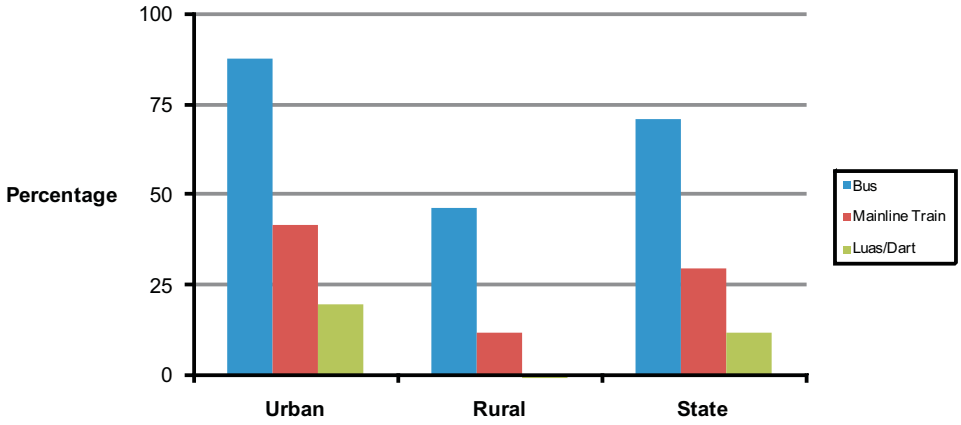
Seventy seven percent of households reported that they had access to a local public transport service with 95% of urban households having such a service compared to 51% for rural households.

Figure 16: Percentage of Households with a Local Public Transport Service by Urban/Rural Residency



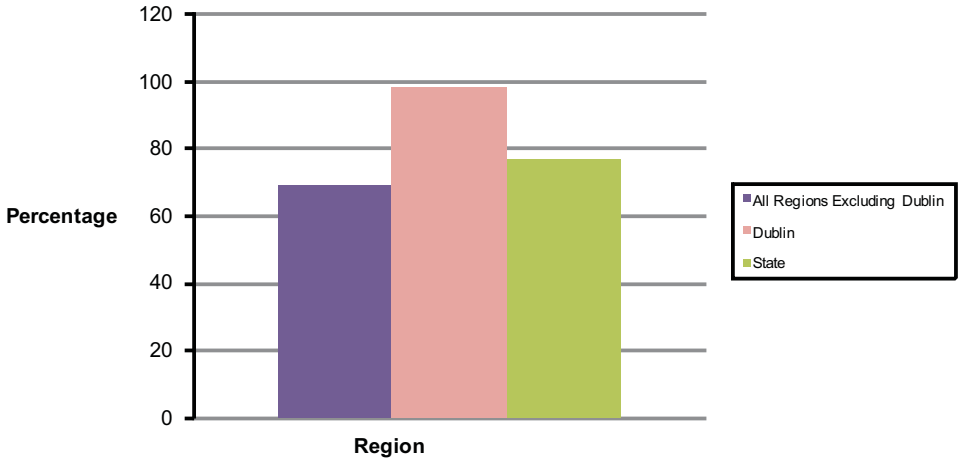
The most common form of public transport available to households was a local bus service, with 71% of households reporting that they had access to such a service. There was a significant difference in access to local public transport services between urban and rural respondents across all types of public transport.

Figure 17: Percentage of Households with a Local Public Transport Service by Urban/Rural Residency and Type of Local Public Transport Service



Ninety eight percent of Dublin households reported having access to local public transport compared to 69% for households from outside the Dublin region.

Figure 18: Percentage of Households with a Local Public Transport Service by Region

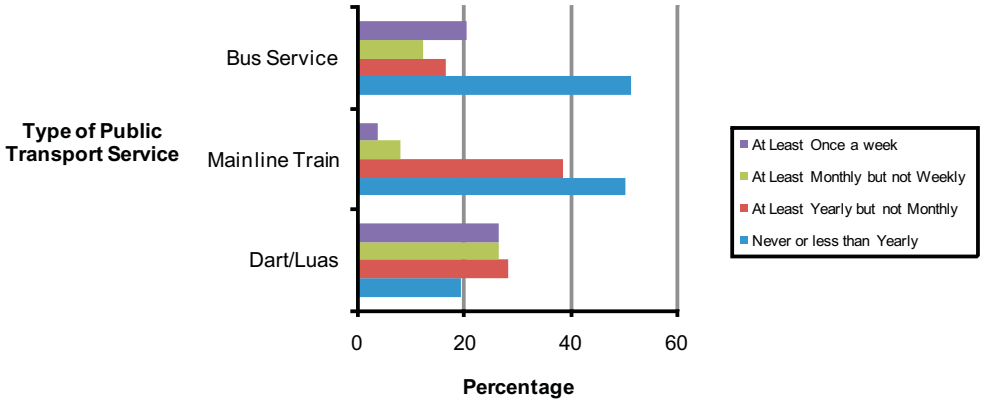


Twenty six percent of respondents with a local Dart or Luas service use it at least once a week compared to 20% for respondents with a local bus service using it at least weekly. Just four percent of respondents with a local mainline train service use it at least weekly.

Respondents with a local Dart/Luas service are less likely to never[20] use it compared with respondents with a local bus or mainline train service. Eighty one percent of respondents with a local Dart/Luas service stated that they would use the service at least once a year compared to 50% for respondents with a local mainline train service availing of their local service at least once a year and 49% for respondents with a local bus service.

[20] 'Never' includes respondents who use their relevant transport service less frequently than once a year

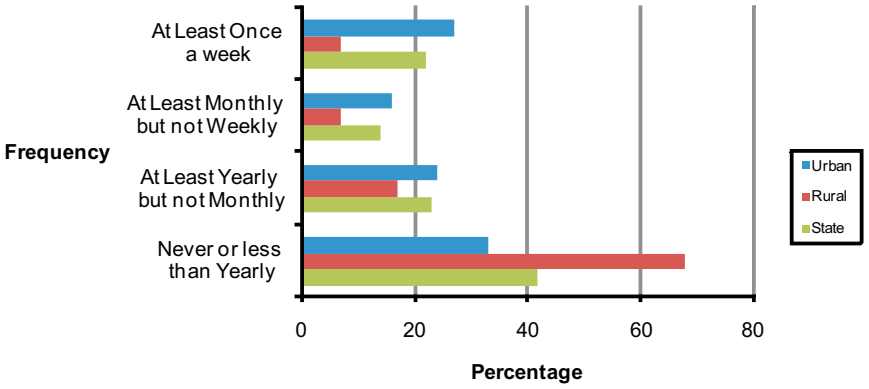
Figure 19: Percentage Distribution of Respondents[1] by Type of Local Public Transport Service and Frequency of Use of Service



[1] Refers only to respondents with access to a local public transport service

There is a notable difference in the use of public transport between urban and rural respondents. Sixty eight percent of rural respondents with a local public transport service stated that they would never use public transport compared to just 33% for urban respondents.

Figure 20: Percentage Distribution of Respondents by Frequency of Use of Local Public Transport and Urban/Rural Residency[1]



[1] Only refers to respondents with access to a local public transport service

Forty percent of respondents from the Dublin region with a local public transport service use public transport at least weekly with a further 21% using it at least monthly.

At the same time, 18% of Dublin respondents with a local public transport service stated that they would never or almost never use the service compared to 54% for respondents from all regions excluding Dublin.

Table 40: Percentage Distribution of Respondents[1] by Frequency of Use of Local Public Transport and Region

Frequency	Region		
	All Regions Excluding Dublin	Dublin	State
	percentage		
At Least Once a Week	12	40	22
At Least Monthly but not Weekly	10	21	14
At Least Yearly but not Monthly	23	21	23
Never or Less than Yearly	54	18	42
All Frequencies	**100**	**100**	**100**

[1] Refers only to respondents who have a local public transport service

11.2 Driving licences

Seventy nine percent of respondents stated that they held some type of driving licence. A higher proportion of males reported that they held a driving licence than females at 86% and 73% respectively.

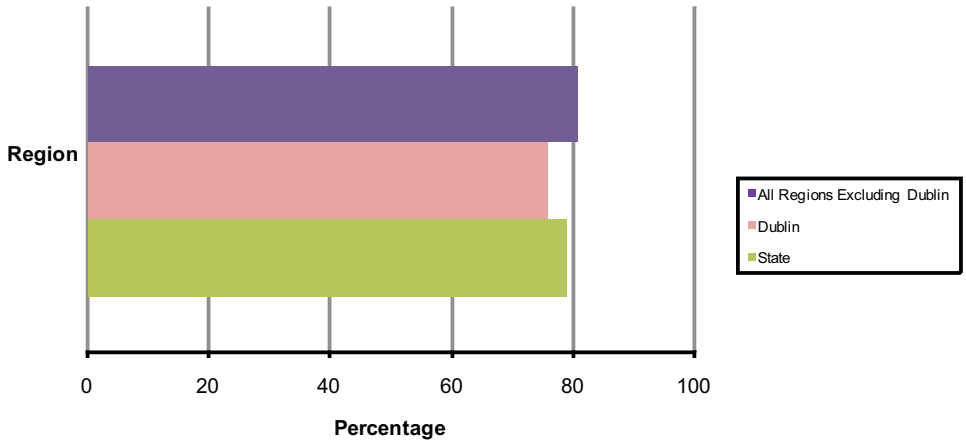
Table 41: Percentage of Respondents with a Driving Licence by Gender and Urban/Rural Residency

Gender	Urban/Rural		
	Urban	Rural	State
	percentage		
Male	82	92	86
Female	69	80	73
All Persons	**75**	**86**	**79**

Seventy eight percent of males held a full car or motorcycle driving licence compared to 64% of females.

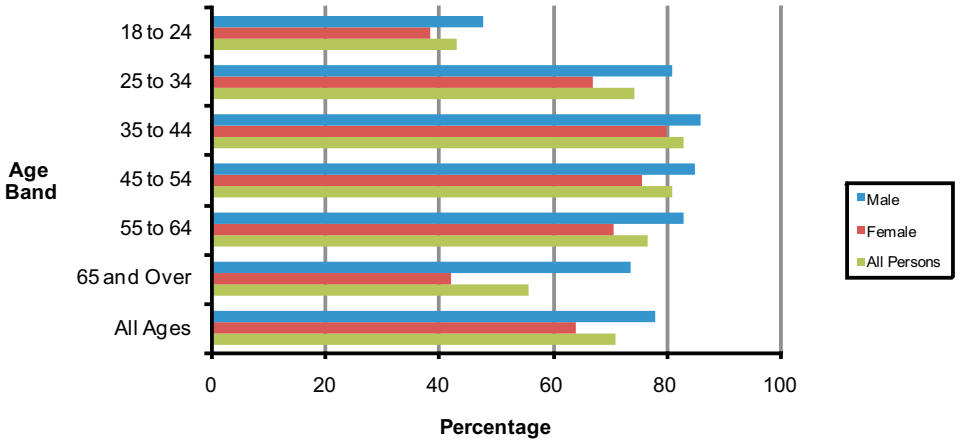
A smaller proportion of respondents living in the Dublin region (76%) were driving licence holders compared to respondents from the other regions (81%).

Figure 21: Percentage of Respondents with a Driving Licence by Region



The age group with the lowest proportion of respondents holding a full car and/or motorcycle driving licence(s) was the 18 to 24 age group, followed by the 65 and over age group. Just 43% of respondents aged 18 to 24 and 56% of respondents aged 65 and over held a full car and/or motorcycle driving licence(s).

Figure 22: Percentage of Respondents with a Full Car or Motorcycle Driving Licence by Age Band and Gender



11.3 Vehicle ownership, usage and parking

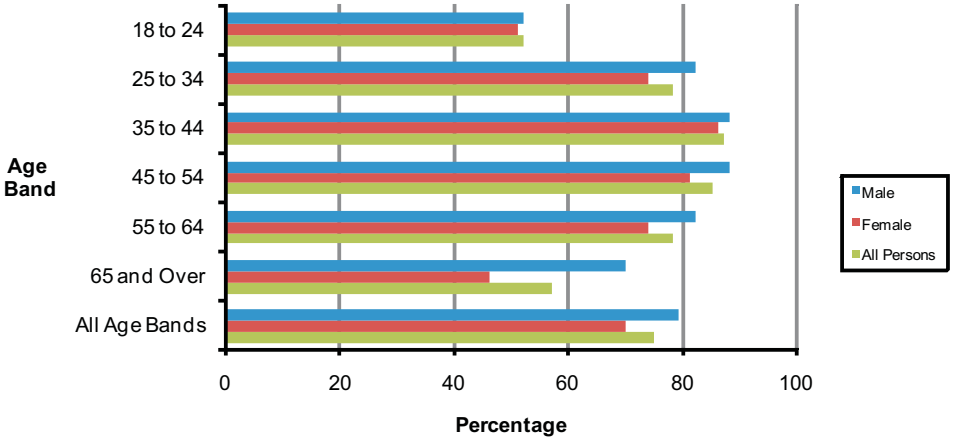
Seventy five percent of respondents stated that they either owned or had regular use of a vehicle (excluding cars from company car pools). A higher proportion of rural respondents owned or had regular access to a vehicle compared to urban respondents, at 83% and 69% respectively. Males were also more likely to have owned/had regular use of a vehicle than females, with 79% of male respondents compared to 70% of female respondents reporting that they either owned or had regular use of a vehicle.

Table 42: Percentage of Respondents who Own/Have Regular Use of a Vehicle by Urban/Rural Residency and Gender

Urban/Rural	Gender		
	Male	Female	All Persons
	percentage		
Urban	73	65	69
Rural	88	79	83
State	**79**	**70**	**75**

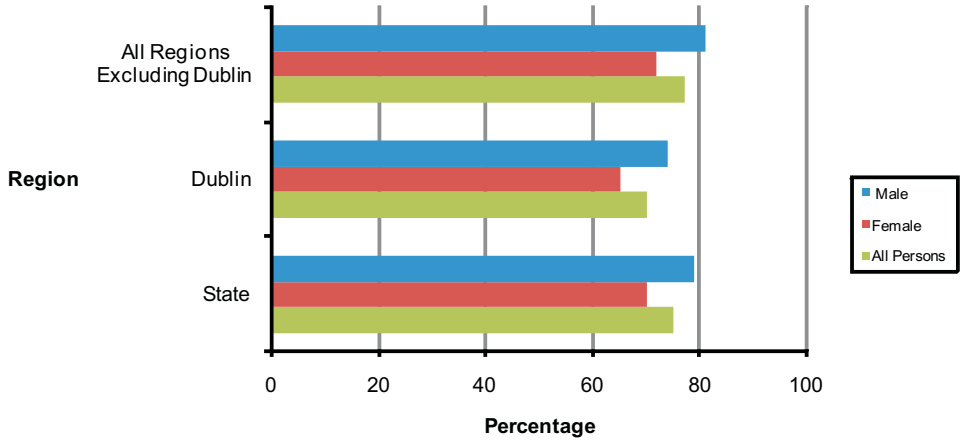
Just 52% of respondents aged 18 to 24 either owned or had regular access to a vehicle compared to 87% for respondents aged 35 to 44.

Figure 23: Percentage of Respondents who Own/Have Regular Use of a Vehicle by Age Band and Gender



Dublin respondents were less likely to own/have regular use of a vehicle than respondents living outside the Dublin region. Seventy percent of Dublin respondents stated that they either owned or had regular use of a vehicle compared to 77% for all other respondents.

Figure 24: Percentage of Respondents who Own/Have Regular Use of a Vehicle by Region and Gender



Of those who stated that they either owned or had regular use of a vehicle, 90% parked the vehicle in the driveway or garage of a private house and a further eight percent parked on a public road when the vehicle was not in use.

Table 43: Percentage Distribution of Respondents[1] by Parking Place when Vehicle is not in Use

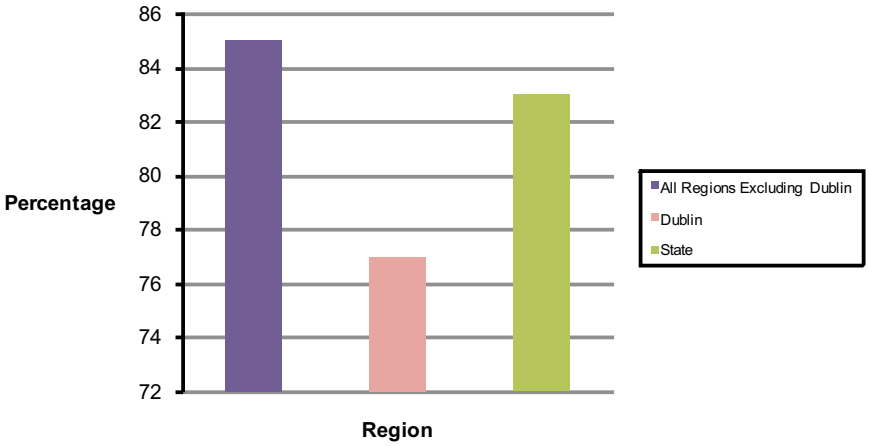
Parking Place When Vehicle is Not in Use

	percentage
Driveway/garage of private house	90
Public road	8
Public or Private car park	2

[1] Refers only to respondents who own or have regular use of a vehicle

Eighty three percent of employed respondents who either owned or had regular use of a vehicle stated that they used the vehicle to drive to work. Seventy seven percent of Dublin respondents who were employed and either owned or had regular use of a vehicle stated that they used the vehicle to drive to work compared to 85% for respondents living outside the Dublin region.

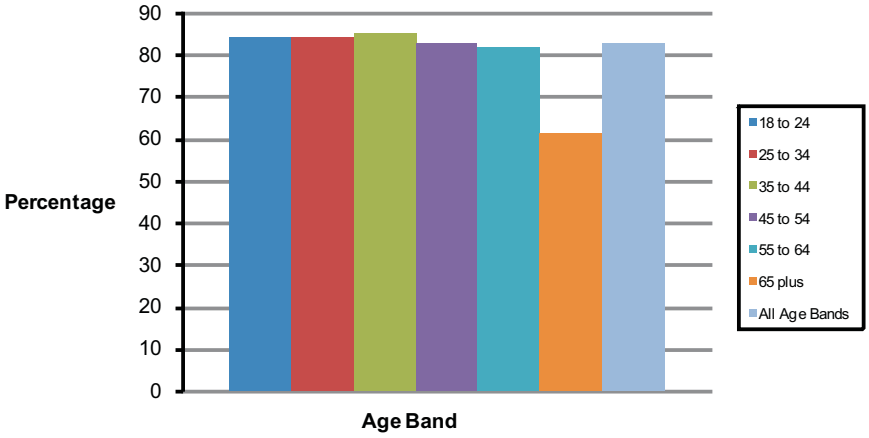
Figure 25: Percentage of Respondents[1] in Employment who Use their Vehicle to Drive to Work by Region



[1] Only refers to respondents who own or have regular use of a vehicle

People aged 65 and over who were employed and either owned or had regular use of a vehicle were less likely to use the vehicle to drive to work when compared with other age groups. Sixty one percent of respondents aged 65 and over who were in employment and had access to a vehicle used the vehicle to drive to work compared to 82% and over for the other age groups.

Figure 26: Percentage of Respondents[1] in Employment who Use their Vehicle to Drive to Work by Age Band



[1] Only refers to respondents who own or have regular use of a vehicle

When using the vehicle to drive to work, 70% of respondents stated that they parked in a private car park or used their employer's car park, 16% parked in a non payment area and a further 13% parked in a public car park or used metered on street parking.

Table 44: Percentage Distribution of Respondents[1] by Place of Parking During Work Hours

	Public Car Park or Metered on street Parking	Private or Company Car Park	Non Payment Area	Other/ Not Stated	All Parking Areas
			percentage		
Percentage	13	70	16	* [2]	100

[1] Refers only to respondents who are employed, who own or have regular use of a vehicle and who use the vehicle to drive to work

[2] Figures based on an unweighted sample of less than 30 have been replaced by an '*'

Chapter 12

Travel and Age

Respondents aged 65 and over displayed a significantly different travel pattern to those aged 18 to 64. Respondents aged 65 and over made fewer journeys, travelled shorter distances and spent less time travelling. People aged 18 to 64 made an average of 18 journeys a week, travelled 237 kilometres and spent 426 minutes travelling. For those aged 65 to 74, the average number of journeys fell to 14 per week and it took them 320 minutes to travel an average of 161 kilometres per week. Looking at the corresponding data for respondents aged 75 and over, the average number of journeys, distance travelled and travel time per week were 10 journeys, 86 kilometres and 211 minutes respectively.

Figure 27: Average Weekly Number of Journeys by Age Band and Gender

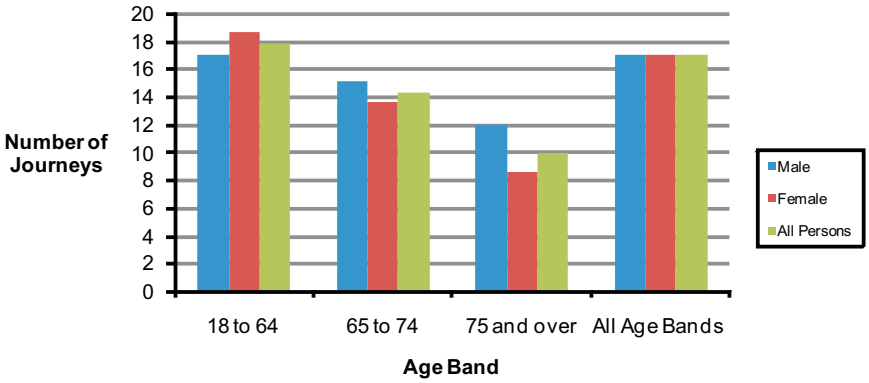


Figure 28: Average Weekly Distance Travelled by Age Band and Gender

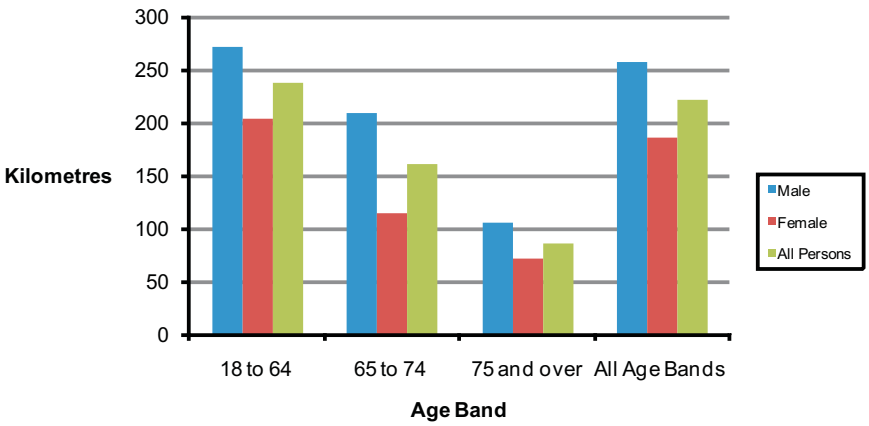
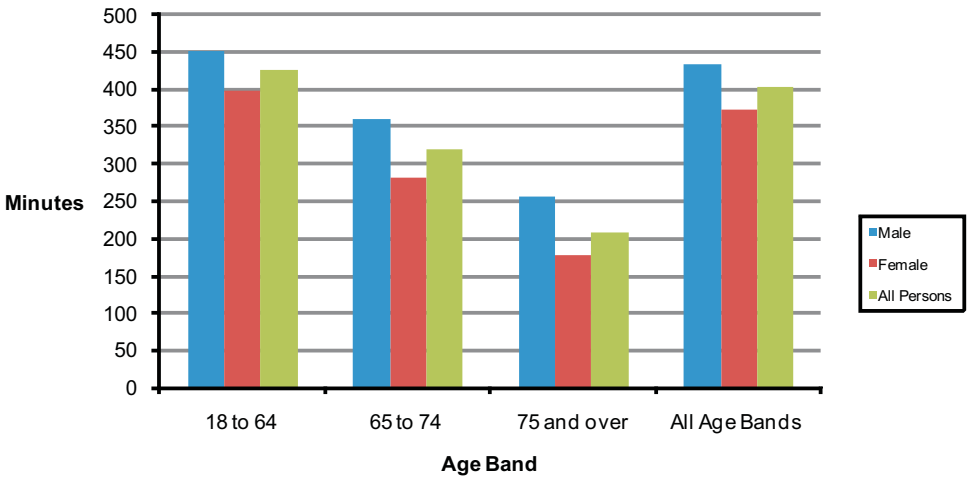


Figure 29: Average Weekly Travel Time by Age Band and Gender



Looking at the various modes of travel used by respondents, the private car was the most common method of travel for all age groups. For the under 65's, journeys by private car accounted for 73% of all journeys, 65% by drivers and eight percent by passengers. The lowest share of journeys by drivers and the highest share of journeys by passengers were in the age cohort 75 and over, with just 42% of the journeys made by this age group made by car drivers and a further 22% by car passengers. There was also a notable difference between respondents aged under 65 and those aged 65 and over in the mode share for walking. Sixteen percent of journeys made by respondents aged 18 to 64 were made by walking compared to 21% and 26% respectively for respondents aged 65 to 74 and those aged 75 and over.

Respondents aged 18 to 64 had the lowest proportion of short journeys when compared with people aged 65 to 74 and 75 and over. Twenty two percent of the journeys reported by respondents aged 18 to 64 were less than two kilometres. The corresponding figure for people in the age cohort 65 to 74 was 26%. Respondents aged 75 and over reported the highest share of short journeys with 34% of their journeys covering a distance of less than two kilometres.

Respondents aged 18 to 64 had the highest proportion of long journeys (eight kilometres and over), at 42% compared to 35% and 27% for the 65 to 74 and the 75 and over age groups respectively.

Table 45: Percentage Distribution of Journeys by Mode of Travel, Age Band and Gender

Mode	Age Band (years)											
	18 to 64			65 to 74			75 and over			All Age Bands		
	Male	Female	All Persons	Male	Female	All Persons	Male	Female	All Persons	Male	Female	All Persons
	percentage											
Private Car - Driver	65	66	65	69	44	57	54	31	42	65	63	64
Private Car - Passenger	5	10	8	(3)	26	14	13	31	22	5	12	9
Van/Lorry & Other	8	1	5	* [2]	*	(2)	*	*	*	8	1	4
Walk	15	16	16	19	24	21	24	28	26	15	17	16
Bus	3	4	4	*	(4)	3	*	9	6	3	5	4
Rail/Dart/Luas	2	1	1	*	*	*	*	*	*	2	1	1
Cycle	2	(1)[1]	1	*	*	*	*	0	*	2	1	1
All Modes	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

[2] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

Table 46: Percentage Distribution of Journeys by Distance, Age Band and Gender

Distance (kilometres)	Age Band (years)											
	18 to 64			65 to 74			75 and over			All Age Bands		
	Male	Female	All Persons	Male	Female	All Persons	Male	Female	All Persons	Male	Female	All Persons
	percentage											
Less than 2	18	25	22	24	27	26	31	36	34	19	26	22
2 to 4	18	20	19	20	26	23	24	18	21	18	20	19
4 to 6	11	12	11	10	10	10	13	12	13	11	12	11
6 to 8	6	6	6	7	7	7	* [1]	(5)[2]	5	6	6	6
8 and Over	48	36	42	39	30	35	27	28	27	46	36	41
All Distances	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**

[1] Figures based on an unweighted sample of less than 30 have been replaced by an "*"

[2] Figures in parentheses ( ) indicate percentages are based on a small unweighted sample (between 30 and 50) and are therefore subject to a large margin of error.

Ownership or regular use of a vehicle differs considerably for respondents aged 65 and over compared to those aged less than 65. Seventy eight percent of respondents in the 18 to 64 age cohort reported that they either owned or had regular use of a vehicle. This fell to 68% for respondents aged 65 to 74, falling sharply to 41% for those aged 75 and over. This trend is also reflected in the percentage of respondents with a driving licence. Eighty three percent of respondents aged 18 to 64 stated that they held a driving licence. Seventy four percent of this age cohort held either a full car or motorcycle driving licence. For the age group 65 to 74, 69% were driving licence holders. This figure fell to 45% for respondents aged 75 and over.

Figure 30: Percentage of Respondents who Own/Have Regular Use of a Vehicle by Age Band and Gender

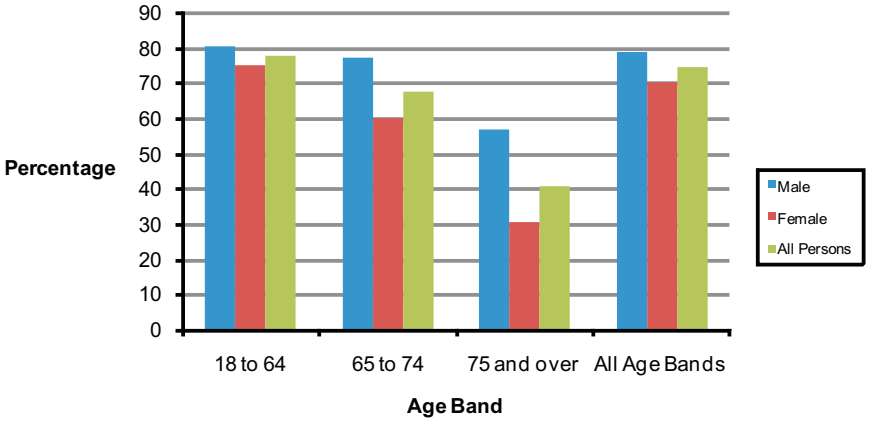


Figure 31: Percentage of Respondents with a Driving Licence by Age Band and Gender

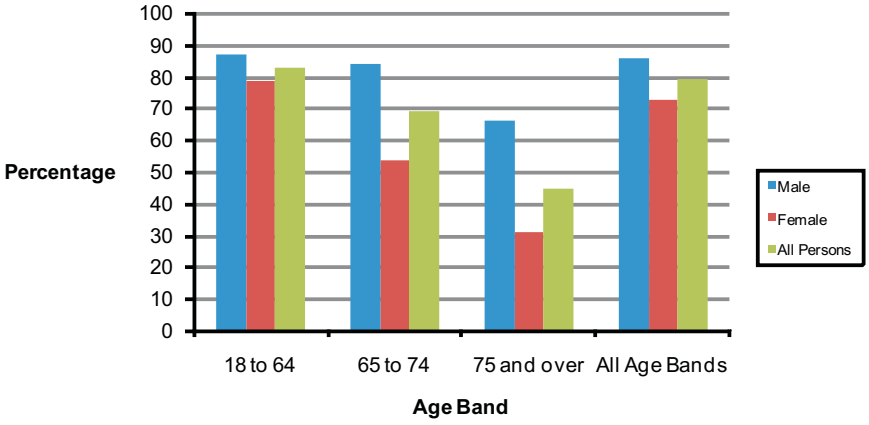
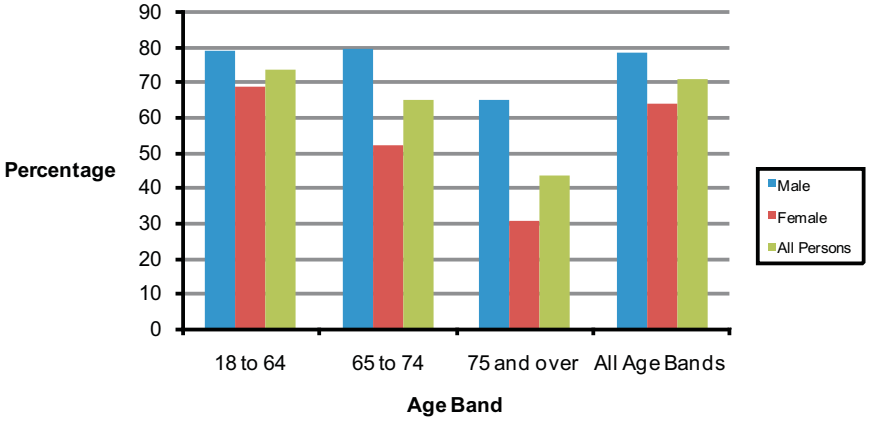


Figure 32: Percentage of Respondents with a Full Car or Motorcycle Driving Licence by Age Band and Gender



Appendix A

Background Notes

Guide to using the NTS results

Care should be taken when interpreting the NTS 2009 results or when comparing them with the POWCAR and other data sources. When comparing the NTS to POWCAR data, it should be noted that the NTS journey purpose of 'work' includes both commuter and business travel while the POWCAR data includes commuter travel only; the NTS collected travel data for a *specific day* while the Census collected travel data for the '*usual'* journey to work, school or college. Similarly, when examining issues such as the mode share for travel to school/education, it is important to note that the NTS doesn't accurately reflect the mode share for the whole student population as the NTS only sampled persons aged 18 and over.

Data from other jurisdictions indicates that there can be significant seasonal variations in travel patterns. The NTS travel reference days covered the period October 2009 to January 2010[21], spanning the Christmas and New Year holiday period when travel patterns may be atypical. This period also encompasses the shortest days and some of the coldest and wettest weather of the year. It is worth noting that Met Éireann's records for this period showed rainfall totals for November 2009 '*were the highest on record at most stations, including the long-term stations at Malin Head and Valentia Observatory, where records extend back over 100 years*'[22]. There were also heavy snowfalls in early January 2010, leading to school closures and traffic disruption. Such extreme weather conditions invariably affect travel patterns.

Reference period

The 2009 pilot National Travel Survey constituted a module in the 4th quarter of the 2009 Quarterly National Household Survey (QNHS)[23]. The travel reference days, i.e. the days for which travel data was collected, covered the period October 2009 to mid January 2010. Figure A1 shows the distribution of the travel reference days over this period by month while Figures A2 and A3 shows the dispersal of the travel reference days by the day of the week and whether the respondent travelled or not on that day.

[21] For further information on the period covered by the survey, see Figure A1

[22] Met Éireann. Monthly Weather Summary The Weather of November 2009

[23] For a copy of the QNHS - Quarter 4, 2009 main results go to: http://www.cso.ie/releasespublications/pr_labforarchive.htm

Figure A1: Percentage Distribution of Travel Reference Days by Month

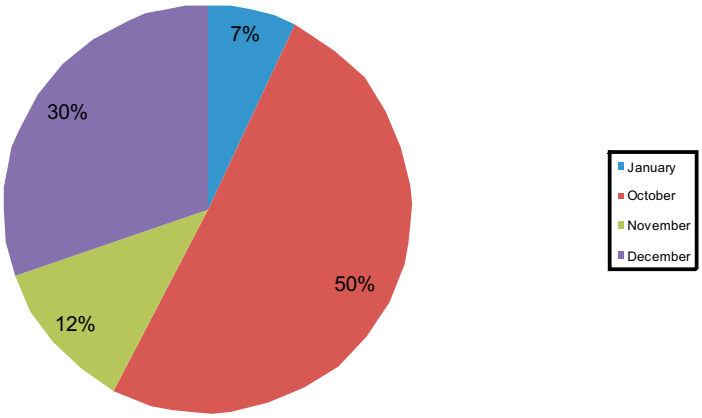


Figure A2: Percentage Distribution of Travel Reference Days by Day of Week for Respondents who Travelled

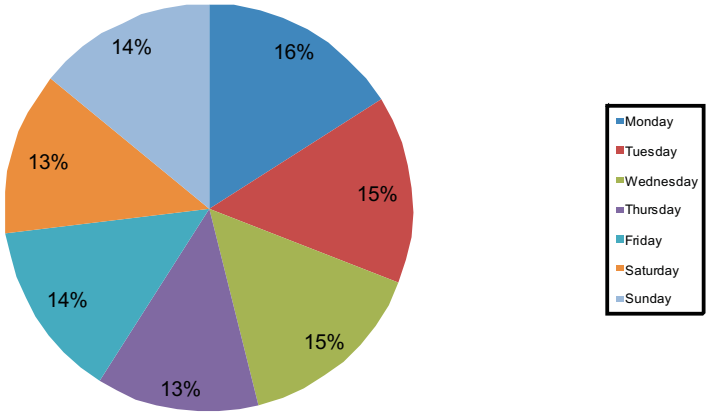
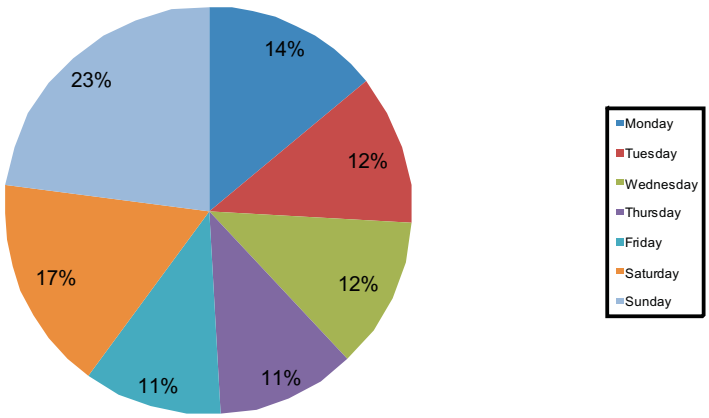


Figure A3: Percentage Distribution of Travel Reference Days by Day of Week for Respondents who did not Travel



Key definitions

Population: Refers to adults, aged 18 and over, resident in the Republic of Ireland.

Travel: Is restricted to travel within the island of Ireland (i.e. includes travel within Northern Ireland).

Journey: A journey is defined as a one-way course of travel with a single main purpose. For example, a person travelling from home to the shop and back has made two journeys, the first journey is from home to the shop and the second journey is from the shop to home.

Journey purpose: The purpose of a journey is governed by what action was taken at the end of the journey. However, for homeward bound journeys, the purpose is governed by what action was taken at the end of the corresponding outward journey (e.g. the purpose of a journey from the shops to home is 'shopping').

Return Journeys from work to home and home to work at lunch time were, where necessary, reclassified to a purpose of 'shopping/food/drink'.

Main mode of travel: Journeys may consist of more than one mode of travel and each mode of travel is recorded as a separate stage within the journey. The main mode of travel is determined by the mode of travel used for the greatest distance where there is more than one mode of travel used on a journey. In the event of there being more than one main mode of travel (i.e. when two or more modes are of equal distance), then the main mode of travel is determined by the mode of travel used for the earliest stage of the journey.

Mode of travel 'Other': Within this category, the category ***'Other'*** includes air, boat/ship and other modes of transport. It also includes journeys by car, motorcycle and van/lorries where these weren't identified as either driver or passenger journeys.

Commuter travel: Refers to travel to and from work.

The duration of a journey and weekly travel times: These are calculated as the sum of time spent on each stage of the journey and not the difference between the start and end time of a journey.

Data collection

The NTS data was collected on laptop computers using Computer Assisted Personal Interview (CAPI).

Symbols and conventions

All figures are rounded to the nearest whole digit. This may lead to a discrepancy between the sum of the constituent values and the totals shown in the tables and figures.

Conversion rate of miles to kilometres: 1 kilometre = 0.6213 mile (1 mile = 1.6095 kilometres).

The following symbols have been used throughout the report:

* = Small sample size. Results based on an unweighted sample of less than 30 have been replaced with an asterisk.

( ) = Figures in parentheses indicates that results are based on a small unweighted sample of between 30 and 50 and are therefore subject to a large margin of error.

Sample design

A three-stage sample design was used to generate the NTS sample. The three sampling stages were as follows:

Stage1:

A total of 2,600 blocks (or small areas) were selected at county level to proportionally represent eight strata reflecting population density. Each block was selected to contain, on average, 75 dwellings and this sample of blocks is fixed for a period of about five years.

Stage 2:

Approximately 15 households were surveyed from each block of wave three and wave five households (i.e. 757 blocks) for the NTS survey sample[24].

Stage 3:

From each of these 15 households, one individual, aged 18 or over, was randomly selected to participate in the NTS module and assigned a randomly selected 'travel reference' day.

From this original sample of 11,353 households and individuals, a total of 7,245 respondent households and 7,221 respondent individuals formed the basis of the results in this publication[25].

The NTS survey results were aggregated to agree with population estimates stratified by age, gender and region.

For detailed information on both sample design and weighting for the QNHS, which covers the first two stages of the NTS sample design, see the CSO website (www.cso.ie).

Grossing

The QNHS grossing procedure aligns the distribution of persons covered in the survey with independently determined population estimates at the level of sex, age group and region. Given that the NTS questions were asked to a sub-sample (persons aged 18 and over) of the overall QNHS sample, the grossing factors applied in the derivation of the NTS module differs from those that were used in the preparation of the main QNHS estimates.

Respondents to the survey

Only direct respondents were included in the NTS survey (i.e. no third party responses were permitted for the NTS module).

ILO Labour Force Classification

The primary classification used for the QNHS results is the ILO (International Labour Office) labour force classification. The ILO classification distinguishes three distinct categories as follows:

1. **In Employment:** Persons who worked in the week before the main QNHS survey for one hour or more for payment or profit, including work on the family farm or business and all persons who had a job but were not at work because of illness, holidays etc.
2. **Unemployed:** Persons who, in the week before the survey, were without work and available for work within the next two weeks, and had taken specific steps, in the preceding four weeks, to find work.
3. **Inactive Population (not in labour force):** All other persons.

The labour force comprises persons employed plus unemployed (i.e. categories 1 and 2 above).

Statistical significance: All estimates based on sample surveys are subject to error, some of which is measurable. Where an estimate is statistically significantly different from another estimate it means that we can be 95% confident that differences between those two estimates are not due to sampling error. Unless otherwise stated, differences mentioned in the text have been found to be statistically significant at the 95% confidence level.

[24]Each household selected for the QNHS survey is surveyed for five consecutive quarters. The first quarter that a household is surveyed is referred to as wave one, the second wave two, etc

[25]See Appendix C: National Travel Survey 2009 - Sample characteristics for further details on the NTS sample

Urban or rural location: The country is divided up into eight strata based on population density. These areas are further classified into urban and rural areas as follows:

Urban

- Cities
- Suburbs of cities
- Mixed urban or rural areas bordering on the suburbs of cities
- Towns and their environs with populations of 5,000 or over (large urban)
- Mixed urban or rural areas bordering on the environs of larger towns
- Towns and their environs with a population of 1,000 to 5,000 (other urban)

Rural

- Mixed urban or rural areas
- Rural areas

Region

The regional classifications correspond to the regional authorities established under the Local Government Act, 1991 (Regional Authorities) (Establishment) Order, 1993, which came into operation on 1 January 1994.

- **Dublin** — Dublin; Dún Laoghaire; Fingal; South Dublin
- **All other regions** — All regions excluding Dublin

Appendix B

National Travel Survey 2009 - Questionnaire

Q1. Excluding school buses, is there a bus service provided locally?

1. Yes
2. No

Q2. How often do you use the local bus service?

1. Three or more times a week
2. Once or twice a week
3. Less than weekly but more than twice a month
4. Once or twice a month
5. Less than monthly but more than twice a year
6. Once or twice a year
7. Less than yearly or never

Q3. Is there a mainline train service provided locally?

1. Yes
2. No

Q4. How often do you use the local mainline train service?

1. Three or more times a week
2. Once or twice a week
3. Less than weekly but more than twice a month
4. Once or twice a month
5. Less than monthly but more than twice a year
6. Once or twice a year
7. Less than yearly or never

Q5. Is there a Dart or Luas service provided locally?

1. Yes
2. No

Q6. How often do you use the local Dart or Luas service?

1. Three or more times a week
2. Once or twice a week
3. Less than weekly but more than twice a month
4. Once or twice a month
5. Less than monthly but more than twice a year
6. Once or twice a year
7. Less than yearly or never

Q7. How many bicycles does your household have that are used by adults or children aged 6 or over?

Q8. How often do you use a bicycle?

1. Three or more times a week
2. Once or twice a week
3. Less than weekly but more than twice a month
4. Once or twice a month
5. Less than monthly but more than twice a year
6. Once or twice a year
7. Less than yearly or never

Q9. Do you own OR have regular use of a vehicle of any kind? Exclude company car pools - i.e. cars shared with work colleagues.

1. Yes
2. No

Q10. What is the registration number of this vehicle? Note: If more than one, the vehicle used most often by the respondent should be selected.

Q11. Where is this vehicle usually parked when it is not in use? This is where the vehicle is usually kept at night.

1. Driveway/garage of private house
2. Public road
3. Public car park
4. Private car park

Q12. Do you use this vehicle to drive any part of your journey to work?

1. Yes
2. No

Q13. Where is the vehicle usually parked during working hours?

1. Public car park
2. Private or firm's car park
3. Park 'n' ride scheme
4. Metered on street parking
5. In a non-payment area

Q14. Do you hold any of the following driving licences that are valid in this country? Code disqualified drivers and international permits/other licenses valid in the Republic of Ireland as '2'

1. Provisional driving licence (CAR)
2. Full driving licence (CAR)
3. Provisional driving licence (MOTORCYCLE)
4. Full driving licence (MOTORCYCLE)
5. Passenger services vehicle licence (PSV)
6. Heavy goods vehicle licence (HGV)
7. No licence held

Q15. Please confirm the day of the week that the travel data refers to.

1. Monday
2. Tuesday
3. Wednesday
4. Thursday
5. Friday
6. Saturday
7. Sunday

Q16. Please confirm the date of the travel reference day

Q17. Where were you on the travel reference day?

1. In Ireland
2. Travelling to/from Ireland
3. Abroad

Q18. Did you travel anywhere on the travel reference day?

1. Yes
2. No

Q19. Where did the journey begin?

1. Home
2. Work
3. School/Education
4. Shops
5. Personal Business (e.g. bank, church etc)
6. Family/Friends
7. Social/Entertainment (e.g. Cinema)
8. Sport/Leisure Facility
9. Doctor/Medical Facility
10. Other (Please specify)

Q20. Please provide further specific details if the journey began at 'Other'.

Q21. Where did the journey end?

1. Home
2. Work
3. School/Education
4. Shops
5. Personal Business (e.g. bank, church etc)
6. Family/Friends
7. Social/Entertainment (e.g. Cinema)
8. Sport/Leisure Facility
9. Doctor/Medical Facility
10. Other (Please specify)

Q22. Please provide further specific details if the journey ended at 'Other'.

Q23. What was the main purpose of the journey?

1. To travel to/from work
2. To School/Education
3. Shopping
4. To go for Food/Drink (e.g. lunch or coffee)
5. Personal Business
6. Companion Journey
7. Just Walk
8. Visit Family/Friends
9. Social/Entertainment (e.g. cinema)
10. Sports (Participate)
11. Medical Appointment
12. Day trip/Same day visit
13. Other (Please specify)

Q24. Please provide further specific details if you have described the main purpose of the journey as 'Other'.

Q25. What time did the journey begin?

Q26. What time did you arrive at your location?

Q27. How many modes of travel were used on the journey or how many stages were there to the journey? If more than one mode of travel was used in the journey, each mode of travel is recorded as a separate stage.

Q28. What method of travel did you use for stage 1 of the journey?

1. Private Car - Driver
2. Private Car - Passenger
3. Motorcycle - Driver
4. Motorcycle - Passenger
5. Van/Lorry - Driver
6. Van/Lorry - Passenger
7. Walk
8. Bus - CIE/Dublin Bus
9. Bus - Private Operator
10. Rail
11. Dart/Luas
12. Cycle
13. Taxi/Hackney
14. Air
15. Boat/Ship
16. Other (Please specify)

Q29. If method of travel is 'Other', please specify the method.

Q30. Is this the same vehicle that you mentioned earlier i.e. in response to question 10 above? *Note: This question is only asked if the mode of travel is either as a driver or passenger of a car or motorcycle or van/lorry.*

1. Yes
2. No

Q31. How many **other** people travelled in the vehicle? *Note: This question is only asked if the mode of travel is either as a driver or passenger of a car or motorcycle or van/lorry.*

Q32. How many of the **other** occupants were aged 16 years of age and over? *Note: This question is only asked if the answer to question 31 above is 1 or more.*

Q33. How many of the **other** occupants were aged under 16 years of age? *Note: This question is only asked if the answer to question 31 above is 1 or more.*

Q34. How far did you travel using this method of travel? *Note: Distances of less than one mile or one kilometre were coded as '0'.*

Q35. Is this distance in miles or kilometres?

1. Kilometres
2. Miles

Q36. How long, in minutes, did you spend travelling on this stage of the journey?

Note: Questions 28 to 36 are repeated for each stage of the journey

Q37. Was this journey part of your normal travel routine? *(Note: This question was only asked in relation to journeys that were described as 'one-day visits' **OR** if the total distance travelled was more than 30 kilometres **OR** the duration of the entire journey was more than 3 hours) .*

1. Yes
2. No
3. No but expenditure already captured above

Q38. Please provide further details of the purpose of this journey. *Note: This question was only asked if the answer to question 37 above was 'No'.*

Q39. What is the estimated expenditure, in Euros, spent in total by all occupants in your group for each of the following categories? *(Note: This question was only asked if Q37 above was asked and the answer was '2' i.e. the journey was not part of the respondent's normal routine):*

a) Meals
b) Fuel (private expenditure only)
c) Transport costs (excluding fuel)
d) Entertainment
e) Shopping
f) Other expenses

Q40. Did you make another journey on this day?

1. Yes
2. No

Note: Questions 19 to 40 are repeated for each journey

Appendix C

National Travel Survey 2009 - Sample Characteristics

Table C1: Unweighted Sample of Respondent Households by Region

Region	Households
	Number
All Regions Excluding Dublin	5,558
Dublin	1,687
State	**7,245**

Table C2: Unweighted Sample of Respondent Households by Urban/Rural Residency

Urban/Rural	Households
	Number
Urban	4,299
Rural	2,946
State	**7,245**

Table C3: Unweighted Sample of Respondents by Age Band, Gender and Urban/Rural Residency

		Urban/Rural		
Age Band	**Gender**	**Urban**	**Rural**	**State**
			number	
18 to 24	Male	129	82	211
	Female	159	76	235
	All Persons	288	158	446
25 to 34	Male	341	184	525
	Female	474	247	721
	All Persons	815	431	1,246
35 to 44	Male	411	330	741
	Female	506	365	871
	All Persons	917	695	1,612
45 to 54	Male	318	267	585
	Female	404	253	657
	All Persons	722	520	1,242
55 to 64	Male	278	223	501
	Female	324	237	561
	All Persons	602	460	1,062
65 to 74	Male	228	187	415
	Female	281	182	463
	All Persons	509	369	878
75 and Over	Male	136	104	240
	Female	296	199	495
	All Persons	432	303	735
All Age Bands	Male	1,841	1,377	3,218
	Female	2,444	1,559	4,003
	All Persons	**4,285**	**2,936**	**7,221**

Table C4: Unweighted Sample of Respondents by Age Band, Gender and Region

Age Band	Gender	Region		
		All Regions Excluding Dublin	Dublin	State
		number		
18 to 24	Male	155	56	211
	Female	161	74	235
	All Persons	316	130	446
25 to 34	Male	391	134	525
	Female	571	150	721
	All Persons	962	284	1,246
35 to 44	Male	581	160	741
	Female	686	185	871
	All Persons	1,267	345	1,612
45 to 54	Male	459	126	585
	Female	493	164	657
	All Persons	952	290	1,242
55 to 64	Male	405	96	501
	Female	416	145	561
	All Persons	821	241	1,062
65 to 74	Male	319	96	415
	Female	364	99	463
	All Persons	683	195	878
75 and Over	Male	184	56	240
	Female	352	143	495
	All Persons	536	199	735
All Age Bands	Male	2,494	724	3,218
	Female	3,043	960	4,003
	All Persons	**5,537**	**1,684**	**7,221**

Table C5: Unweighted Sample of Journeys by Age Band, Gender and Urban/Rural Residency of Person making the Journey

Age Band	Gender	Urban/Rural Residency		
		Urban	Rural	State
			number	
18 to 24	Male	297	174	471
	Female	385	178	563
	All Persons	682	352	1,034
25 to 34	Male	844	416	1,260
	Female	1,301	600	1,901
	All Persons	2,145	1,016	3,161
35 to 44	Male	1,130	811	1,941
	Female	1,551	1,053	2,604
	All Persons	2,681	1,864	4,545
45 to 54	Male	823	715	1,538
	Female	1,172	718	1,890
	All Persons	1,995	1,433	3,428
55 to 64	Male	636	478	1,114
	Female	760	493	1,253
	All Persons	1,396	971	2,367
65 to 74	Male	507	377	884
	Female	587	305	892
	All Persons	1,094	682	1,776
75 and Over	Male	262	143	405
	Female	413	196	609
	All Persons	675	339	1,014
All Age Bands	Male	4,499	3,114	7,613
	Female	6,169	3,543	9,712
	All Persons	**10,668**	**6,657**	**17,325**

Table C6: Unweighted Sample of Journeys by Age Band, Gender and Region of Person making the Journey

Age Band	Gender	Region		
		All Regions Excluding Dublin	Dublin	State
		number		
18 to 24	Male	343	128	471
	Female	367	196	563
	All Persons	710	324	1,034
25 to 34	Male	935	325	1,260
	Female	1,503	398	1,901
	All Persons	2,438	723	3,161
35 to 44	Male	1,519	422	1,941
	Female	1,992	612	2,604
	All Persons	3,511	1,034	4,545
45 to 54	Male	1,228	310	1,538
	Female	1,434	456	1,890
	All Persons	2,662	766	3,428
55 to 64	Male	914	200	1,114
	Female	923	330	1,253
	All Persons	1,837	530	2,367
65 to 74	Male	647	237	884
	Female	651	241	892
	All Persons	1,298	478	1,776
75 and Over	Male	284	121	405
	Female	402	207	609
	All Persons	686	328	1,014
All Age Bands	Male	5,870	1,743	7,613
	Female	7,272	2,440	9,712
	All Persons	**13,142**	**4,183**	**17,325**

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