



MOBILITY SURVEY REPORT FOR THE COURT OF JUSTICE OF THE EUROPEAN UNION

ACROSS project (National Research Fund
of Luxembourg - FNR)

**Tai-Yu MA, Samuel CARPENTIER,
Philippe GERBER, Pierre LANNOY,
Thierry RAMADIER**

June 2013

TABLE OF CONTENTS

The ACROSS project	5
1. Data collection and survey method	6
2. Description of the respondents of Court of Justice of the European Union	6
3. Mobility practices	8
4. Activity participation	13
5. Individual attitude of the city of Luxembourg.....	14
6. Outlook	15
Acknowledgment	15

THE ACROSS PROJECT

The **ACROSS** project (Assessing the Socio-Cultural Effects on Mobility Behaviours in Cross-Border Areas) is a research project funded by the National Research Fund of Luxembourg (FNR) under the CORE programme of FNR, a competitive funding with international peer-review of submitted projects. The project aims to investigate the influence of geographical location, sociological position and personal attitudes on individual's mobility behaviour. Based on our literature review, a population with socio-cultural differences, high-skilled (to maximize mobility abilities and minimize economic constraints on behaviours) and sharing the same working area (to "control" geographical variability) is very convenient to meet our study purpose. As the EU officials and temporary agents working in Brussels, Luxembourg and Strasbourg seem to meet all these criteria, we hence contacted related Institutions.

The composition of the research teams contains: CEPS/INSTEAD (Luxembourg), LIVE (Université de Strasbourg, CNRS, France) and METICES (Université Libre de Bruxelles, Belgium), for which all these public research institutes are specialized in social science and / or urban studies. This survey report aims to provide a descriptive statistics of the respondents, focusing on the socio-demographic characteristics, mobility practices, frequency of activity participations and representation of the city of Luxembourg.

The main objective of the survey is to gather individuals' mobility practices and individual attitudes of the city. Hence, the questionnaire focuses on these questions with respect to individual's attitude and related mobility practices. The survey was conducted on a volunteer and confidential basis for the employees of the Court of Justice of the European Union (CURIA) for which the protocol of web survey was designed. The survey was done in November 2012 with the agreement of CURIA. We have collected 239 valid questionnaires. Due to the lack of information about total employees of CURIA, this current analysis is based on these 239 non-weighted validated questionnaires.

The socio-demographic characteristics of the respondents are presented in Table 1. 54% of respondents are females. For age classes, 33% and 26% of the respondents are the age classes of 35-44 and 45-55 years, respectively. It indicates that the range of age of the employees in CURIA is located between 35-55 years olds. For household size, we observe a quite uniform distribution from one to 4 persons' household size. Regarding the number of children less than 15 years old in the household, 'no children' reaches 55%, one and two children household reach 16% and 18%, respectively. For the number of teenagers in the household, 77% has no teenagers in the household, 10% and 5% have one and two teenagers in the household. Concerning marital status, 70% of the respondents live in couple and 29% are singles.

TABLE 1. Socio-demographic characteristics of the respondents of CURIA

Variables		N	%	Mean
Gender	male	110	46.0	
	female	129	54.0	
Age class	<25	2	0.8	42.1
	25-34	57	23.8	
	35-44	79	33.1	
	45-54	62	25.9	
	>=55	28	11.7	
	<i>non-response</i>	<i>11</i>	<i>4.6</i>	
Household size	1	52	21.8	2.8
	2	59	24.7	
	3	43	18.0	
	4	52	21.8	
	>=5	30	12.6	
	<i>non-response</i>	<i>3</i>	<i>1.3</i>	
Number of children (under 15 years old)	0	132	55.2	0.8
	1	39	16.3	
	2	43	18.0	
	3	13	5.4	
	4	3	1.3	
	<i>non-response</i>	<i>9</i>	<i>3.8</i>	
Number of teenagers (>=15 years old)	0	183	76.6	0.3
	1	24	10.0	
	2	13	5.4	
	3	7	2.9	
	<i>non-response</i>	<i>12</i>	<i>5.0</i>	
Marital status	couple	168	70.3	
	single	70	29.3	
	<i>non-response</i>	<i>1</i>	<i>0.4</i>	

The average work trip travel time is 30.5 minutes with a standard deviation of 18.0 minutes. Concerning the mode choice of work trip, car and public transport are the two main modes, representing around 43% and 49%, respectively (*cf. Table 2*). There is only 8% for walk and bike.

TABLE 2. Transport mode for work trip

Mode	N	%
On foot	8	3.4
Bike	11	4.6
Car	103	43.1
Public transport	117	49.0
Total	239	100.0

As for the use of parking facilities, Table 3 shows that 97% respondents don't use Park-and-ride facilities to work. About 80% of respondents have free parking facilities near or at workplace, which explains a high car use for work trip (*cf. Table 4*).

Table 3. Use Park-and-ride facilities for work

Use Park-and-ride facilities for work	N	%
Yes	6	2.5
No	232	97.1
<i>Non-response</i>	1	0.4
Total	239	100.0

TABLE 4. Parking facilities near or at workplace

Parking facilities near or at workplace	N	%
Free	190	79.5
Paying	2	0.8
Not available	41	17.2
<i>Non-response</i>	6	2.5
Total	239	100.0

Concerning the temporal aspect of travel behaviour, like other Institutions (Council of Europe and Court of Justice of the European Union), 78% respondents have flexible work time which allows them to better schedule their daily activities. The distributions of arrival and departure times at workplace are presented in Figure 1 and 2, respectively. It reveals that most respondents (58%) arrive between 8:30 and 9:00. Only 3.78% arrives after 9:30 (cf. Figure 1). For departure time from workplace, the result indicates that two peak departure hours are observed at 17:30 and 18:00 (40%). Another panel is located between 18:00 and 19:00 with about 30% (cf. Figure 2). The result is not surprising since it is the product of a typical 9:00-17:00 working time schedule.

TABLE 5. Flexible work time

Flexible work time	N	%
Yes	187	78.2
No	51	21.3
<i>Non-response</i>	1	0.4
Total	239	100.0

FIGURE 1. Arrival time at workspace

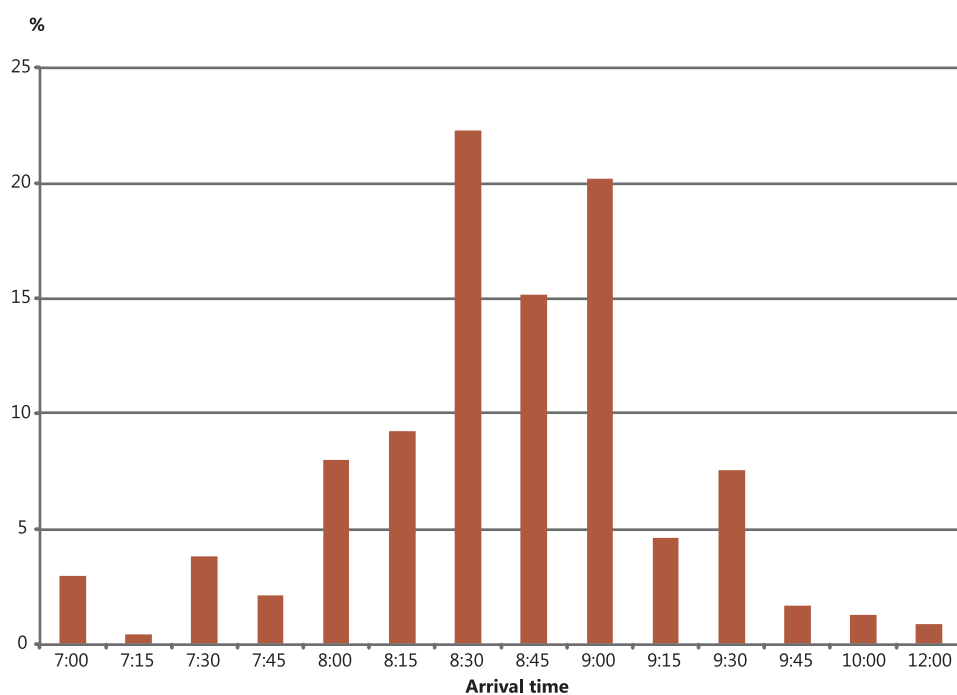
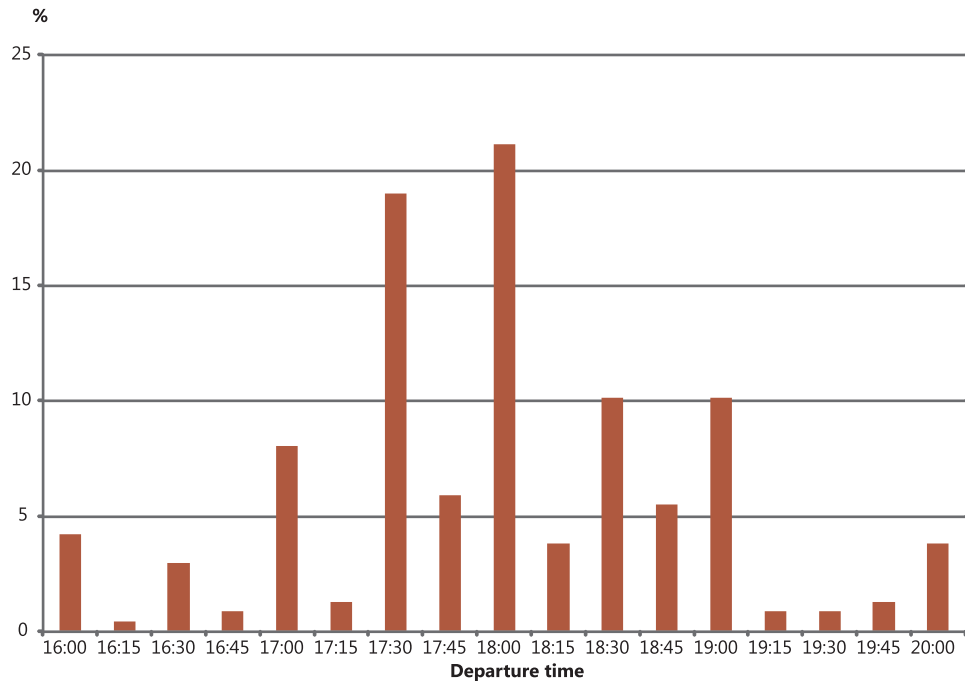


FIGURE 2. Departure time from workplace



As for the number of cars in the household, Table 6 shows that most respondents have at least one car in the household (89%). About 44% of respondents have at least two cars. Only 11% of respondents have no car in the household. Though most respondents have at least one car in the household, we find the relatively high subscription rate of season ticket of public transport (82%) (cf. Table 7).

When regarding the attitude of the respondents for the economic / energetic / environmental characteristics of car and public transport, it is shown that most respondents consider car is rapid, expensive and convenient, but polluted (79%) transport mode (cf. Figure 3). Only 27% of respondents consider car as a dangerous transport mode and a fatigue mode for 19%.

For public transportation (bus and train), more than half of respondents consider them as rapid, ecological, convenient and punctual transport modes (cf. Figure 4 and 5). However, 50% of respondents consider that train is an expensive mode, which is much higher than bus (only 8%). This could be explained by cross-border workers in the Institution.

TABLE 6. Number of cars in the household

Numbers of cars in the household	N	%
0	27	11.3
1	107	44.8
2	94	39.3
3	10	4.2
4	1	0.4
Total	239	100.0

TABLE 7. Subscription of season ticket of public transport

Subscription of season ticket of public transport	N	%
Yes	195	81.6
No	43	18.0
<i>Non-response</i>	1	0.4
Total	239	100.0

FIGURE 3. Attitude towards car

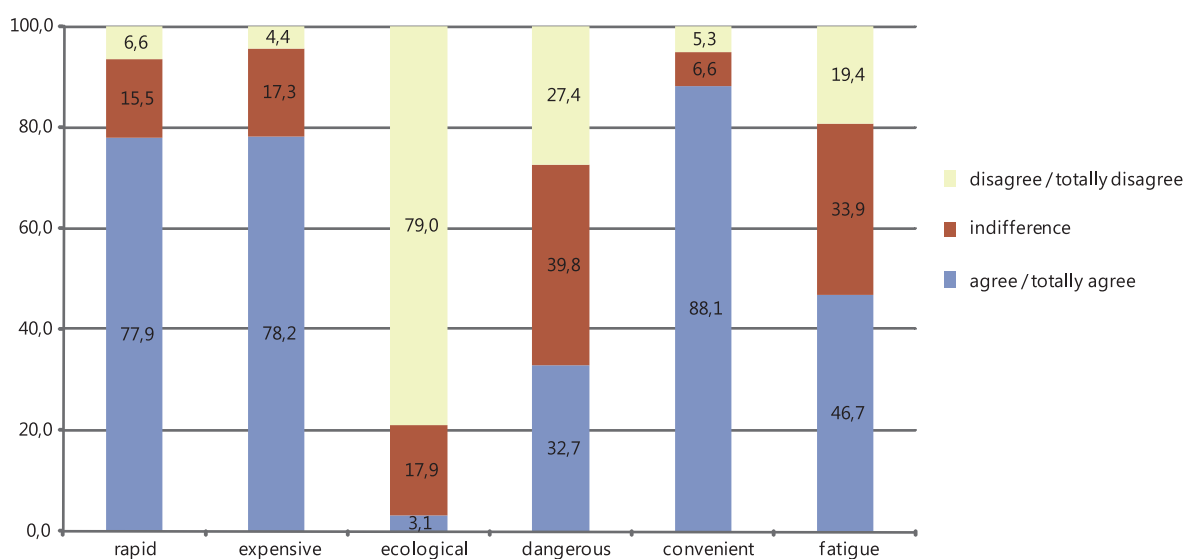


FIGURE 4. Attitude towards bus

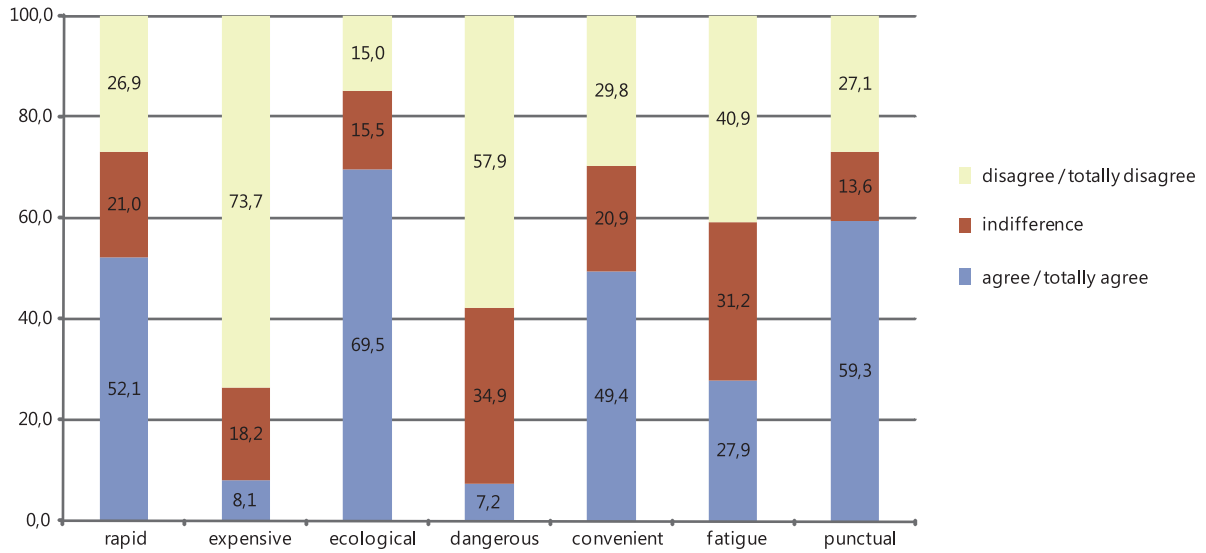
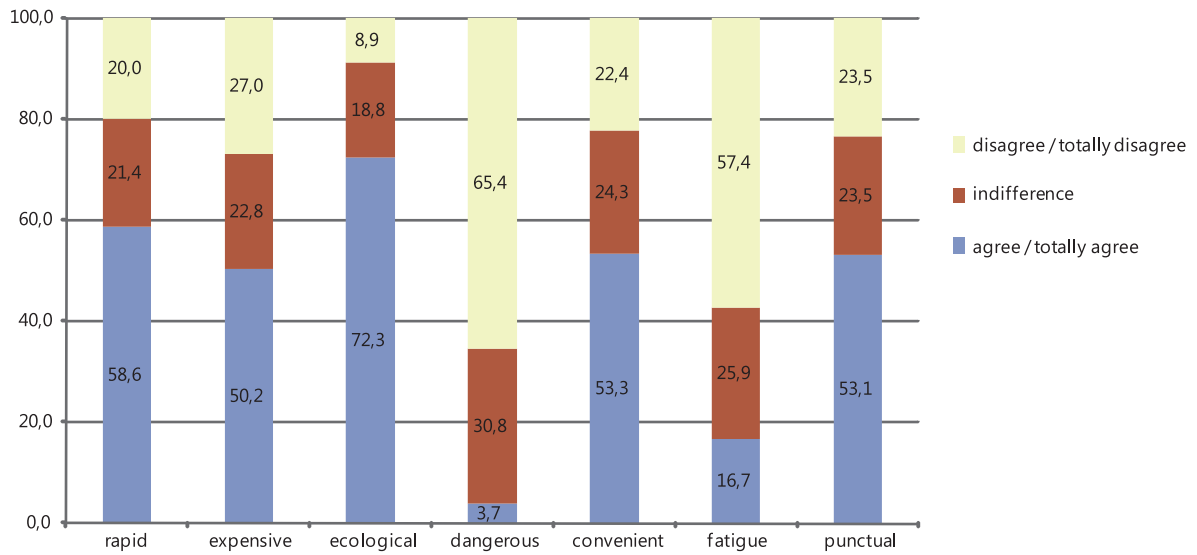


FIGURE 5. Attitude towards train



The distribution of trip purposes is presented in Table 8. The respondents are asked to report their realized activities at least once for one month. We found 'Go to restaurant' (78%), 'Visiting friends' (77%), 'Sport' (77%) and 'Shopping' (72%) are the four main reported activity purposes. There is 37% for 'Accompanying children for activities' and 11.7% for 'Visiting family'. Note that among the activities in the list, the respondents were asked to report only five activities by giving additional information about its destination, mode choice and accompanying persons.

TABLE 8. List of activities realized at least once in a month

Activities type	N	%
Shopping	171	71.6
Associative activities	12	5.0
Sport	184	77.0
Visiting friends	185	77.4
Visiting family	28	11.7
Accompanying children for school	25	10.5
Accompanying children for activities	89	37.2
Restaurant	186	77.8
Bar	6	2.5
Cinema	29	12.1
Museum	14	5.9
Personal business	40	16.7

The purpose of individual attitude survey is to see what the most important sites of the city of Luxembourg are and the relationship with individual's cognitive attitudes. The respondents were asked to cite five most important sites of Luxembourg for them and their attitudes toward these sites in terms of physical characteristics, visiting frequency, social reason and positive / negative emotions for the site. We first look at the 1st ranked site. 'Kirchberg' (34%) and 'Luxembourg railway station' (8%) are two most important sites of Luxembourg for the respondents. It follows with 'Hamilius' (5%), 'CURIA' (5%) and 'Place d'Armes' (4%). Other reported sites are listed in Table 9 for which we can see that the working places and socio-recreational activity places clearly are most important places of the city for the respondents.

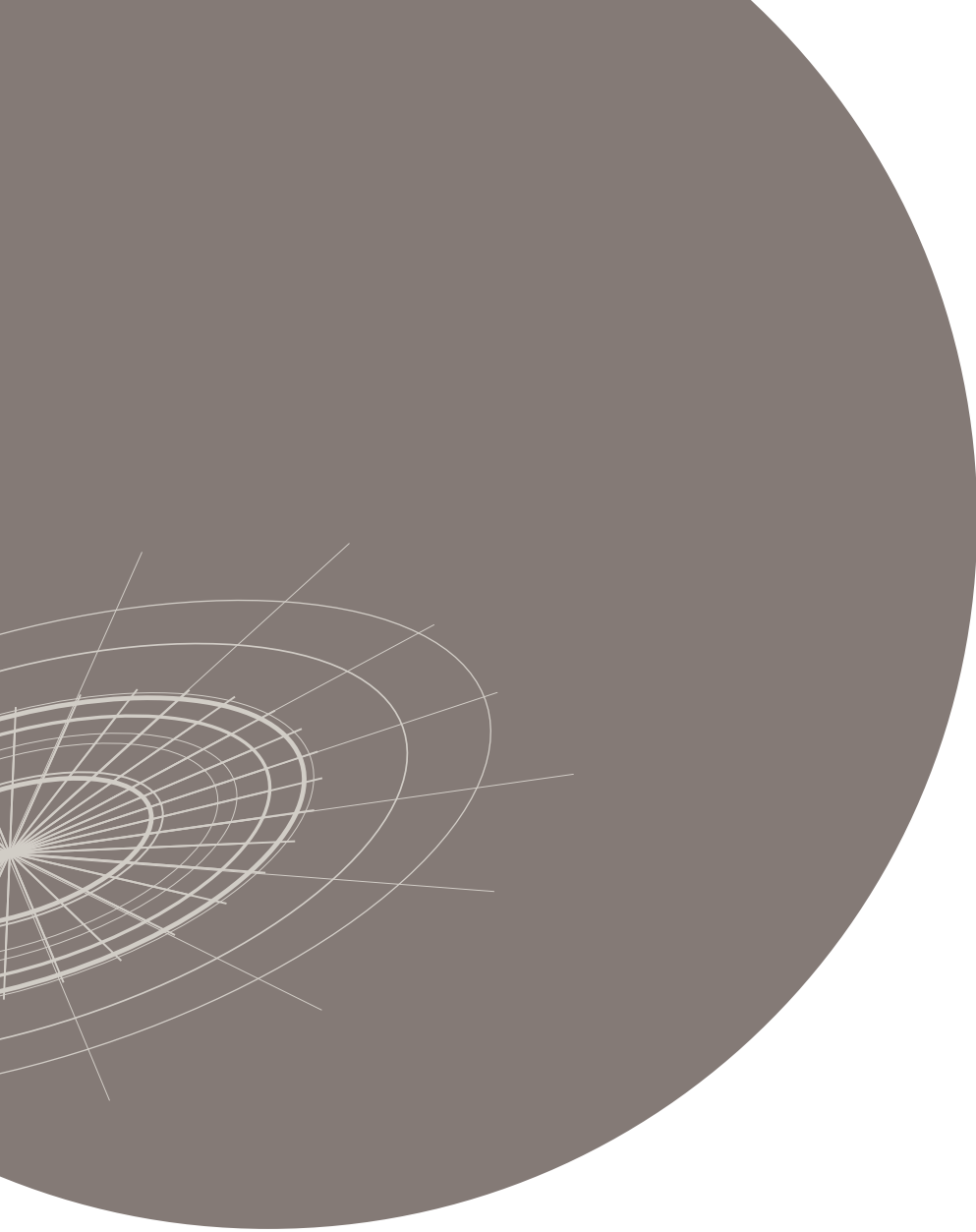
TABLE 9. Most important (ranked 1st) places for Luxembourg

Rank	Place	N	%
1	Kirchberg	81	33.9
2	Railway station	19	8.0
3	Hamilius	13	5.4
4	CURIA	11	4.6
5	Place d'Armes	9	3.8
6	City center	8	3.4
7	Belair	5	2.1
8	Glacis	5	2.1
9	Place Guillaume	5	2.1
10	Others	83	34.7
	All	239	100.0

In this preliminary analysis, we reveal travel behaviour, activity participation and individual attitude of the city of Luxembourg of the employees of CURIA. It shows that the employees have good impression of public transport (ecological, rapid and punctual). As car is still widely used by the employees for work, more efforts (communication) could be made to change the mode choice behaviour towards a more ecological modal shift in the future. Moreover, parking availability is a major determinant for employees' mode choice.

ACKNOWLEDGMENT

We thank sincerely the support of CURIA for the survey and Ms. Bérengère Darud for her technical support of the web survey design and implementation and survey database construction.



CEPS/INSTEAD

3, avenue de la Fonte | L-4364 Esch-sur-Alzette

www.ceps.lu