

Transport and access for people with disabilities

Introduction

Access to transport is central to achieving social inclusion. This paper presents evidence from the National Disability Survey 2006 around access to and use of transport, and how this varies across different kinds of geographical areas – cities, larger towns, and rural areas. The geographical dimension provides valuable insights for policy around transport for people with disabilities.

This paper, which highlights the key learning, is based on the detailed analysis conducted by Conall Mac Aongusa and David Moore of Transport and Innovation Ltd., and Spatial Planning Solutions Ltd., who were contracted by the National Disability Authority to analyse the National Disability Survey data on access to and use of transport. A more detailed technical report is available upon request.

The research found:

- The car is the most common means of transport for people with disabilities, this is particularly so for people outside urban areas
- People with mobility and dexterity problems have great difficulty accessing public transport – particularly outside urban areas¹
- Disability is not evenly spread throughout the country
- As people age they are less likely to travel – but this trend is very marked for people with disabilities in rural areas
- People with disabilities living in small towns and villages do access the rural transport services, however for people outside these settlements access to the services is more difficult
- Isolation of elderly people with a disability is a real concern – particularly as elderly disabled people are over-represented in rural areas.

Background

The National Disability Survey conducted in 2006 interviewed some 14,500 people with disabilities, and collected detailed information on the nature and of people's disability, and different aspects of their lives including transport. This is a

¹ In this paper 'public transport' covers taxi, bus city, bus rural, bus intercity, Dart, Luas, train commuter, train intercity and special transport, which may or may not be publicly provided.

rich database that can provide detailed and varied insight into the lived experiences of the people with disabilities. For more detail on the survey, see the Appendix.

Methods

The researchers divided the people who had answered the National Disability Survey into four separate groups, by type of area they lived in, as follows:

- **Gateway city:** consisting of the five main Irish cities of Dublin, Cork, Limerick, Galway and Waterford. In 2006 the five cities had a population of 1,449,000 or 34% of the 2006 national population and ranged in size from 49,000 (Waterford) to 1.04 million (Dublin). This roughly corresponds to what we think of as 'urban' Ireland. For ease, this paper will refer to these as just 'cities'
- **Large town:** this comprises large towns where the population ranged between 5,000 people (Roscommon Town) and 35,000 people (Drogheda)
- **Small towns and villages:** These are settlements of between 200 and under 5,000 people and consist of smaller towns and villages
- **Rural areas:** This includes people in private households that live in purely rural areas or very small settlements of less than 200 people.

Dividing the population along these spatial types allowed examination of how geography and transport interact in the lives of people with disabilities.

Findings

In the tables that follow, only the figures marked with asterisks give statistically significant results.²

² Throughout these tables, ** denotes that the results are statistically significant at the 95% level, and * denotes they are statistically significant at the 90% level. In other words, it is unlikely that the difference observed is due to chance. If there is no asterisk, the results are not statistically significant, in other words any difference seen is probably due to chance, because not every sample is fully representative of the underlying population. When a subsample is small, it is more likely that any apparent differences are in fact due to chance rather than being statistically reliable. Statistical reliability was calculated using a standard statistical test – Pearson's chi-square

Where people live

Table 1 compares where people with disabilities live against where the general population lives. People with disabilities are as likely as the general population to live in cities – there is no statistically significant difference. Outside of the cities, people with disabilities are less likely to live in towns and more likely to live in rural areas.

Table 1: Where do people live?

	% People with a disability (from NDS) A	% General population (from 2006 Census) B	Ratio A/B
Cities	33.8%	34.2%	0.99
Large Towns	18.8%	21.0%	0.90**
Small Towns & Villages	13.0%	14.0%	0.93**
Rural	34.4%	30.8%	1.12**

Source: National Disability Survey (NDS) and 2006 Census ** indicates that there is a statistically significant difference between people with disabilities and the general population in where they live

These differences are driven by the interaction of two effects: where people of different ages live, and the likelihood of acquiring a disability as you age. In the general population 11% of people are aged over 65 but 33% of people with a disability are aged over 65. People aged 18-34 are more likely to live in cities and large towns, and people aged over 75 are more likely to live in rural areas. Table 2 shows within each age group where people with disabilities live.

Table 2 Age profile of people with disabilities (2006) by spatial categories

	Age 0-17	Age 18-34	Age 35-44	Age 45-54	Age 55-64	Age 65-74	Age 75+	Total (Weighted N)	
Cities	11%	15%	12%	14%	17%	14%	17%	108,673	100%
Large Towns	12%	15%	12%	15%	18%	12%	16%	58,153	100%
Small Town & Villages	13%	12%	11%	14%	17%	16%	17%	41,570	100%
Rural	13%	11%	10%	13%	16%	14%	24%	91,799	100%
Total ³	12%	13%	11%	14%	17%	14%	19%	300,195	100%

Source: National Disability Survey and 2006 Census

The age composition is very similar across each geography type, except for rural areas, where one in four residents with a disability is aged 75 or over.

³ The census disability sample living in private households only.

To look at whether where people with disabilities live is typical or not for their age group, Table 3 divides the proportion of people with disabilities in each age category by the general population in that age group. A number less than one indicates that people with disabilities are underrepresented in this category compared to the general population, and a number greater than one indicates that people with disabilities are overrepresented in this category. The asterisks show where these differences are statistically significant.

Table 3: Where people with disabilities in each age group live compared with general population – ratio to total population

	Age 0-17	Age 18-34	Age 35-44	Age 45-54	Age 55-64	Age 65-74	Age 75+
Cities	1.0	1.0	1.2**	1.0	1.1	1.0	0.9**
Large Towns	1.0	1.1	1.1	1.2**	1.2	1.0	1.1**
Small Town & Villages	1.0	0.9	1.0	1.1	1.1	1.1	0.9**
Rural	1.0	1.1	0.9	0.8	0.9	0.9**	1.3**

Source: National Disability Survey and 2006 Census ** indicates that where people with that disability in that age group live is statistically different from the general population in that age group

The pattern here suggests that middle-aged people with disabilities may be over-represented in cities and towns, and over-75s with disabilities are over-represented in rural areas and large towns, and correspondingly under-represented in large cities and in small towns.

Age is not the only way people with disabilities differ – they also differ by their type of disability (Table 4).

Table 4: Composition by disability type by area %

Disability Type	Cities	Large Towns	Small Towns	Rural Areas	Care Homes	Total
Breathing	9.1**	9.7**	8.0	7.3	2.0	8.0
Emotional, Psychological and Mental Health	16.4**	16.4**	14.8	10.5	16.9**	14.6
Hearing	7.7	5.5	7.1	6.5	4.2**	6.6
Intellectual and Learning	12.5**	13.6	14.4	16.3**	14.6	14.2
Mobility and Dexterity	22.7**	22.4**	23.2**	28.5**	32.1**	25.1
Pain	21.2**	21.1**	20.5**	18.9	4.8**	19.1
Remembering and Concentrating	4.8	5.1	4.8	4.5	16.7*	5.7

Disability Type	Cities	Large Towns	Small Towns	Rural Areas	Care Homes	Total
Seeing	4.1	4.0	5.5	5.1	3.4	4.5
Speech	1.5	2.2	1.7	2.5	5.1	2.2
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: National Disability Survey and 2006 Census. ** indicates that there is a statistically significant difference from the row average

A higher proportion of people with disabilities who live in rural areas or in care homes experience a mobility/dexterity disability compared to those living elsewhere.

Transport use

Table 5: Regular Use of Transport Modes by people with disabilities, by area

Area	Cities	Large Towns	Small Towns	Rural	All areas
Car Passenger	76%**	77%**	84%**	85%**	80%
Car Driver	34%**	34%**	41%**	43%**	38%
Taxi	48%**	41%**	30%**	22%**	35%
Bus City	56%**	32%	26%**	16%**	34%
Bus Rural	26%**	27%	34%**	22%**	26%
Bus Intercity	33%**	26%**	22%	14%**	24%
Dart/Luas	38%**	24%**	18%**	12%**	24%
Train Commuter	28%**	29%**	23%	17%**	24%
Train Intercity	31%**	27%**	23%	16%**	24%
Special	15%	12%**	13%	15%	14%

Source: National Disability Survey. ** indicates that the difference is statistically different from the average for the row

Table 5 shows that regardless of where a person with a disability lives, the most common method of transport for them is as a car passenger: 80% of all people with disabilities travel as car passengers. The next most common forms of transport are, in order

- driving oneself (38%)
- taxi (35%)
- city bus (34%)
- rural bus (26%)

- intercity bus (24%)
- train, Dart or Luas (24%)

Special transport⁴ is the used least, by just 14% of people with a disability.

There are spatial patterns to this finding. People with disabilities living in cities and large towns are much less likely to use a car than people with disabilities living outside these areas. Conversely, people with disabilities in cities are much more likely to be users of public transport such as buses, taxis and trains than people with disabilities living in small towns and rural areas. This pattern is particularly noticeable when Dublin is separated out. People with disabilities who live in Dublin are much less likely to use a car and more likely to use public transport than people with disabilities living elsewhere.

For most types of transport we can see that people in cities and rural areas have contrasting patterns of usage. People who live in small or large towns fall somewhere between these two groups. The exception to that people with disabilities living in small towns and villages are the most likely to use rural buses.

For simplicity in the next few tables we contrast usage among people with disabilities in cities against usage in rural areas.

Table 6: Car drivers by type of disability and city versus rural dweller %

Disability Type	Car Driver City	Car Driver Rural	Ratio city/rural
Breathing	37%	55%	0.7**
Emotional, Psychological and Mental Health	29%	49%	0.6**
Hearing	42%	60%	0.7**
Intellectual and Learning	13%	12%	1.1
Mobility and Dexterity	36%	42%	0.9**
Pain	47%	65%	0.7**
Remembering and Concentrating	27%	37%	0.7**
Seeing	22%	23%	1.0
Speech	15%	10%	1.5

Source: National Disability Survey. Note: statistical significance is influenced by the size of the subgroup. Therefore similar proportions may or may not be significant depending on the size of the subsample ** indicates that the rural/city difference is statistically different

⁴ In the NDS a question asked ‘do you regularly use specialised transport e.g. transport operated by disability service providers; centres for the elderly; private and voluntary organisations?’

There are differences in the likelihood of being a car driver depending on the impairment. A high proportion of people with hearing difficulties are car drivers, but this would be lower for people with mental health difficulties. In all statistically significant cases, people with disabilities, whatever their impairment, who live in rural areas are more likely to drive a car than those living in cities.

People with disabilities are very likely to travel as a car passenger regardless of the type of disability – it is the most common form of transport among people with disabilities (table 7). The rates of car passenger use are even higher in rural areas than they are in cities.

Table 7: Car passengers by type of disability and city versus rural

Disability Type	Car passenger City	Car passenger Rural	Ratio city/rural
Breathing	76%	85%	0.9**
Emotional, Psychological and Mental Health	73%	82%	0.9
Hearing	83%	88%	0.9
Intellectual and Learning	80%	92%	0.9**
Mobility and Dexterity	76%	82%	0.9**
Pain	75%	85%	0.9**
Remembering and Concentrating	77%	89%	0.9**
Seeing	73%	87%	0.8**
Speech	75%	89%	0.8**

Source: NDS Note: ** indicates that the rural/city difference is statistically different. Statistical significance is influenced by the size of the subgroup population. Therefore similar proportions may or may not be significant depending on the size of the subgroup.

Conversely, city dwellers are more likely to use various forms of public transport. (table 8 and 9). Tables 8 and 9 give the ratios of use in the city to use in rural areas. A figure less than one indicates that a form of transport is more likely to be used by rural people with disabilities and a figure of over one indicates that it is more likely to be used in a city area.

Table 8: Ratio of public transport use, city v rural area, by type of disability

Disability Type	Bus Rural	Bus City	Bus Intercity	Taxi
Breathing	1.3**	3.6**	2.5**	2.0**
Emotional, Psychological And Mental Health	0.9	2.8**	2.0**	2.0**
Hearing	1.6**	4.4**	3.1**	2.7**
Intellectual and Learning	0.8**	2.5**	1.6**	1.5**
Mobility and Dexterity	1.3**	4.6**	3.0**	2.6**
Pain	1.2**	3.6**	2.0**	2.1**
Remembering and Concentrating	1.38	3.1**	3.1**	2.4**
Seeing	1.4**	5.0**	3.3**	2.4**
Speech	1.4	4.0**	3.5**	2.9**

Source: National Disability Survey ** indicates that the rural/city difference is statistically different

Generally we can say that people with disabilities are more likely to use public transport when they live in urban areas and more likely to use private transport when they live in rural areas (tables 8 and 9).

Table 9: Ratio of train and of special transport use, city v rural area, by type of disability

Disability Type	Dart/ Luas	Train Commuter	Train Intercity	Special
Breathing	2.5**	1.5**	1.9**	0.9
Emotional, Psychological And Mental Health	2.8	1.3	1.5**	0.8
Hearing	3.9**	1.8**	2.4**	0.9
Intellectual and Learning	2.2**	1.3**	1.5**	1.0
Mobility and Dexterity	4.0**	2.1**	2.2**	1.3**
Pain	2.8**	1.5**	1.6**	1.4**
Remembering and Concentrating	3.1**	2.1**	2.4**	1.1**
Seeing	4.9**	1.9**	2.5**	0.9
Speech	5.9**	3.9**	3.6**	0.8

Source: National Disability Survey ** indicates that the rural/city difference is statistically different

People with disabilities living in cities are more likely to use rail transport than those living in rural areas, and unsurprisingly so for the Dublin-based Dart and Luas services. People with a mobility or dexterity disability are far less likely to use public transport if they live in rural areas than if they live in urban areas.

Mobility and dexterity

People with a mobility and dexterity disability are most likely to travel as a car passenger, then car driver and then by taxi (table 10).

Table 10: Use of transport by persons with mobility and dexterity disability %

Area	City	Large Town	Small Town	Rural	National Average (mobility and dexterity)	National Average (all disabilities)
Car driver	36%	35%**	39%	42%**	38%	38%
Car passenger	76%	74%**	87%**	82%**	79%	85%
Bus Rural	18%	16%	22%	14%**	17%	24%
Bus City	41%**	19%	16%	9%**	22%	32%
Bus Intercity	24%**	15%	13%	8%**	15%	22%
Taxi	45%**	35%**	29%	17%**	31%	33%
Dart & Luas	24%**	14%	10%	6%**	14%	22%
Train Commuter	21%**	15%	13%	10%**	15%	22%
Train Intercity	22%**	17%	14%	10%**	16%	23%
Special	17%	12%	15%	13%	14%	15%
N	937	539	373	1,091	2940	12,661

Source: National Disability Survey** indicates that the row difference is statistically different

However, within this there are interesting geographical variations. People with a mobility and dexterity disability in urban areas are more likely to use all forms of transport than people with mobility and dexterity problems in rural areas. For some types of transport this is unsurprising (Dart & Luas or City bus).

Table 12: City/rural ratio of transport use by people with disabilities by age group

	0-17	18-34	35-44	45-54	55-64	65-74	75 plus
Car Driver	-	0.8**	0.7**	0.6**	0.7**	0.8**	1.1
Car Passenger	0.9**	0.9**	0.9**	0.8**	0.9**	0.9**	1.0
Bus Rural	0.6**	1.0	1.2**	1.2	1.1	1.4**	1.6**
Bus City	2.6**	2.8**	3.0**	3.2**	3.6**	4.3**	5.3**
Bus Intercity	1.5**	2.0**	2.2**	2.0**	2.1**	3.2**	4.3**
Taxi	1.7**	1.9**	2.0**	2.1**	1.9**	2.8**	2.4**
Dart & Luas	2.1**	2.9**	2.2**	2.8**	2.9**	4.0**	5.0**
Train Commuter	1.3**	1.5**	1.3**	1.4**	1.4**	2.1**	2.1**
Train Intercity	1.5**	1.8**	1.3**	1.7**	1.7**	2.4**	2.9**

Source: NDS Note: ** indicates that the difference across the row is statistically significant

Table 12 shows the city to rural ratio for use of all forms of transport by people with disabilities, broken down by age group. A number greater than one indicates a higher relative use in city areas compared to rural areas and a number less than one indicates the reverse. People with disabilities in urban areas are relatively more likely to use different forms of public transport and this increases as people age. Car use, whether as drivers or passengers, is relatively more important in rural areas except for those aged 75 or over. The more limited transport options in rural areas can restrict opportunities to travel for people with disabilities.

Participation

The study also explored participation by people with disabilities in education, employment or social activities and whether specific reasons such as access to transport were a factor. A note of caution is needed because of the small sample sizes underpinning the analysis in this section.

Very few people cited transport as a reason they left education early or as a reason they were discouraged from looking for employment. Of those people who said they left education early, only 5.4% said the reason was due to the lack of accessible transport. Similarly when people were asked for the reasons why they were discouraged from looking for work in the last 6 months, only 1.0% said it was a lack of accessible transport.

More people cited transport as an issue in participation in social activities. People with a disability were asked about the difficulties they experienced participating in eight specific types of social activity. In each case, respondents were asked to indicate whether they had: no difficulty; some difficulty; or a lot/cannot do. Over half of people with a disability experienced difficulty with going to town shopping (56%), going away for a break or holiday (53%), taking part in community life (54%) and socialising in a public venue (49%). One in three had difficulty visiting friends (34%) or attending religious ceremonies (34%). Thirty percent of adults had some level of difficulty voting, while 23% of people in private households experienced difficulty having friends or family in for a social visit (NDS vol. 2 p 96).

The published volumes of the National Disability Survey show that when analysed by age group, there was a clear pattern where older people were more likely to report difficulty participating in social activities. Of persons aged 75 & over in private households 86% reported at least some difficulty participating in any of the eight different social activity types, compared with 48% for those in the 0-17 age group.

When analysed by main disability type, a high proportion of persons in private households who cited mobility & dexterity as their main impairment reported difficulty with social activities, particularly those requiring them to go out and about: going to town shopping (77%), going away for a break or holiday (70%) and taking part in community life (69%) (NDS vol. 2).

People in private households who indicated that they had difficulty participating in social activities were asked a follow-on question about what made it difficult for them to participate. Respondents were asked whether or not any of ten reasons led to their difficulty participating in social activities. Most people who had difficulty participating in social activities cited health considerations or that they were physically unable as the reason for difficulty in social participation. These were by far the most common reasons, given by nearly 60% of respondents. The next most common reasons were need for someone’s assistance (36%) and being self-conscious of their disability (20%). However 11.2% cited inadequate or inaccessible transport services as the reasons they found it difficult to participate in social activities. There are statistically significant differences between rural and urban dwellers on whether transport is seen as a barrier or not to social participation (table 13).

Table 13: Barriers to social participation – transport (unweighted number)

	N=	Transport is a Barrier
City	2,821	6.8%**
Large Town	1,596	9.8%
Small Town	1,087	13.6%
Rural Area	2,959	16.4%**

Source: National Disability Survey ** indicates that the difference between area types is statistically significant

Accessible transport was considered to be a barrier to social participation by 7% of respondents in cities but by 16% of respondents in rural areas.

Table 14 looks at barriers to social participation by disability. Column one is the percentage of all people with that type of disability who have any barriers to social participation (for whatever reason). The type of disability a person has affects how easy it is for them to engage in social activities. So for instance, 55% of all people with a hearing disability experienced difficulty in participating in social activities whereas 85% of people with a mobility and dexterity disability have a difficulty with social participation. This difficulty is partly driven by an inadequate or inaccessible transport – but not to the same extent for every disability type.

Column three is the percentages of people with that disability who report transport as a barrier to social participation, Overall 11.2% of people with a disability find that transport is inadequate or inaccessible. The fourth column compares each disability difficulties with transport compared to the average difficulty among all people with a disability. A score over one indicates a greater than average difficulty with transport and a score less than one indicates a less than average difficulty with transport. Transport is the most limiting for those with a mobility and dexterity disability.

Care must be taken with interpreting these figures as people with mobility and dexterity problems are the most likely to experience difficulty with socialising per se and this could be driving the answers to the problems with transport question. The final column in table 14 gives the percentage of those who have a difficulty with social participation who say it is due to transport. Again, of people who have difficulties participating in social activities it is people with mobility and dexterity problems who are most likely to report transport as a problem.

Table 14: People with a disability in private households who experienced difficulty participating in social activities by main disability

Main disability	% experiencing difficulty in participating in social activities	Difficulty with social activities compared to the average of all people with a disability	Transport services inadequate / not accessible %	Difficulty with transport compared to the average of all people with a disability	% who say it is transport causes difficulty with social isolation
Breathing	61.1**	0.9	8.1**	0.7	13.3%
Emotional, psychological & mental health	70.1	1.0	6.4**	0.6	9.1%
Hearing	55.1**	0.8	5.2**	0.5	9.4%
Intellectual & learning	53.8**	0.8	6.6**	0.6	12.3%
Mobility & dexterity	85.4**	1.2	18.4**	1.6	21.5%
Pain	72.8**	1.0	11.8	1.1	16.2%
Remembering & concentrating	58.6**	0.8	6.9	0.6	11.8%
Seeing	69.9	1.0	14.1	1.3	20.2%
Speech	66.5	0.9	8.5	0.8	12.8%
Average	70.3	1.0	11.2	1.0	15.9%

Source: NDS Volume 2 table 8.9. Note: **indicates that the figure is statistically different from the column average

Table 15 below shows accessible transport as a barrier to social participation by disability type broken down by the four geographical area types. Respondents with mobility and dexterity difficulties were more likely to cite accessible transport as a barrier across all types of area but the problem is particularly marked outside of the cities.

Table 15: People with a disability who experienced difficulty participating in social activities because of transport by main disability

	Gateway	Large Towns	Small Towns	Rural Areas
Breathing	8.0%	12.5%	18.3%	20.5%**
Emotional, Psychological and Mental Health	3.5%	6.1%	13.7%	19.7%**
Hearing	2.8%	4.6%	14.5%	18.9%**
Intellectual and Learning	7.6%	7.4%	12.2%	19.4%**
Mobility and Dexterity	14.9%**	19.4%	29.2%**	26.2%**
Pain	9.6%	19.2%*	19.5%**	21.3%**
Remembering and Concentrating	9.4%	9.2%	7.3%	17.9%**
Seeing	16.7%	14.1%	11.4%	31.2%**
Speech	9.6%	3.6%	11.1%	19.6%**

Source: NDA ** indicates statistical significance from the average for that row

The general trend is that as people live in smaller population areas, their problems with transport increase. People with a mobility and dexterity disability also have significant problems in small towns. People with pain problems have significant increases in difficulty in using transport outside of gateway cities. For every kind of impairment, there is a statistically significant increase in difficulty for people who live in remote areas.

Conclusions

The analysis of the National Disability Survey reveals that people with disabilities are heavily dependent on car use – as either a car driver or passenger – and particularly so outside the main cities. The analysis reveals that there are notable differences in the regular usage of transport modes which vary by size of population centre, by disability type and by age profile. In particular while cities show higher regular use of public transport, other areas show different levels of use and variation by disability types, and age.

The analysis shows that the regular use of different forms of public transport is less in rural areas than in other areas and this, on the surface at least, would appear to mirror patterns of use in the general population. However a closer inspection of the disability categories and their patterns of regular use of forms of public transport in rural areas reveals some particular patterns that are specific to particular disability categories – for example, those over 65 are relatively more reliant on car transport, and people with mobility or dexterity difficulties, of are least likely, of all the categories of disability, to use public transport. Allied to this is the observation that the percentage of people with disabilities population living in rural areas increases with age and people with disabilities people in rural areas travel less as they grow older, a pattern not observed in other areas.

Over 34% of people with disabilities live in settlements of less than 1,000 people. This group is particularly reliant on private transport and have the lowest use of all public transport services including the rural bus network. This is likely to be a factor in their lower level of social participation.

Appendix – The National Disability Survey

The National Disability Survey conducted in 2006 interviewed some 14,500 people with disabilities, and collected detailed information on the nature and of the people's disability, and different aspects of their lives including transport.

The sample was drawn from people who had answered 'yes' to the disability question in the 2006 Census. The National Disability Survey (NDS) questionnaires covered a broader range of impairments than the Census (which had not covered pain or breathing difficulties):

- Seeing
- Hearing
- Speech
- Mobility or dexterity
- Remembering or concentrating
- Intellectual or learning
- Emotional, psychological and mental health
- Pain
- Breathing

There is overlap between the categories, for example, many people in the 'pain' category also have difficulties with mobility or dexterity – for example people with chronic arthritis. On average, people reported 2.6 impairments.

In most cases, a person was classified as having a disability if they indicated that they had a moderate or more severe level of difficulty. For two categories (intellectual and learning difficulties and emotional, psychological and mental health difficulties), persons responding with "just a little difficulty" were also classified as having a disability.

1,238 Census Enumeration Areas were selected in a stratified random process to represent the 4,400 Census Enumeration Areas.

For more detail see <http://www.cso.ie/en/nationaldisabilitysurvey/>