

Seniors and Transportation - Part 2



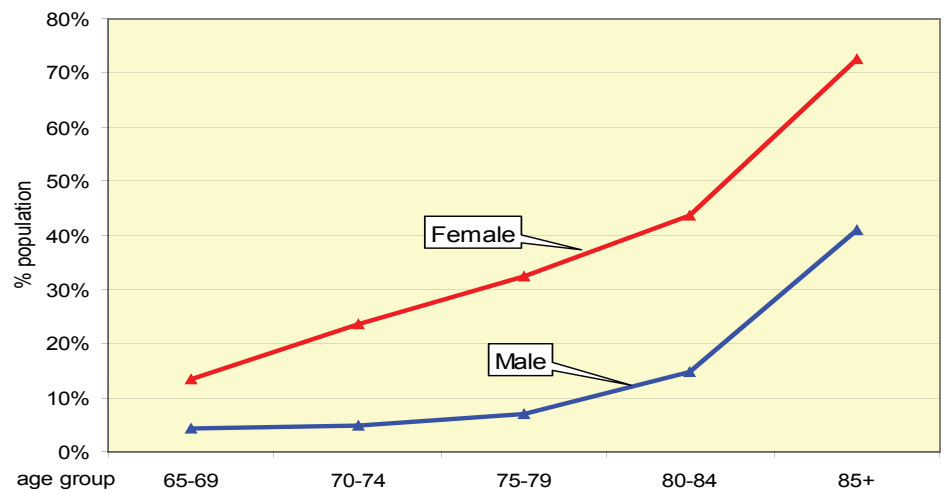
Transportation plays a vital role in our daily lives. We rely on it to go to work, school, shop, visit etc. For the senior population, it is a critical link to community involvement, healthy lifestyle and independence. The Canadian Census does not collect data on transportation activities except commuting between place of residence and place of work. In order to learn and understand more about the travel characteristics of seniors in Halton, data from the Transportation Tomorrow Survey (TTS) are used. The 2006 Transportation Tomorrow Survey (TTS) is a telephone interview of a random sampling of 5% of the households in the Greater Toronto Area (GTA) and surrounding area of Central Ontario (approximately 150,000 households). It involves asking the survey participants about trip information for each household member. The TTS survey has been carried out on a 5-year cycle since 1986.

Mode of Transportation

In Halton, the automobile (auto driver and passenger) is the dominant mode of transportation for all trips except for those to and from schools. Almost 9 in 10 trips were made by car.

The auto dependency for seniors is more significant, about 95% of their trips were made by automobile. However, one in five seniors does not have a driver licence, making them reliant on someone to drive them or on other means of transportation (i.e. walking, public transit, taxi). The proportion of seniors with no drivers licence increases with age. Female seniors fair worse, almost one-third of them do not have a driver licence.

Proportion of seniors with no driver licence by sex and by age groups, Halton Region, 2006



Source: Data Management Group, Transportation Tomorrow Survey, 2006

Less than 2% of the trips made by seniors were with local public transit. Most of the usage is in Burlington and Oakville.

Trip Purpose & Length

Trip Purpose

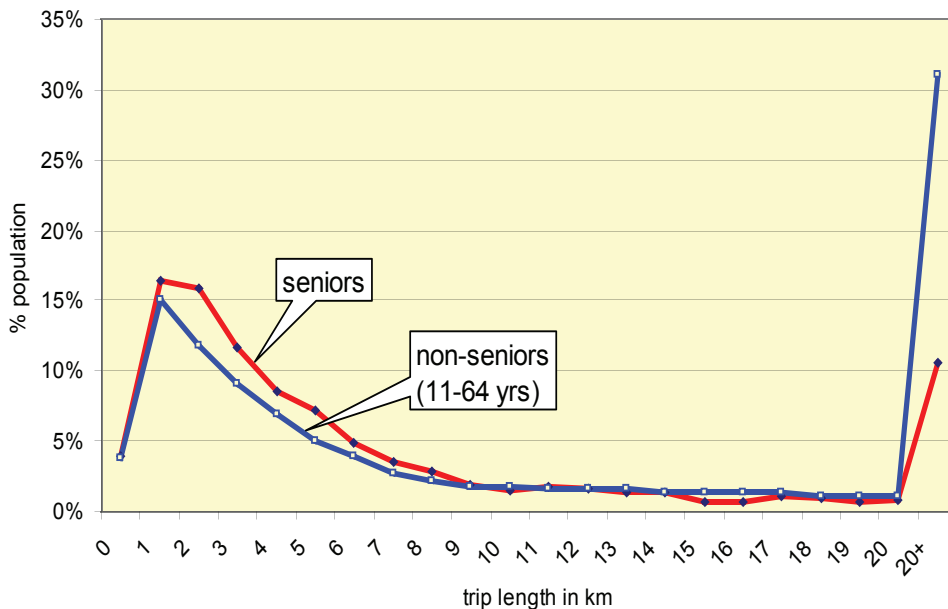
The TTS categories all trips into four major trip purposes:

| Purpose of trip | Description |
|--------------------------|--|
| Home-based work | Home-to-work or work-to-home |
| Home-based school | School trip |
| Home-based-discretionary | Trips other than work and school, e.g. shopping, entertaining, visiting |
| Non-home-based | Neither end of the trip is home (e.g. from work to shopping, from school to visit friends) |

The top trip purpose is home-based discretionary trip. Over three-quarters (75.6%) of the trips were from home for shopping, medical appointment, entertaining, visit etc.

About one-fifth of the trips were non-home based. They were made as part of another trip. Since most seniors are retired, less than 6% of the trips were work related.

**Trip length distribution (seniors/non-seniors)
Halton Region , 2006**



Source: Data Management Group, Transportation Tomorrow Survey, 2006

Trip Length

In general, seniors travelled shorter distances than their younger counterparts. One in five trips made by seniors is less than 1 km. Over three-quarters (78%) of the trips are less than 10 km as compared to about 64% of the trips made by those under 65 years. In addition, only a small proportion of seniors made work trips which are usually the longest.