West Yorkshire Combined Authority

COVID-19 Transport Survey

Telephone Survey Wave 6

Introduction

This report presents the results of the sixth wave of the West Yorkshire Combined Authority's COVID-19 Transport Survey. The survey, which began in 2020, is aimed at tracking attitudes and behaviours in relation to transport in order to understand COVID-19 recovery trends and challenges.

Fieldwork (wave 6): 28th September – 13th October 2021

Sample: 1,000 West Yorkshire residents with quotas for age, gender, district and ethnicity, making it a representative sample of the West Yorkshire population.

Survey method: 10-minute telephone interview.

Report structure:
Wave 1- 6 trends
Change in travel behaviour (mode shift)
Current walking and cycling
Future trends
Home working and commuting demand

Notes and definitions

- Throughout this report, the use of the term *significantly,* or *significant* refers to statistical significance at the 95% level using the Wilson Score method[1,2].
- The term 'public transport user' is applied to those using public transport at least once a month.

1 Wilson EB. Probable inference, the law of succession, and statistical inference. J Am Stat Assoc 1927; 22: 209–12.
2 Newcombe RG, Altman DG. Proportions and their differences. In Altman DG et al. (eds). Statistics with confidence (2nd edn). London: BMJ Books; 2000: 46–8.

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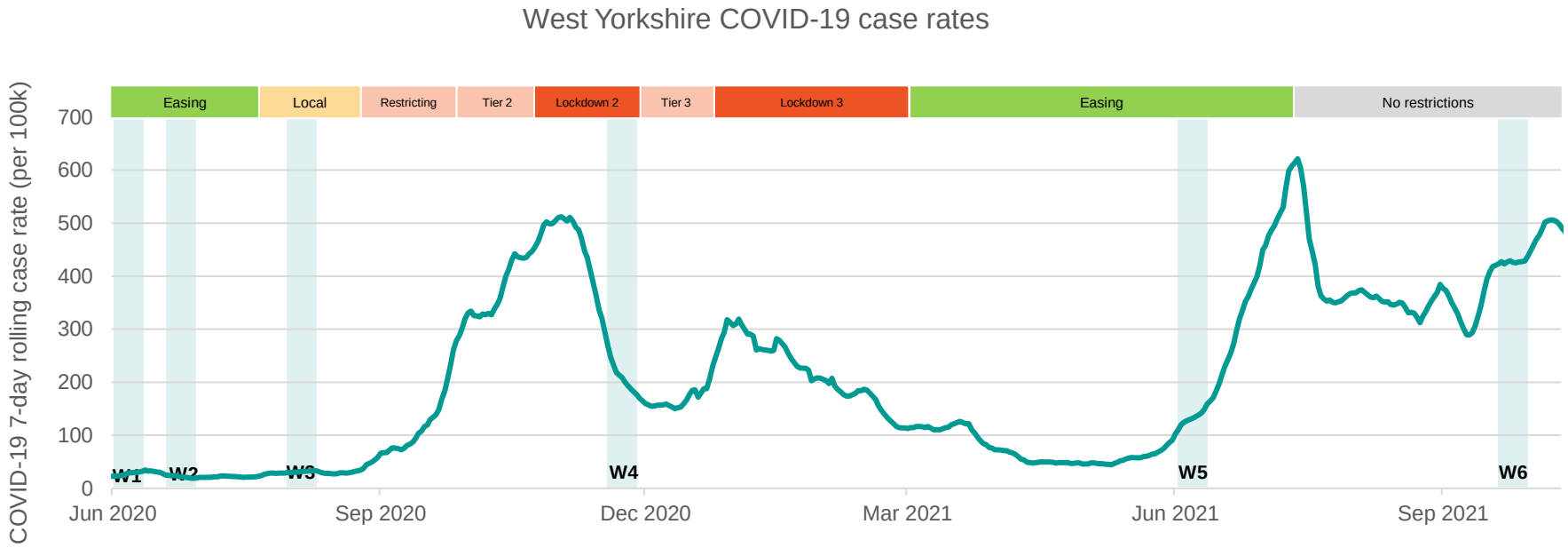
Survey timing vs COVID-19 rates



Wave 1 - before re-opening of non-essential retail on the 15th June.
Wave 2 - before pubs, bars, cafes, hairdressers and places of worship re-opened on the 4th of July.
Wave 3 - commenced on the 12th August to capture behaviours and attitudes to travel in relation to changes in government advice at the start of August; this included encouraging more people to return to their usual workplace and the start of the 'Eat Out to Help Out' scheme.
Wave 4 - ahead of the second lockdown ending at the start of December 2020.
Wave 5 - ahead of all restrictions easing on 21st June (subsequently moved to 19th July).
Wave 6 - 6 weeks after all restrictions ended and after the start of the academic year.

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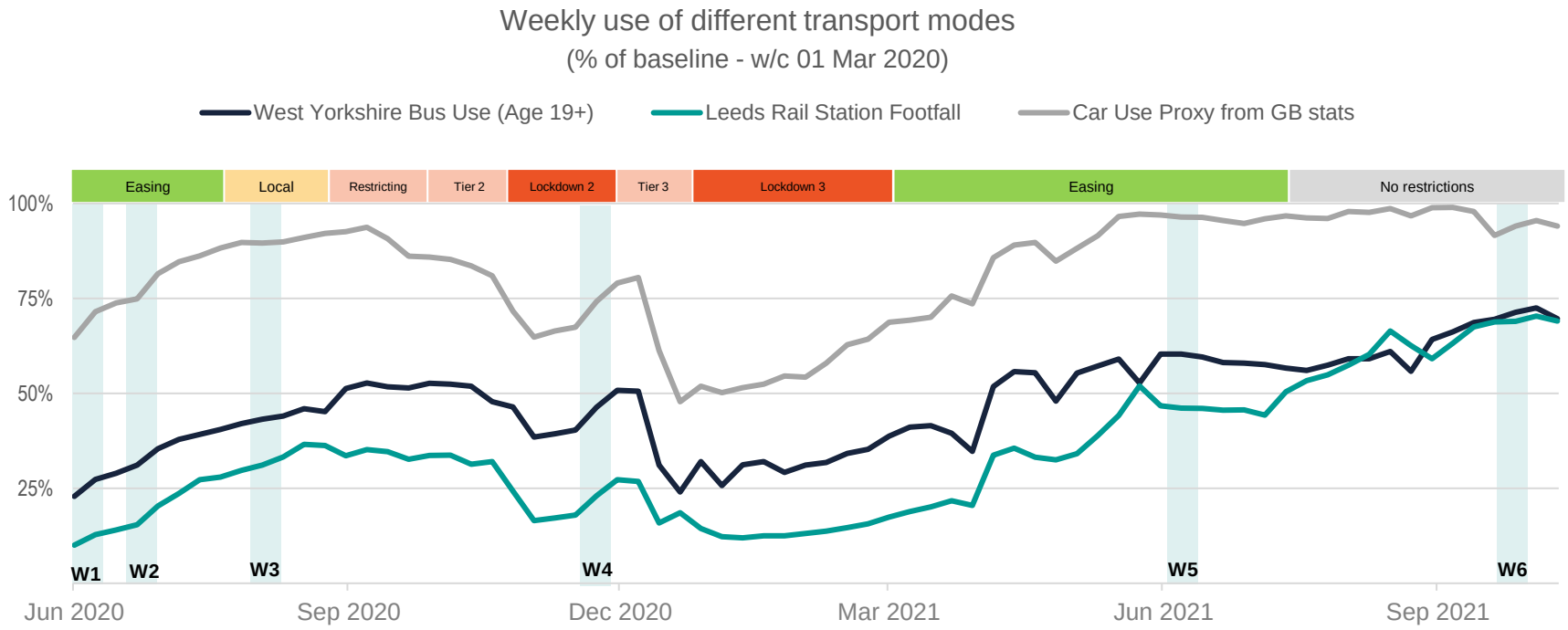
Survey background: transport usage trends



Transport usage trends at the time the successive waves were conducted were as follows:

Waves 1-3: general increase in transport use alongside reduced restrictions on activity.
Wave 4: demand was increasing ahead of the suppression when tier 3 restrictions were implemented.
Wave 5: early summer slight reductions in travel ahead of increases when remaining restrictions were removed.
Wave 6: generally stable car use, with bus and rail showing gradual but sustained increase in use since summer.

Sources: Bus operators' ticket machine data (major operators only) / Network Rail / Transport use during the coronavirus (COVID-19) pandemic (DfT), available at: www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic.

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Executive summary (I)

Change in modal choice

- Over the whole survey series, concern about using public transport (in relation to COVID-19) has fallen *significantly*, particularly among younger respondents, although there is little change since the previous wave.
- Wave 6 captures several changes in respondents' intended mode choice by purpose, relative to wave 1, including:
  - a *significant* increase in train use for work travel and other journeys into city centres.
  - *significant* increases in use of motorised modes including car, public transport and taxi use for social trips, with a significant decline in walking, compared to wave 1.
- Relative to pre-COVID-19, over the coming weeks:
  - mode choice for trips to work reveals some avoidance of public transport, with a slight increase in car use.
  - mode choice for local grocery shopping reveals a move away from car towards walking.
  - mode choice for other travel into city centres shows a broadly similar pattern to the pre-COVID-19 situation, except for overall lower bus use

Executive summary (II)

Current walking and cycling

- Just under one third of respondents reported walking or running more than pre-COVID-19, with 16% doing so less.
- 13% of respondents reported cycling more than pre-COVID-19, whilst just over a quarter reported cycling less.
- The most common reason for walking, running, or cycling more was for leisure and exercise, followed by having more time available.
- A quarter of respondents said they had used a bicycle in the past couple of years.

Future trends

- In general, wave 6 shows a continued move towards pre-pandemic activity levels for the coming weeks, following the trends observed in waves 4 and 5. There are *significant* changes for all modes since wave 1, conducted just after the first lockdown.
- Around one third of public transport users said they will use the bus and train less than pre-COVID-19 in the coming weeks, and the majority of these expect this change to be permanent.
- In contrast, approximately three-quarters of respondents said they would use the car the same as pre-COVID-19, with losses and gains for car broadly level.

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Executive summary (III)

Future trends (continued)

- 30% of respondents said that, in the coming weeks, they will walk more than pre-COVID-19 for recreation and almost all of them expect this change to be permanent.
- Online shopping trends look set to continue; between 27% and 32% of respondents expect to do more online shopping than pre-COVID-19 in the coming weeks, and for a vast majority this is likely to be a permanent change.

Home working and future commuting demand

- In the latest survey, 21% of respondents reported currently working from home all of the time, a *significant* decline (47%) since the first wave in June 2020; in parallel the number of people working from home *sometimes* has grown *significantly.* This reflects the easing of all restrictions (including work from home advice) and indicates a shift to hybrid working for many respondents.
- 73% of respondents reported a positive home working experience compared to only 4% who had a negative one; this result has been relatively consistent over the survey series.
- Over three quarters of respondents said that in the long term, they are likely to work from home more often than before COVID-19; 54% said this would be very likely, with the share increasing over time.

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Executive summary (IV)

Home working and future commuting demand (continued)

- 82% of respondents who never worked at home before COVID-19 said they are likely to work at home more often in the long term, with over half saying this is very likely.
- Currently, West Yorkshire residents travel to work 3.1 days a week on average, a figure 28% lower than before COVID-19, when it was 4.4. days a week. Although certain recovery of trips to work is anticipated in the long term, it is unlikely that it does so to pre-pandemic levels.
- The anticipated reduction in trips to work could result in an overall reduction of commuting trips of 19% relative to pre-COVID, with a *significantly* higher fall for train commuters (30%).
- In general, there is a tendency towards less commuting in the long term. Almost half of those commuting 4 days a week before the pandemic, and more than a third of those commuting 5 days a week or more expect to reduce the frequency of trips to work in the long term, with the most common choice being between 1 and 3 commuting days a week.
- These results add further evidence to a likely sustained shift towards more home working and fewer trips to workplaces in the future.

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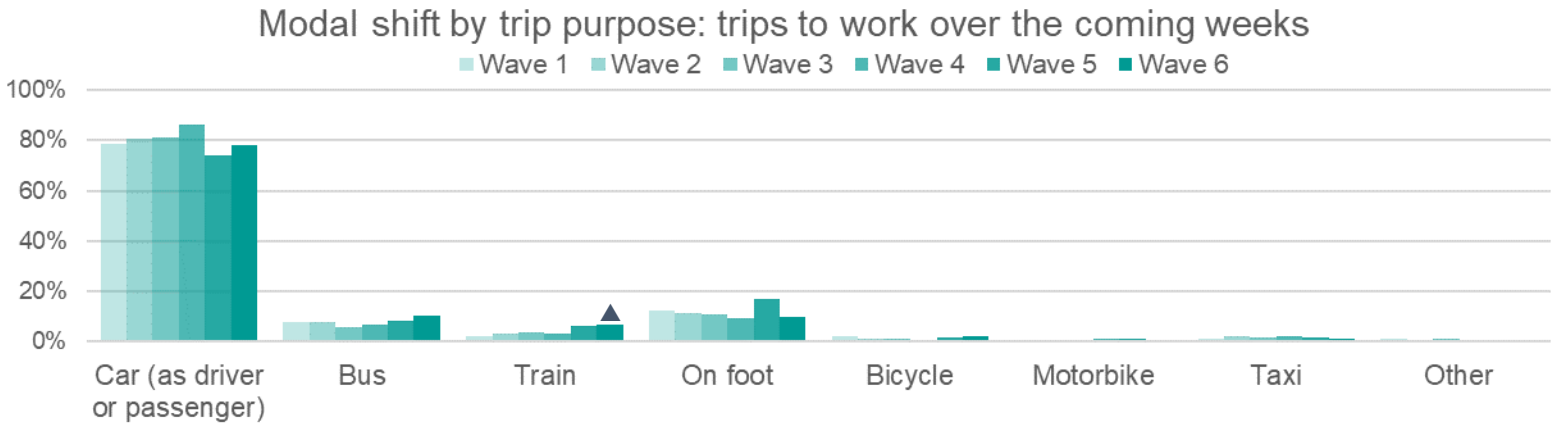
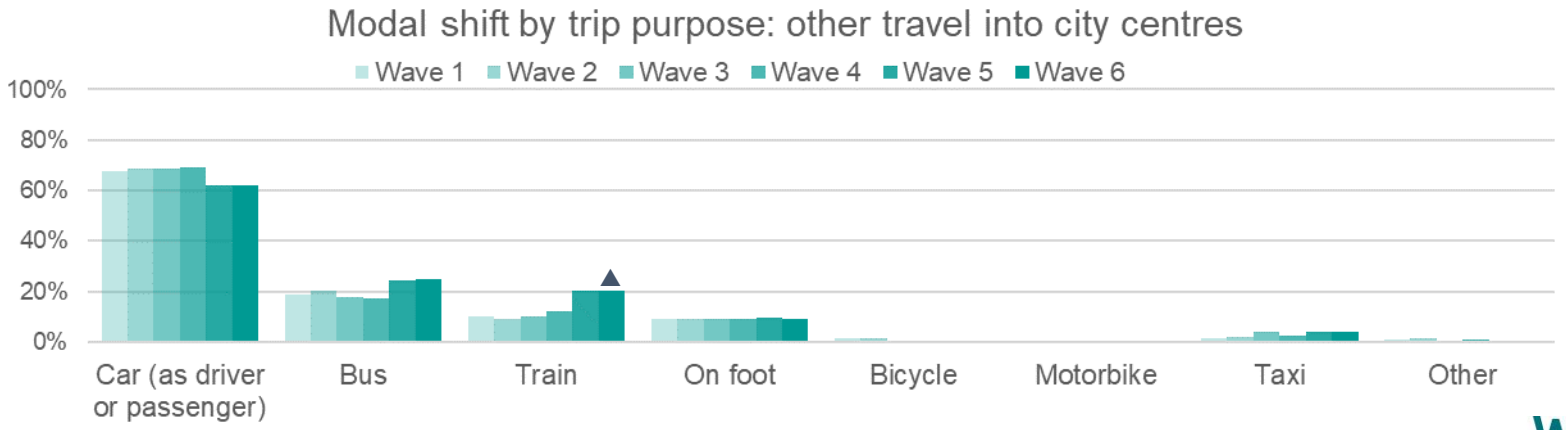
Wave 1 - Wave 6 Trends

W1-W6 trends: Modal choice by trip purpose (I)

Preference for public transport use for travel to work and other travel to city centres has increased, with *significant* increases in train use compared to wave 1.
Car usage remains lower than in wave one, particularly for other travel into city centres.





▲ / ▼ denote significant changes in the responses compared to wave 1.

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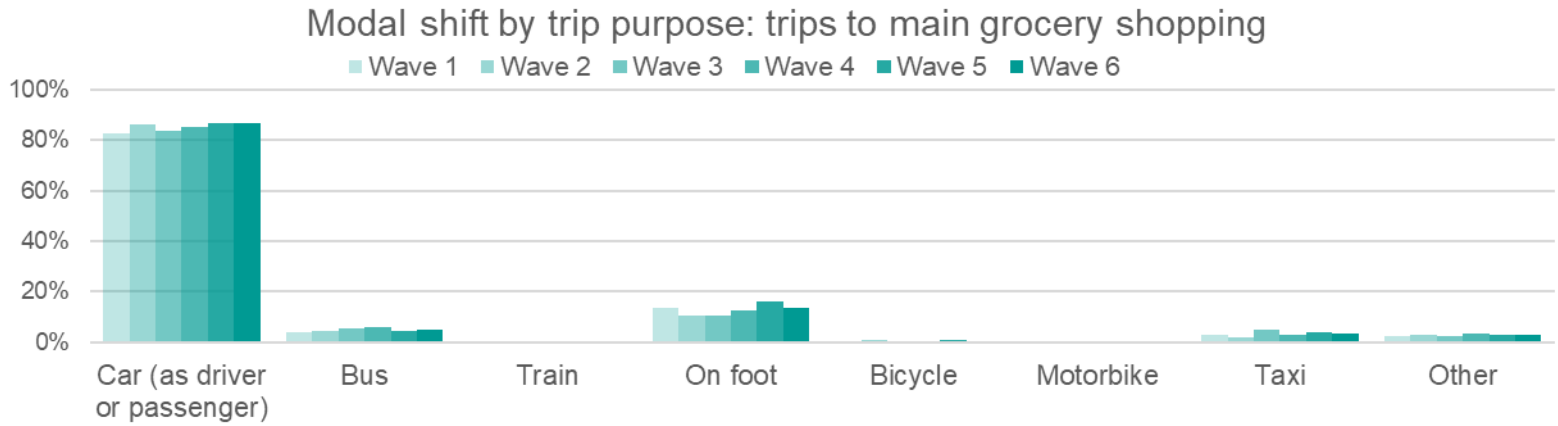
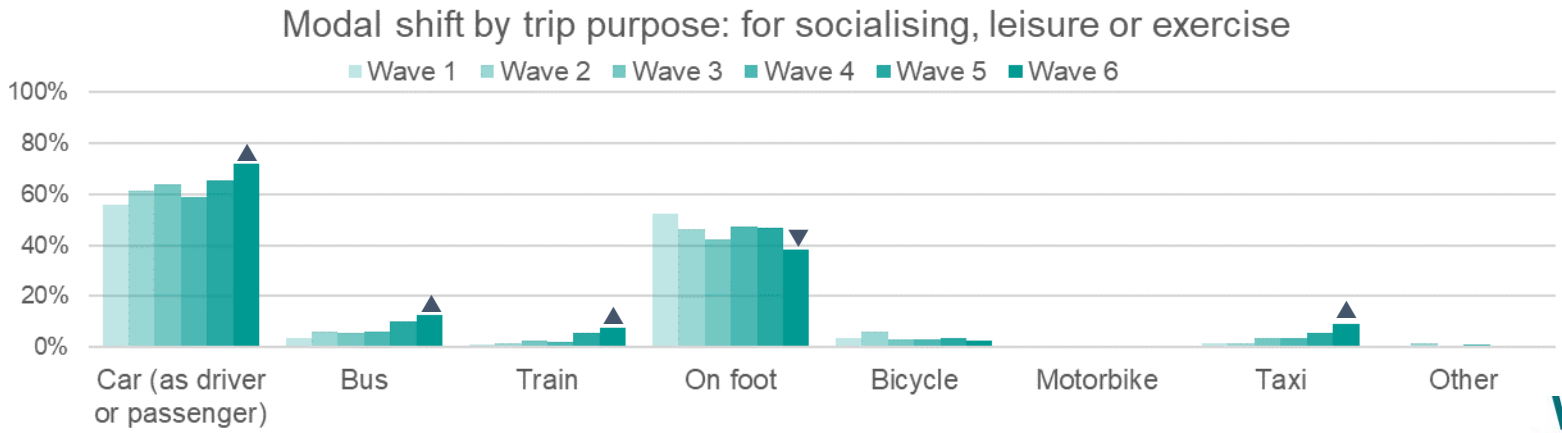
W1-W6 trends: Modal choice by trip purpose (II)

The latest survey shows an increase in car usage for main grocery shopping in the short term. For social and exercise trips, intent to travel by car, public transport and taxi increases *significantly* with respect to wave 1, while walking sees a *significant* decline.





▲ / ▼ denote significant changes in the responses compared to wave 1.

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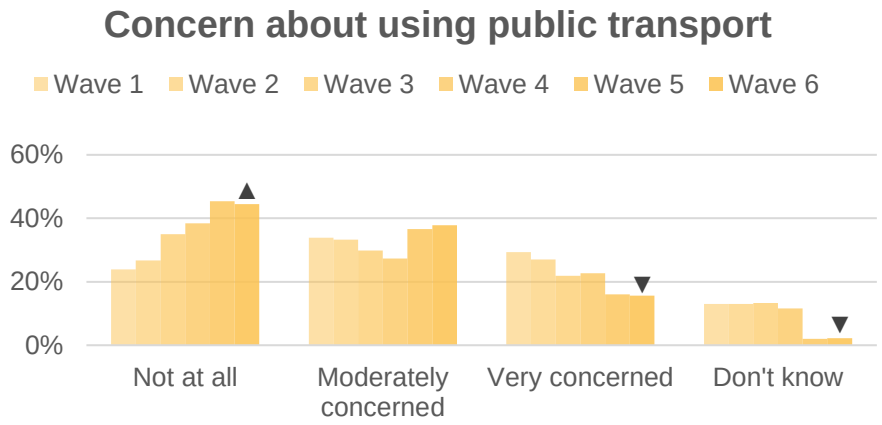
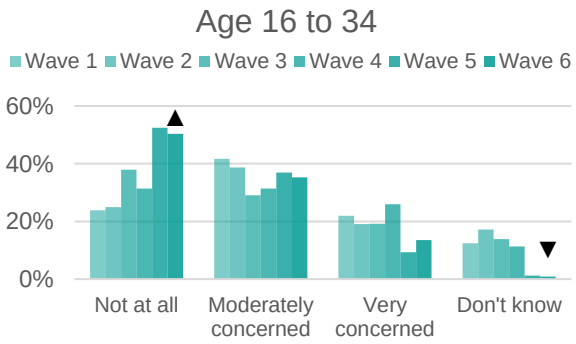
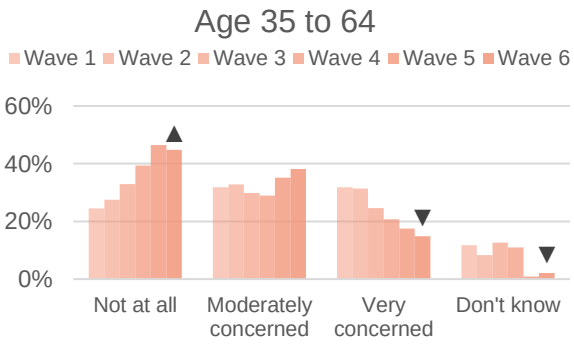
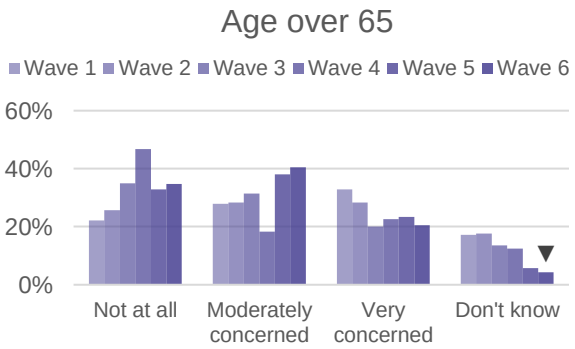
W1-W6 trends: concerns about public transport

Concerns about using public transport have fallen *significantly* over time, particularly among younger respondents, although there is little change since the previous wave.









▲ / ▼ denote significant changes in the responses compared to wave 1.

Q: In relation to COVID, would you be concerned about using public transport over the coming weeks?

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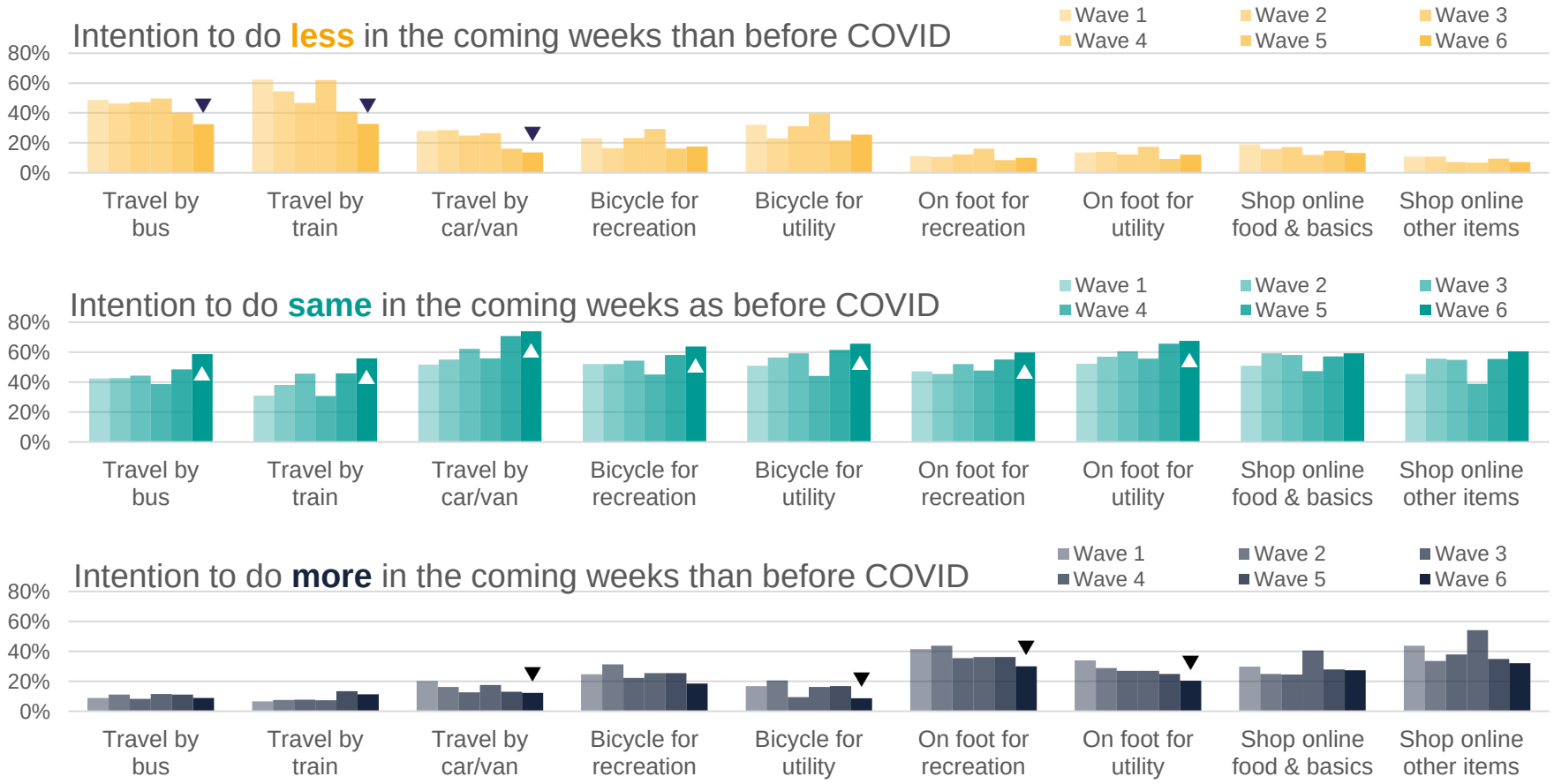
W1-W6 trends: travel and alternative activity

Wave 6 shows a continued move towards pre-pandemic travel activity for the coming weeks compared with waves 4 and 5, with some *significant* changes with respect to wave 1.



▲ / ▼ denote significant changes in the responses compared to wave 1.

Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?

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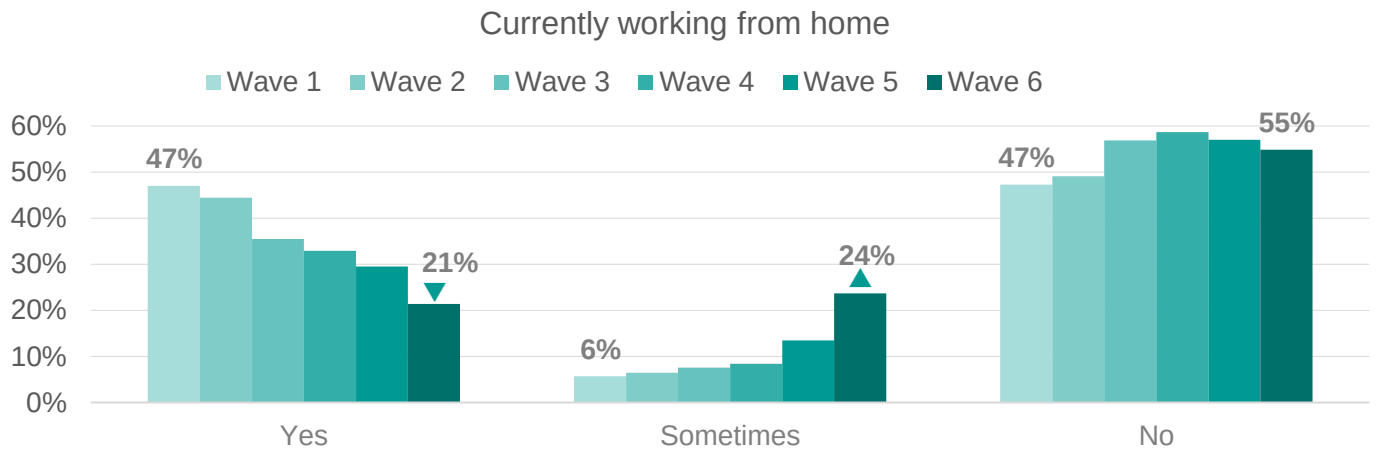
W1-W6 trends: current work from home

In the latest survey, 21% of respondents reported currently working from home, a *significant* decline since the first wave in June 2020 (47%). In parallel, the number of people working from home sometimes has grown *significantly*. These results reflect the easing of all restrictions, including work from home advice, on the 19th July. It is worth noting that employers must continue to follow official safety guidance and carry out Covid risk assessments.



▲ / ▼ denote significant changes in the responses compared to wave 1.

Q. In the current situation are you working from home? (Base: respondents who are currently working)

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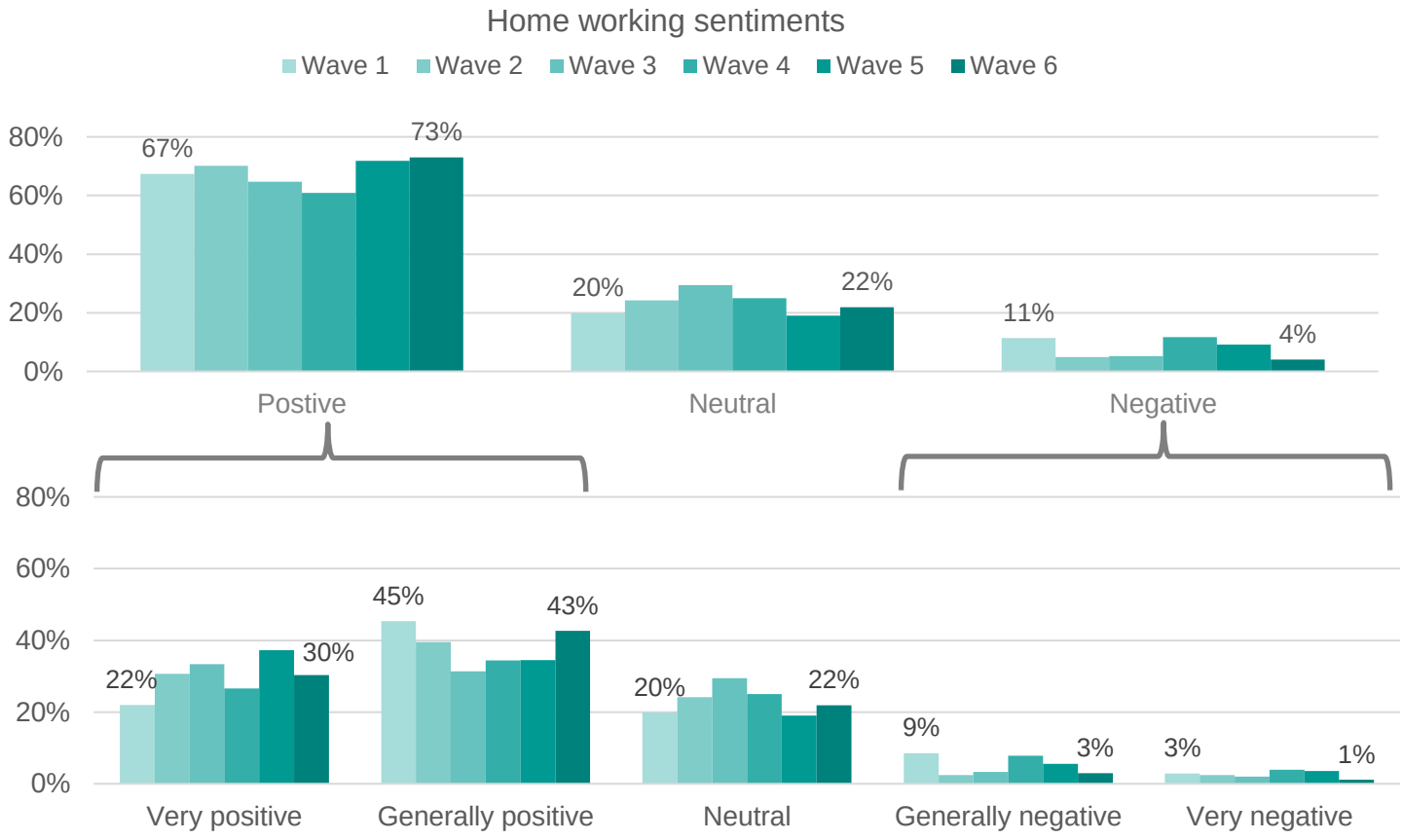
W1-W6 trends: home working sentiments

Over the last 15 months, the majority of respondents have continued to report a positive home working experience; currently this is the case for 73% of respondents.



▲ / ▼ denote significant changes in the responses compared to wave 1.

Q. How do you feel about working from home at the moment?

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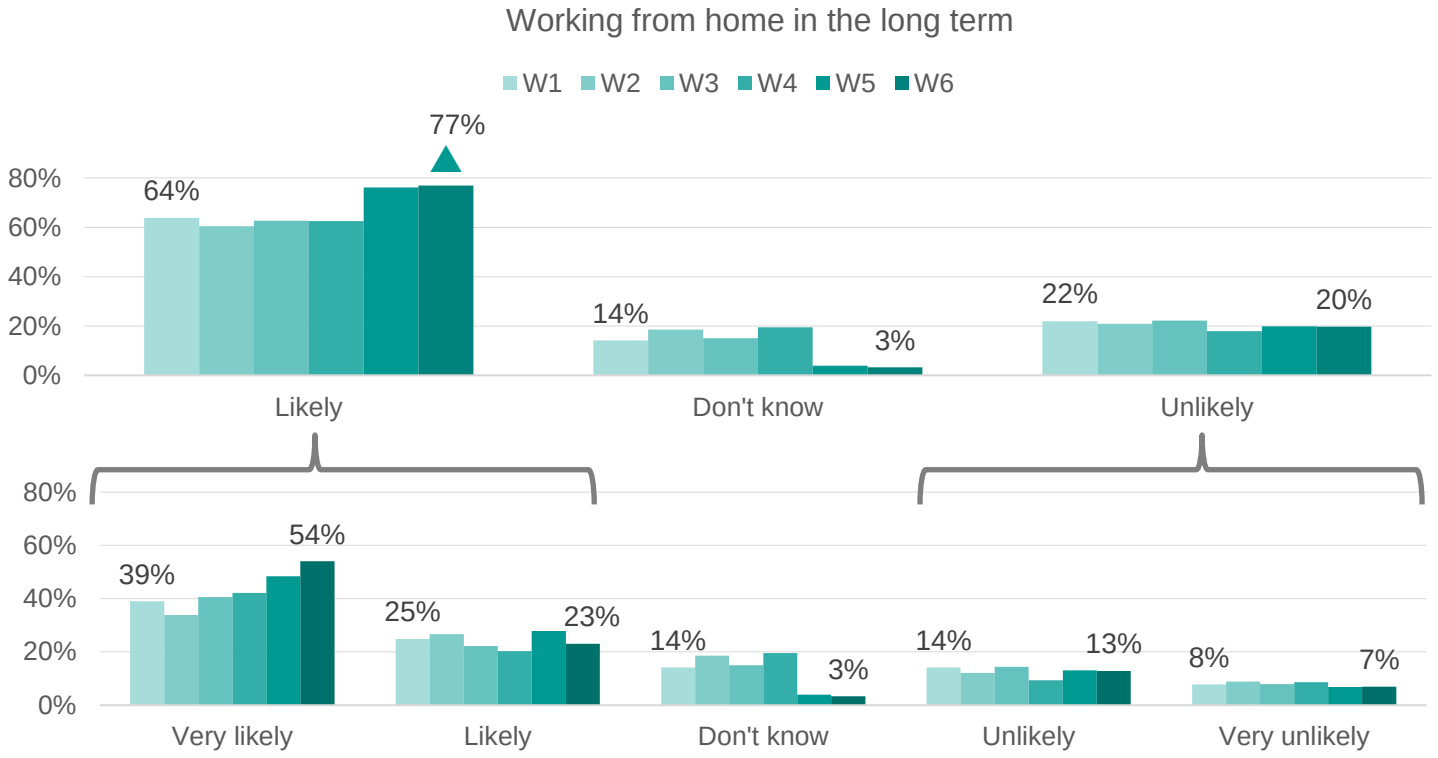
W1-W6 trends: home working in the long term

Over three quarters of respondents said that, in the long term, they are likely to work from home more often than before COVID-19; 54% said this would be very likely, with the share increasing over time. The results show a statistically significant growth in respondents expectations of sustained home working in the long term, compared to pre-COVID.



▲ / ▼ denote significant changes in the responses compared to wave 1.

Q. In the long term, how likely are you to work from home more often than you did before the lockdown? Note, the 'neither likely nor unlikely' option was removed from wave 5 onwards.

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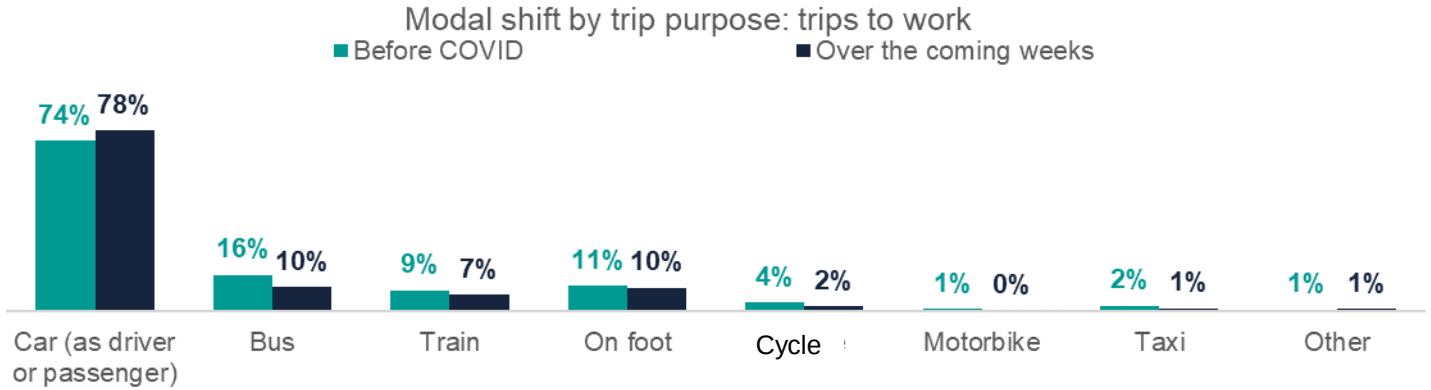
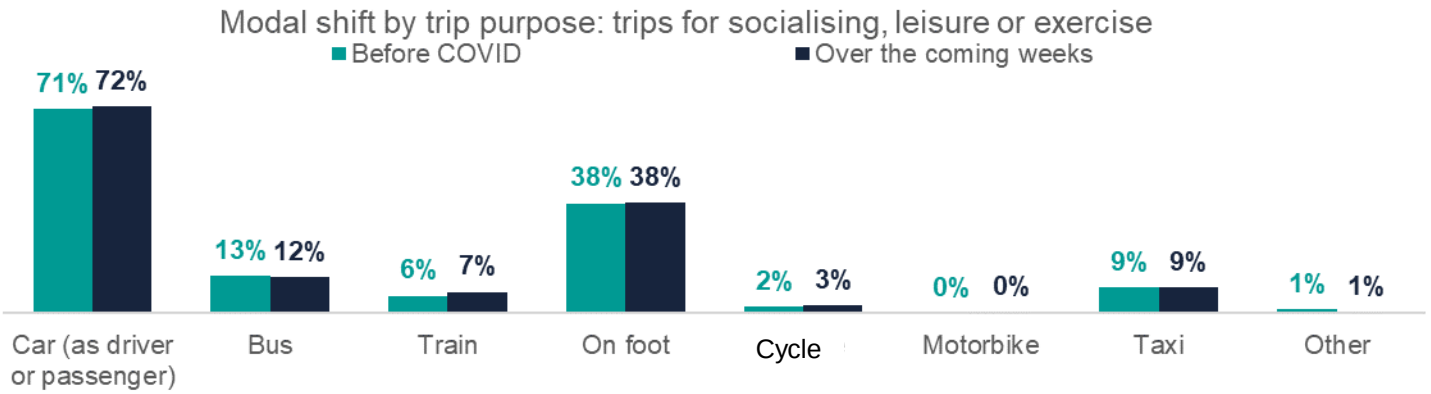
Change in travel behaviour (mode shift)

Mode shift: work / socialising and leisure

Comparison of mode choice before COVID-19 to intentions over the coming weeks suggests some avoidance of public transport and active modes for trips to work, with a shift towards car use. For socialising, leisure or exercise trips, mode preference remains broadly consistent.





Q: Before COVID how did you normally travel for the following journeys: work/socialising, leisure or exercise (599 work/939 leisure)
Q: Over the coming weeks how will you travel for the following journeys: work/socialising, leisure or exercise (551 work/941 leisure)

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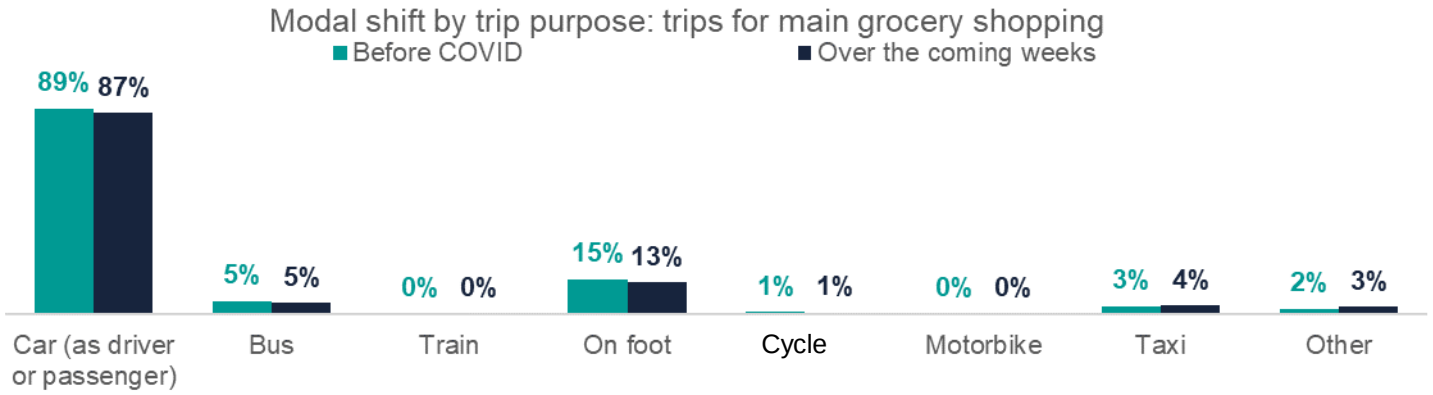
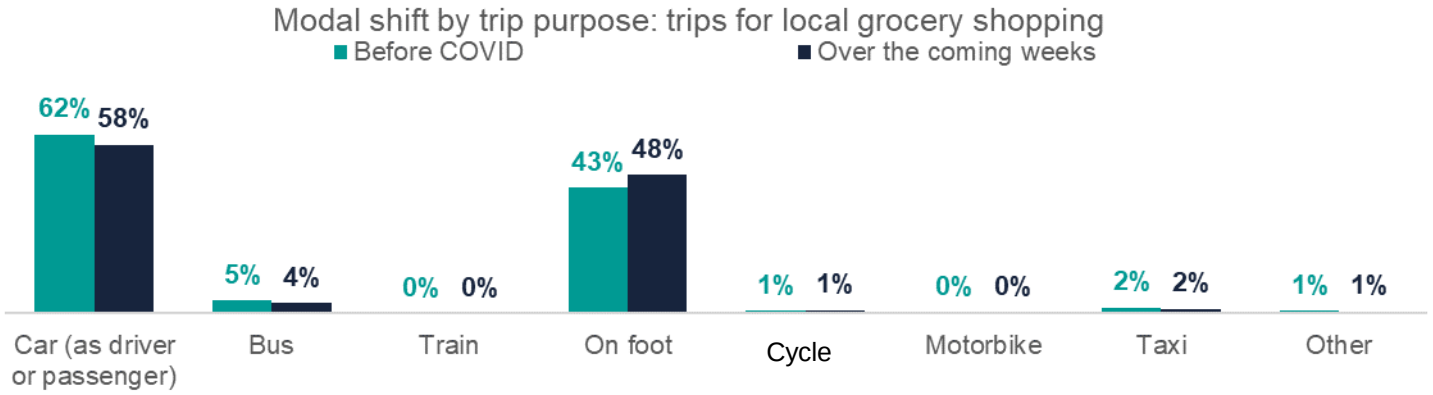
Mode shift: grocery shopping

Mode share for main grocery shopping over the coming weeks shows broadly similar trends to pre-COVID-19 conditions. For local grocery shopping, intentions show a move away from car and towards walking.





Q: Before COVID how did you normally travel for the following journeys: main/local grocery shopping (930 main/946 local)
Q: Over the coming weeks how will you travel for the following journeys: main/local grocery shopping (914 main/937 local)

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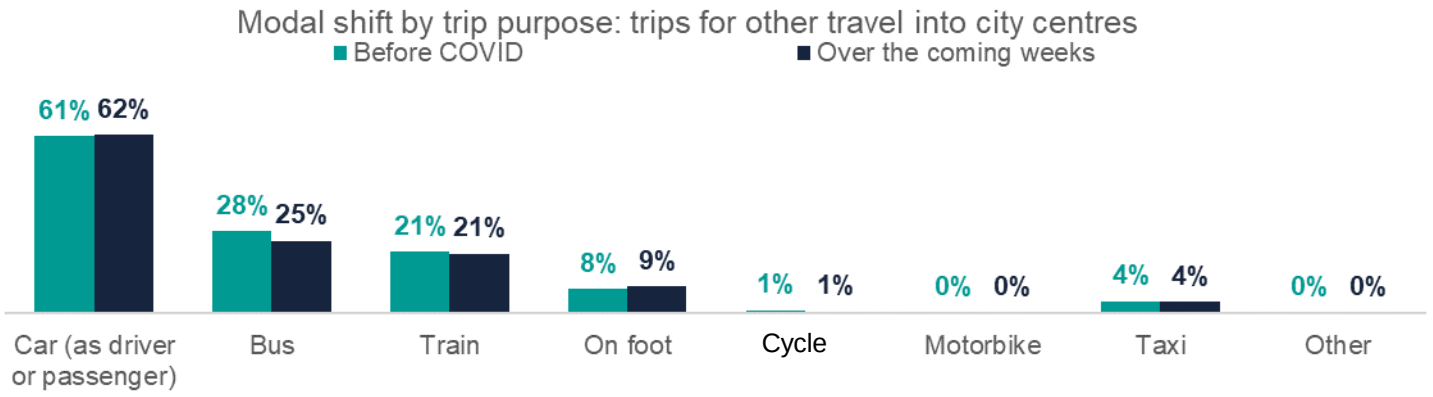
Mode shift: other travel into city centres

Modal choice for other travel into city centres over the coming weeks shows a broadly similar pattern to the pre-COVID-19 situation, with the exception of bus use.



Q: Before COVID how did you normally travel for the following journeys: Other travel into city centres (898)
Q: Over the coming weeks how will you travel for the following journeys: Other travel into city centres (882)

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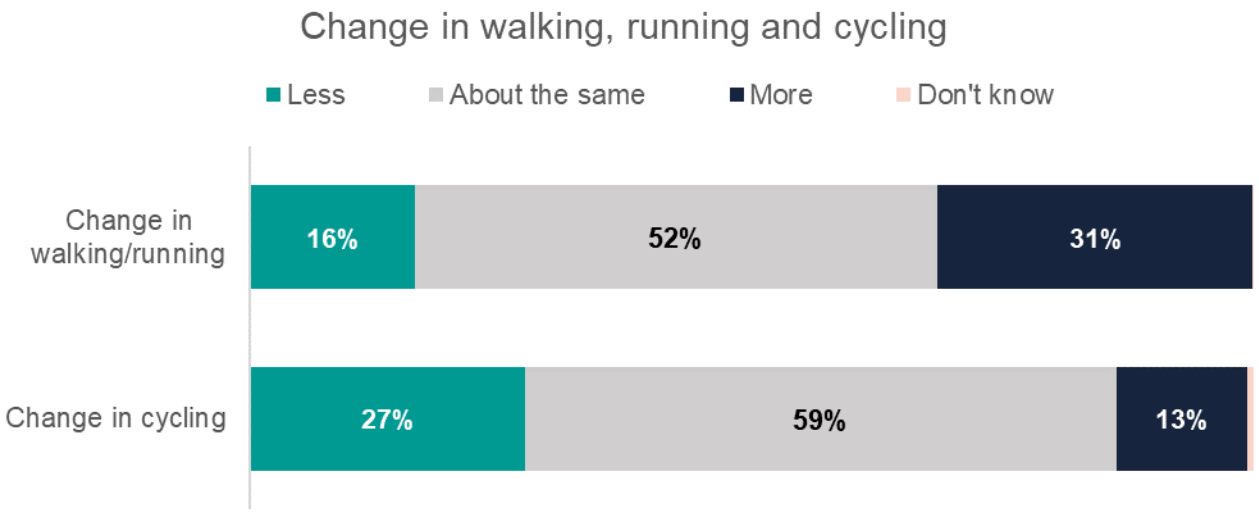
Walking and cycling

Change in walking, running and cycling

Just under one third of respondents reported they are now walking or running more than pre-COVID-19, with 16% doing so less, and about half reporting no change. 13% of respondents reported cycling more, whilst just over a quarter reported cycling less.



Q: Are you walking/running any more or any less than you did before COVID? (1,000)
Q: Are you cycling any more or any less than you did before COVID? (277)

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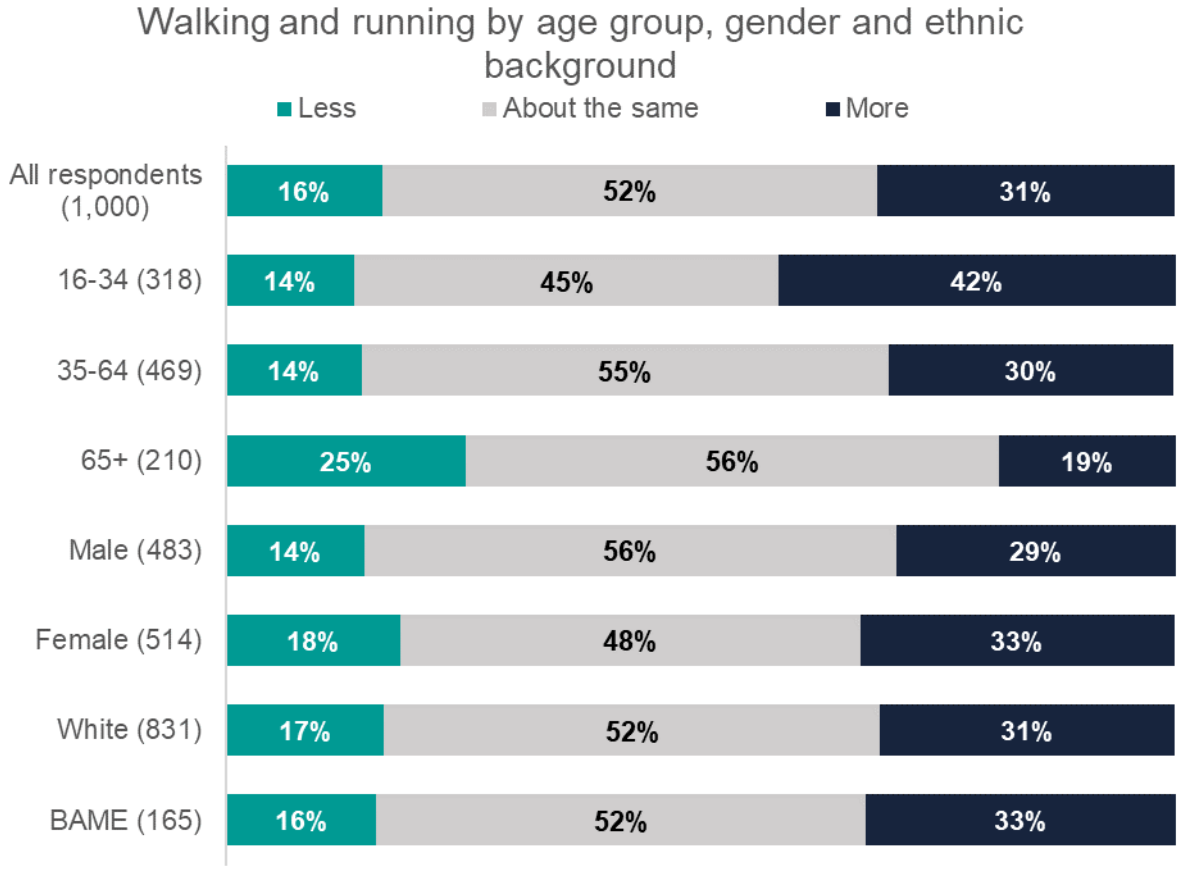
Change in walking and running (I)

A quarter of respondents in the 65+ age group reported walking or running less than before COVID-19 (a *significantly* greater proportion than other age groups), with males being less likely to have changed their walking or running habits. 16-34 year old's were most likely to be more active. Slightly more respondents in the BAME group reported walking or running more.



Q: Are you walking/running any more or any less than you did before COVID? (1,000)

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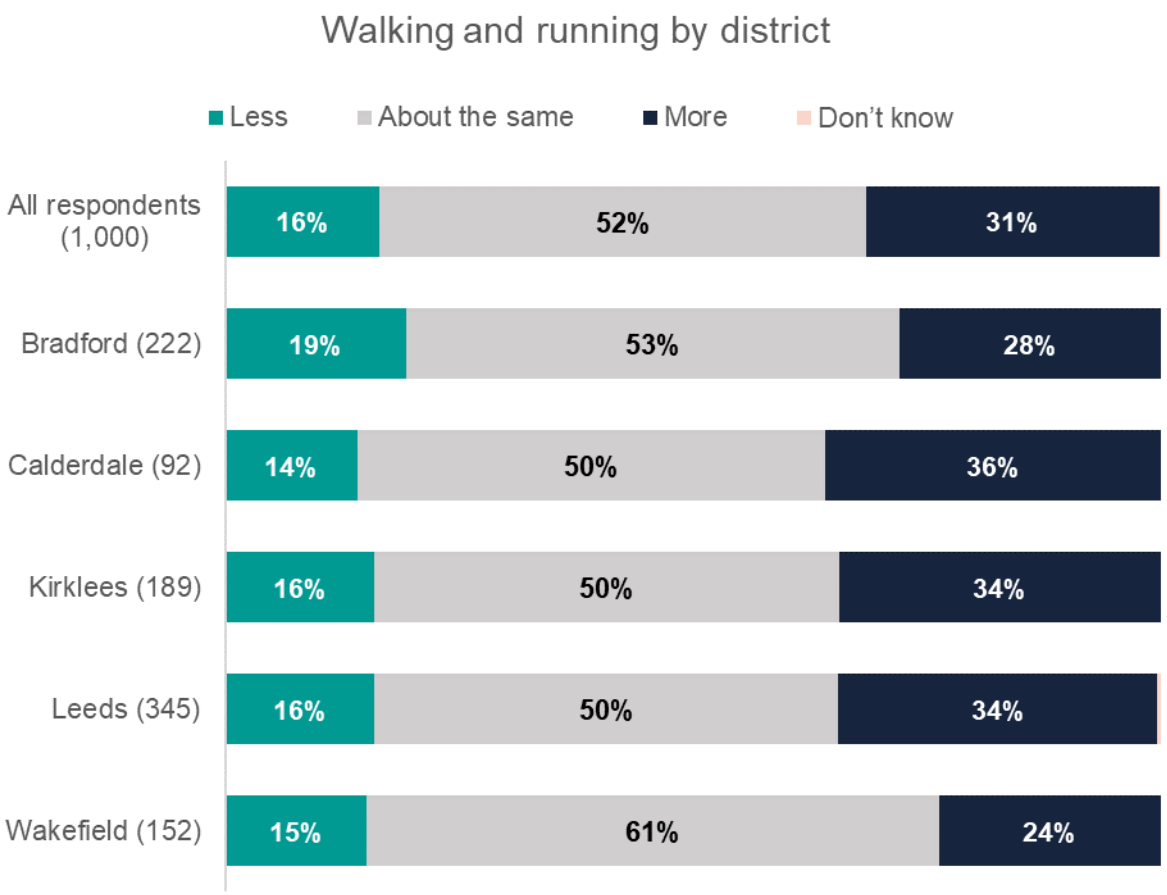
Change in walking and running (II)

Bradford had the highest proportion of respondents walking or running less, Calderdale had the highest proportion reporting more. Wakefield were the least changed.



Q: Are you walking/running any more or any less than you did before COVID? (1,000)

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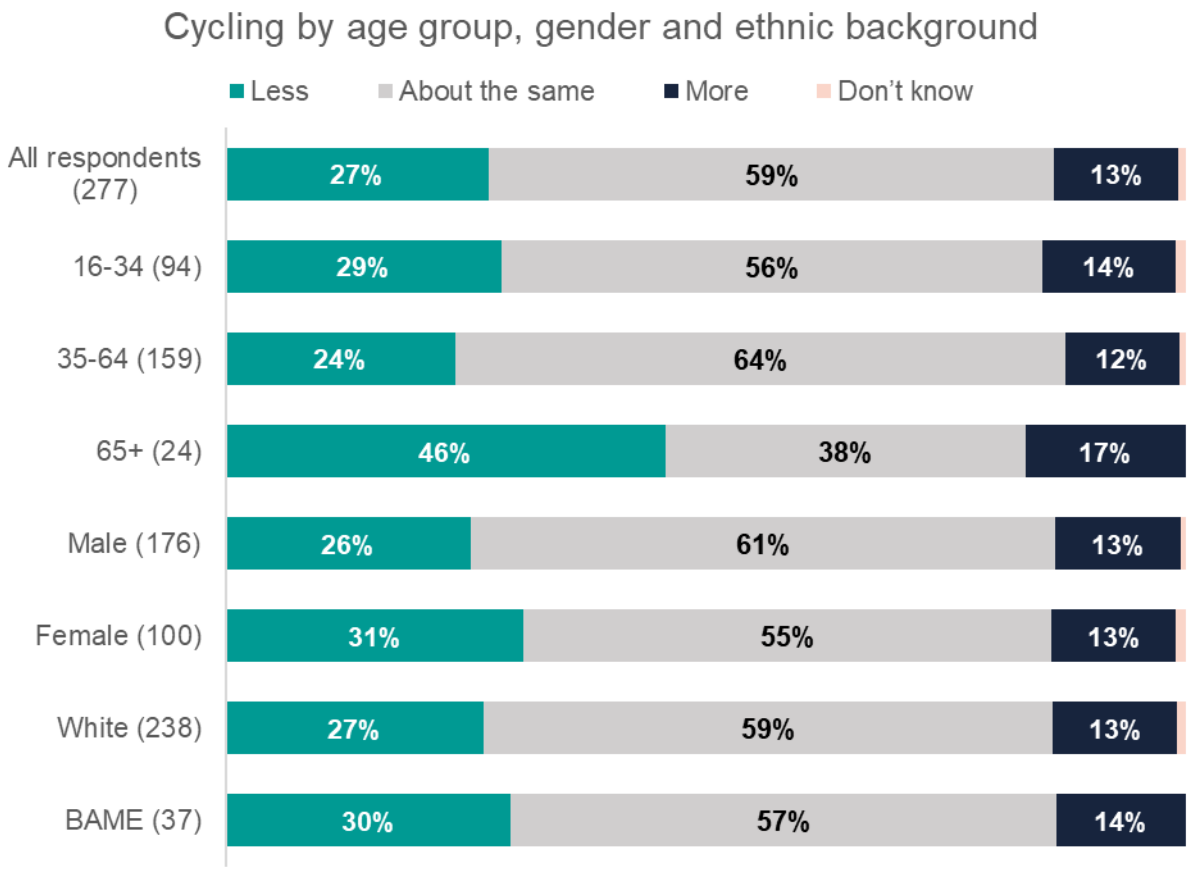
Change in cycling

People aged 65+ reported the highest decrease in cycling, with females being more likely to do this less. These results should be treated cautiously due to the relatively small sample size of some categories.



Q: Are you cycling any more or any less than you did before COVID? (277)

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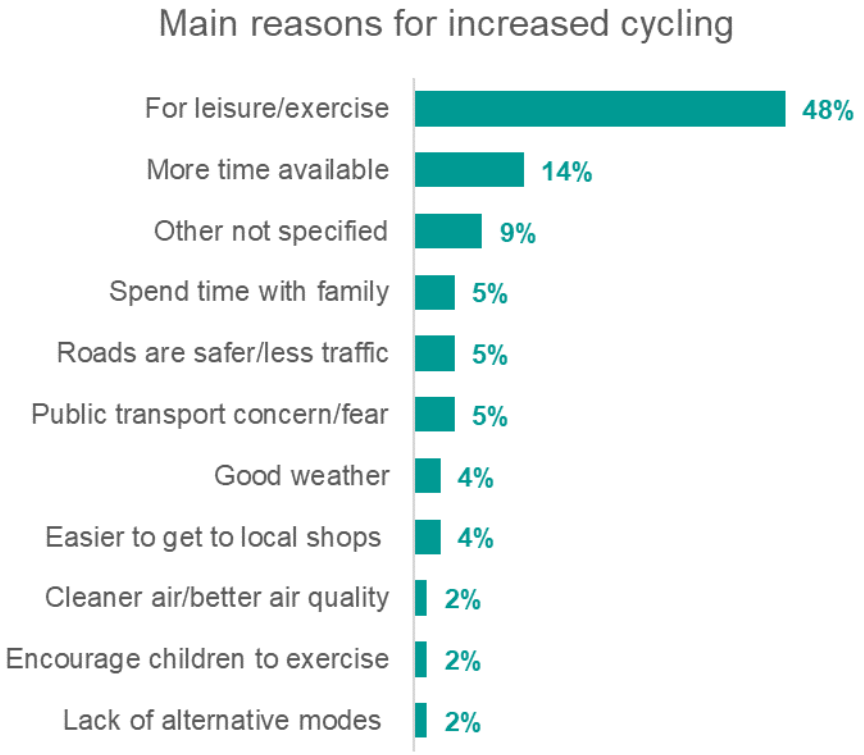
Reasons for increased walking and cycling

The main reason for increased walking and running is for leisure or exercise (41%), likewise for cycling (48%). Having more time available was the second most common response for both activities. 5% of those cycling more had concerns about public transport.



Q: What would you say are the main reasons that you are walking and running more? (314)
Q: What would you say are the main reasons that you are cycling more? (36)

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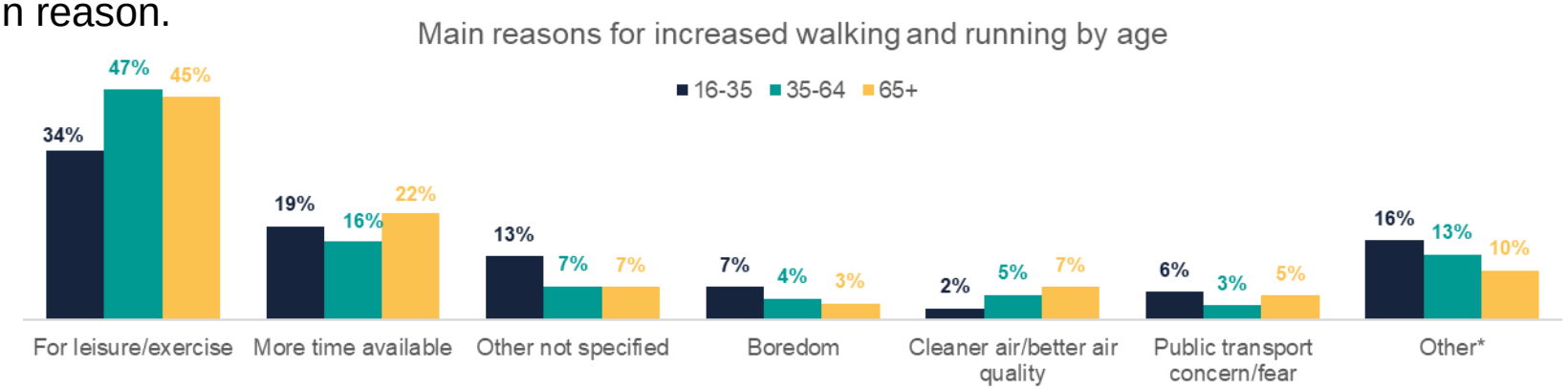
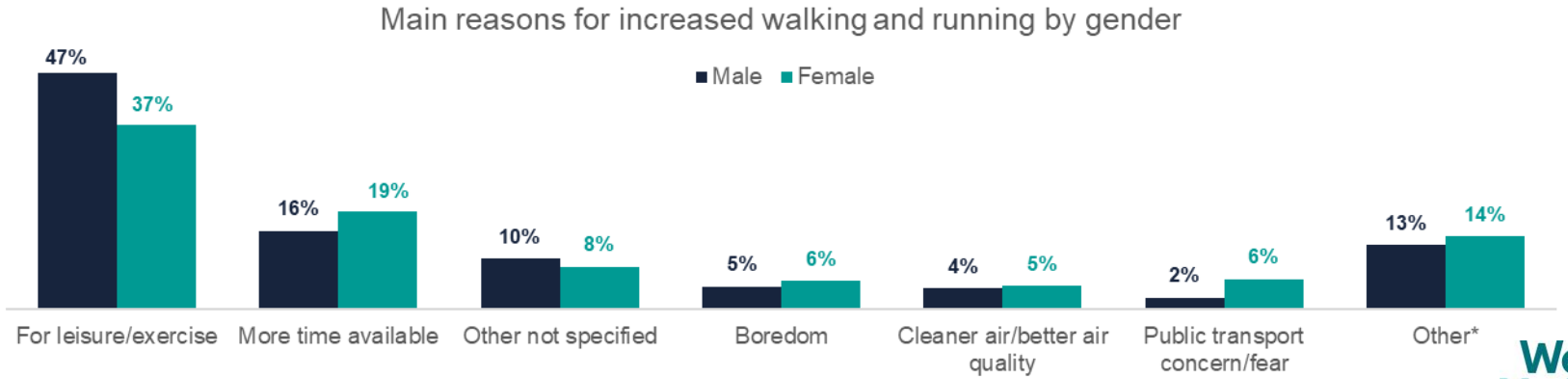
Main reasons for increased walking and running by age group and gender

The main reason for increased active travel across all age groups was leisure/exercise, with the 35-64 age group reporting this most often. More respondents in the 65+ group reported having more time available as a main motivation. For more female than male respondents, this was having more time available, while males were more likely to mention leisure/exercise as a main reason.



* Includes: Good weather, (16-35: 5%; 35-64: 3%); easier to get to local shops (16-35: 4%; 35-64: 4%; 65+: 2%); encourage children to exercise (16-35: 2%; 35-64: 4%; 65+: 2%); lack of alternative modes (16-35: 3%; 35-64: 1%; 65+: 2%); roads are safer/less traffic (16-35: 1%; 35-64: 1%; 65+: 3%); dog walking (16-35: 1%; 65+: 2%).



* Includes: Good weather, (Male: 4%; Female: 3%); easier to get to local shops (Male: 4%; Female: 3%); encourage children to exercise (Male: 2%; Female: 4%); lack of alternative modes (Male: 1%; Female: 2%); roads are safer/less traffic (Male: 1%; Female: 1%); dog walking (Female: 1%).

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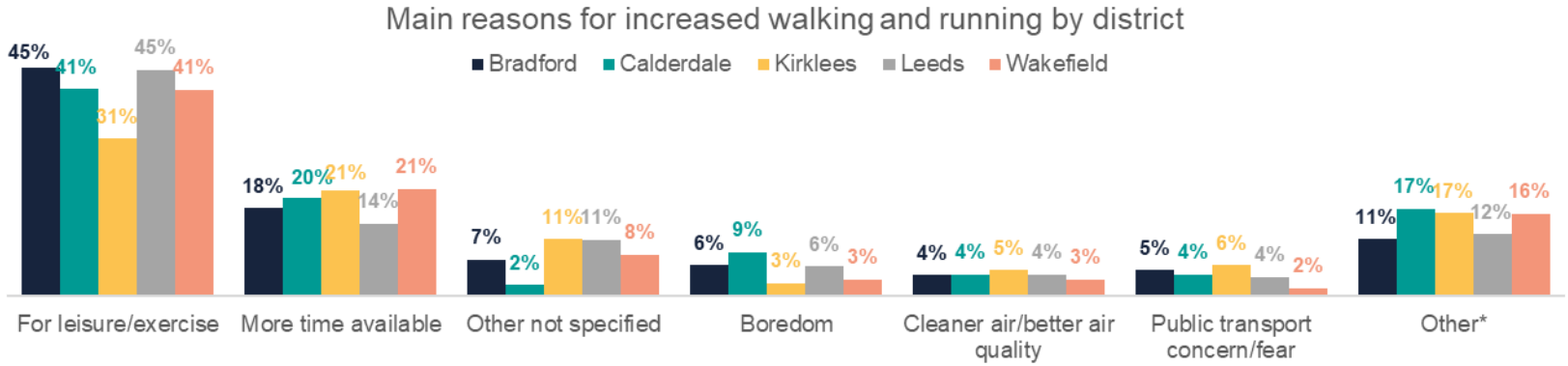
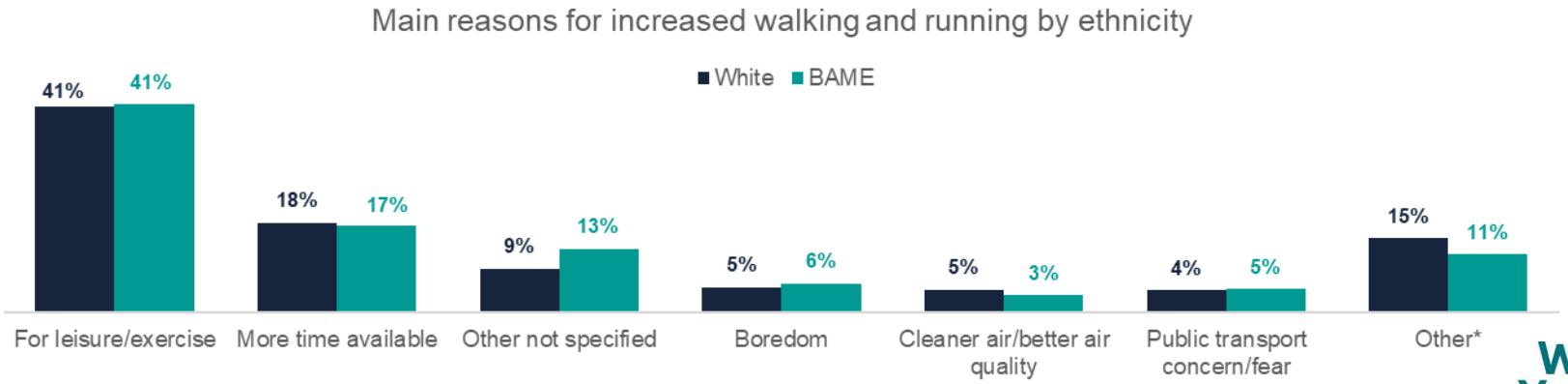
Main reasons for increased walking and running by district and ethnic background

Fewer Kirklees respondents mentioned leisure/exercise as the main motivation for increased walking/running. Respondents mentioned the two main reasons fairly equally across BAME and white ethnicities. Results for cycling are not reported in this level of detail due to the relatively small sample size obtained (36 respondents).



* Includes: Good weather, (B: 2%; C: 4%; K: 4%; L: 3%; W: 5%); easier to get to local shops (B: 3%; C: 4%; K: 3%; L: 4%; W: 3%); encourage children to exercise (B: 5%; C: 2%; K: 3%; L: 2%; W: 3%); lack of alternative modes (B: 1%; C: 2%; K: 2%; L: 2%; W: 3%); roads are safer/less traffic (C: 2%; K: 3%; L: 2%;); dog walking (C: 2%; K: 1%; L: 1%; W: 2%).



* Includes: Good weather, (White: 4%; BAME: 3%); easier to get to local shops (White: 3%; BAME: 5%); encourage children to exercise (White: 3%; BAME: 2%); lack of alternative modes (White: 2%; BAME: 1%); roads are safer/less traffic (White: 2%); dog walking (White: 1%).

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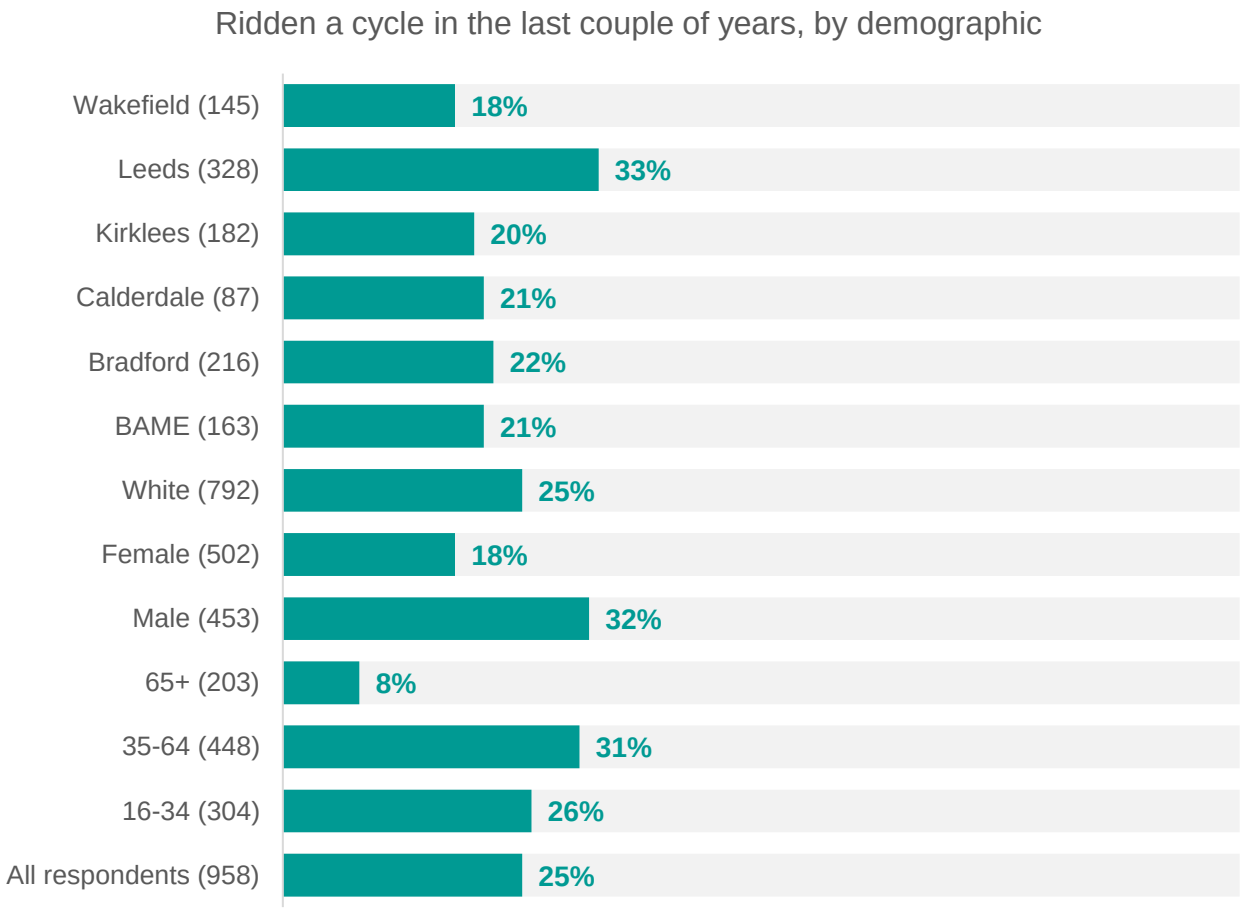
Bicycle riding in the last couple of years

A quarter of respondents had ridden a cycle in the past couple of years, with males and those under 65 being more likely to have done so. Cycling prevalence was relatively high in Leeds and low in Wakefield.



Q: Have you ridden a bicycle in the last couple of years? (958)

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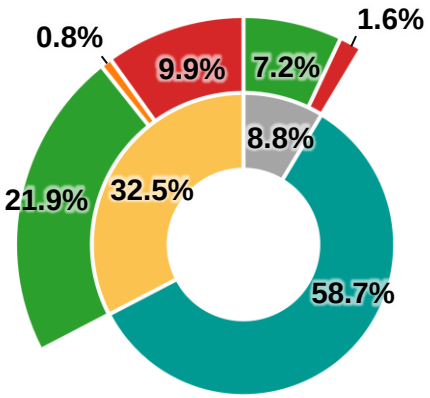
Future trends

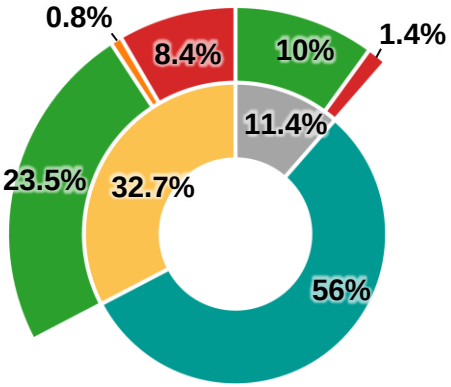
Changes in motorised vehicle use - permanency

The majority of respondents who said they will use the bus and train less in the coming weeks (compared to pre-COVID-19) expect this change to be permanent.

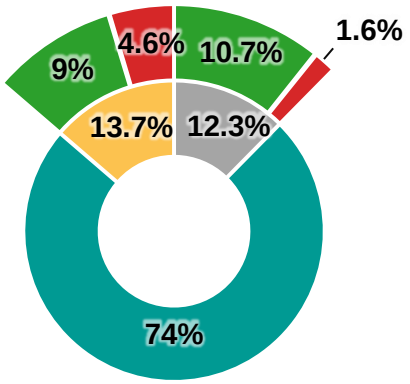
Bus (361)



Train (370)



Car/Van (957)



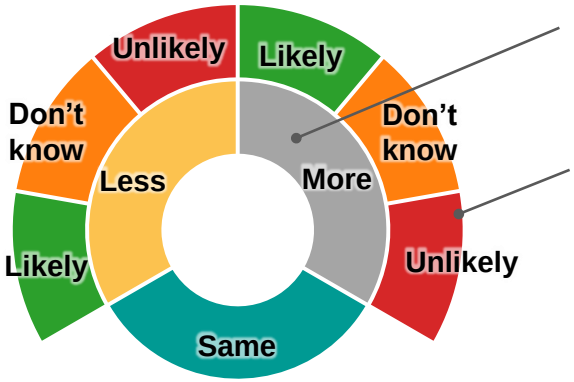
Intentions in the coming weeks

- More than before COVID-19
- Same as before COVID-19
- Less than as before COVID-19

Will this be a Permanent change

- Likely
- Don't know
- Unlikely

How to read these charts



Inner circle – Change in activity/travel choices in the coming weeks, relative to pre-COVID-19

Outer circle – to what extent respondents think these changes will become permanent. Percentages in each section of the outer circle total parent values in the inner circle.

Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Q: How likely or unlikely is the change going to be permanent? Base (in brackets): Respondents who do the activity.

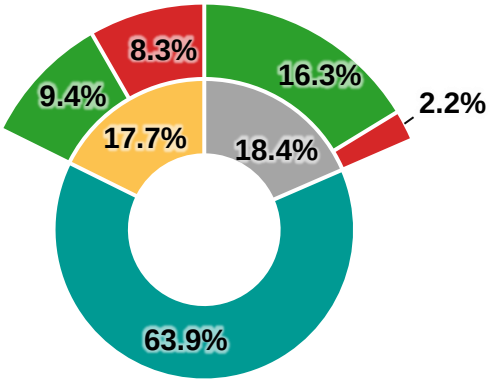
West Yorkshire Combined Authority

Changes in active travel - permanency

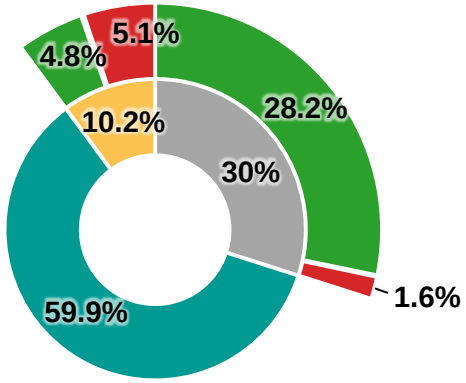
30% of respondents say they will walk more for recreation in the coming weeks (compared to pre-COVID-19) and almost all of them expect this change to be permanent.

Similarly, 1 in 5 respondents say they will walk more for utility in the coming weeks (compared to pre-COVID-19) and 18.8% expect this change to be permanent.

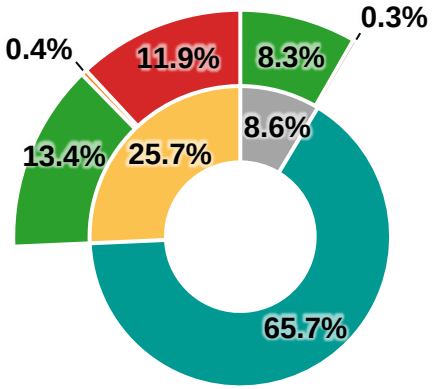
Cycle – Recreation (277)



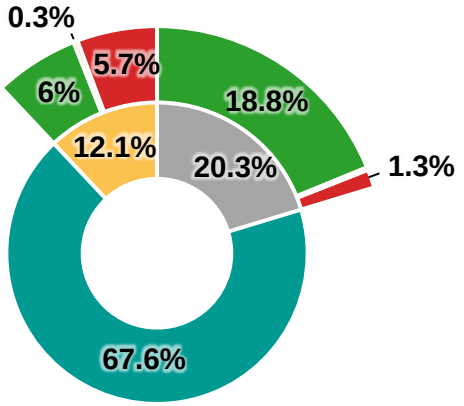
On foot – Recreation (974)



Cycle – Utility (277)



On foot – Utility (978)



Intentions in the coming weeks

- More than before COVID-19
- Same as before COVID-19
- Less than as before COVID-19

Will this be a Permanent change

- Likely
- Don't know
- Unlikely

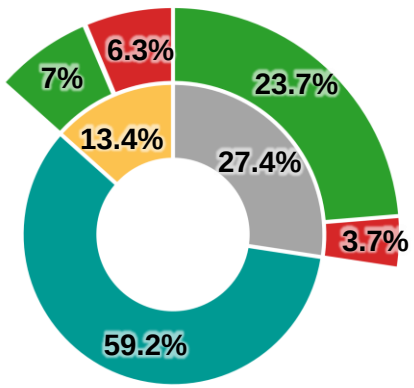
Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Q: How likely or unlikely is the change going to be permanent? Base (in brackets): Respondents who do the activity.

West Yorkshire Combined Authority

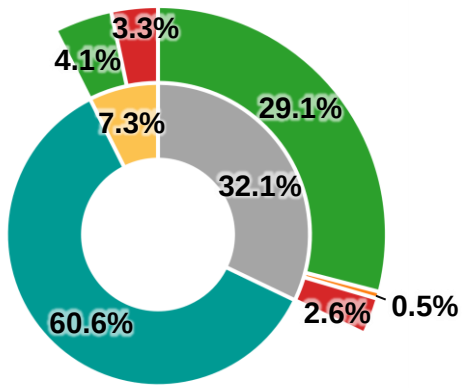
Changes in online shopping - permanency

60% of all respondents expect to do the same amount of shopping online in the coming weeks as they would have before COVID-19. Between 27% and 32% expect to do more, and most of these expect this to become a permanent change.

Shop Online – Food & basics



Shop Online – other items



Intentions in the coming weeks

- More than before COVID-19
- Same as before COVID-19
- Less than as before COVID-19

Will this be a Permanent change

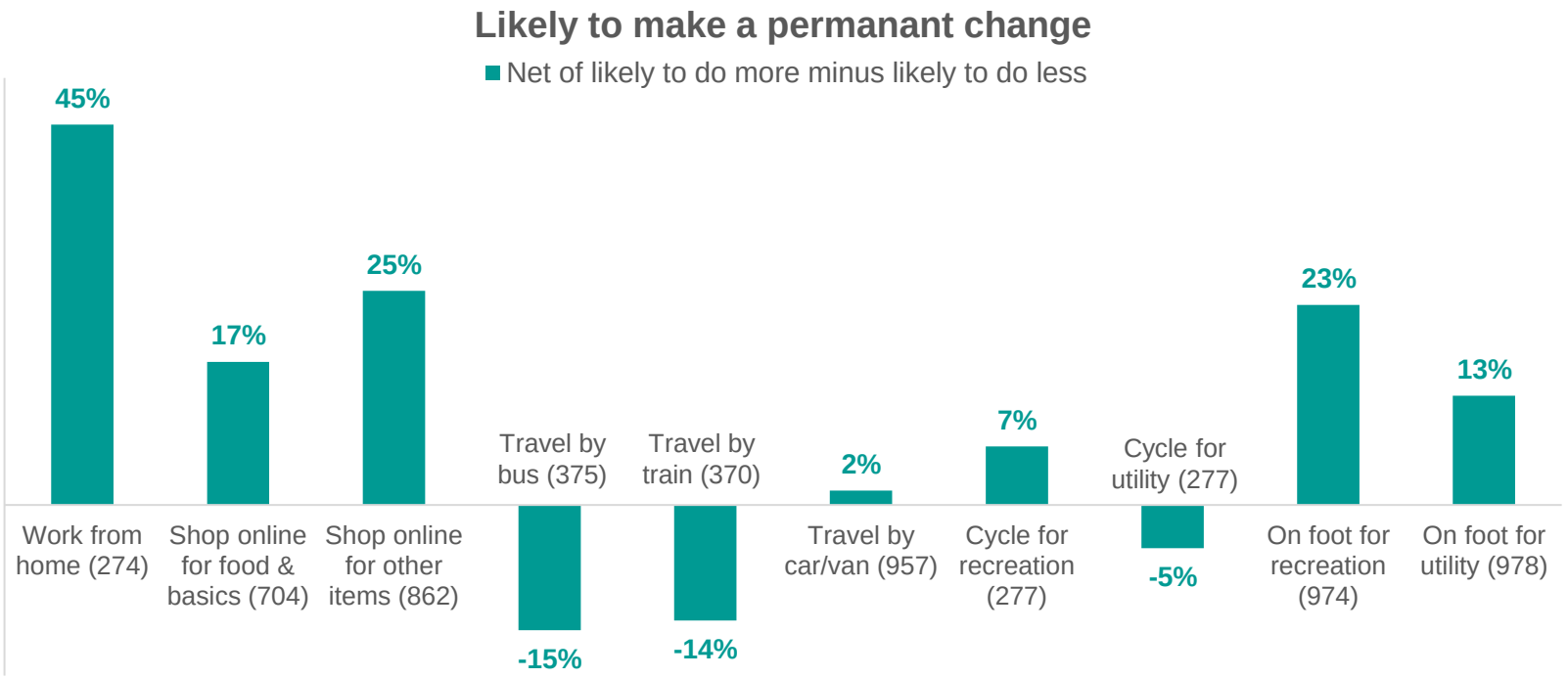
- Likely
- Don't know
- Unlikely

Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Q: How likely or unlikely is the change going to be permanent? Base (in brackets): Respondents who do the activity.

West Yorkshire Combined Authority

Changes in activity – permanency (I)

Net change figures show that in the future respondents are more likely to increase their walking levels and undertake more remote activities (work from home, shop online). They are also likely to reduce their bus and train usage. Increase and decrease in car/van travel could balance each other out. Likewise, long-term decreases in utility cycling could be offset by increases in recreational cycling.

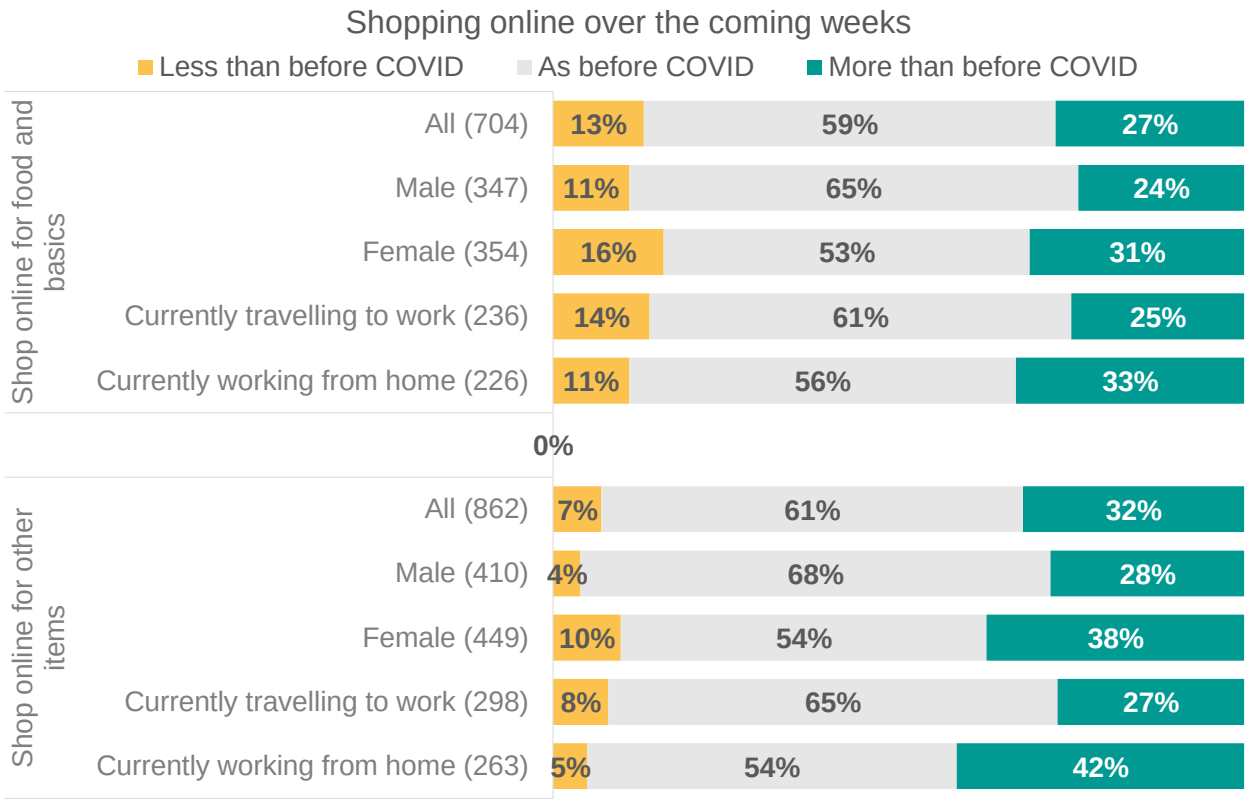


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Q: How likely or unlikely is the change going to be permanent?
Base (in brackets): People who were routed to answer more, less, or the same, excluding 'I never do this' responses.

West Yorkshire Combined Authority

Shopping online intentions

A *significantly* greater proportion of respondents said they expect to shop online more (27% *food & basics, 32% other items*) compared the those who said they would do less online shopping (13% *food & basics*, 7% *other items*). It still appears that female respondents are more likely to increase their online shopping than males, and that respondents who currently work from home are more likely than other workers to shop online more than before COVID.



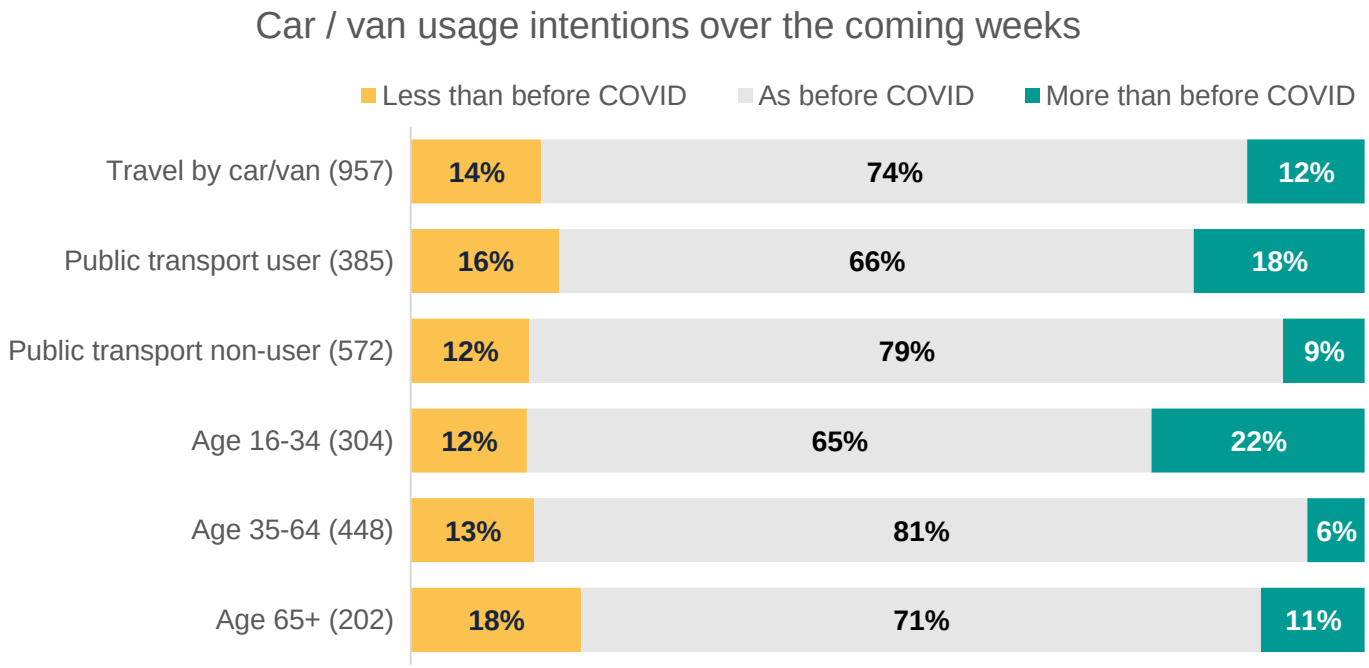
Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Q: Do you currently work from home (Yes always or sometimes | No)? Base (in brackets)

West Yorkshire Combined Authority

Private car/van usage intentions

A *significantly* higher proportion of public transport users (18%) said they will use the car/van more in the coming weeks, compared to non-users (9%), with respondents who used bus or train at least 4 days a week before COVID-19 being more likely to give this response.

A significantly higher proportion of respondents aged 16-24 said that they would use the car/van more (22%, compared with 6% for those aged 35-64 and 11% for the 65+).

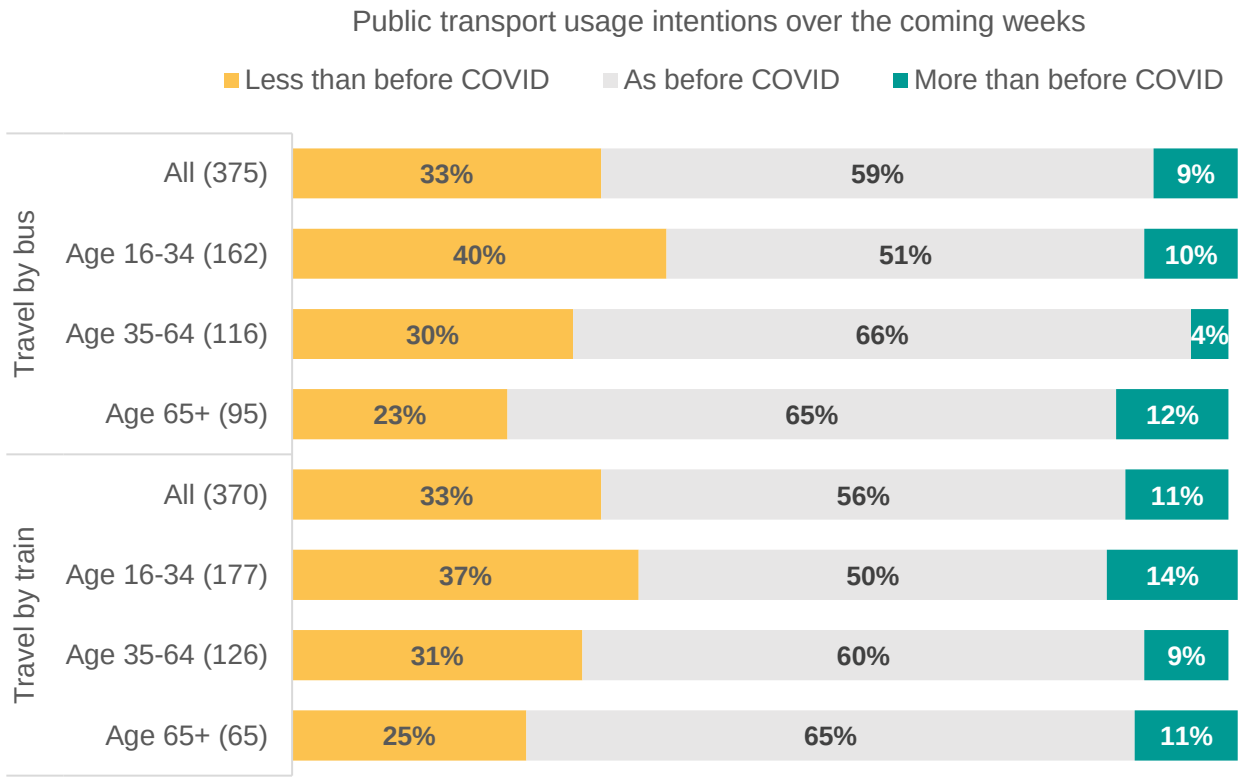


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Base (in brackets)

West Yorkshire Combined Authority

Public transport usage intentions

A *significantly* greater proportion of respondents say they will travel by bus and train less in coming weeks than before COVID, compared with those who say they will do so more.
This is true for both modes and across the 16-64 age groups. The 65+ age group is the one with the highest shift towards pre-pandemic behaviour since wave 5 of the survey.



Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Base (in brackets): Public transport user at least once a month before lockdown, excluding 'I never do this' responses for the specific mode.

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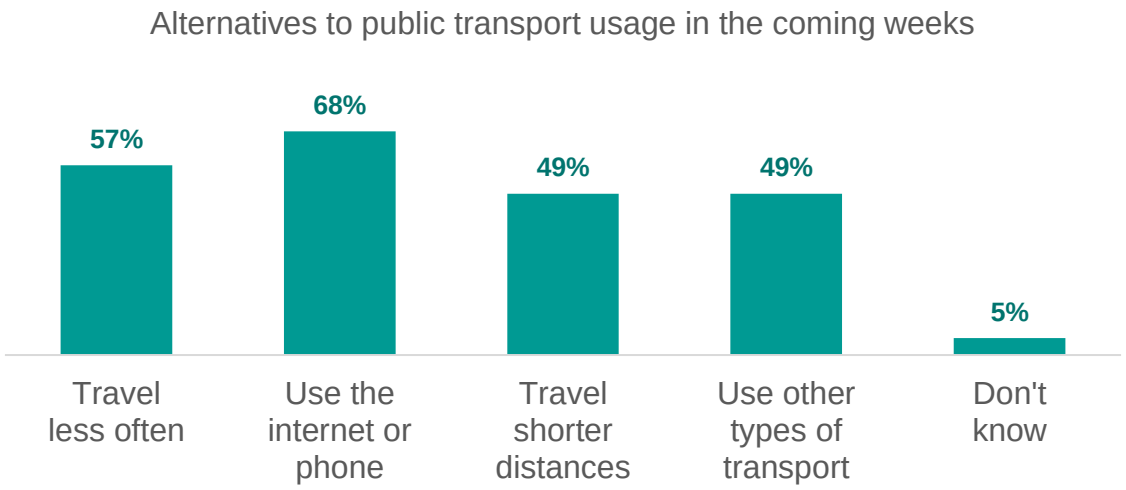
Alternatives to public transport

Alternatives to transport among those using the bus or train less in the coming weeks are all at the highest proportion since the survey begun.

Note this question was only asked of those intending to use public transport less in the coming weeks.

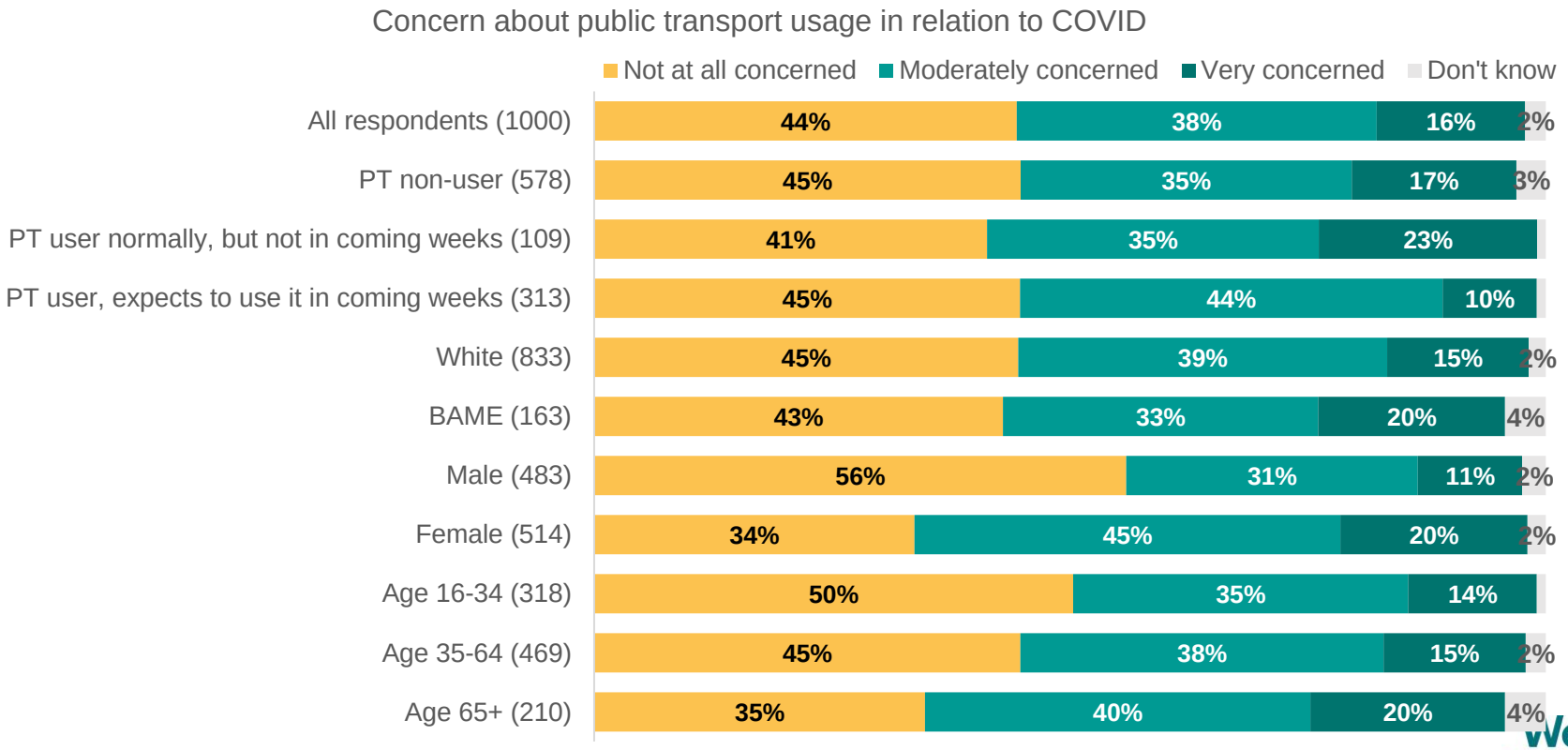


Q: You have said that you intend to use public transport less, which of these do you intend to do instead? (Multiple options)
Base = 219

West Yorkshire Combined Authority

Concerns about public transport use

Concern about public transport use across the whole sample has experienced little change from the previous wave of the survey. As more respondents expect to use public transport in the near future, concern of public transport users decreased; in contrast, concern of those not expecting to use public transport has increased with respect to the previous wave. Females are more concerned than men, whereas white and BAME groups show similar levels of concern. Degree of concern increases with age.



Q: In relation to COVID, would you be concerned about using public transport over the coming weeks? Q: How frequently did you travel by train and by bus before COVID? Q: Over the coming weeks how will you travel for the following journeys? Base (in brackets)

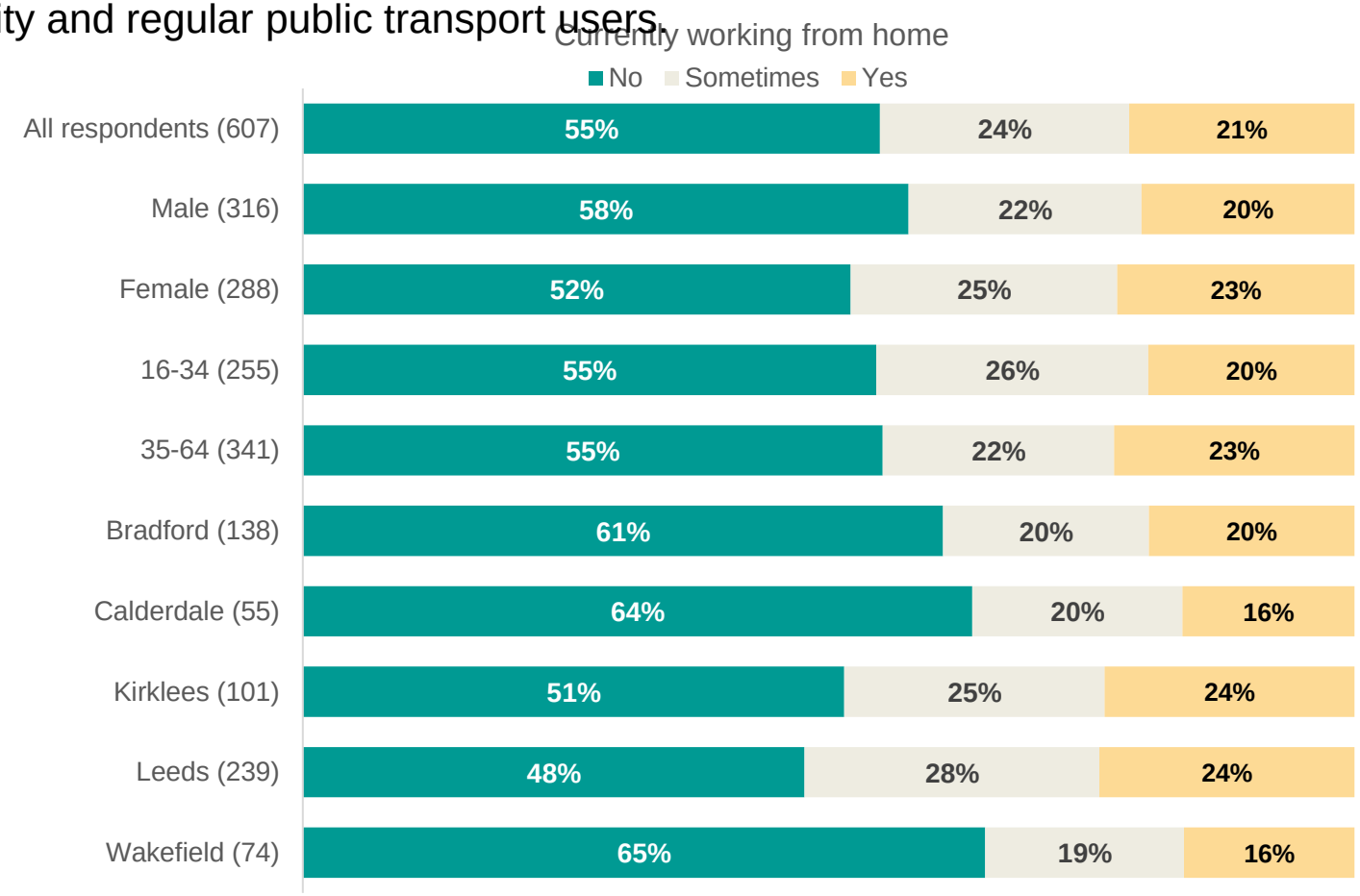
West Yorkshire Combined Authority

West Yorkshire Combined Authority

Home working & future commuting demand

Currently working from home (I)

In the latest survey, 21% of respondents reported working from home, a *significant* fall from the previous wave (30%) in June 2021 and in June 2020 (47%). Compared to results of the last wave, the following demographic and geographic groups reported a *significant* shift away from always home working; 16-35 year old's, Bradford residents, respondents of white ethnicity and regular public transport users.

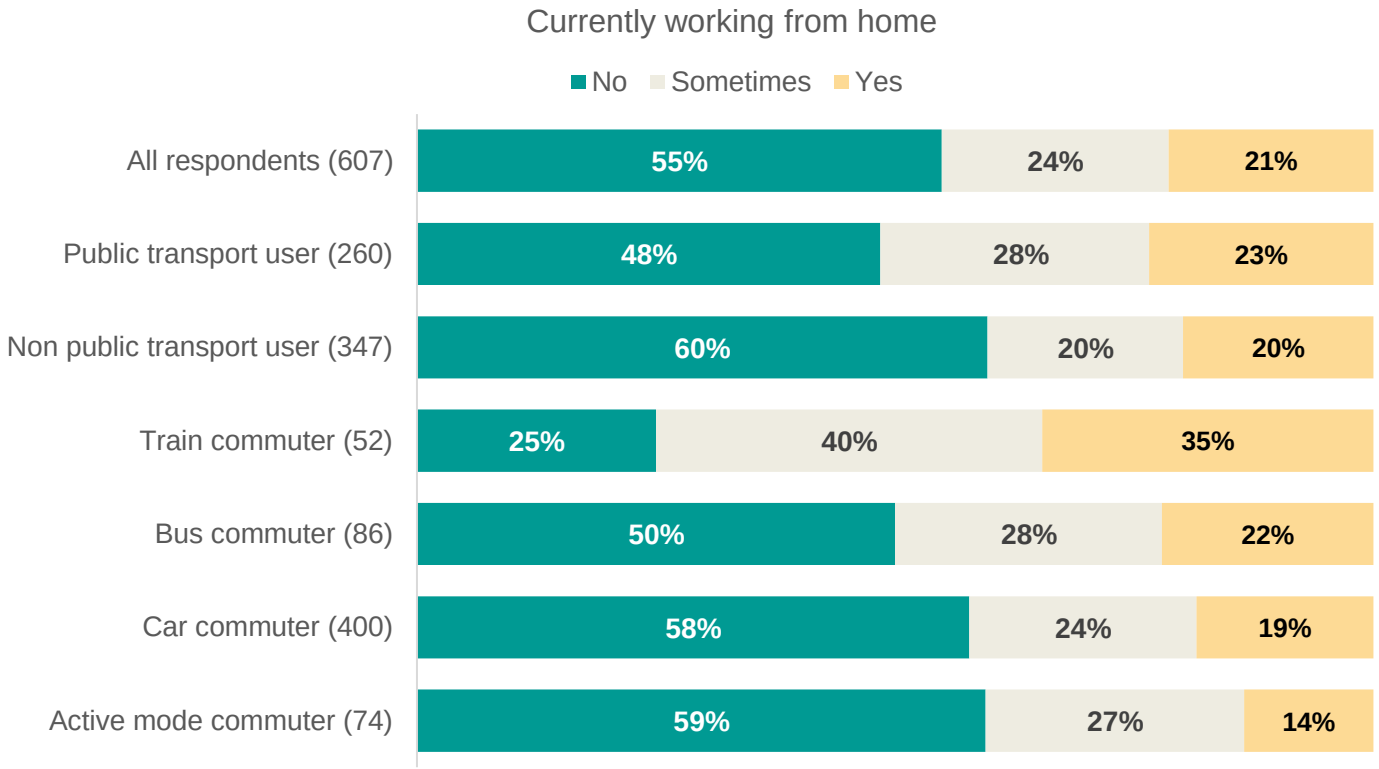


Q. In the current situation are you working from home? Base = 607. Note % on charts are rounded.

West Yorkshire Combined Authority

Currently working from home (II)

Compared to regular public transport users, a greater proportion of non-public transport users (pre-COVID-19) reported no longer working from home in the latest wave (60% vs 48%). Looking at home working behaviours vs mode reveals that fewer pre-COVID-19 bus commuters currently work at home exclusively or sometimes compared to pre-COVID-19 train commuters.

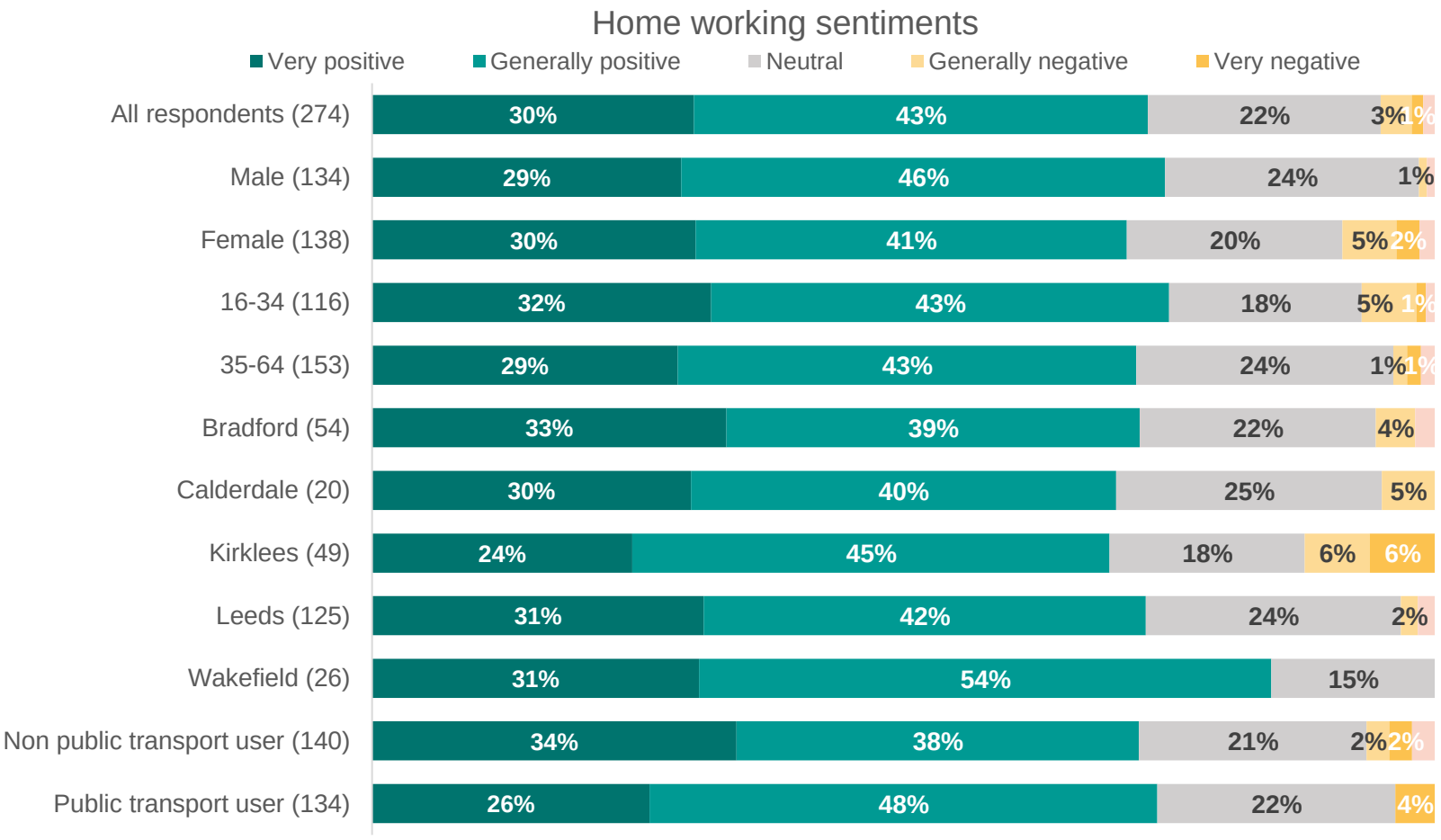


Q. In the current situation are you working from home? Base in brackets. Note % on charts are rounded.

West Yorkshire Combined Authority

Working from home sentiments

73% of respondents reported a positive home working experience compared to only 4% who thought this was a negative experience, with no *statistically significant* changes from the previous wave.

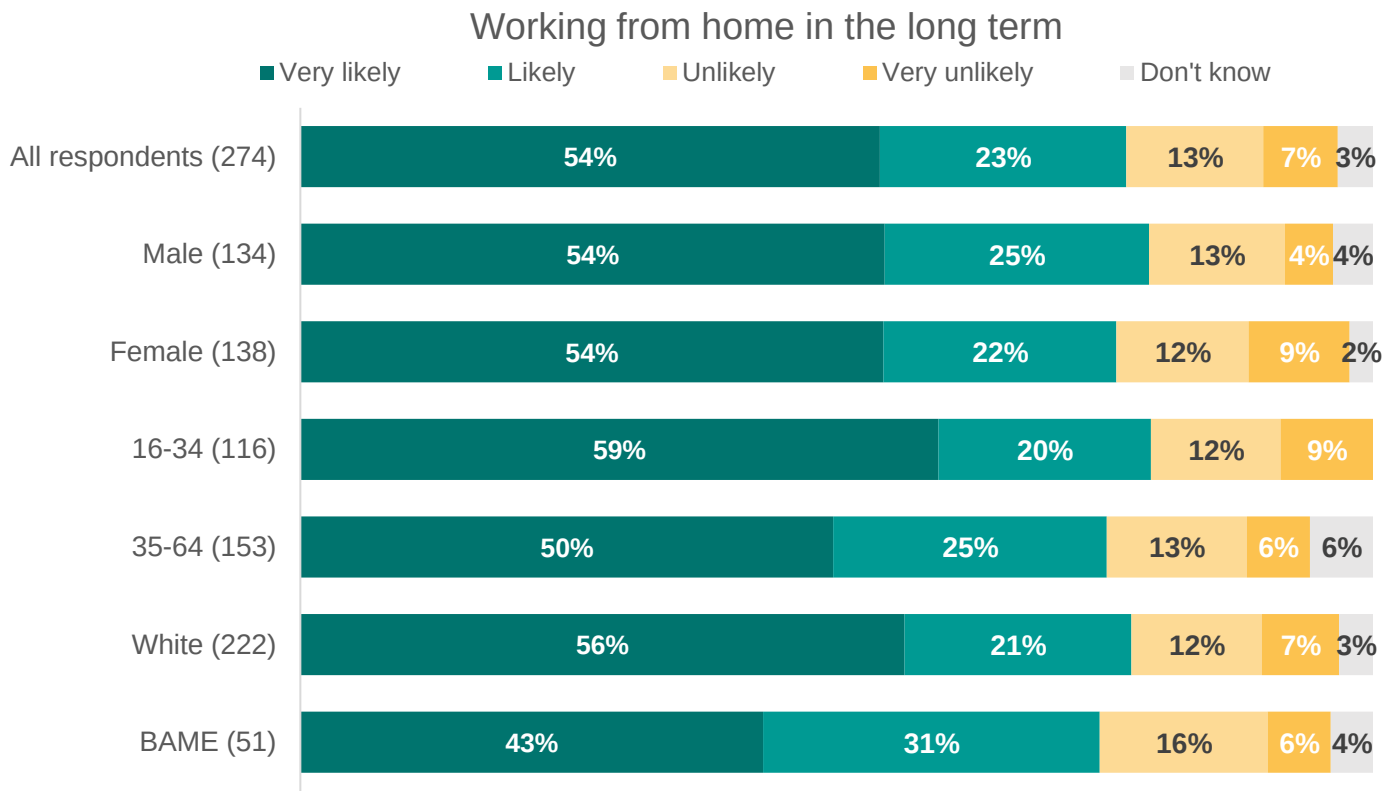


Q. How do you feel about working from home at the moment? Base = 274. Note % on charts are rounded.

West Yorkshire Combined Authority

Working from home in the long term (I)

Over three quarters of respondents said that, in the long term, they are likely to work from home more often than before COVID, with just over half saying this would be very likely. There are no *statistically significant* differences in responses when comparing different demographic characteristics.

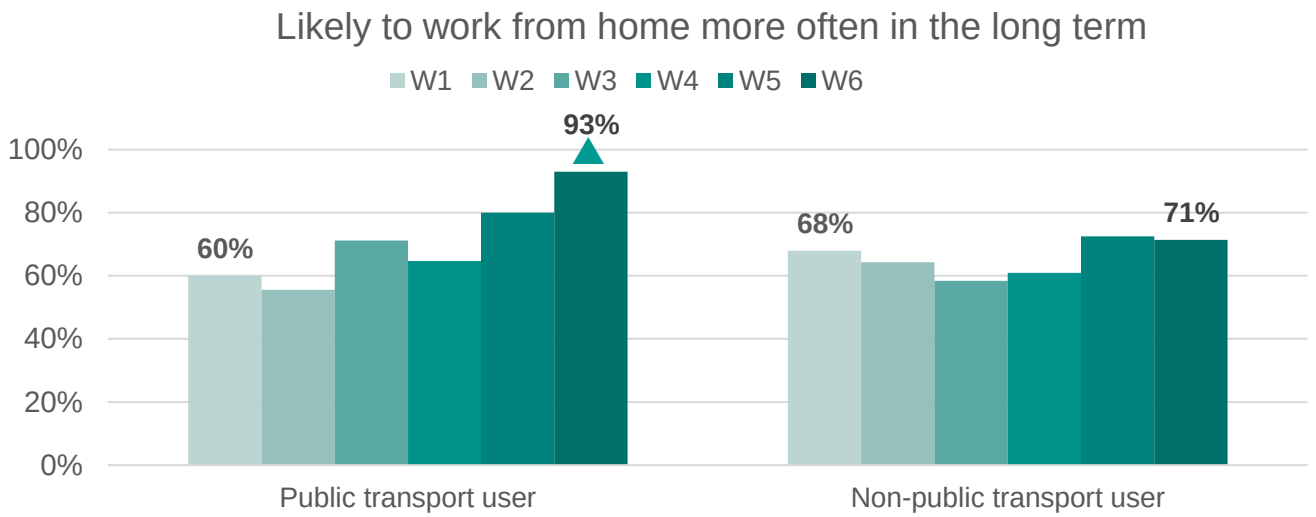


Q. In the long term, how likely are you to work from home more often than you did before COVID? Base = 274
Note % on charts are rounded.

West Yorkshire Combined Authority

Working from home in the long term (II)

A *significantly* greater proportion of public transport users (93%) report that they are now likely to work from home more often in the long term, compared with wave 1 (60%). This magnitude of change is not observed in respondents who do not regularly use public transport.



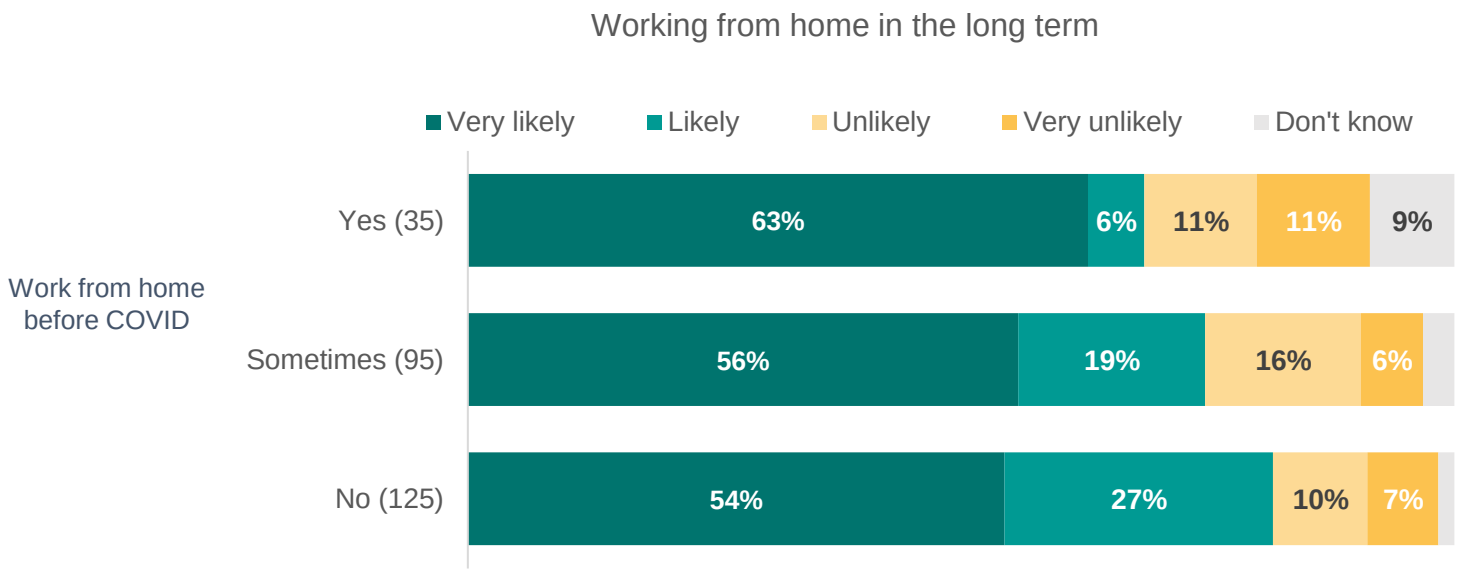
Likely = 'very likely' and 'likely' responses
Regular public transport user = use at least once a month

Q. In the long term, how likely are you to work from home more often than you did before COVID? Base = public transport users who currently work from home some or all of the time (134), non-public transport users who currently work from home some or all of the time (140) . Note percentages on charts are rounded.

West Yorkshire Combined Authority

Working from home in the long term (III)

82% of respondents who never worked at home before COVID-19 reported that they are likely to work at home more often in the long term, with over half saying this is very likely. These results are similar to the previous wave.



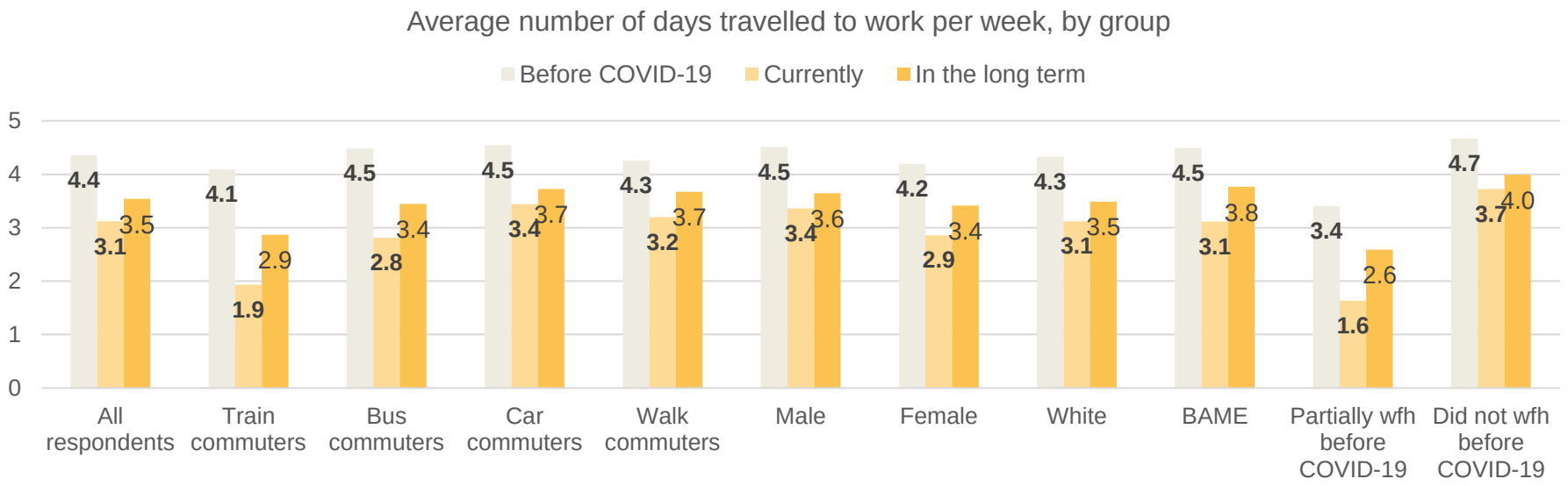
Q. In the long term, how likely are you to work from home more often than you did before COVID?
Q. Did you work from home before COVID? Base = 255
Note % on charts are rounded.

West Yorkshire Combined Authority

Changes in travel to work frequency

Before COVID-19, West Yorkshire residents travelled to work 4.4 days a week on average. The current figure is 3.1 days a week, reflecting the 21% of respondents still working from home.

Although an increase in commuting is expected in the long term, it is unlikely it recovers to pre-COVID-19 levels; the survey results suggest a 19% reduction relative to pre-pandemic values, and a *significantly* higher reduction (30%) among those who commuted by train, as well as those who had done some work from home before COVID-19.



Q. Before COVID how many days a week did you normally travel to work? | Q. How many days a week do you currently travel to work? | TN63. In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)

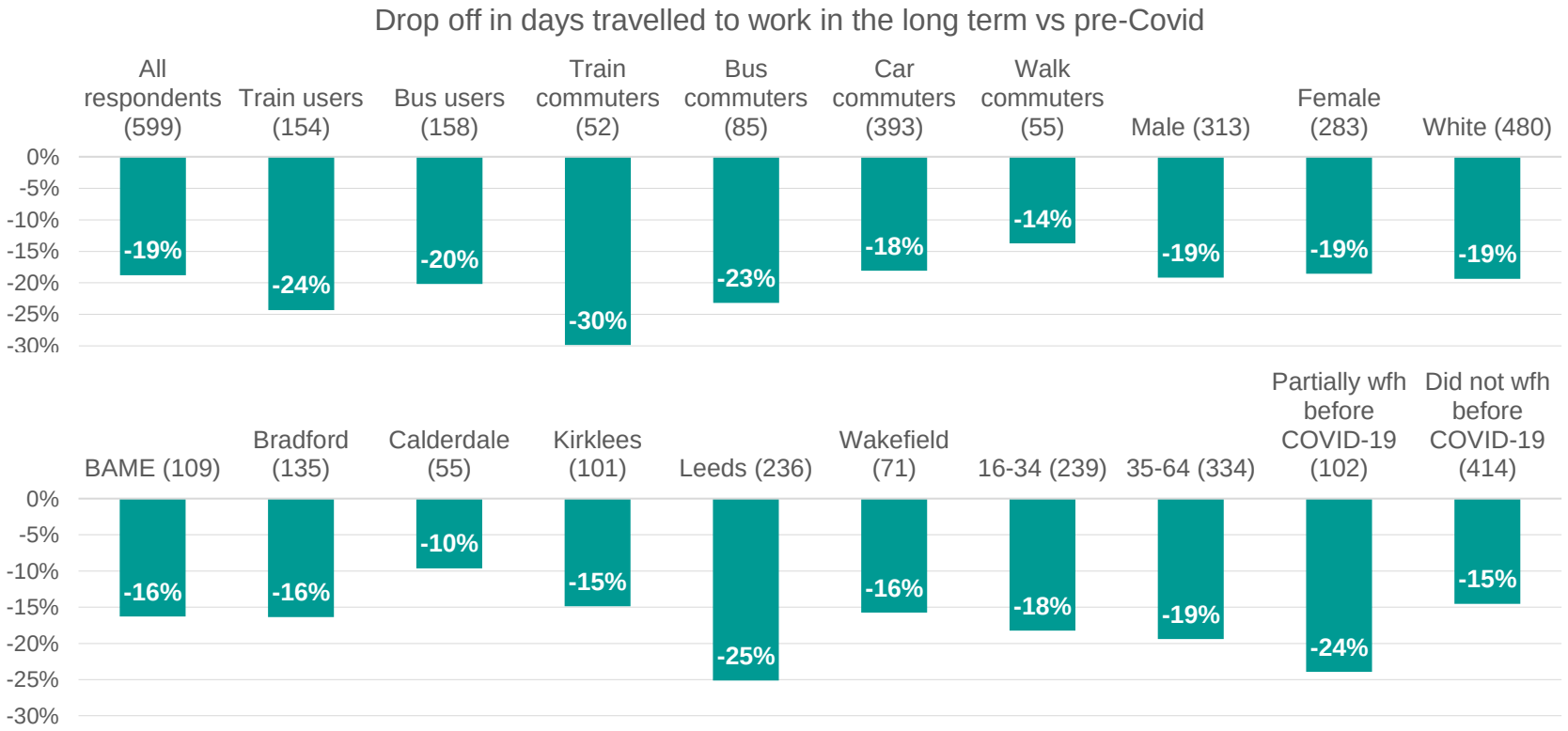
Note: For the obtention of an average 'less than once a week' was assigned a numerical value of 0.25 days/week

Note: The cycling commuting sub-group was too small for the results to be significant (12 responses)

West Yorkshire Combined Authority

Changes in travel to work frequency

In the long term, respondents expect to reduce their weekly commuting trips by 19% relative to pre-COVID, with a *significantly* greater reduction among train commuters and those who had worked from home occasionally before COVID. Those who never worked from home before COVID have a *significantly* lower propensity to reduce their commuting in the long term.

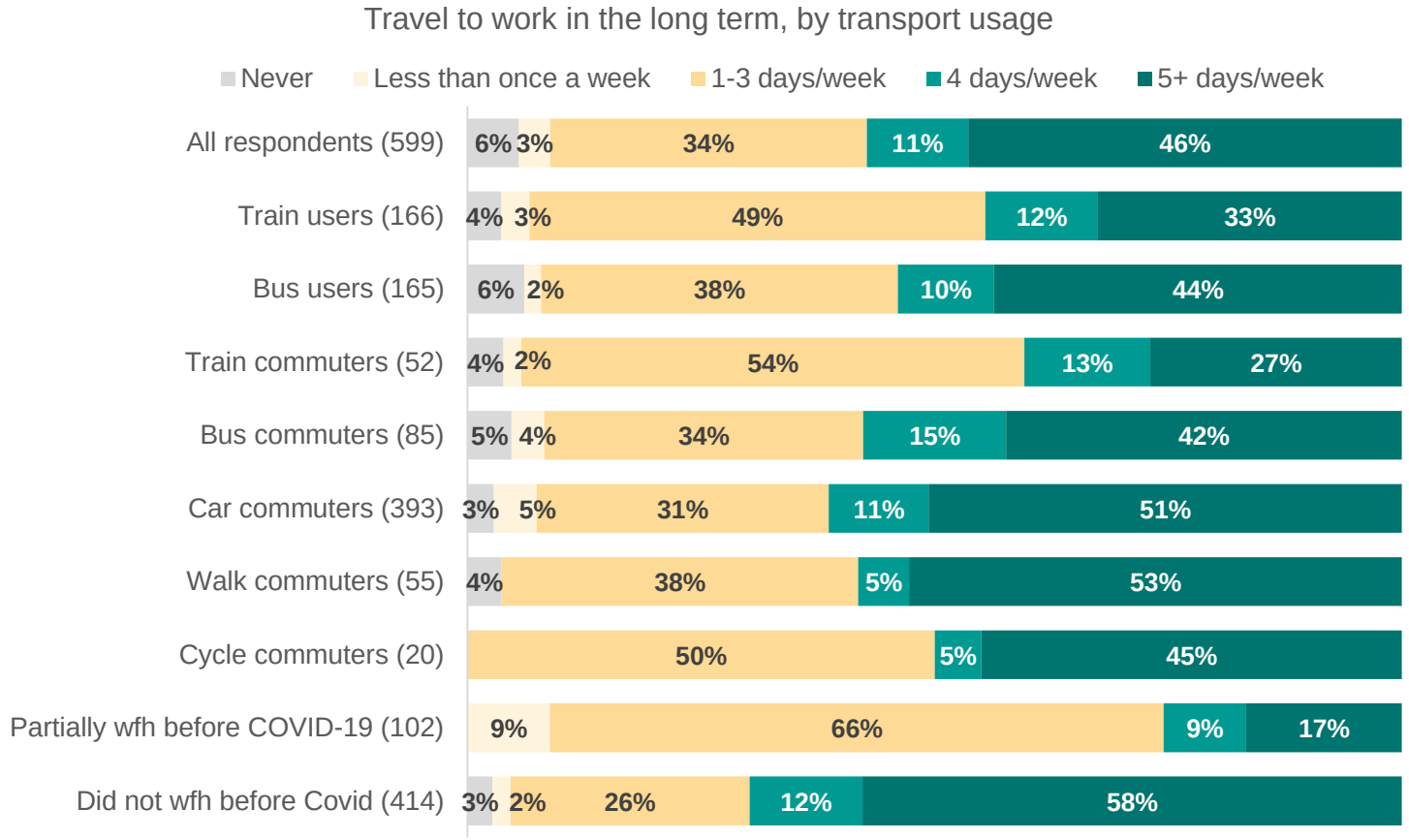


Q. Before COVID how many days a week did you normally travel to work? | Q. In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)
Note: For the obtention of an average, 'less than once a week' was assigned a numerical value of 0.25 days/week
Note: The cycling commuting sub-base was too small for results to be significant (12 responses)

West Yorkshire Combined Authority

Future commuting demand (I)

80% of those in employment commuted at least 4 days a week before COVID-19. However, expectations in the long term are for less travel to work, with 43% of respondents (and a *significantly* higher proportion of rail commuters and rail users) contemplating fewer than 4 commutes a week.

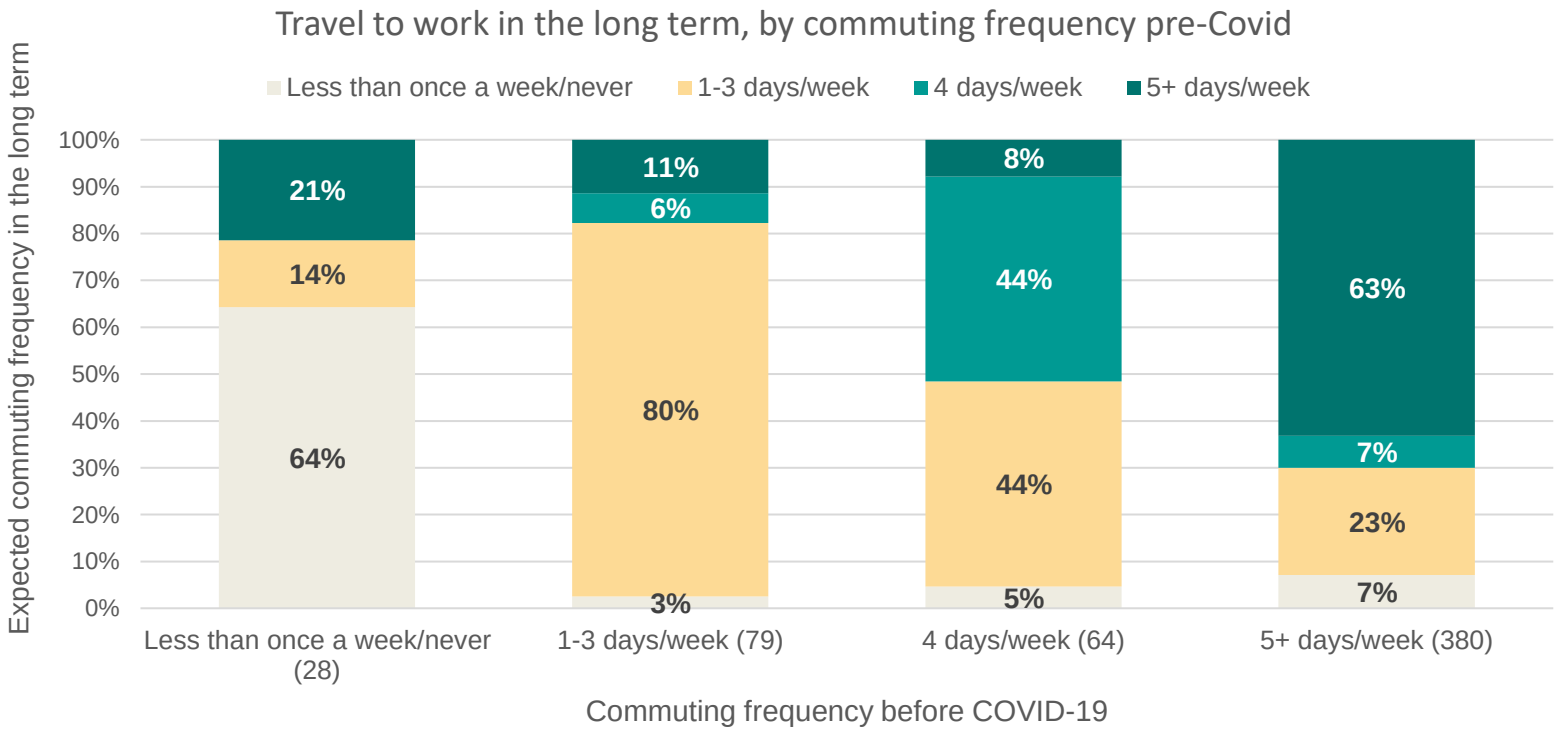


Q. Before COVID how many days a week did you normally travel to work? | Q. In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)
Note: The cycling commuting sub-base was too small for results to be significant (20 responses)

West Yorkshire Combined Authority

Future commuting demand (II)

Most respondents within each commuting band will stick to their previous commuting frequency in the long term, although almost half of those travelling to work 4 days a week before the pandemic expect to reduce their commuting frequency, the most frequent option being 1-3 days a week. Similarly, more than a third of those travelling to work 5 days a week or more before COVID expect to commute less in the long term; of these, a majority (62%) expect to do a 3-day-a-week commute.

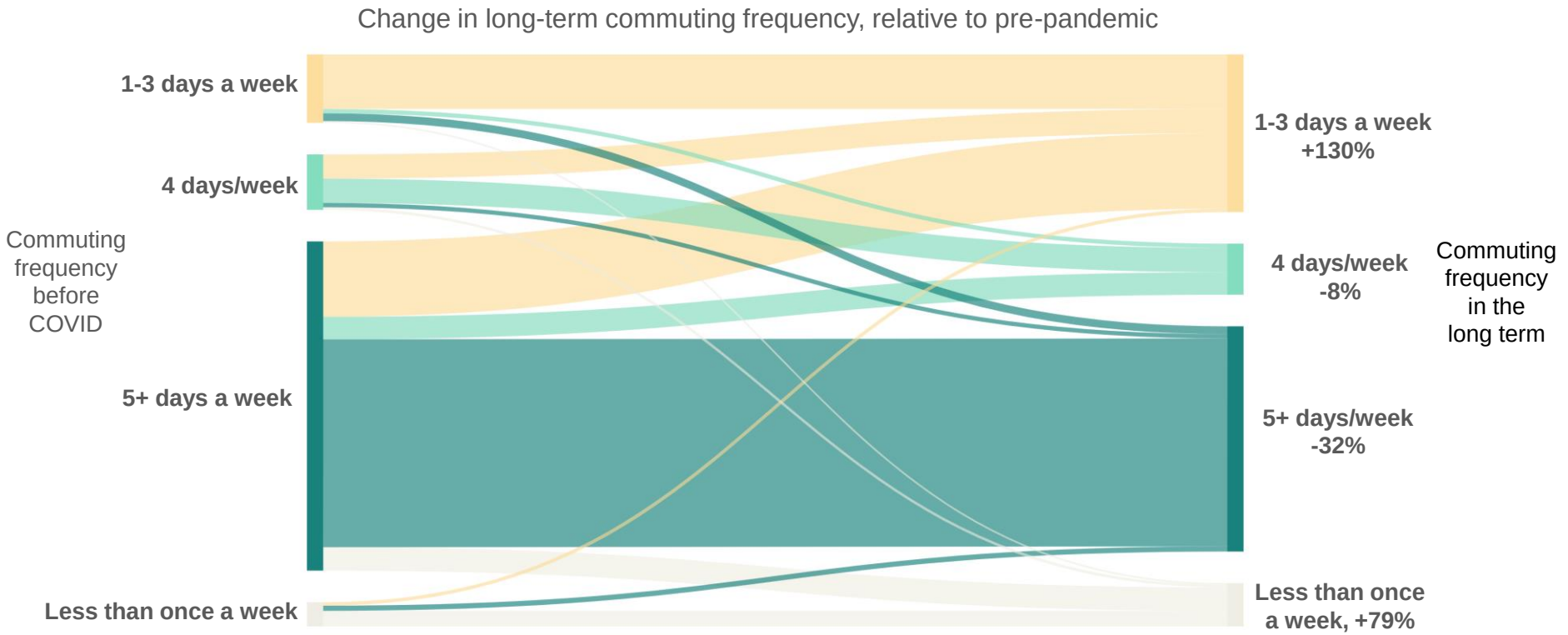


Q. Before COVID how many days a week did you normally travel to work? | In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)

West Yorkshire Combined Authority

Future commuting demand (III)

There is a clear preference for less frequent commuting in the long term, with the proportion of those commuting between 1 and 3 days a week more than doubling relative to pre-pandemic. Although nearly 50% of respondents still expect to travel to work 5 days a week or more in the long term, the proportion of those doing so falls by around a third relative to pre-COVID.

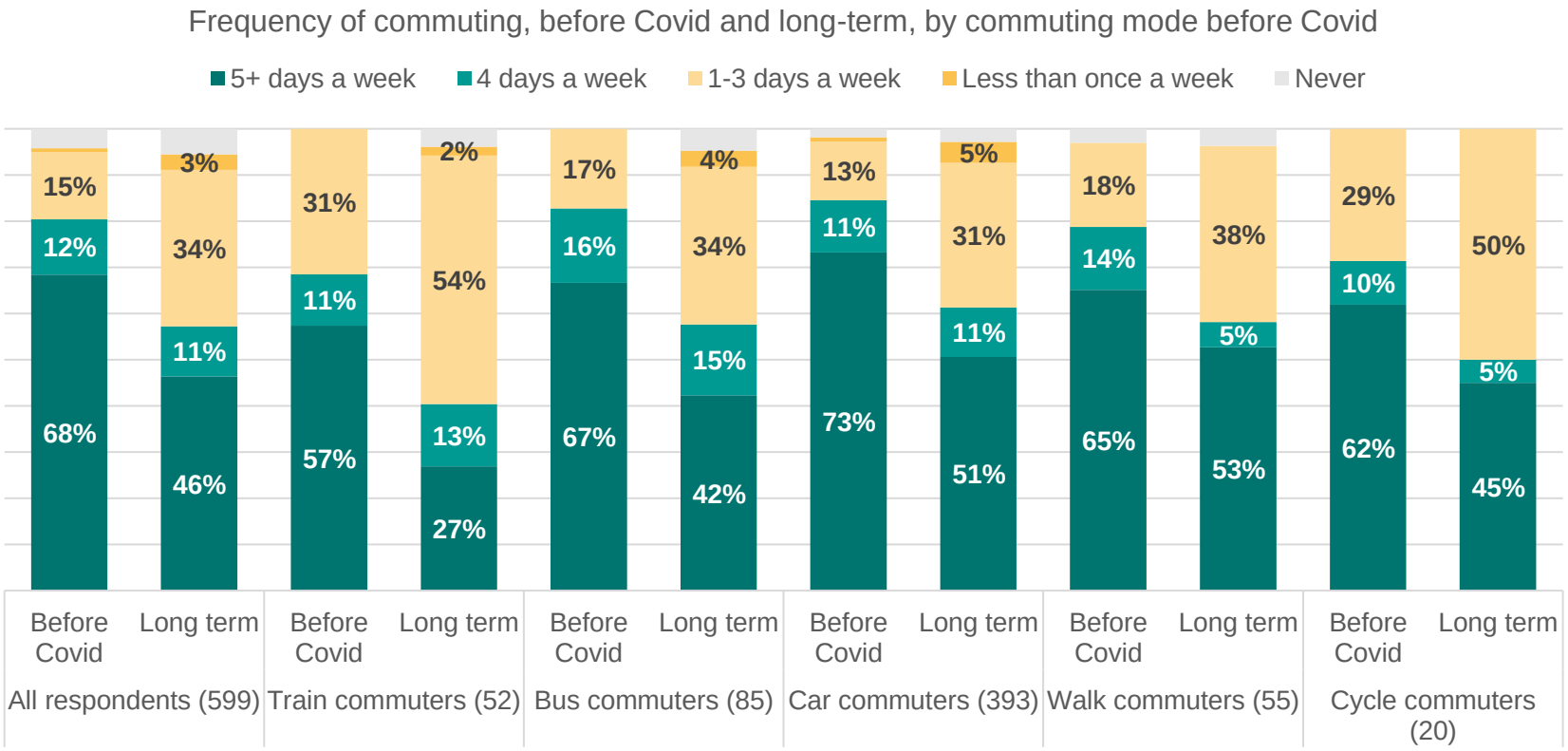


Q. Before COVID how many days a week did you normally travel to work? | In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)

West Yorkshire Combined Authority

Future commuting demand (IV)

A notable reduction in the 5+ days a week commute is observed in the long term, in parallel with an increase in the 1-3 days of commute. This shift is *significant* for rail commuters; for this user group, the 1-3 day a week commute increases by more than 70%, while the 5-day commute more than halves.



Q. Before COVID how many days a week did you normally travel to work? | Q. In the long term, once COVID is no longer considered a problem, how many days per week do you think you will travel to work, roughly? (Less than once a week / 0/1/2/3/4/5/6/7)
Note: The cycling commuting sub-base was too small for results to be significant (20 responses)

West Yorkshire Combined Authority

West Yorkshire Combined Authority

Respondents' demographic profile

Survey respondent demographics (I)

Age	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
16-34	318	31.8	32.4
35-64	469	46.9	46.8
65+	210	21.0	20.8
Prefer not to say	3	0.3	-
Total	**1000**	**100.0**	**100.0**

ONS 2018 mid-year population estimates

Sex	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Male	483	48.3	49.2
Female	514	51.4	50.8
Other	2	0.2	-
Prefer not to say	1	0.1	-
Total	**1000**	**100.0**	**100**

ONS 2018 mid-year population estimates

District	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Bradford	222	22.2	22.2
Calderdale	92	9.2	9.2
Kirklees	189	18.9	18.9
Leeds	345	34.5	34.5
Wakefield	152	15.2	15.1
Total	**1000**	**100.0**	**100.0**

ONS 2018 mid-year population estimates

The tables here allow comparison of the demographic profile of survey respondents with mid-year population estimates published by the Office of National Statistics (ONS) and the 2011 Census.

The tables illustrate that the survey sample is representative of the West Yorkshire population.

Ethnic background	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
White	831	83.1	81.8
Ethnic Minority	165	16.5	18.2
Prefer not to say	4	0.4	
Total	**1000**	**100.0**	**100.0**

ONS 2011 Census

West Yorkshire Combined Authority

Survey respondent demographics (II)

Working situation	Survey responses (count)	Survey responses (%)
In employment	596	59.6
In full time education	50	5.0
Both	22	2.2
Neither	332	33.2
Total	1000	100.0

Employment and education status	Survey responses (count)	Survey responses (%)
Working or furloughed	582	58.2
Wholly retired from work.	254	25.4
Unemployed including laid off.	25	2.5
Long term sick or disabled.	28	2.8
Looking after house and family / full time carer	43	4.3
In full time education	22	2.2
In full time education and working	26	2.6
Other	18	1.8
Prefer not to say.	2	0.2
Total	1000	100.0

Car, or other motor vehicle, available for use when needed	Survey responses (count)	Survey responses (%)
Yes	817	83.4
No	113	11.6
Sometimes	66	4.1
Don't know	4	0.9
Total	1000	100.0

Bicycle available for use when needed	Survey responses (count)	Survey responses (%)
Yes	385	43.4
No	603	55.6
Don't know	12	1.0
Total	1000	100.0

Produced by the Research and Intelligence Team at West Yorkshire Combined Authority.
For enquiries about the survey please email: research@westyorks-ca.gov.uk

West Yorkshire Combined Authority