

Attitudes to Walking, Cycling and Public Transport in Northern Ireland 2018/2019

Findings from the Northern Ireland Continuous Household Survey 2018/2019



An Official Statistics Publication

Published by: Analysis, Statistics & Research Branch

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Theme: Travel and Transport

Coverage: Northern Ireland

Frequency: Annual

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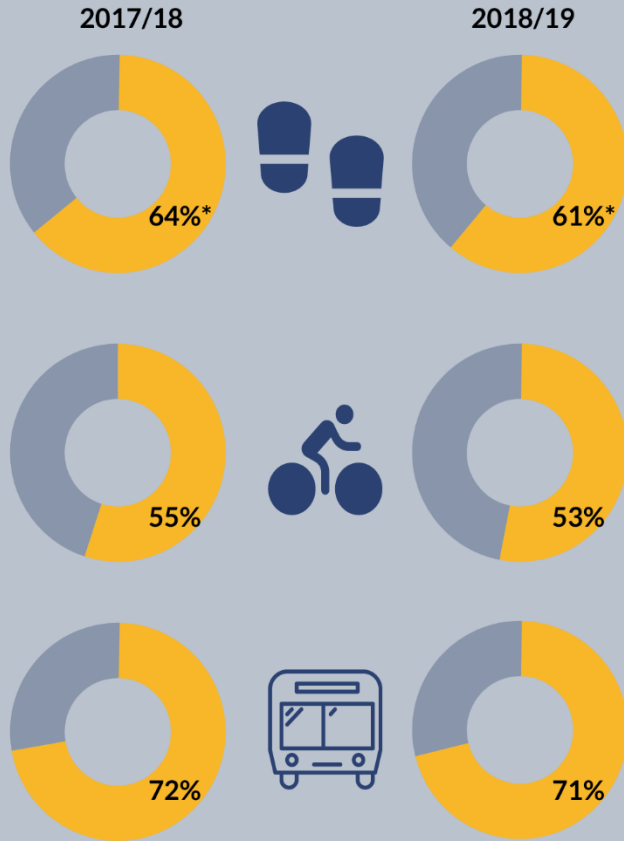
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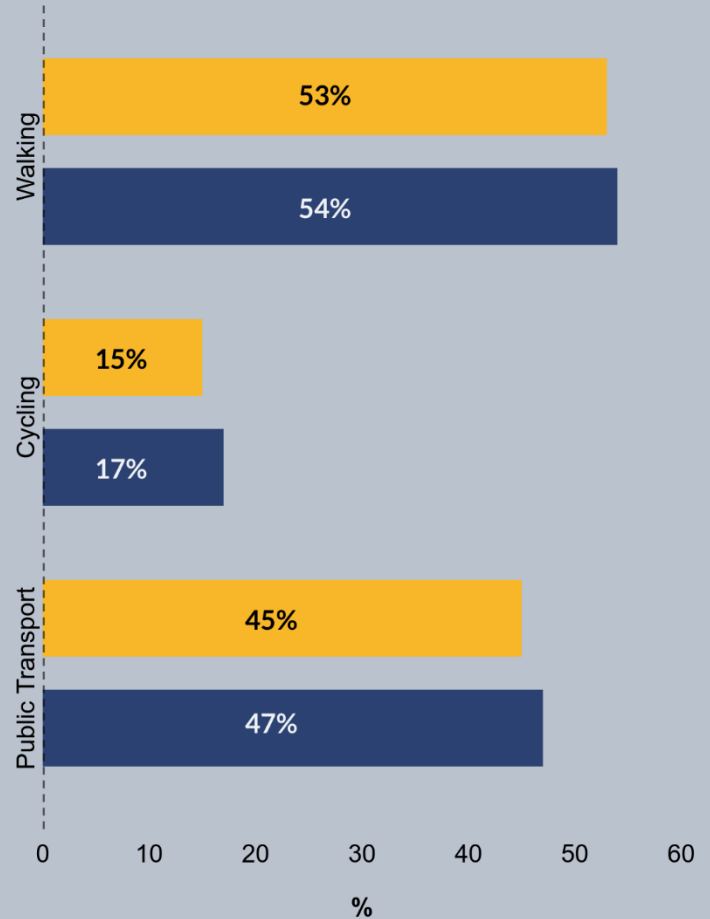
This publication is also available at:

<https://www.infrastructure-ni.gov.uk/publications/walking-cycling-and-public-transport-northern-ireland-201819>

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



Likelihood to walk, cycle or use public transport for short journeys** (%)



*significant difference

**short journeys vary in length for walking (up to 2 miles/3km), cycling (up to 3 miles/5km) and public transport (up to 6 miles/10km)

■ 2018/19 ■ 2017/18

Main reasons why...

people are not satisfied with walking, cycling and public transport:

- Poor lighting at night (50%)
- Traffic goes too fast (46%)
- Not enough footpaths (46%)
- No cycle lanes (66%)
- Traffic goes too fast (42%)
- Too much traffic (42%)
- Not enough services (68%)
- No direct services (40%)
- Times of services not suitable (34%)

people are not likely to walk, cycle or take public transport for short journeys:

- Bad weather (29%)
- Lack of footpaths (22%)
- Takes too long (21%)
- No access to a bicycle (55%)
- Too much traffic/Too dangerous (22%)
- Health/Mobility make it impossible (16%)
- Takes too long (36%)
- Frequency of services isn't suitable (23%)
- Prices too high (15%)

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 far too 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/system/files/publications/infrastructure/attitudes-to-walking-cycling-and-public-transport-northern-ireland-201819.xlsx>

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.

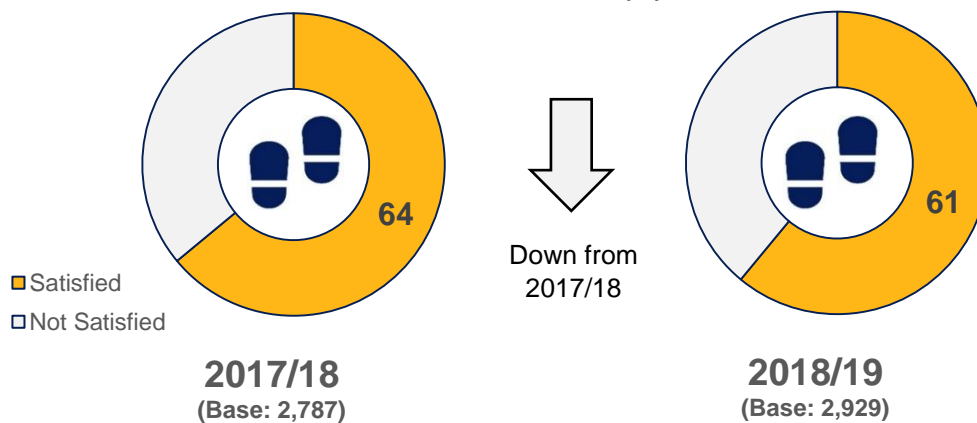
PART 1: WALKING

1.1 Satisfaction with the current situation for walking and walkers

Respondents to the Continuous Household Survey 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.

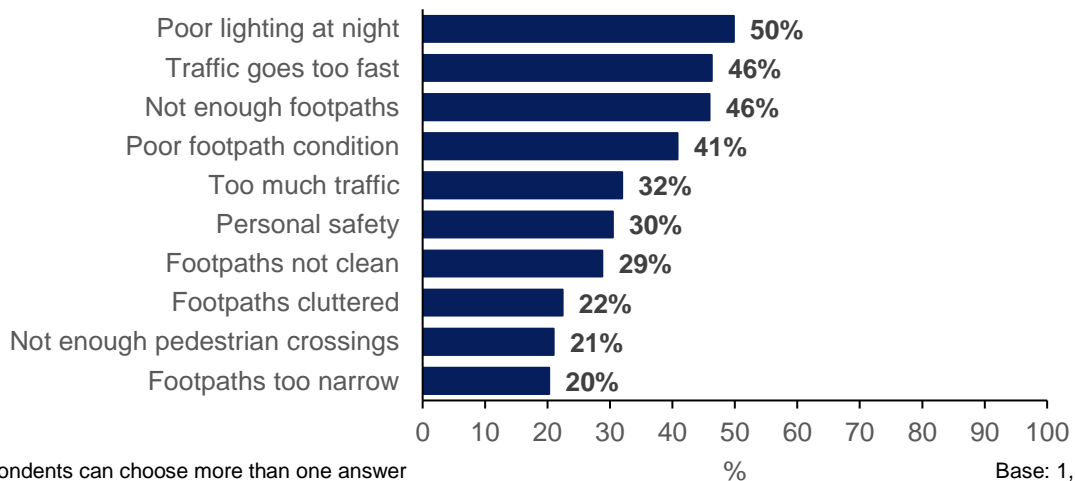
In 2018/19, 61% of respondents said that they were satisfied with walking conditions in their area, down from 64% reported in 2017/18.

Figure 1 - 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 2017/18, the most commonly given responses were 'poor lighting at night' (50%), 'traffic goes too fast' (46%), and 'not enough footpaths' (46%). Ten of the most popular responses can be seen below, and the full range of responses is available in [Table 1.2 of the associated data tables](#).

Figure 2 - Reasons respondents are not satisfied with the current situation for walking and walkers 2018/19* (Top 10)



*Respondents can choose more than one answer

Base: 1,130

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

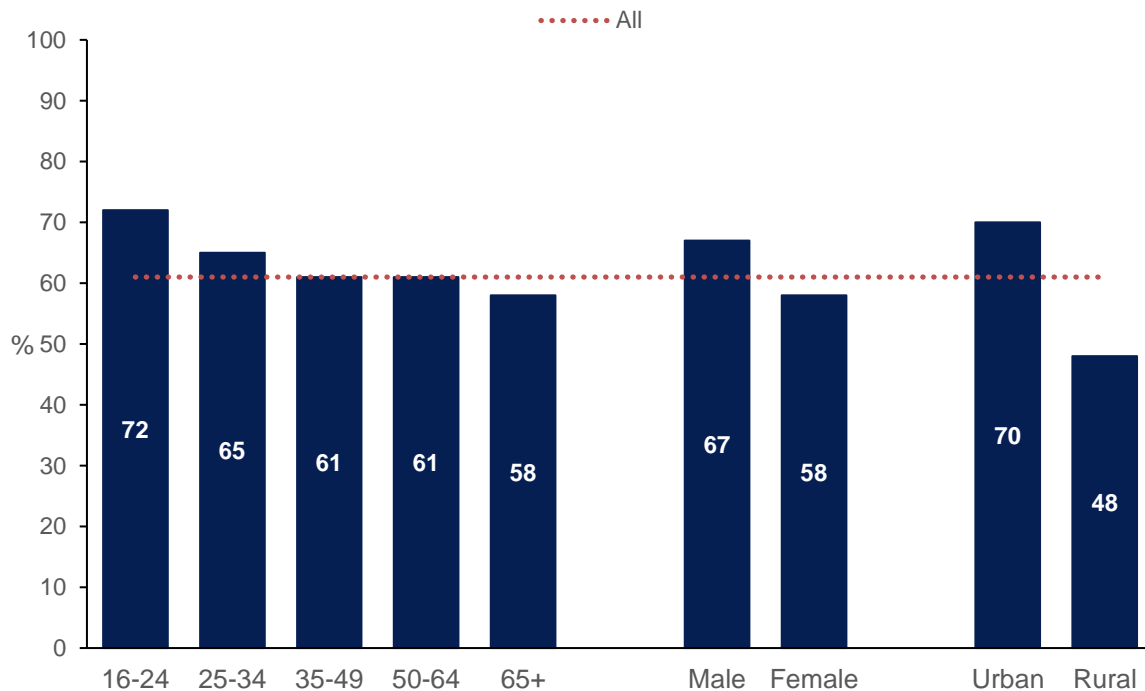
Those aged 16-24 (72%) were more likely to be satisfied with walking in their area than those aged 65 and over (58%). Only a small number of 16-24 year olds indicated that they were dissatisfied with walking provision but among those aged 65+, the main reason for dissatisfaction was that 'traffic goes too fast'.

Male respondents (67%) were more likely to be satisfied with walking in their area than female respondents (58%). Of females who were dissatisfied, over half (52%) stated 'poor lighting at night' as the main reason. For males, the main reason was 'not enough footpaths' (47%).

Respondents in urban areas (70%) were more likely to be satisfied with walking in their area than respondents in rural areas (48%). For those who were dissatisfied, the main reason given by urban respondents was 'poor lighting at night' (46%) whereas for rural respondents, 'not enough footpaths' was the main reason (65%).

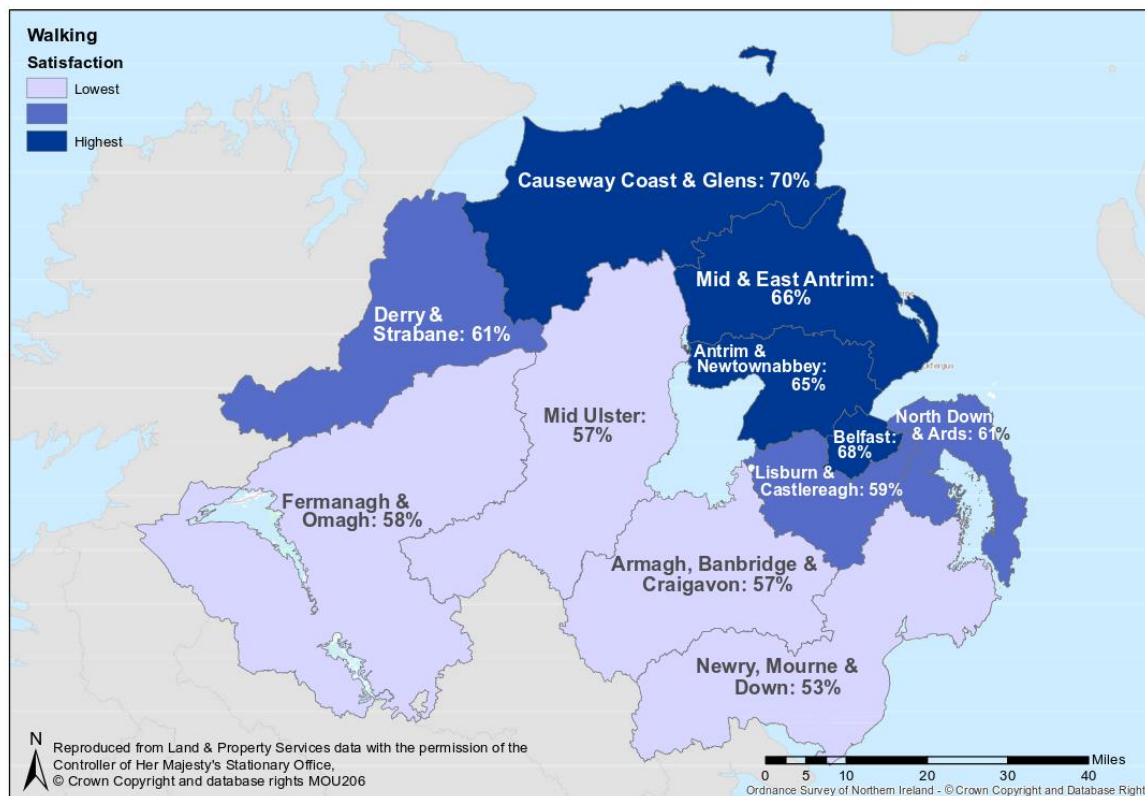
These results are similar to those reported in 2017/18.

Figure 3 - 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 Causeway Coast and Glens District Council (70%) and lowest in Newry, Mourne and Down District Council (53%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

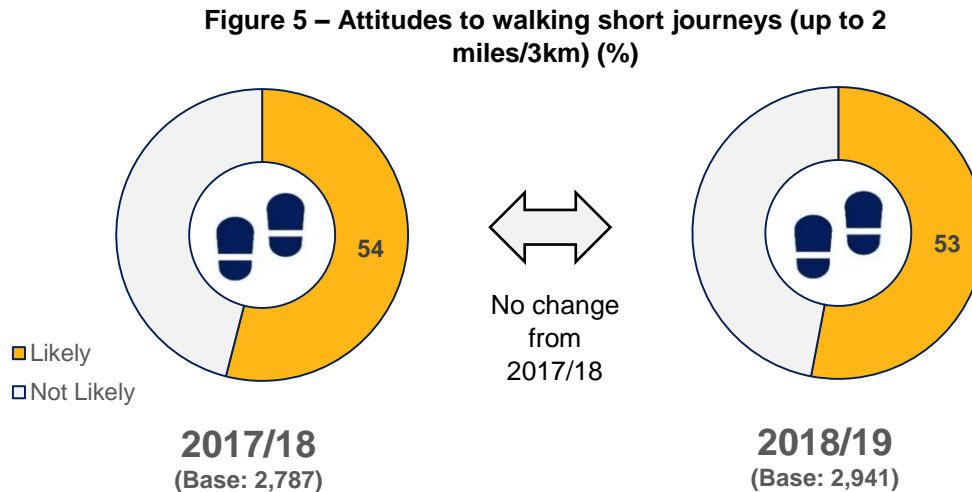
Figure 4 – Satisfaction with the current situation for walking and walkers in their area across local government districts (LGD) 2018-19



More information on differences across respondent groups can be found in [Table 1.1 of the associated data tables.](#)

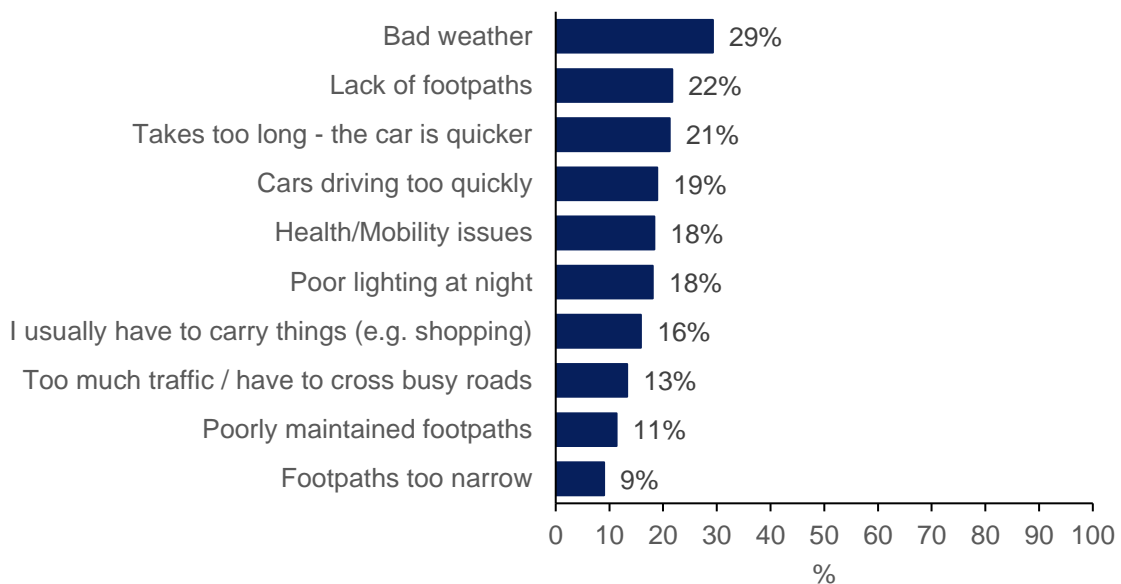
1.3 Attitudes to walking short journeys (up to 2 miles/3 km)

Over half of respondents (53%) said they were likely to walk short journeys (up to 2 miles/3 km), a similar proportion to that in 2017/18 (54%).



All respondents were asked what would discourage them from walking short journeys and the top reason given for this remains ‘bad weather’ (29% of respondents). Further reasons given include ‘lack of footpaths’ (22%), and ‘takes too long’ (21%). The most common reasons are presented below, and the full range of responses given can be found in [Table 1.4](#).

Figure 6 - Reasons respondents are not likely to walk journeys up to 2 miles/3km* 2018/19 (Top 10)



*Respondents can choose more than one answer

Base: 2,940

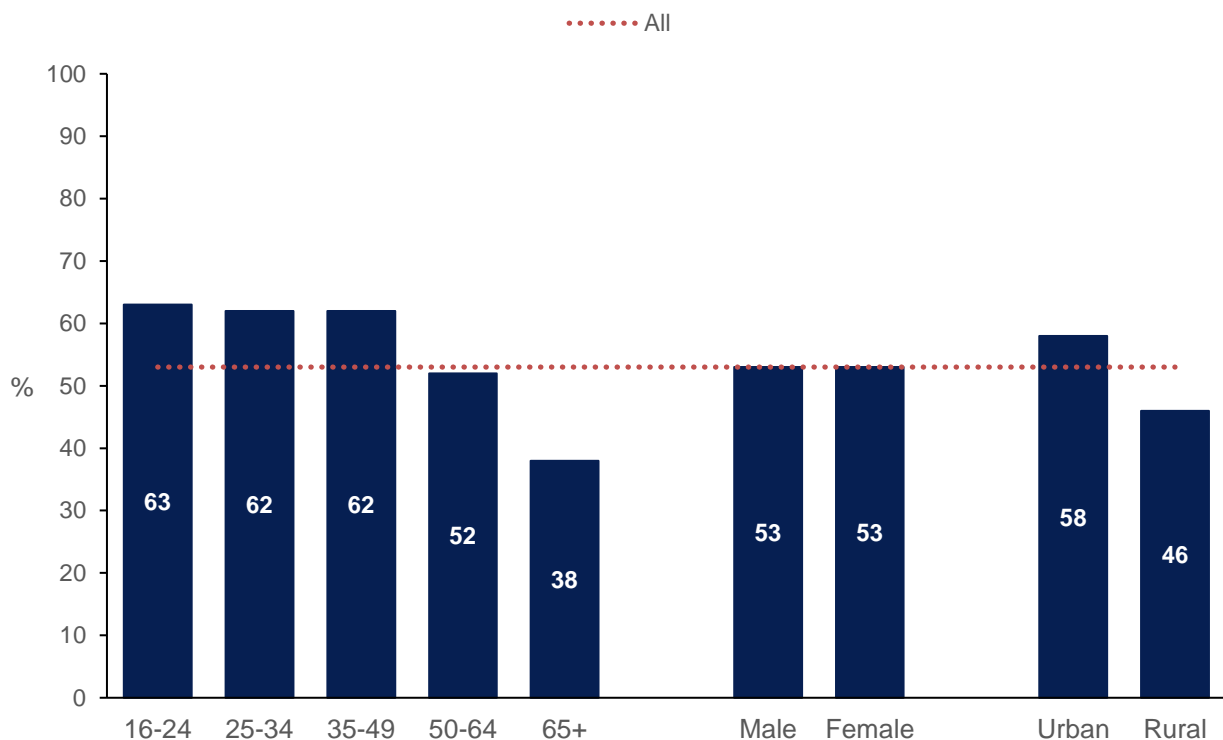
1.4 Attitudes to walking short journeys (up to 2 miles/3 km) by respondent group

Respondents aged 16-24 (63%) were more likely to walk short journeys than those aged 65 and over (38%). 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' (42%) while those aged 65+ cited 'my health or mobility makes walking difficult or impossible' (38%).

Those living in urban areas (58%) were more likely than those in rural areas (46%) to walk short journeys. The main reason those living in urban areas were likely to be discouraged from walking short journeys was 'bad weather' (32%) whereas the main reason that rural dwellers would be discouraged was 'lack of footpaths' (37%).

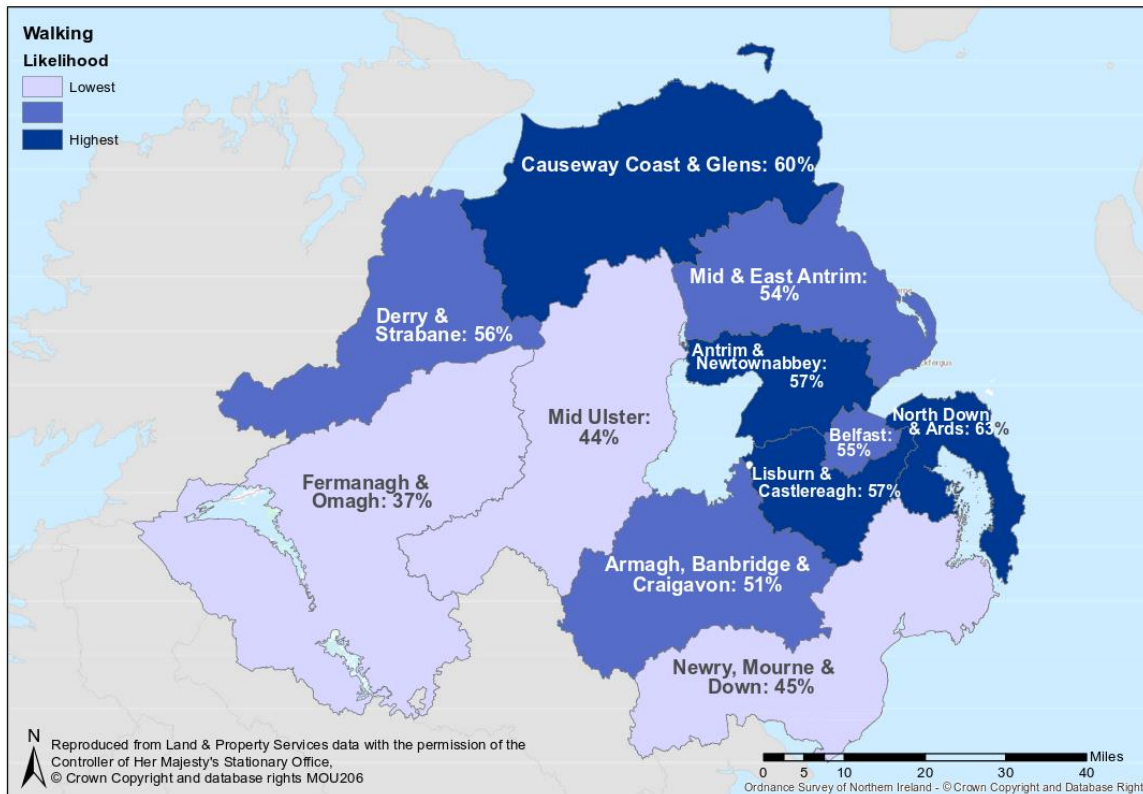
There was no difference between male respondents and female respondents in 2018/19.

Figure 7 - 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 North Down and Ards District Council (63% of respondents) and lowest in Fermanagh & Omagh District Council (37%).

Figure 8 – Likelihood to walk short journeys (up to 2 miles/3km) by local government districts (LGD) 2018-19



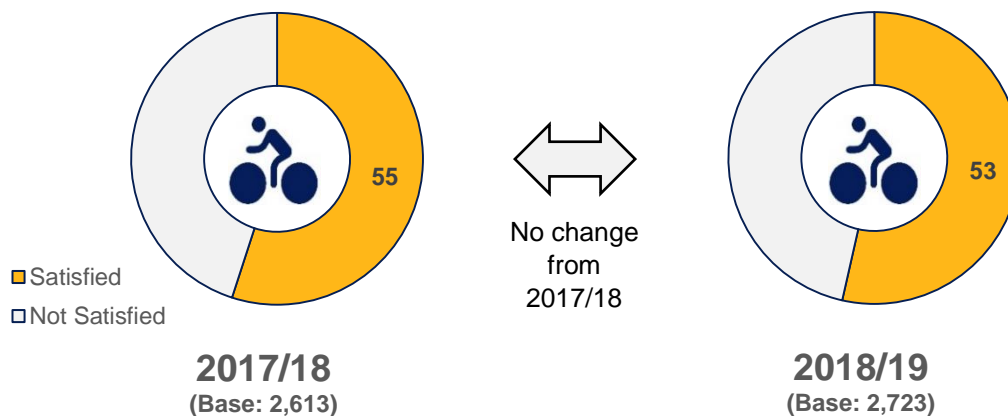
More information on differences across respondent groups can be found in [Table 1.3 of the associated data tables](#).

PART 2: CYCLING

2.1 Satisfaction with the current situation for cycling and cyclists

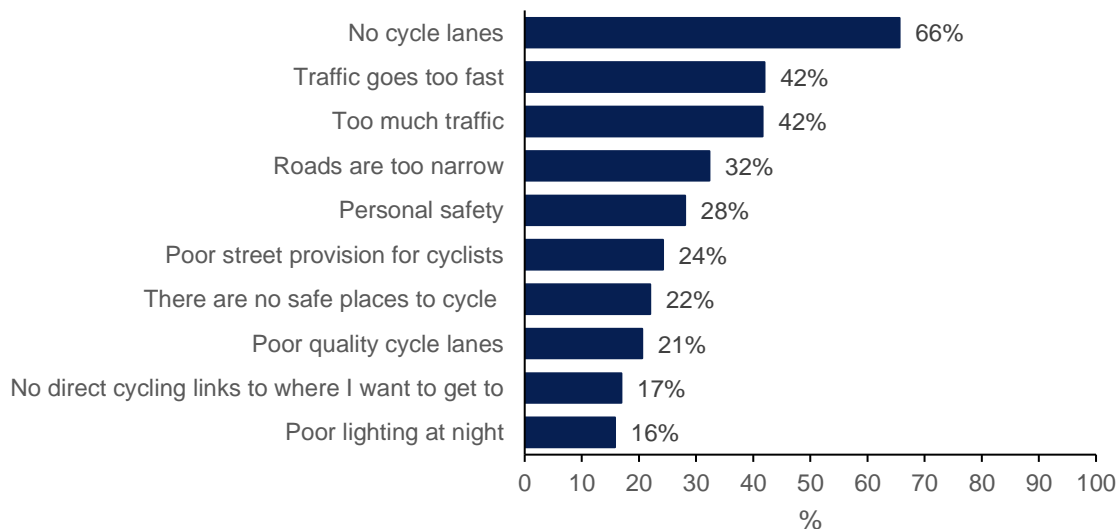
Just over half (53%) of respondents said they were satisfied with the current situation for cycling in their area; a similar proportion to 2017/18 (55%).

Figure 9 - 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. Two thirds of respondents (66%) 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 2.2](#).

Figure 10 - Reasons respondents are not satisfied with the current situation for cycling and cyclists in their area* 2018/19 (Top 10)



*Respondents can choose more than one answer

Base: 1,265

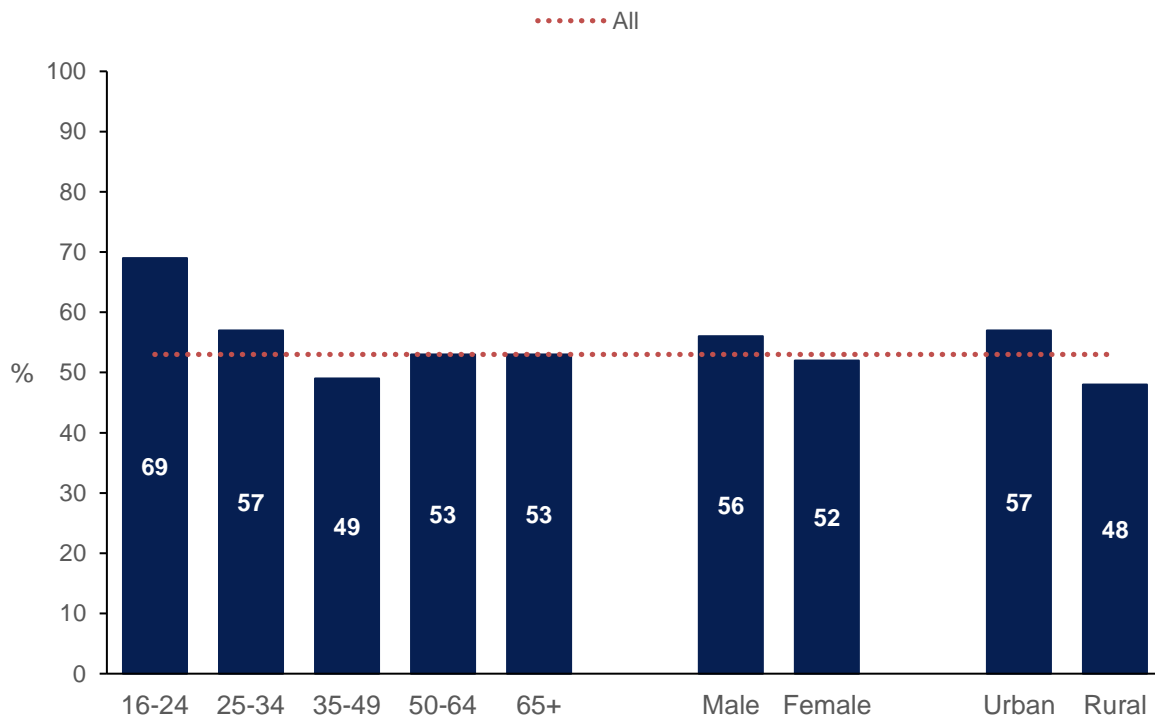
2.2 Satisfaction with the current situation for cycling and cyclists by respondent group

Respondents aged 16-24 (69%) were more likely than respondents aged 65 + (53%) to report being satisfied with cycling in their area. The main reason given for dissatisfaction with cycling facilities was the same for all age groups – ‘no cycle lanes’.

Male respondents (56%) were more likely than female respondents (52%) to report being satisfied. For both males and females, the main reason given for dissatisfaction with cycling facilities was ‘no cycle lanes’.

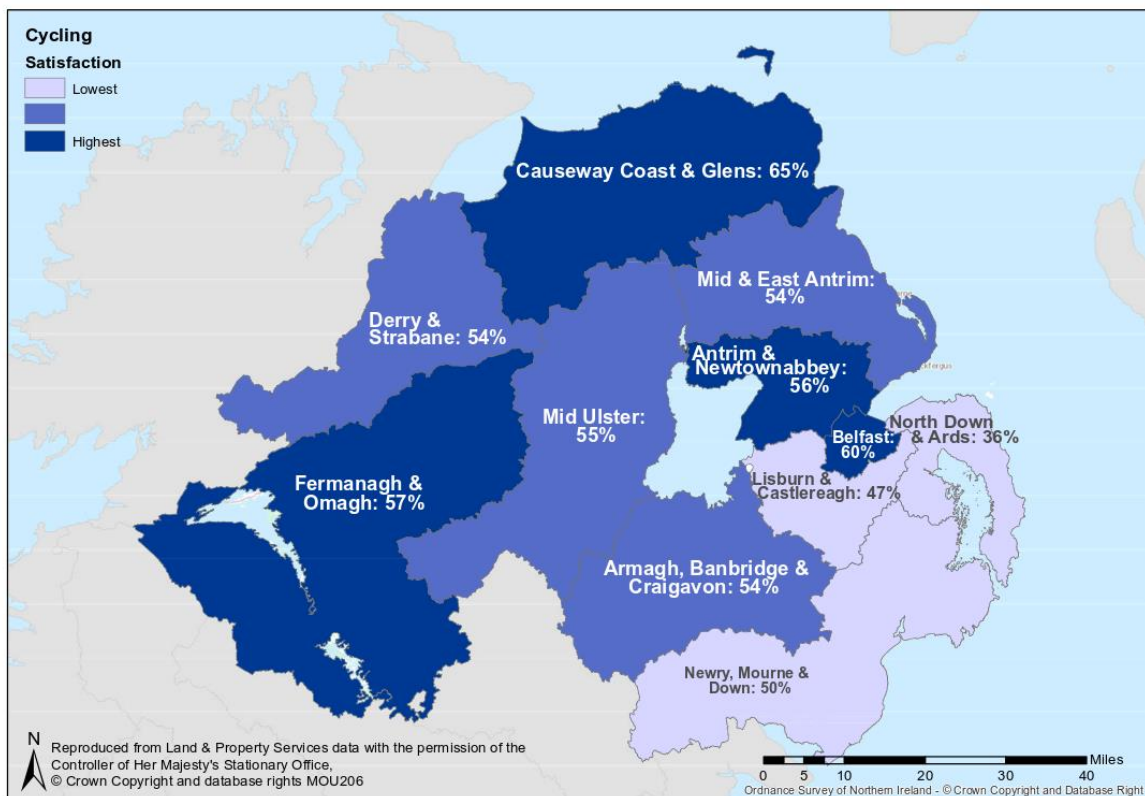
Respondents living in urban areas (57%) were more likely than respondents living in rural areas (48%) to report being satisfied with cycling in their area. For both urban and rural respondents, the main reasons for dissatisfaction with cycling facilities was ‘no cycle lanes’.

Figure 11 - 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 (65%) and lowest in North Down & Ards District Council (36%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

Figure 12 – Satisfaction with the current situation for cycling by local government districts (LGD) 2018-19

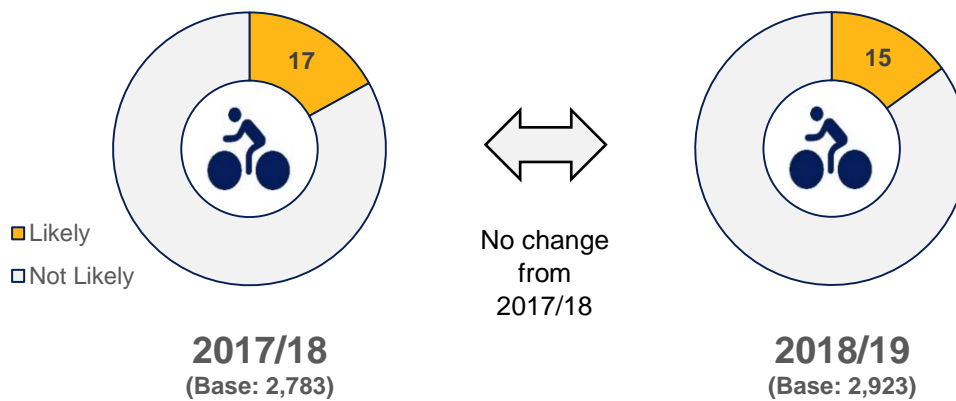


More information on differences across respondent groups can be found in [Table 2.1 of the associated data tables.](#)

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

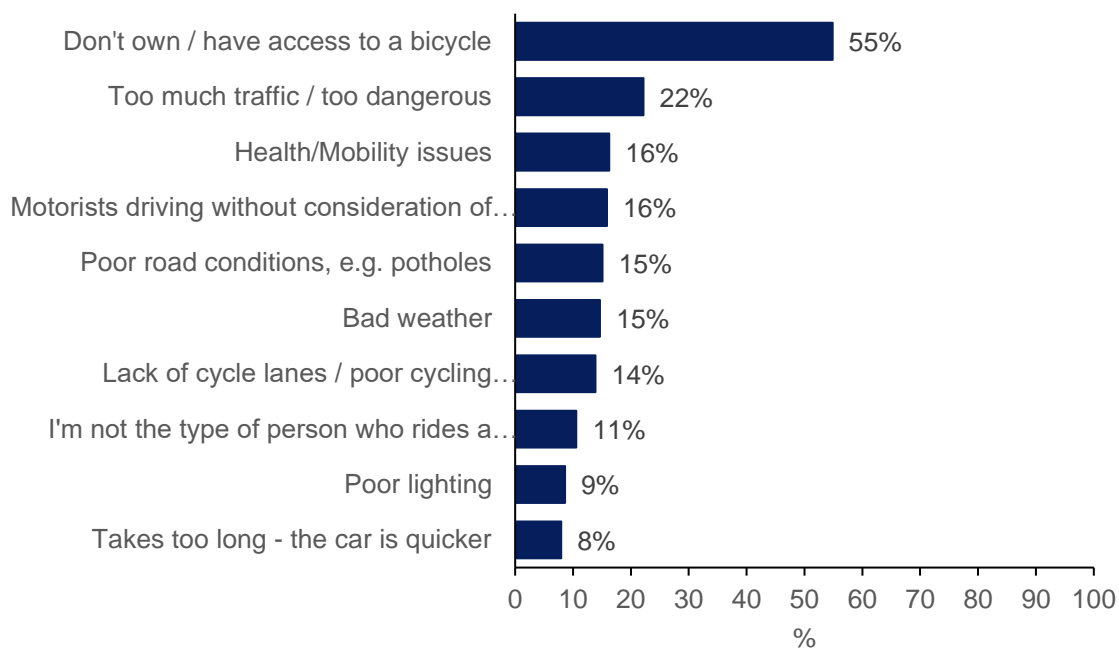
In 2018/19, 15% of respondents said they would be likely to cycle short distances (up to 3 miles/5km), around the same proportion as in 2017/18 (17%).

Figure 13 - 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' (55%), with 'too much traffic/too dangerous' being the second most commonly chosen response (22% in 2018/19). These proportions are similar to those reported in 2017/18. The main reasons given are presented below and the full range of responses is available in [Table 2.4](#).

Figure 14 - Reasons respondents are not likely to cycle journeys up to 3 miles/5km* 2018/19 (Top 10)



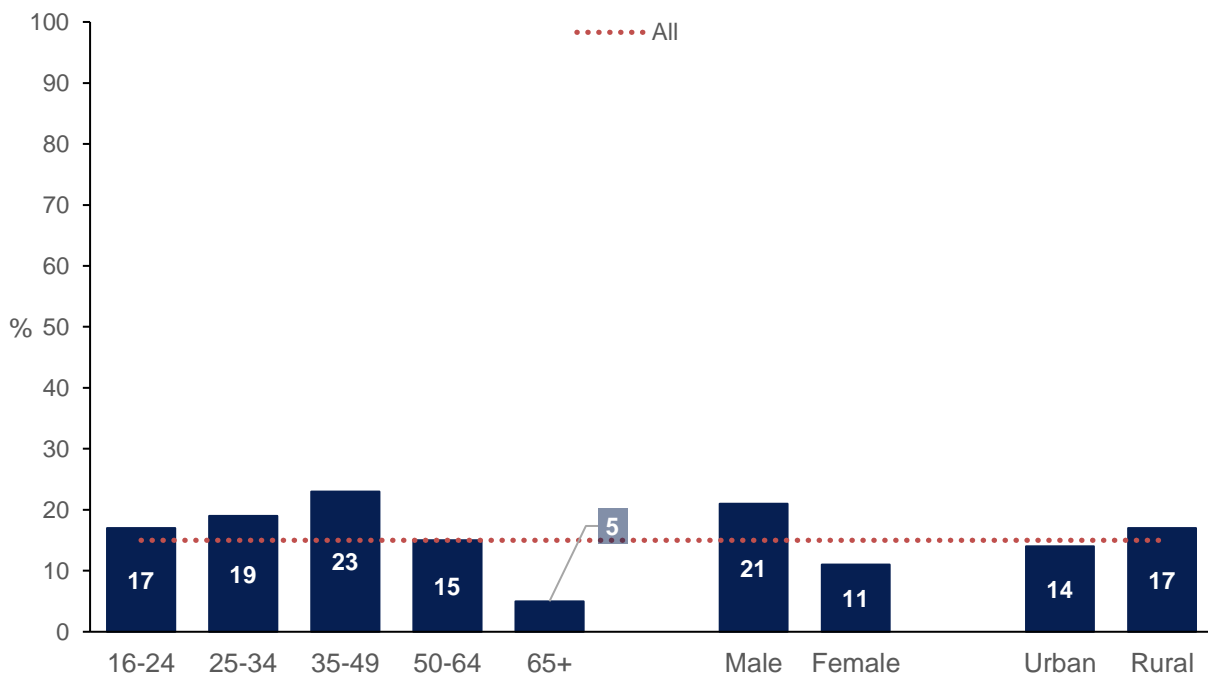
*Respondents can choose more than one answer

Base: 2,937

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

Those aged 16-24 (17%) were more likely to cycle short journeys than those aged 65 and over (5%). Males (21%) were more likely to say they would cycle short journeys than females (11%).

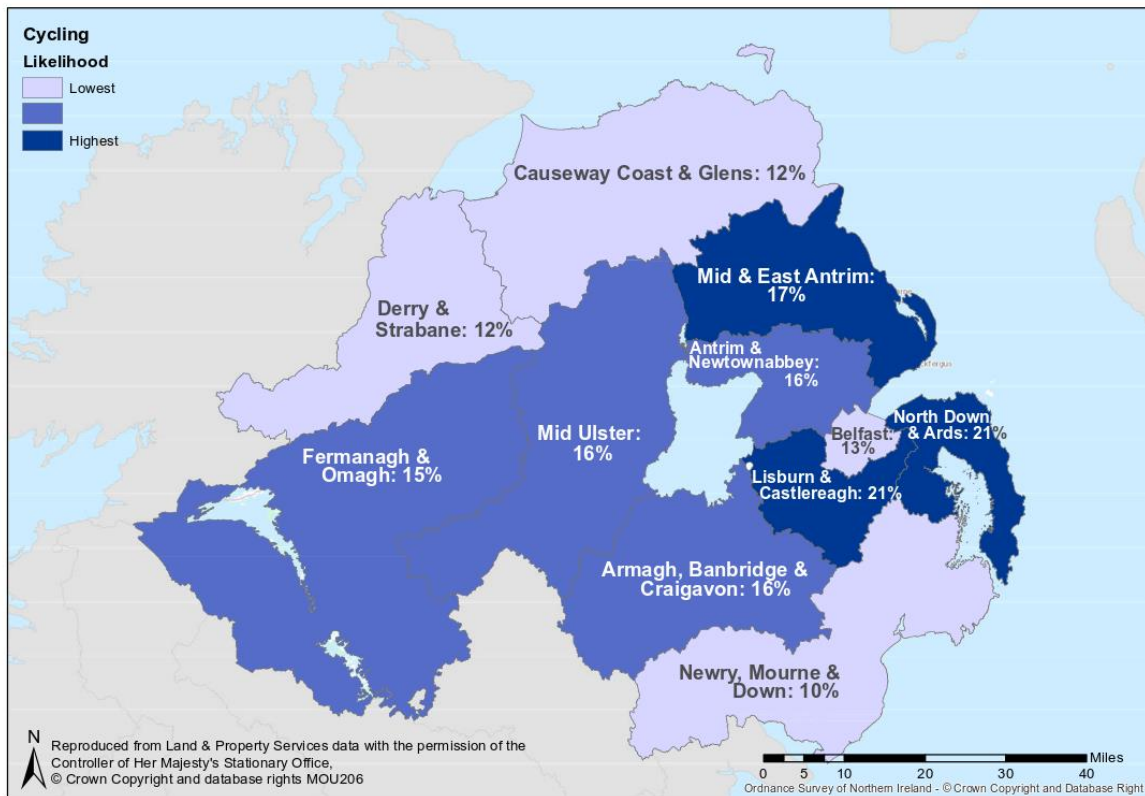
Figure 15 - Proportion of respondents who would be likely to cycle short journeys (up to 3 miles/5km)



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 both Lisburn & Castlereagh District Council (21%) and North Down & Ards (21%) and lowest in Newry, Mourne & Down District Council (10%).

Figure 16 – Likelihood to cycle short journeys by local government districts (LGD) 2018-19



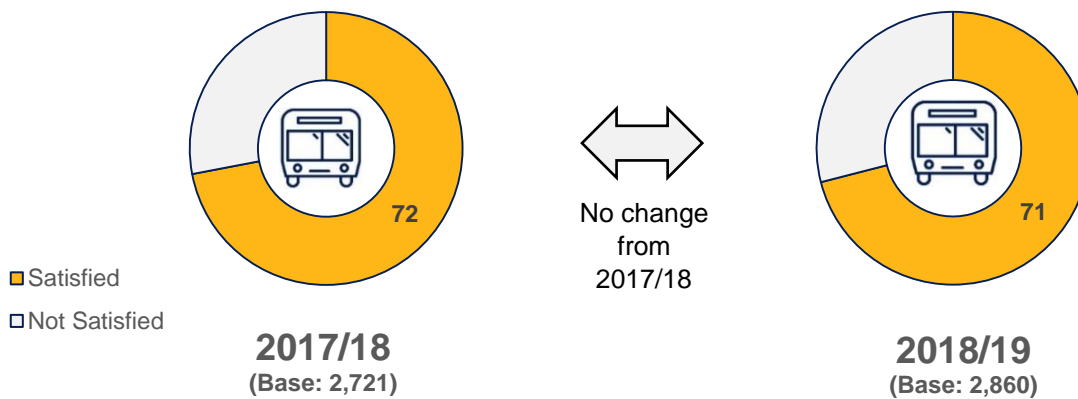
More information on differences across respondent groups can be found in [Table 2.3 of the associated data tables](#).

PART 3: PUBLIC TRANSPORT

3.1 Satisfaction with the public transport situation and facilities

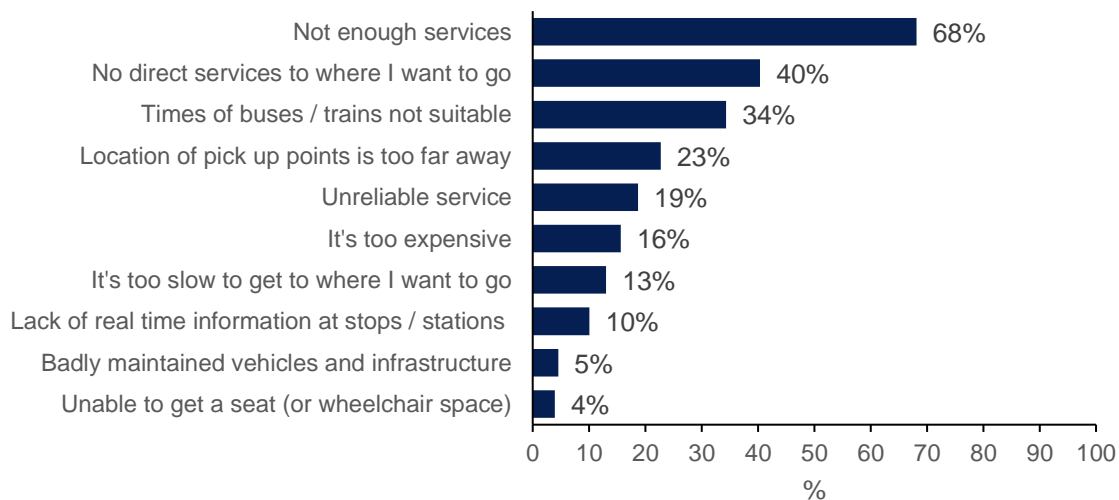
In 2018/19, 71% of respondents said they were satisfied with the public transport situation and facilities in their area. This is similar to the proportion who reported this in 2017/18.

Figure 17 - Satisfaction with the situation for public transport in their area (%)



Of the respondents who were not satisfied, the most common reasons they were not were 'Not enough services' (68%), 'no direct services' (40%), and 'times not suitable' (34%). The top ten responses given are presented below and the full range of responses are available in [Table 3.2](#).

Figure 18 - Reasons respondents are not satisfied with the current situation for public transport and facilities in their area 2018/19* (Top 10)



*Respondents can choose more than one answer

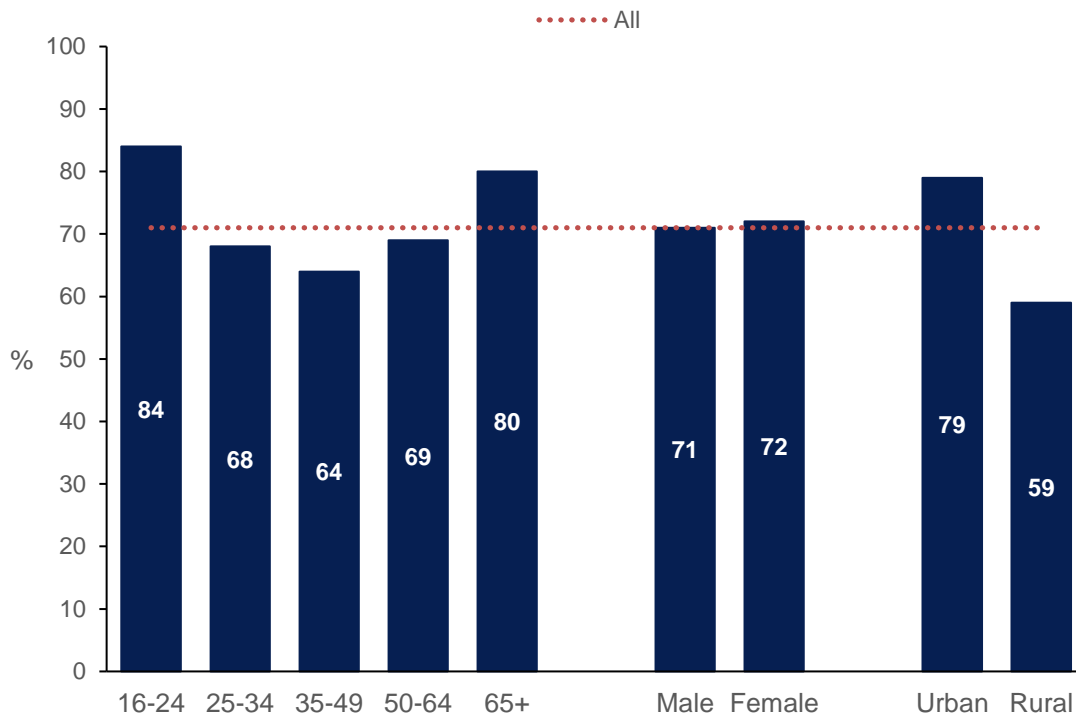
Base: 813

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

A greater proportion of respondents in urban areas (79%) said they were satisfied with the public transport situation and facilities in their area than respondents in rural areas (59%). Satisfaction with the public transport situation and facilities was similar for males (71%) and females (72%).

Those aged 35-49 (64%) were less likely than all other age groups, except those aged 25-34 (68%), to say they are satisfied with the public transport situation and facilities in their area.

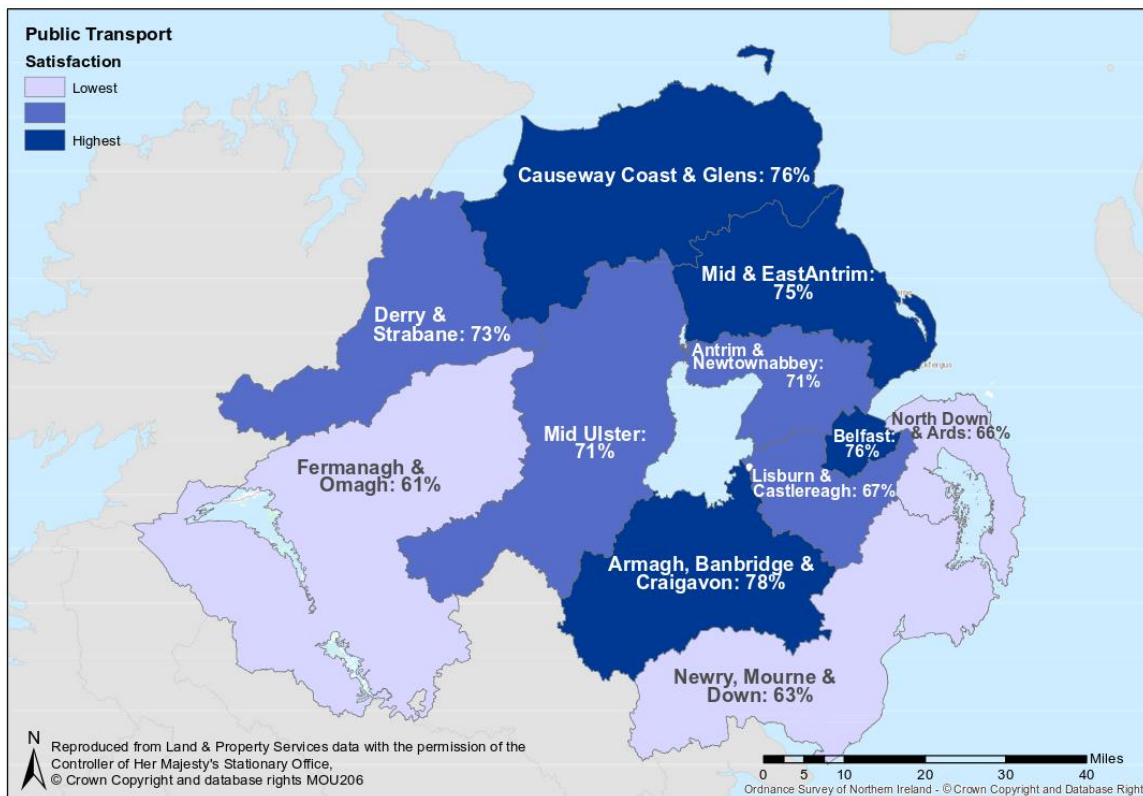
Figure 19 - Satisfaction with the public transport situation and facilities in their area (%)



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 Armagh, Banbridge & Craigavon District Council (78%) and lowest among respondents in Fermanagh & Omagh District Council (61%). Due to sample size at the local government district level, further analysis on reasons for dissatisfaction is not available.

Figure 20 – Satisfaction with the public transport situation and facilities in their area (%)

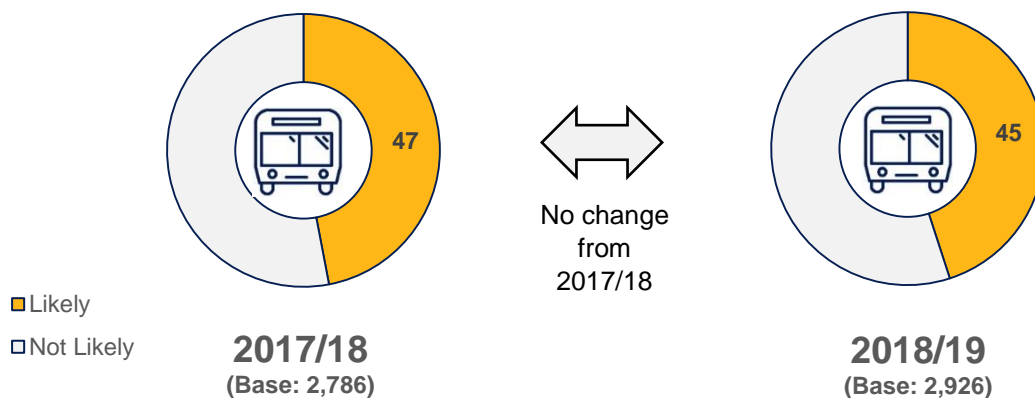


More information on differences across respondent groups can be found in [Table 3.1 of the associated data tables.](#)

3.3 Attitudes towards using public transport for short journeys (up to 6 miles/10 km)

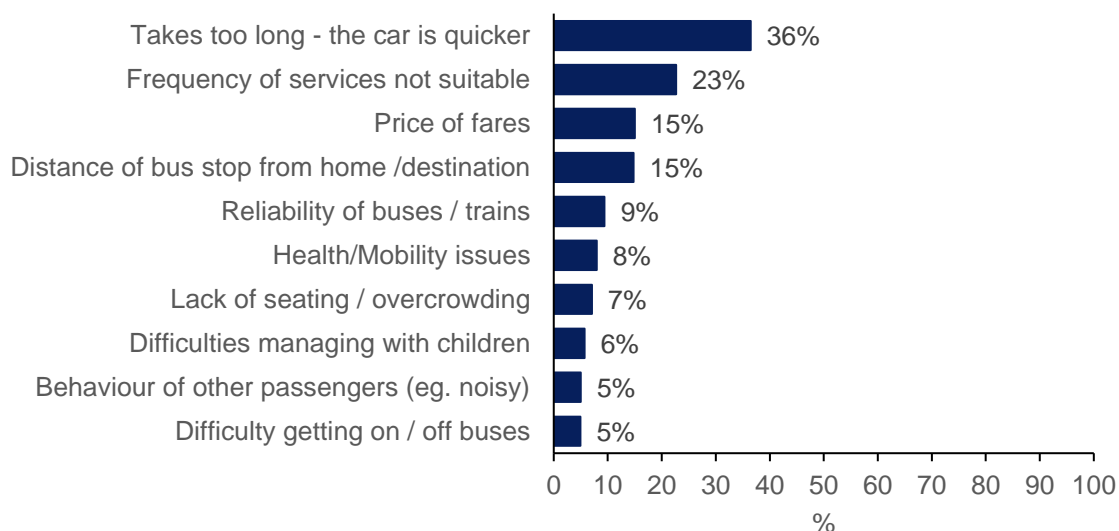
In 2018/19, 45% of respondents said they would be likely to use public transport for short journeys (up to 6 miles/10 km). This is similar to the proportion who said this in 2017/18 (47%).

Figure 21 - Proportion of respondents who would be likely to use public transport for short journeys (up to 6 miles/10km)



The main reasons people were discouraged from using public transport for short journeys include 'takes too long', 'frequency of services not suitable', and 'price of fares'. The top ten reasons given are presented below with the full range of responses available in [Table 3.4](#).

Figure 22 - Reasons respondents are not likely to use public transport for shorts journeys (up to 6 miles/10km) 2018/19* (Top 10)



*Respondents can choose more than one answer

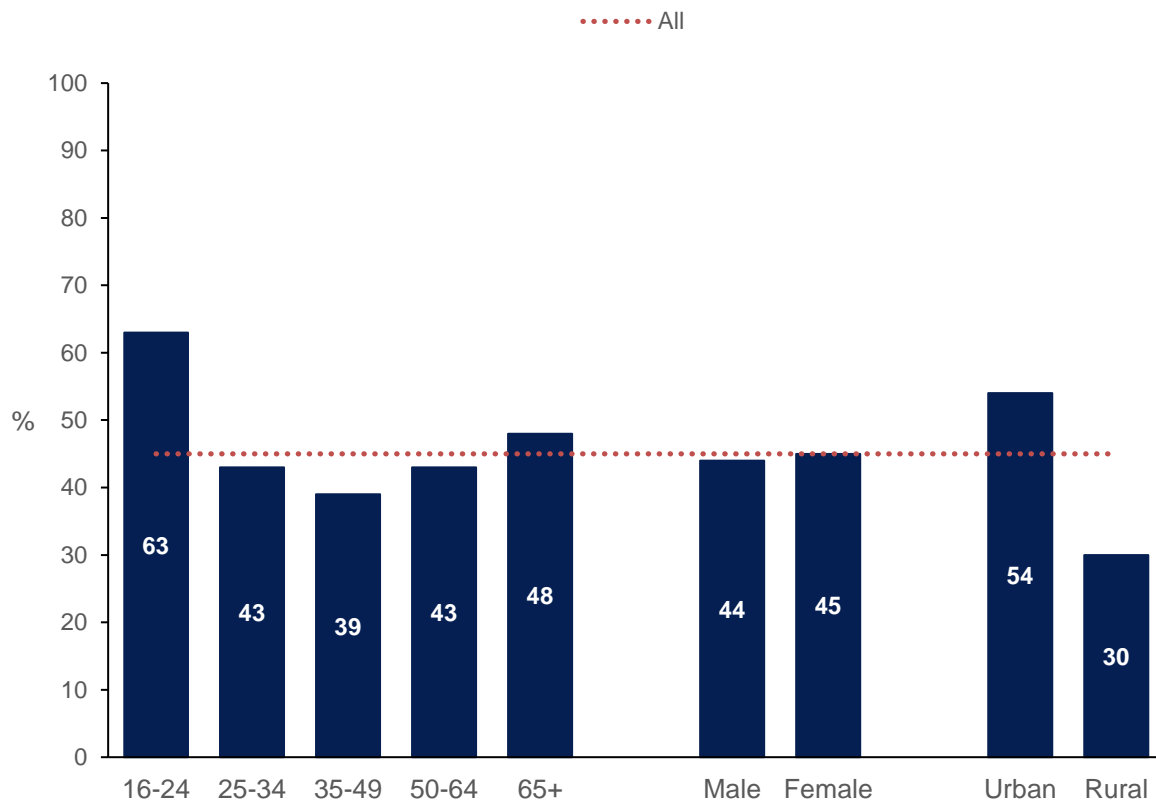
Base: 2,933

3.4 Attitudes towards using public transport for short journeys (up to 6 miles/10 km) by respondent group

A greater proportion of the youngest group of respondents (aged 16-24; 63%) were likely to use public transport for short journeys than respondents aged 65 and over (48%).

Those in urban areas (54%) were more likely to use public transport for short journeys than those in rural areas (30%).

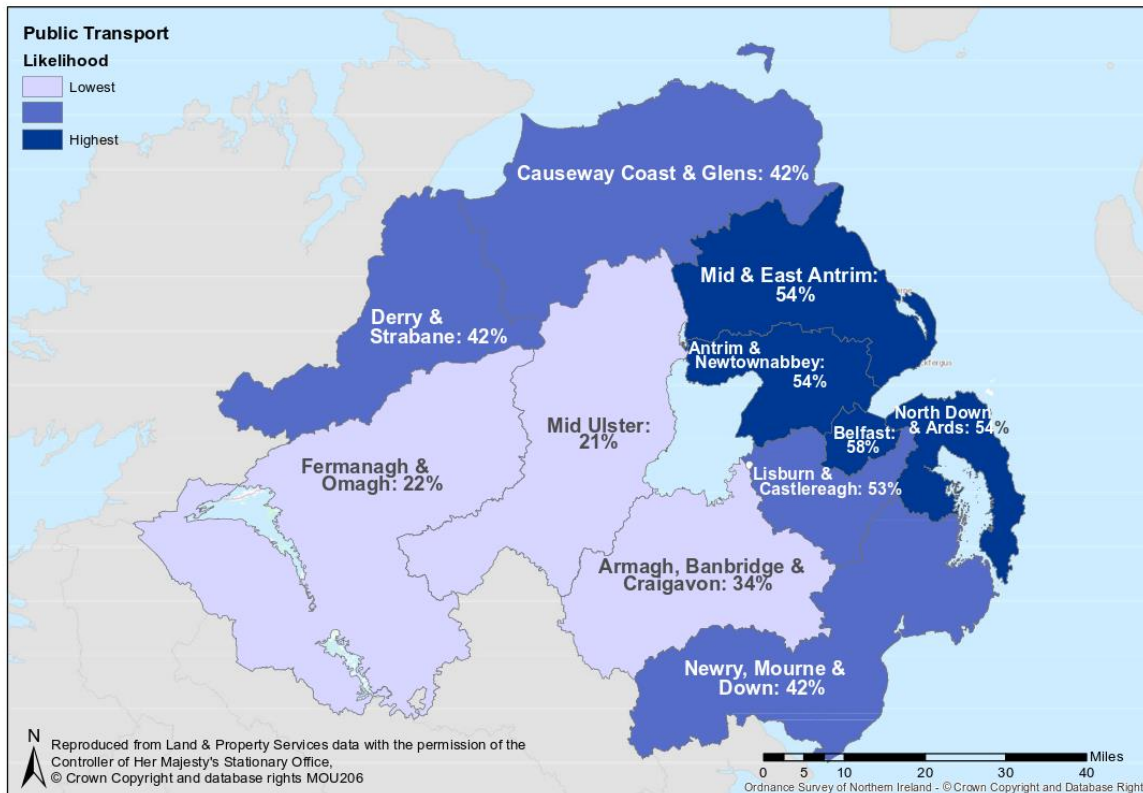
Figure 23 - Proportion of respondents who would be likely to use public transport for short journeys (up to 6 miles/10km)



Across all respondent groups, the main reason discouraging the use of public transport for short journeys was 'takes too long, the car is quicker'.

In Belfast City District Council, 58% of respondents said they would be likely to use public transport for short journeys while 21% of respondents in Mid Ulster District Council said this.

Figure 24 - Proportion of respondents who would be likely to use public transport for short journeys (up to 6 miles/10km) by local government district (LGD)



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

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 2018/19 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 2,948 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.

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 Walking, Cycling and Public Transport in Northern Ireland.

Table B1: Confidence Intervals for 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.	61	2,929	2	59-63%
% who are satisfied with the current situation for cycling and cyclists in their local area at present.	53	2,723	2	51-55%
% who are satisfied with the current public transport situation and facilities in their local area at present.	71	2,860	2	69-73%

- The 95% confidence interval for respondents who are satisfied with the current situation for walking and walkers in their local area at present is 61% +/- 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 59 % and 63%.
- The 95% confidence interval for respondents who are satisfied with the current situation for cycling and cyclists in their local area at present is 53% +/- 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 51% and 55%.
- The 95% confidence interval for respondents who are satisfied with the current public transport situation and facilities in their local area at present is 71% +/- 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 69% and 73%.

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

CYCLING, WALKING, PUBLIC TRANSPORT

[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. It also wants to encourage greater use of public transport particularly for journeys of 6 miles / 10 kilometres or more. This will have many benefits in terms of reducing pollution and harmful Greenhouse Gas emissions and contribute to better health and environmental outcomes. (Continue)

[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
2. No -> [WALK6]

[WALK6] SHOWCARD 67 (WALKING NOT SATISFIED)

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

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 68 (WALK DISCOURAGE)

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

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
2. No

[CYCLE6] SHOWCARD 69 (CYCLING NOT SATISFIED)

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

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 70 (CYCLING DISCOURAGE)

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

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

[TLINK5] Are you satisfied with the current public transport situation and facilities in your local area at present?

1. Yes -> [TLINK7]
2. No

[TLINK6] SHOWCARD (PUBLIC TRANSPORT NOT SATISFIED)

Why are you not satisfied with the current public transport situation and facilities in your local area?

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 Staff
22. Lack of bus lanes
23. Other -> [TLINK6oth]

[TLINK6oth] Please specify

[TLINK7] Would you be likely to use public transport for any journeys you have to make that are up to 6 miles / 10kms?

1. Yes
2. No

[TLINK8] SHOWCARD (PUBLIC TRANSPORT DISCOURAGE)

Which of the options listed on the showcard, if any, discourage you from travelling on public transport for journeys of 6 miles / 10kms?

CODE ALL THAT APPLY

1. Price of fares
2. Frequency of buses/trains i.e. times of buses/trains not suitable
3. Reliability of buses/ trains
4. Takes too long- the car is quicker
5. Distance of bus stop from home/destination
6. Behaviour of other passengers- noisy, using mobile phones etc.
7. Difficulties managing with children
8. Lack of seating/ overcrowding
9. Cleanliness/ comfort of public transport
10. I don't feel safe using public transport (e.g. people loitering at train or bus stops, shelters and stations, inadequate lighting at train or bus stops, shelters and stations, lack of staff at train or bus stops, shelters and stations, lack of CCTV/security cameras)
11. Badly maintained trains, buses, train or bus stops, shelters and stations
12. Lack of information at stops/stations on when next bus/train due
13. Lack of information on board buses/trains about what is the next bus stop/train station
14. Unhelpful or unfriendly Translink staff
15. The way the bus is driven
16. Station\halts inaccessible
17. No audio visual announcements on buses
18. Having to book a wheelchair space in advance on some services
19. Lack of wheelchair spaces and priority seats for older people and disabled people

20. Difficulty getting on\off buses

21. I do not view public transport as an option for me due to health or mobility issues

22. I would be embarrassed using public transport

23. Other

24. I already use public transport for journeys of 6 miles / 10kms (spontaneous)

25. No, nothing would put me off using public transport (spontaneous)

[TLINK8oth] Please specify