West Yorkshire Combined Authority

COVID-19 Transport Survey

Telephone Survey Wave 4

Introduction

The West Yorkshire Combined Authority commissioned 4 waves of telephone surveys of West Yorkshire residents to be conducted during the summer, autumn and winter of 2020, aimed at exploring attitudes and impacts of COVID-19 on transport.

Fieldwork (wave 4): 25 November – 01 December 2020

Sample: 700 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.

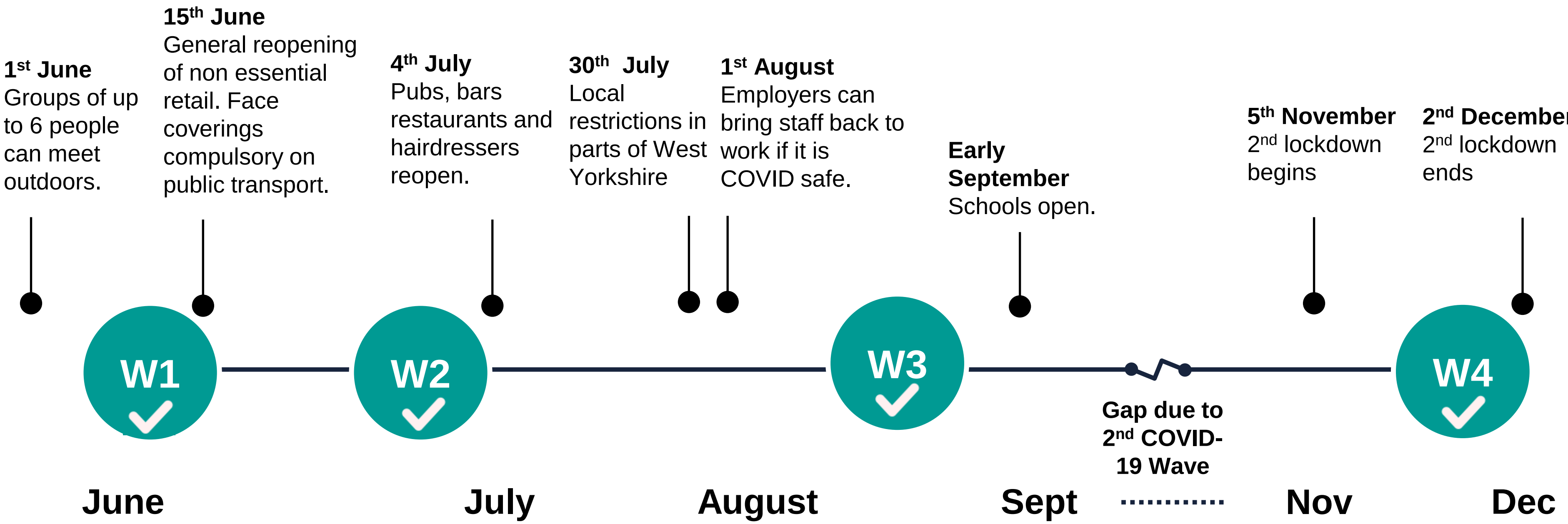
Structure:
Impacts on work and employment
Impacts on travel behaviour
Walking and cycling trends
Future trends
Home working

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.

Survey timing



The timeline above is for context when interpreting the results. The first wave was conducted before re-opening of non-essential retail on the 15th June. The second wave was conducted a week before pubs, bars, cafes, hairdressers and places of worship re-opened on the 4th of July. The third wave of the survey 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. This latest survey was conducted ahead of the second lockdown ending at the start of December 2020.

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Executive summary (I)

Impacts on work and employment

- Compared to before COVID-19, around 40% of those in employment have seen their working hours altered; 17% are working more hours than pre-COVID-19, whereas 23% are working fewer hours (including 12% currently on furlough).
- The figures are starker for the self-employed, amongst whom the proportion of those working fewer hours than before COVID-19 rises to 33%.
- Around three quarters of respondents commuted to the same place most days before COVID-19 and of these, 92% indicated that their working premises are already open or will do so in the next few weeks. However, 7% of respondents do not expect to see their usual workplace reopen in the short term, and 1% believe it will never reopen.

Changes in travel behaviour

- Comparison of mode choice from before COVID-19 to intention over the coming weeks reveals:
  - avoidance of public transport for commuting over the four survey waves.
  - a reversal of the trend seen in previous waves, with trips for social and leisure purposes moving away from car and towards walking, in wave 4.
  - a shift to car (60% to 69%) for ‘other travel into city centres’, moving *significantly* away from bus (27% to 17%) and train (21% to 12%).
  - modest changes for mode share for main grocery shopping trips.
  - a move from motorised modes and towards walking for local grocery shopping.

Executive summary (II)

Walking and cycling trends

- 1 in 3 respondents reported walking or running more than before COVID-19 (38% said about the same).
- 1 in 3 reported cycling more than before COVID-19 (41% said about the same).
- The main reason cited for increased walking/running and cycling was for leisure or exercise (54% and 59% respectively), with only 4% stating that concerns about using public transport motivated this change.

Short-term intentions

- Compared to before COVID-19:
  - 50% of respondents will travel by bus less, consistent across waves 1-4.
  - 62% will travel by train less, which represents a *significant* increase compared to wave 3 (47%).
  - 27% will walk more for utility purposes and 36% will walk more for recreation, consistent with wave 3.
  - 27% expect to travel by private car less; in contrast, 18% say they will do so more.
  - Intentions of usage of motorised transport appear more similar to wave 1 than wave 3, maybe reflecting the uncertainty associated with end of the 2nd COVID-19 wave.
  - Intentions for active travel in the coming weeks are generally lower than in the summer, probably reflecting seasonal trends.

Executive summary (III)

Short-term intentions (cont.)

- The most common alternative to public transport is staying at home more instead (62%), consistent with previous survey waves.
- Over a third of respondents are very concerned about COVID-19 in general and over a fifth would be very concerned about using public transport over the coming weeks.
- Notably, the proportion of respondents most concerned about using public transport has reduced significantly since wave 1 (from 29% to 23%), whilst those not at all concerned has increased significantly (from 24% to 38%). The relative increase is greater from wave 3, signalling that people are becoming more comfortable with using public transport.
- Respondents intending to use public transport in the coming weeks are significantly less concerned about public transport usage than those not travelling by public transport in the near future and non-users.
- The majority of public transport users with an opinion (i.e., excluding ‘don’t know’ answers) think the bus and rail networks are being managed well (63% and 58% respectively).
- The majority of respondents (58%) said they are unlikely to change their commuting times in the coming weeks; public transport users appear more inclined to change their times than other commuters.

Executive summary (IV)

Home working

- *Significantly* fewer respondents are working at home (33%, compared with 47% in wave 1). Overall, *significantly* fewer women are now working at home compared to wave 1, and fewer younger people (aged 16-34) reported home working.
- Consistently with previous waves, a *significantly* greater proportion of respondents (61%) found home working to be a positive experience, compared to only 12% who saw it negatively. Interestingly, in this latest survey, *significantly* fewer people aged 16-34 reported a positive home working experience (45%, compared to 69% in the 35-64 age group).
- The latest survey provides further evidence of a sustained preference for more home working in the long term; 62% of respondents said that in the long term, they are likely to work at home more often than before COVID-19.

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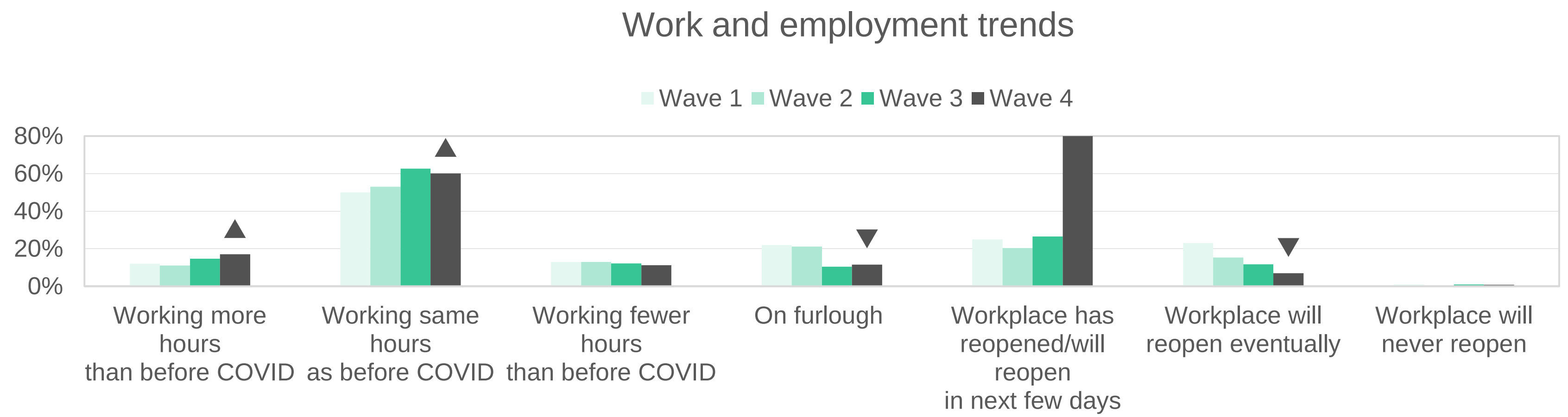
Wave 1 - Wave 4 Trends

W1-W4 trends: work and employment

- The evolution of employment indicators is consistent with the recovery of economic activity since wave 1, with a *significantly* higher proportion of respondents returning to pre-pandemic hours of work –although the proportion of those saying they work more hours than before COVID has also increased *significantly*.
- There has also been a *significant* decrease in the number of furloughed employees and as more business return to activity, there is lower uncertainty about the reopening of the usual workplace.

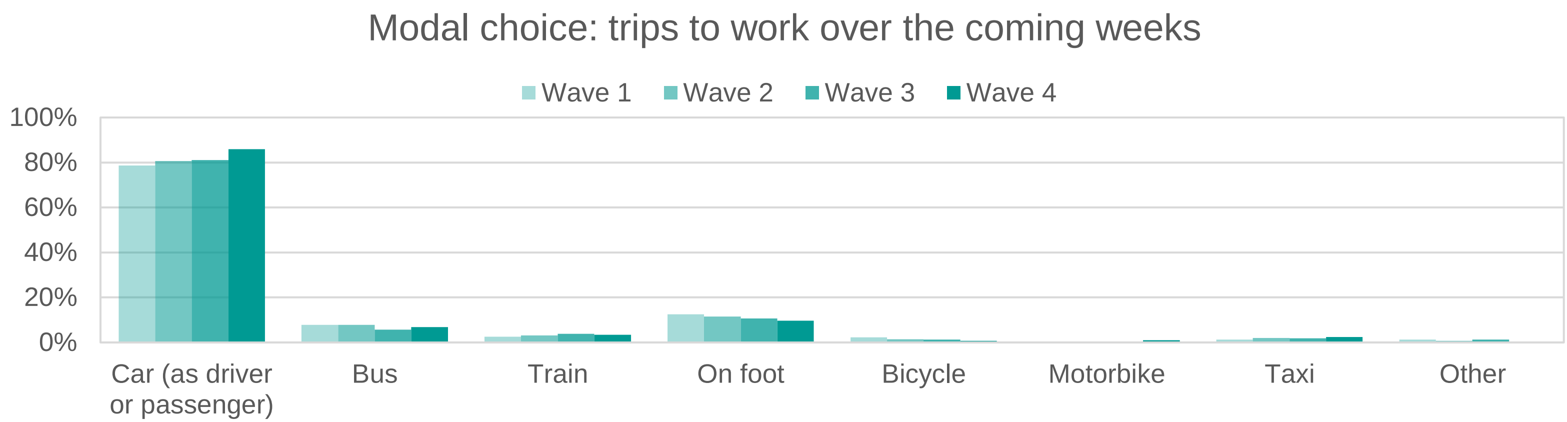


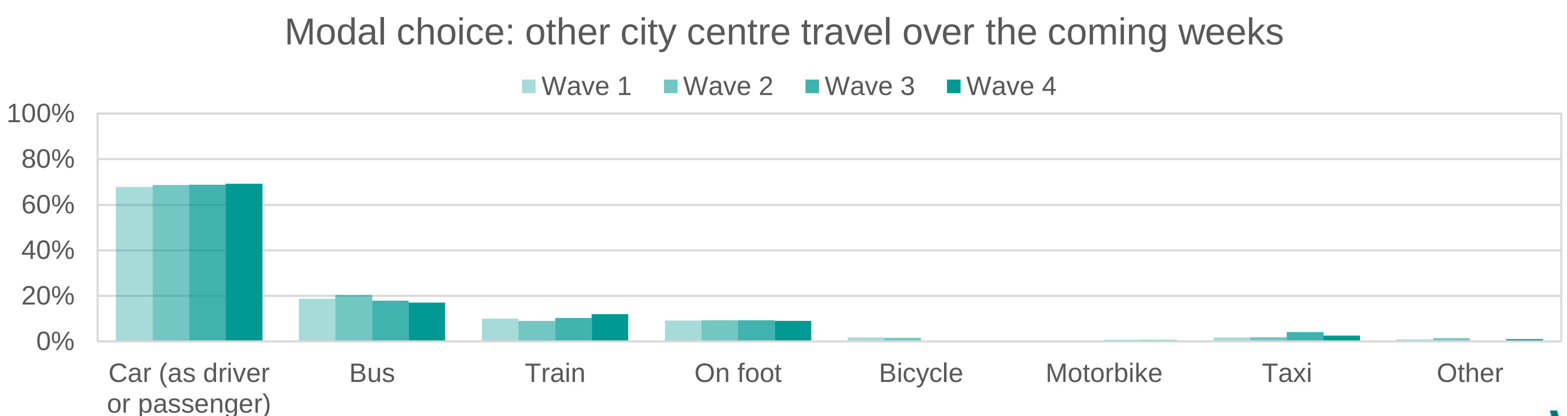
Base (working hours): those currently working or furloughed (excl. those not working before COVID) (347)
Base (workplace): all respondents commuting to the same destination before COVID (261)

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

W1-W4 trends: Modal choice by trip purpose (I)

There is an increase in the proportion of respondents intending to travel to work by car over the coming weeks, paired with a fall in intentions to walk to work, and the bus recovers slightly compared with wave 3. For 'other travel into city centres'[1] over the coming weeks, there is a higher preference for private car and train, while the bus decreases.

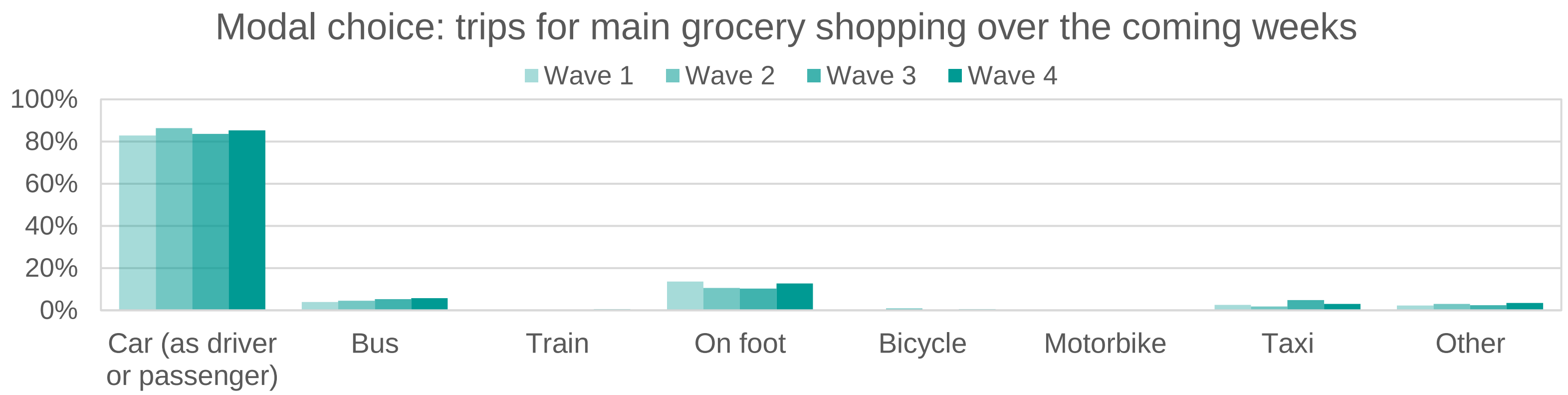


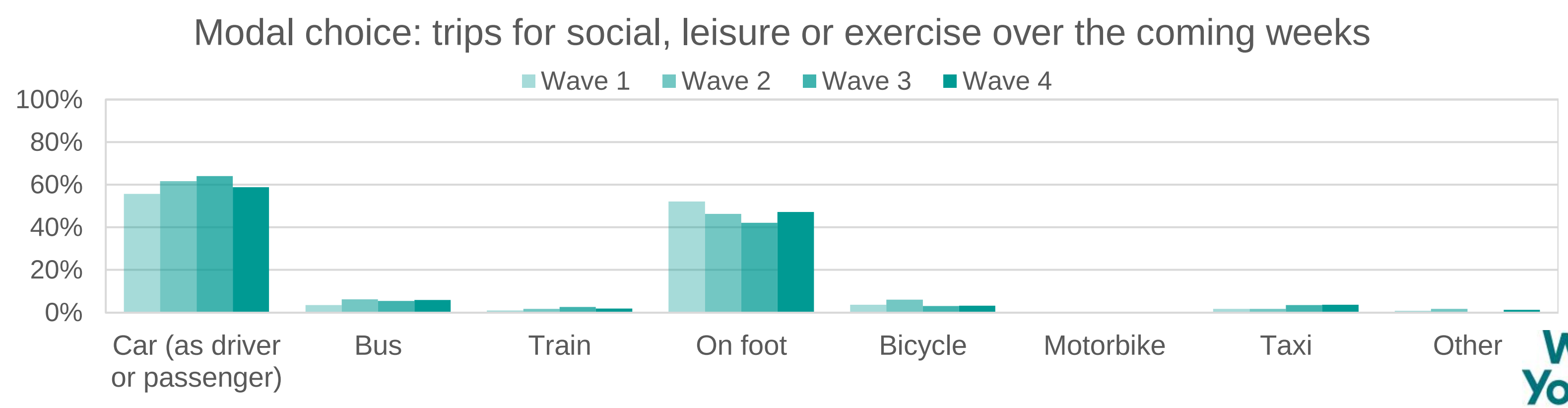


1 I.e. for purposes other than commuting, shopping, leisure and socialising

W1-W4 trends: Modal choice by trip purpose (II)

- Mode choice for main grocery shopping over the coming weeks shows a slight increase in bus and car preference and a recovery in levels of walking.
- For socialising, leisure and exercise trips, car and train usage intentions decrease with respect to wave 3, but are still higher than in wave 1. Walking intentions also show a recovery with respect to wave 3, but are lower than in wave 1.





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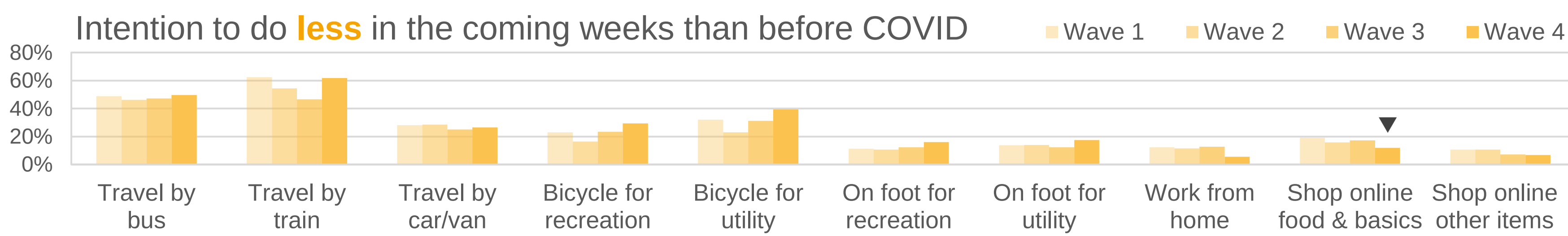
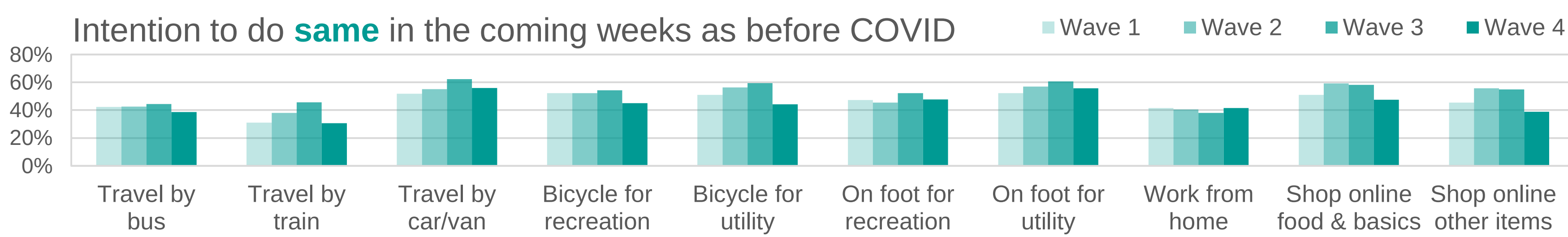
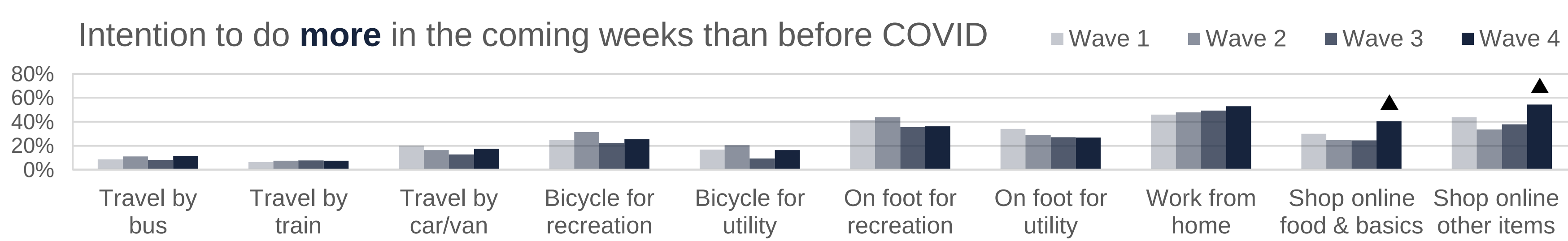
W1-W4 trends: travel and alternative activity

- Compared to previous waves, there is a *significant* increase in intentions to shop online (including shopping for food and basics).
- There is little change in intentions to travel by bus; however empirical evidence shows an increase in the number of journeys being made, which suggest the number of users is not changing as much as the number of journeys per user. Also, the declining trend in intention to travel by train was reversed in wave 4.



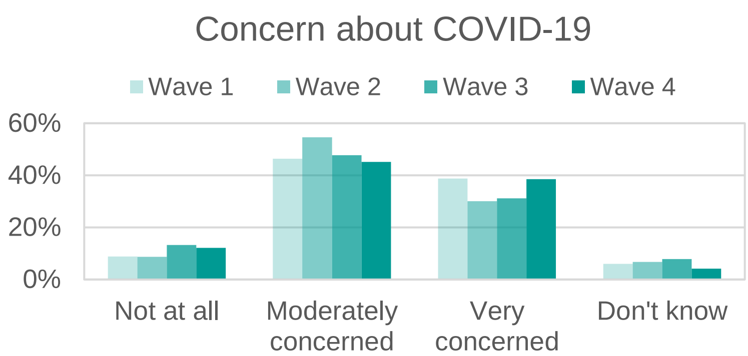


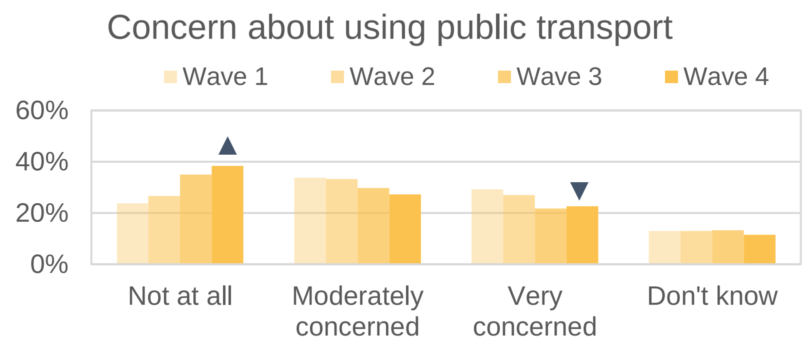


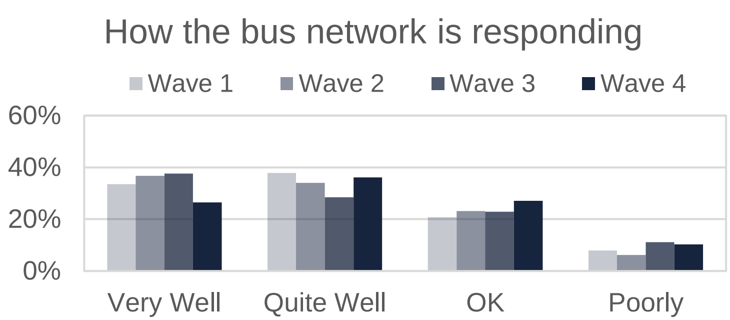
▲ / ▼ denote significant changes in the responses compared to wave 1.

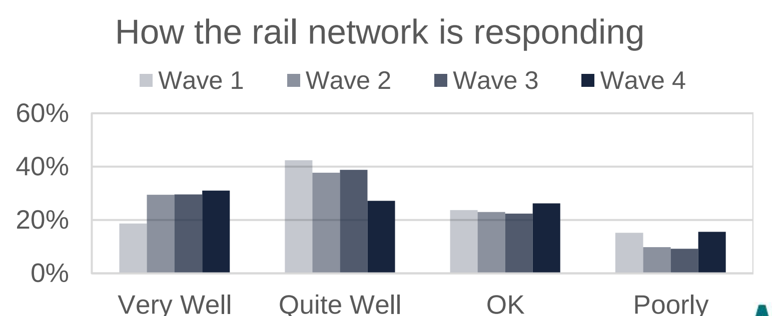
W1-W4 trends: concerns & network responses

The proportion of respondents *very concerned* about COVID-19 has returned to wave 1 levels (it must be noted that the survey was conducted after the peak of the 2nd COVID-19 wave). Interestingly, people have become *significantly* less concerned about using public transport over time. Opinion on how bus and rail services are responding has worsened recently, with a substantial reduction in the number of respondents who think the bus network was managed *very well* (bus) and an increase in the proportion of those who think the rail network was managed *poorly.* Note, however, the base of rail was very small.









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

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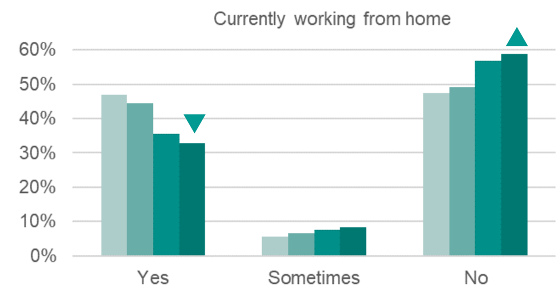
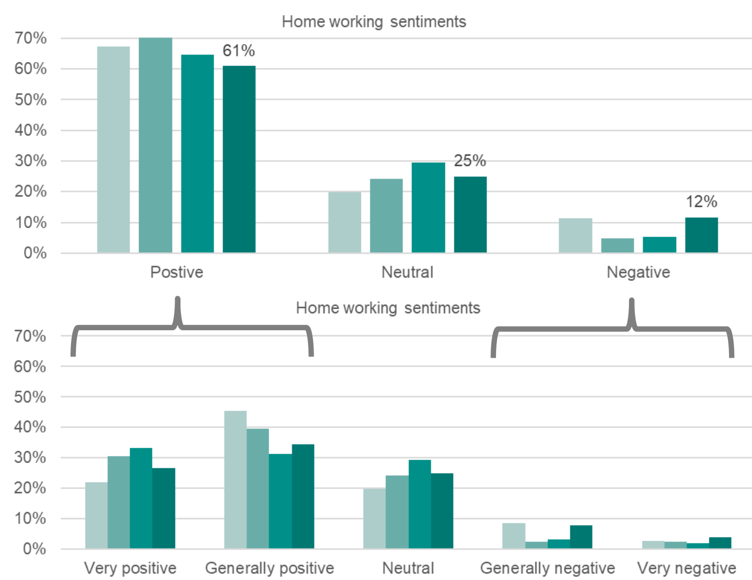
W1-W4 trends: home working

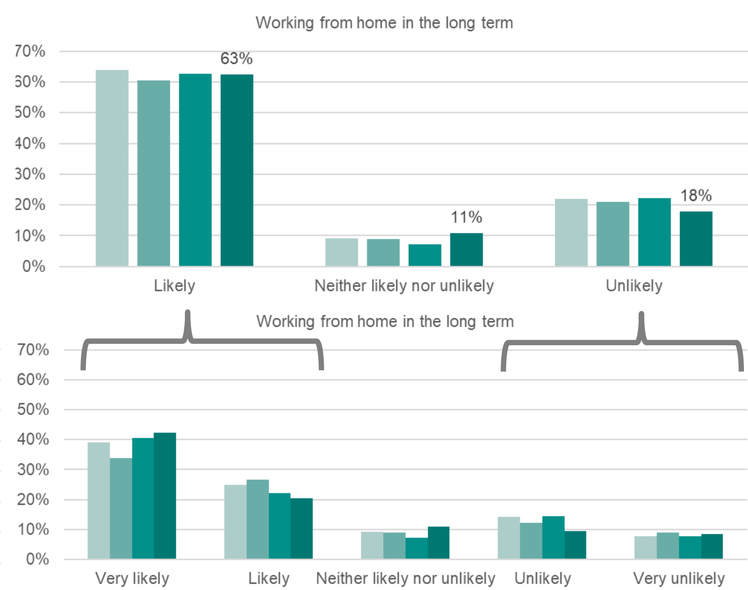
Compared to wave 1, *significantly* fewer respondents are working at home (33%, compared with 47% in wave 1). Despite a slight reduction in the proportion of people reporting a positive work-at-home experience, the time series reveals a sustained expectation for more home working in the long term compared to pre-COVID.

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

■ Wave 1 ■ Wave 2 ■ Wave 3 ■ Wave 4







Q. In the current situation are you working from home?
Q. How do you feel about working from home at the moment?
Q. In the long term, how likely are you to work from home more often than you did before the lockdown?

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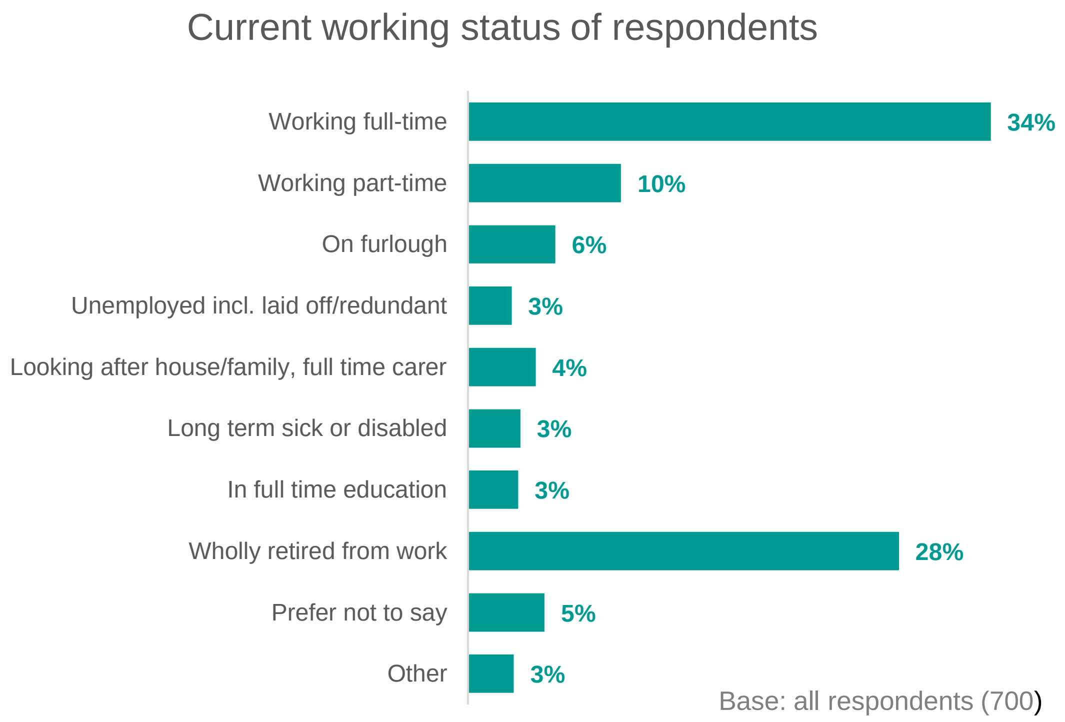
Impact on work and employment

Current working status

The proportion of respondents currently working, either full or part-time, has declined with respect to the previous wave of the survey (5 percent points for full-time workers and 2 percent points for part-time workers). At the time of this survey, 6% of respondents were on furlough, the same proportion as in the previous wave.



Q: Which of the following best describes your current working situation? Furloughed (not working any hours) | Currently working | Neither | Prefer not to say Q: Is your job full or part time? (by full time we mean 30 or more hours) Q: Are you also in full-time education? Q: Are you ...? Retired | Full-time student | Laid off or made redundant because of the lockdown | Unemployed since before the lockdown | Long term sick or disabled | Looking after the house | Full-time carer | Other | Prefer not to say

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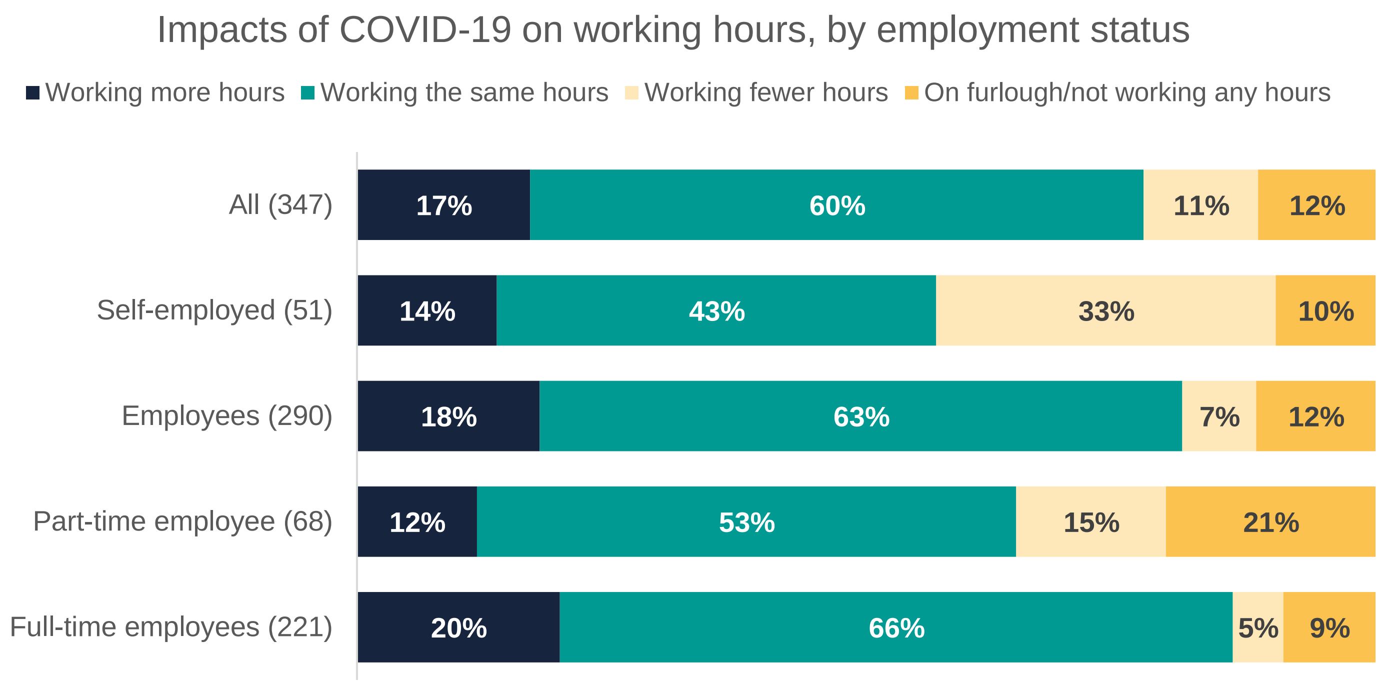
COVID-19 impacts on working hours

40% of respondents are still seeing the impact of COVID-19 on their working hours, with 23% working fewer hours than pre-COVID-19 (including 12% currently on furlough).
A *significantly* higher proportion of self-employed respondents (33%) have seen their working hours reduce compared to pre-COVID-19.



Base: those currently working or furloughed (exc.. those not working before COVID)

Q: Which of the following best describes your current working situation? Furloughed (not working any hours) | Currently working | Neither | Prefer not to say
Q: Are you …? Working more hours than before COVID | Working fewer hours than before COVID | Working the same number of hours | Not working before lockdown
Q: Are you…? Self-employed | An employee | Prefer not to say

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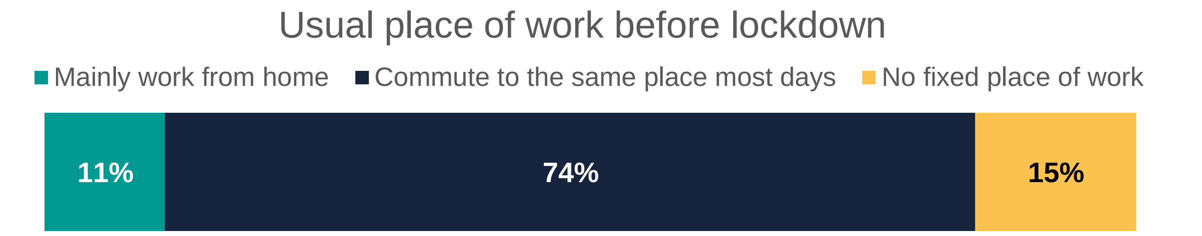
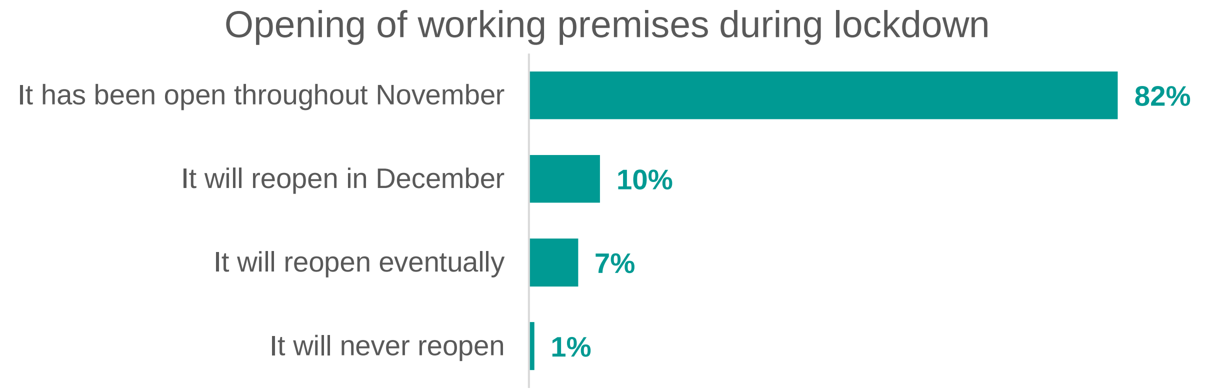
Impact of lockdown on working premises

74% of respondents commuted to the same place most days before the COVID-19 breakout; of these, 92% indicated that their working premises are open or will do so in the next few weeks; 7% expect their working premises to open in the longer term, and 1% of respondents said their workplace will never reopen.



Base: all working before lockdown (353)



Base: all commuting to the same location before lockdown (262)

Q: Thinking about that place, which of the following are true or false? It has stayed open throughout November| It has reopened | I expect it will reopen in December| I think it will reopen eventually | I think it will never reopen

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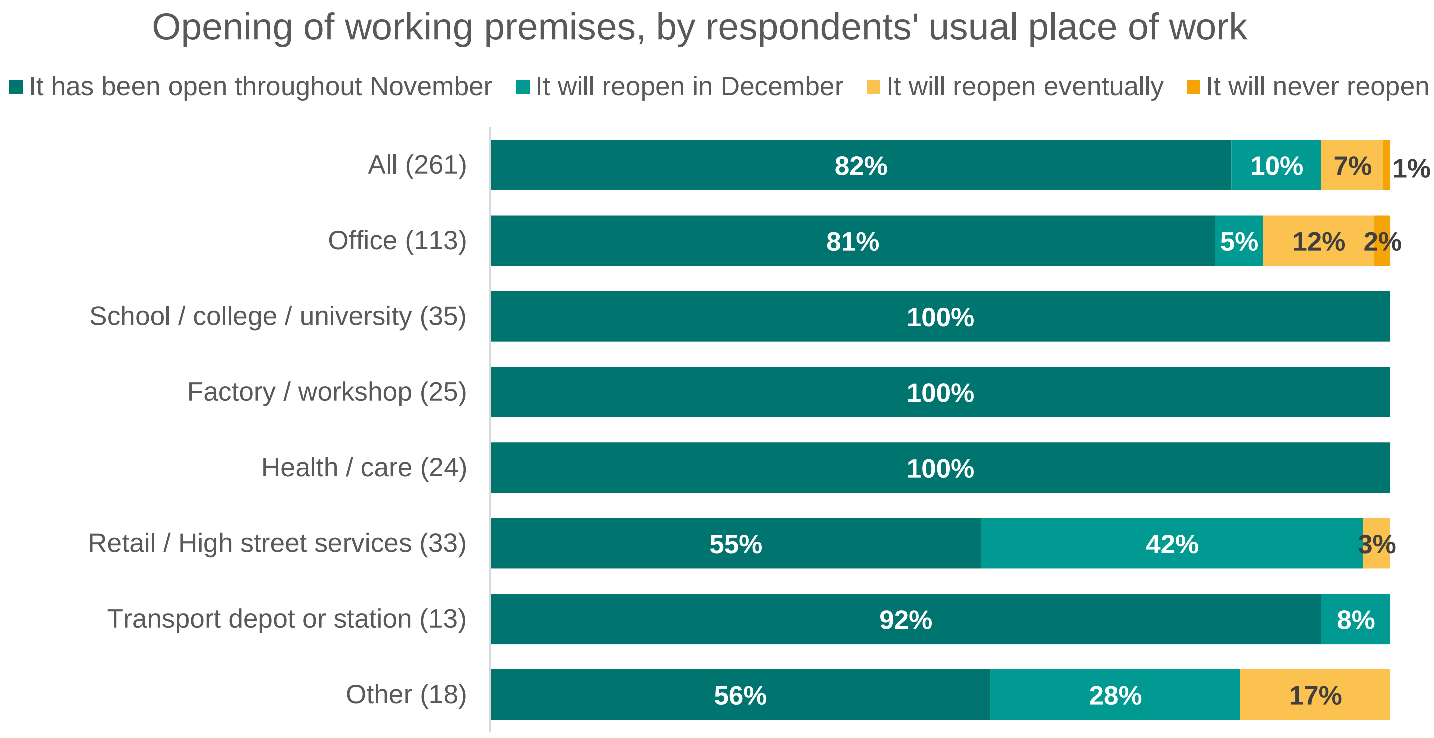
Impact of lockdown on working premises, by sector

Although levels of activity during the second lockdown have been higher than during the first one, for certain sectors the recovery may be still slow; 12% of respondents working in office environments and 3% working in retail are still experiencing restrictions to work at the premises they used to commute to before COVID. This percentage might be higher for workers in the hospitality and leisure sectors (currently included in the “Other” group); however, the sample size is too small to report any *significant* results.



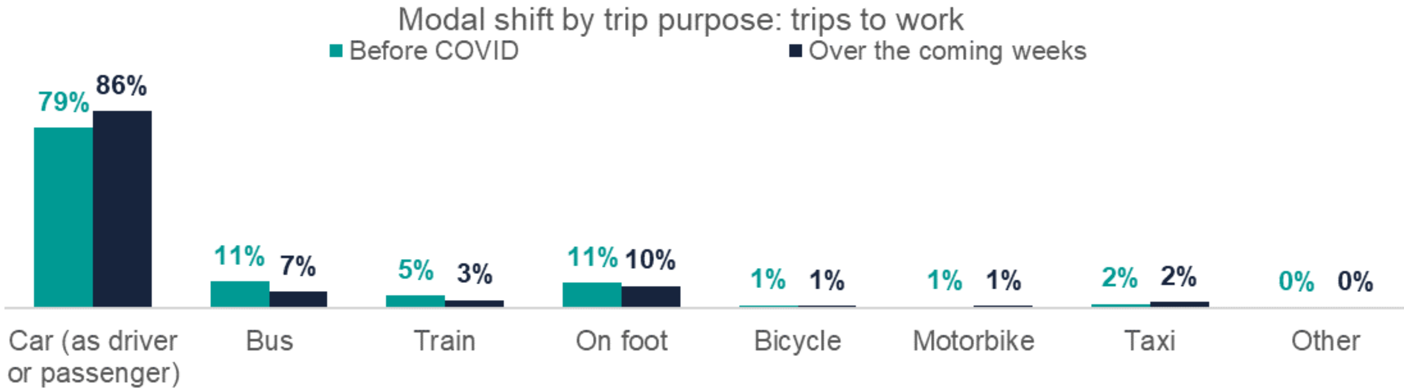
Base: all respondents commuting to the same destination before COVID

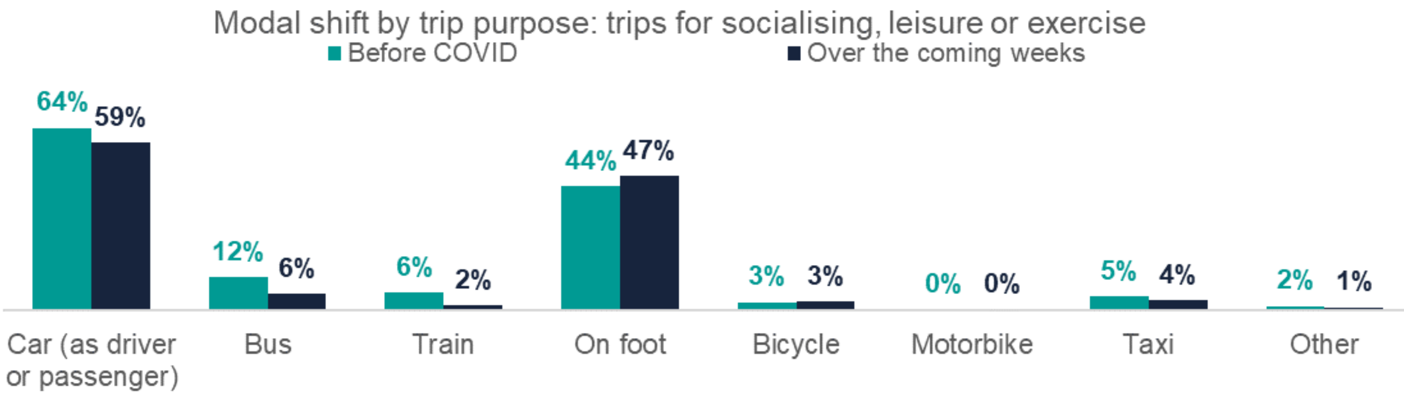
Q: Thinking about that place, which of the following are true or false? It has stayed open throughout November | I expect it will reopen in December| I think it will reopen eventually | I think it will never reopen

Impact on travel behaviour

Mode shift: work / socialising and leisure

Comparison of mode choice from before COVID-19 to intentions over the coming weeks suggests some avoidance of public transport for trips to work, with a shift towards private car. For socialising, leisure or exercise trips, mode preference moves away from motorised modes, with a *significant* reduction in intention to use public transport and an increase in walking.





Q: Before 'COVID' what was the main type of transport you used when making journeys for the following reasons: work/socialising, leisure or exercise (344 work/636 leisure)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: work/socialising, leisure or exercise (292 work/573 leisure)

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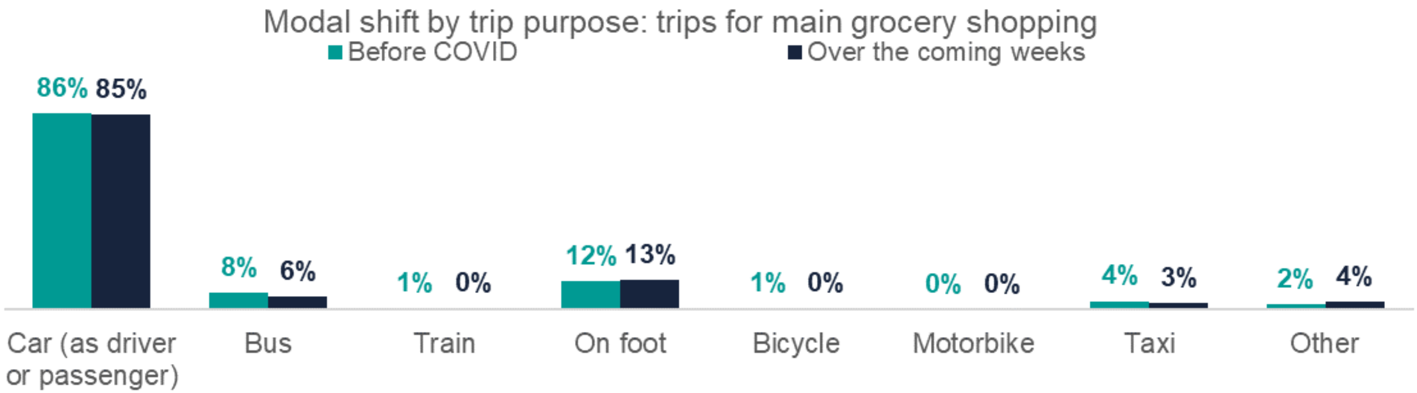
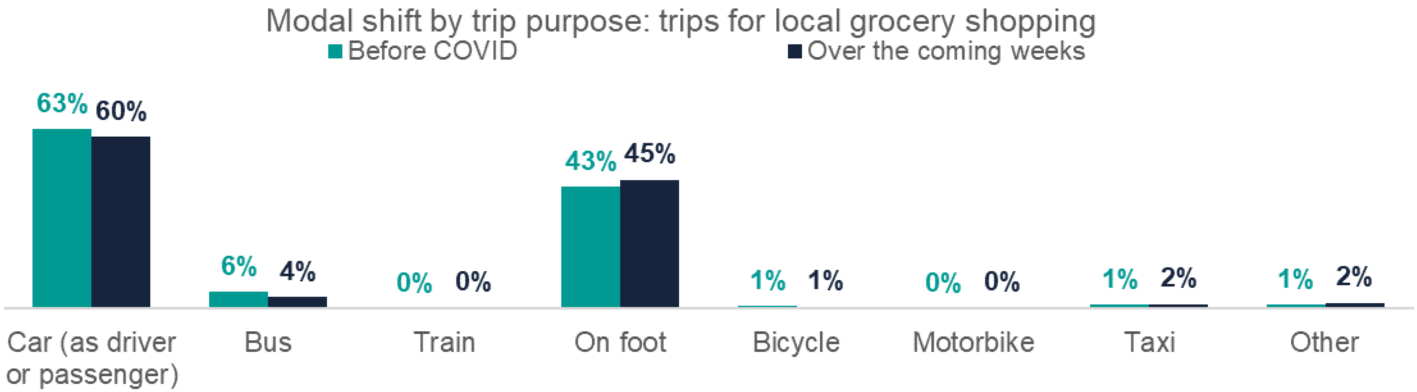
Mode shift: grocery shopping

Mode share for main grocery shopping over the coming weeks show little change, with a modest decrease in bus use. For local grocery shopping, intentions show a slight move away from motorised modes and towards walking.





Q: Before 'COVID' what was the main type of transport you used when making journeys for the following reasons: main/local grocery shopping (635 main/632 local)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: main/local grocery shopping (618 main/617 local)

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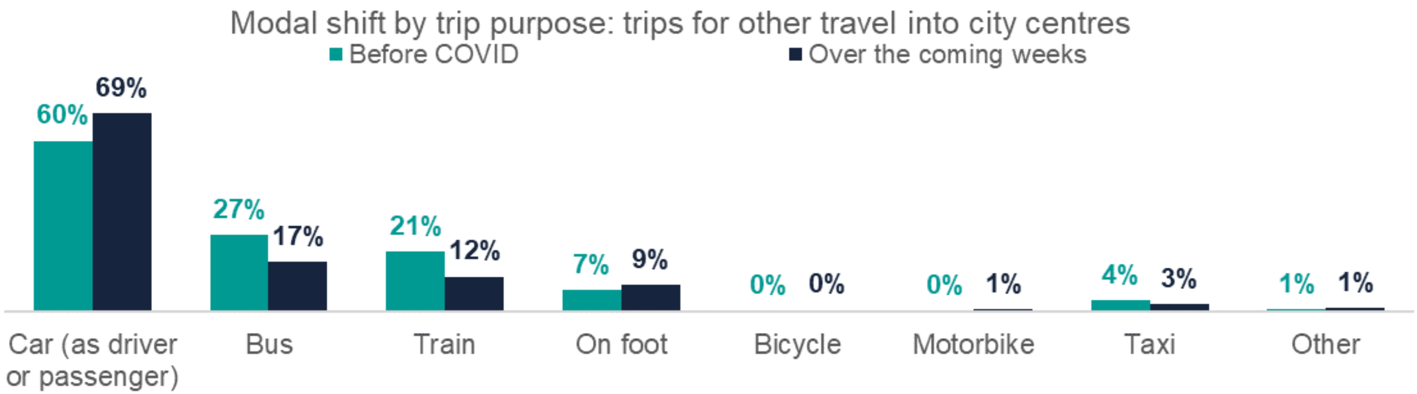
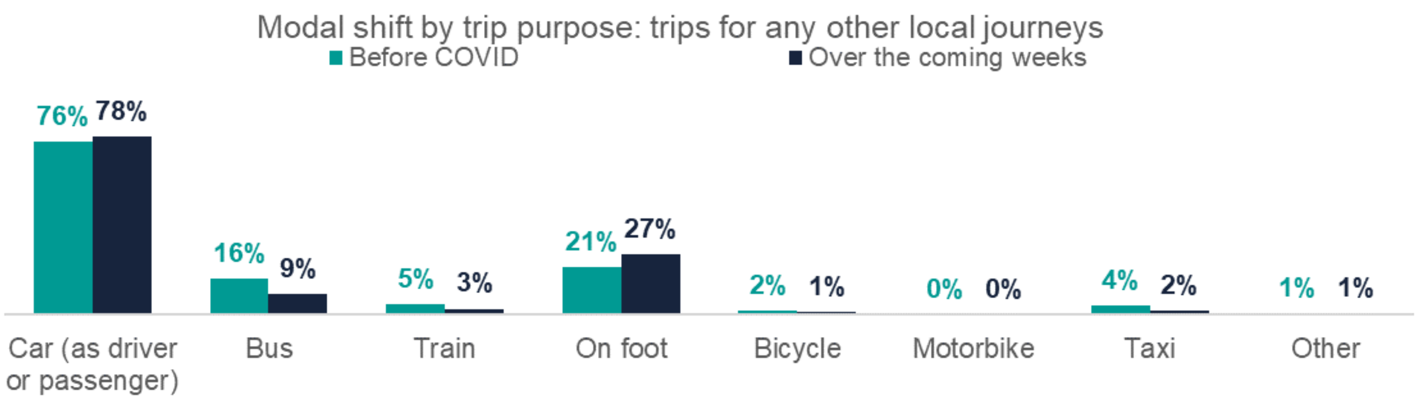
Mode shift: other local trips

Modal choice for other travel into city centres over the coming weeks shifts towards car, moving *significantly* away from bus and train. For other local journeys, intentions move *significantly* away from bus, with a modest decrease in train usage and an increase in walking.





Q: Before 'COVID' what was the main type of transport you used when making journeys for the following reasons: Other travel into city centres/Other local journeys (581 other city centre/561 other local)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: Other travel into city centres/Other local journeys (474 other city centre/548 other local)

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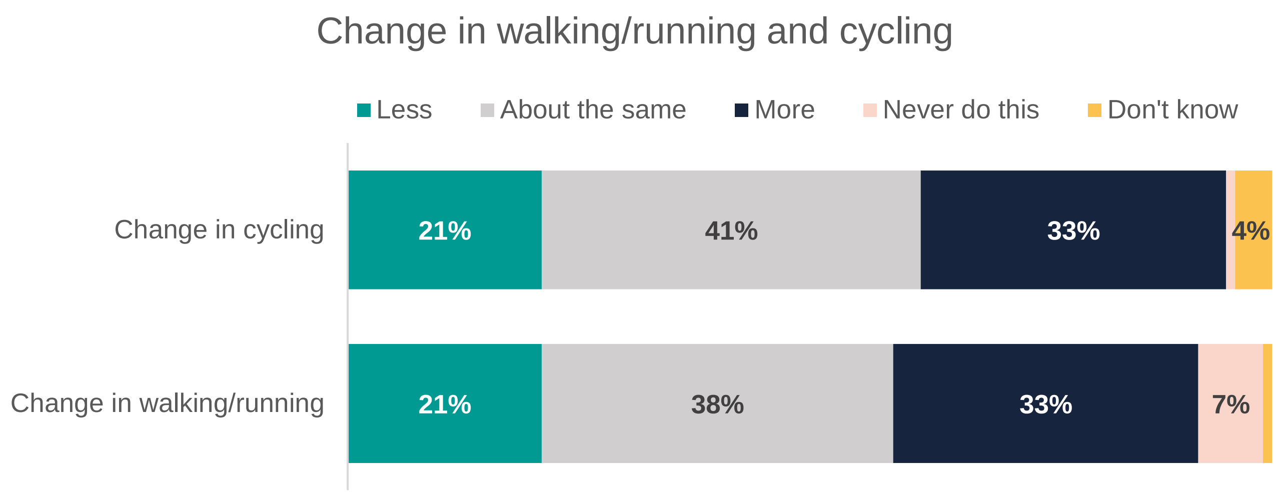
Walking and cycling

Change in walking, running and cycling

Overall, results suggest an increase in active travel, with a higher proportion of respondents (33%) reporting greater levels of activity than those who say the travel by active modes less (21%). Around 40% of respondents report similar activity levels.



Q: Are you walking/running any more or any less than you did before COVID? (700)
Q: Are you cycling any more or any less than you did before COVID? (164)

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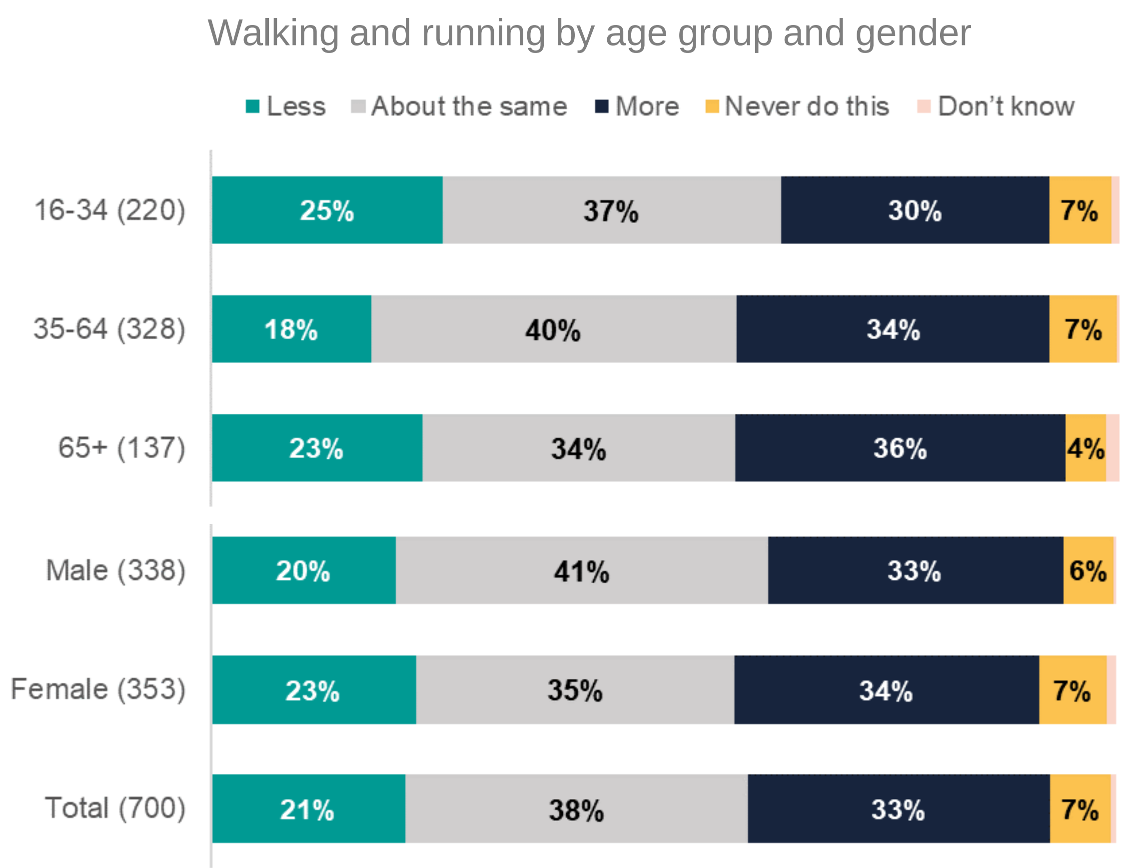
Change in walking and running

A quarter of respondents in the 16-34 age group are walking or running less than before COVID-19, with males being less likely to have changed their walking or running habits.



Q: Are you walking/running any more or any less than you did before COVID? (700)

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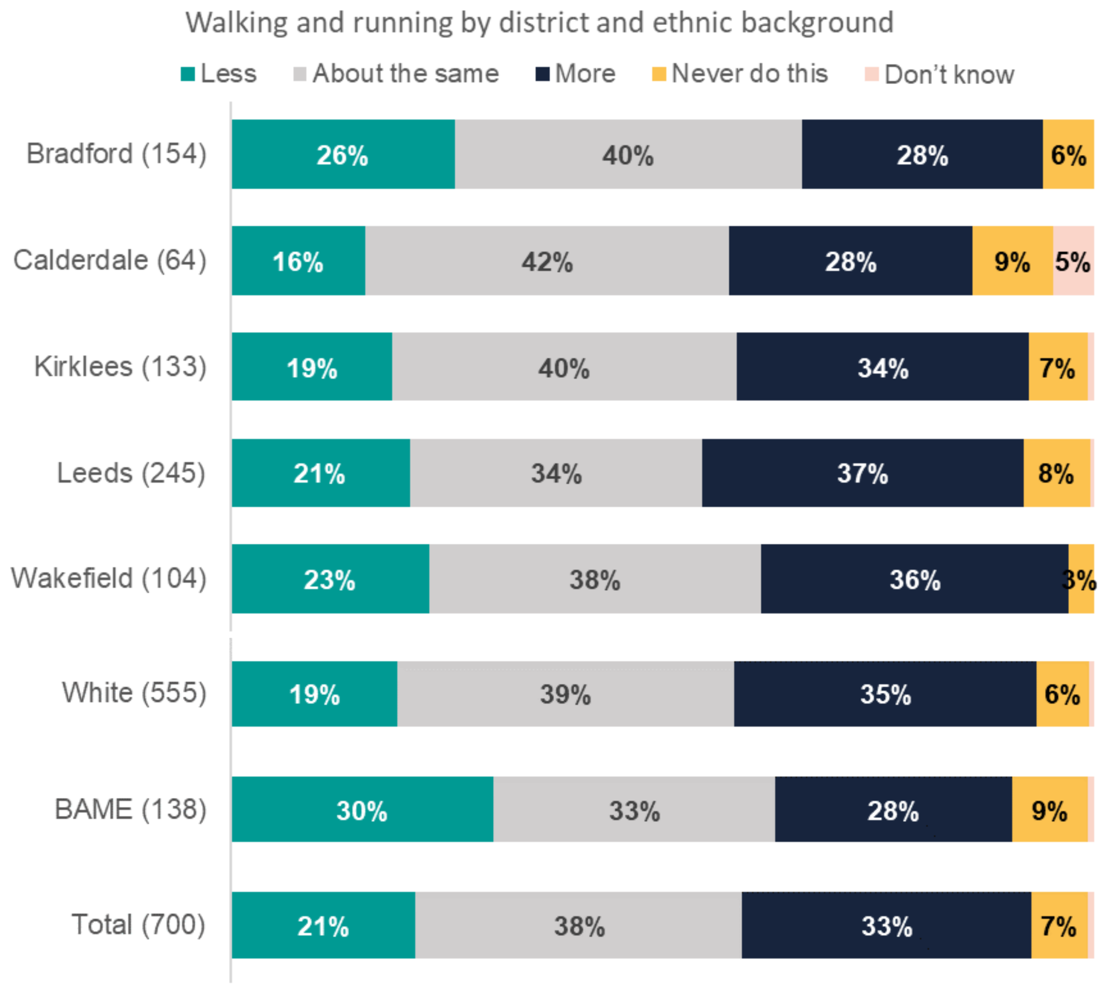
Change in walking and running

More respondents in the BAME group reported walking or running less. About a quarter of Bradford respondents were walking or running less, compared to 16% in Calderdale.



Q: Are you walking/running any more or any less than you did before COVID? (700)

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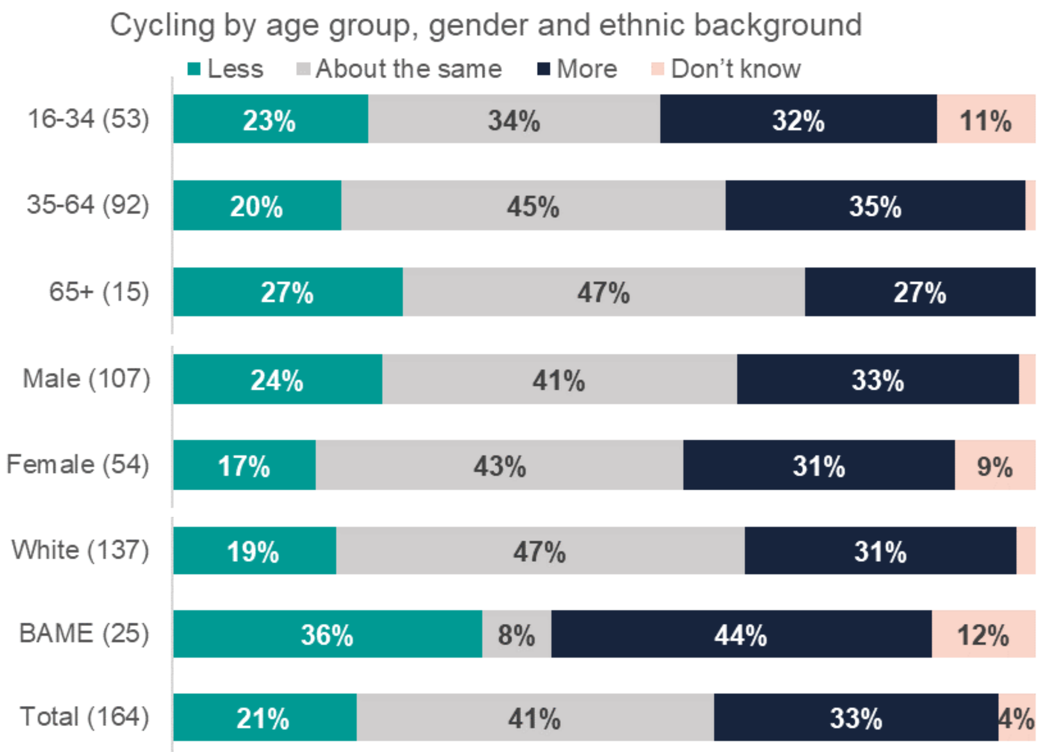
Change in cycling

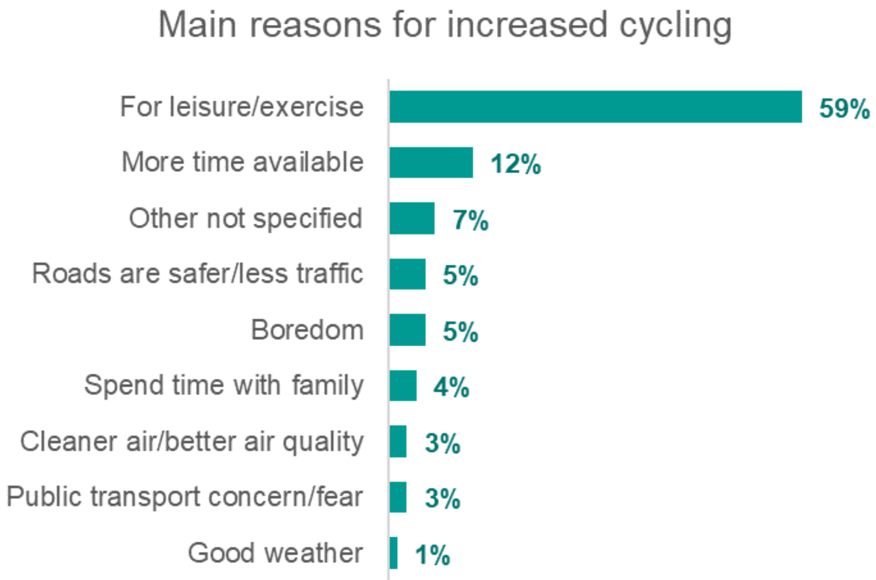
Overall, a higher proportion of respondents report cycling more, rather than less, compared to before COVID-19. People aged 35-64 reported the highest increase in cycling, with people aged 65+ reporting the lowest level. About a quarter of males reported cycling less, compared to 17% of females. Results of this question 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? (164)

Reasons for increased walking and cycling

The main reason for increased walking and running is for leisure or exercise (54%), likewise for cycling (59%). Having more time available was the second most common response for both modes. 4% of those walking and running more had concerns about public transport.



Q: What would you say are the main reasons that you are walking and running more? (234)
Q: What would you say are the main reasons that you are cycling more? (54)

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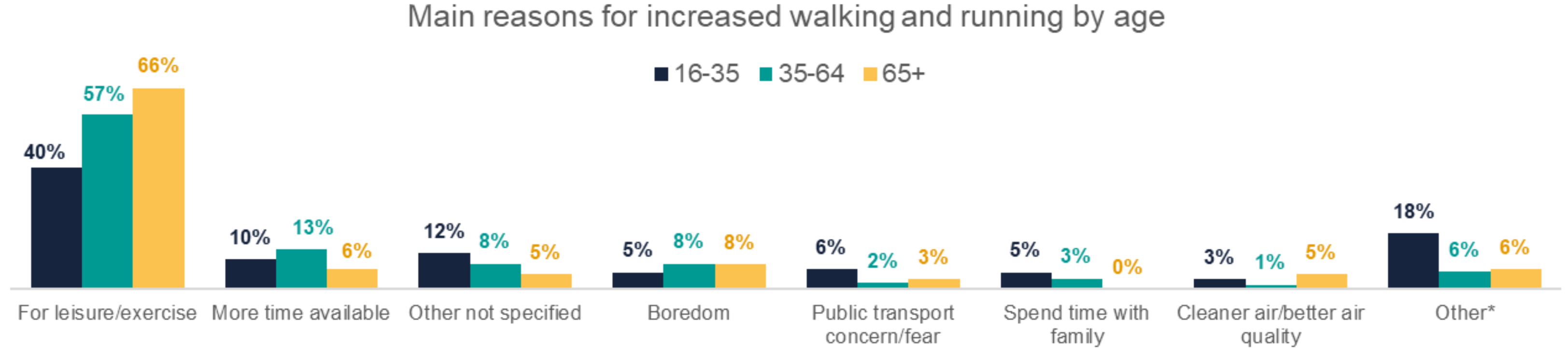
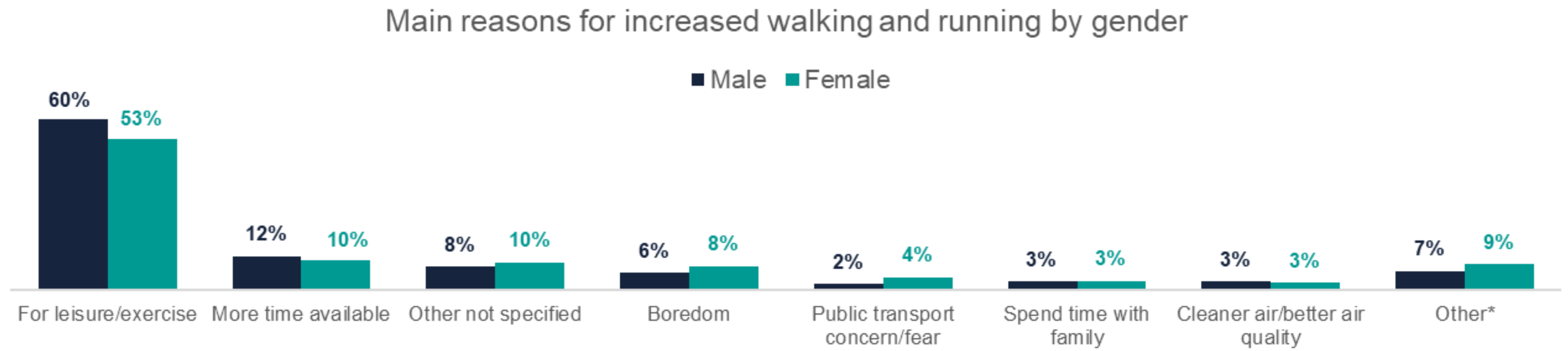
Main reasons for increased walking and running by age group and gender

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



* Includes: easier to get to local shops (16-35: 3%; 35-64: 1%; 65+: 5%); lack of alternative modes (16-35: 8%); dog walking (35-64: 3%; 65+: 2%); encourage children to exercise (16-35: 3%; 35-64: 1%); roads are safer/less traffic (16-35: 2%); good weather (16-35: 2%).



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

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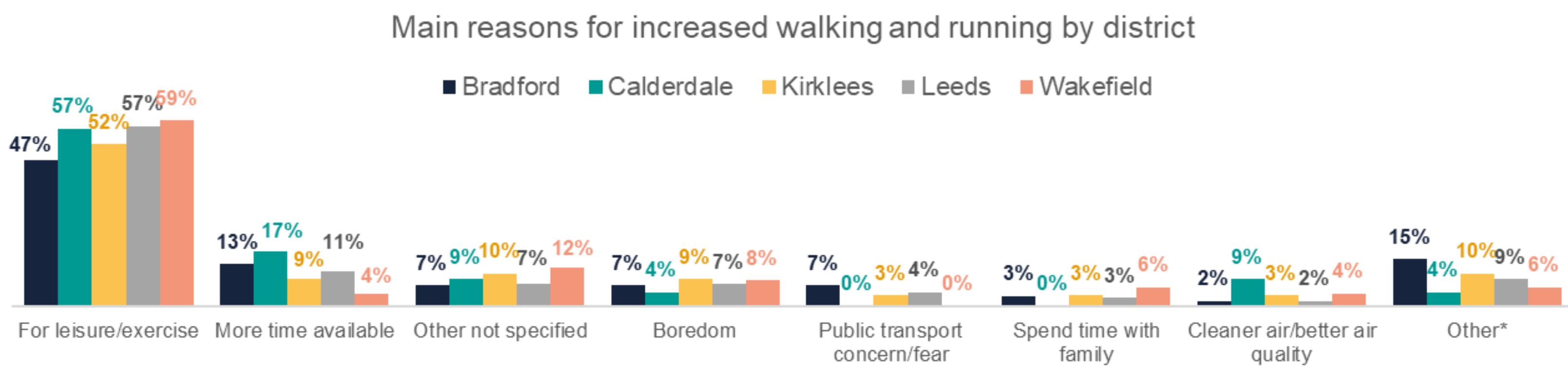
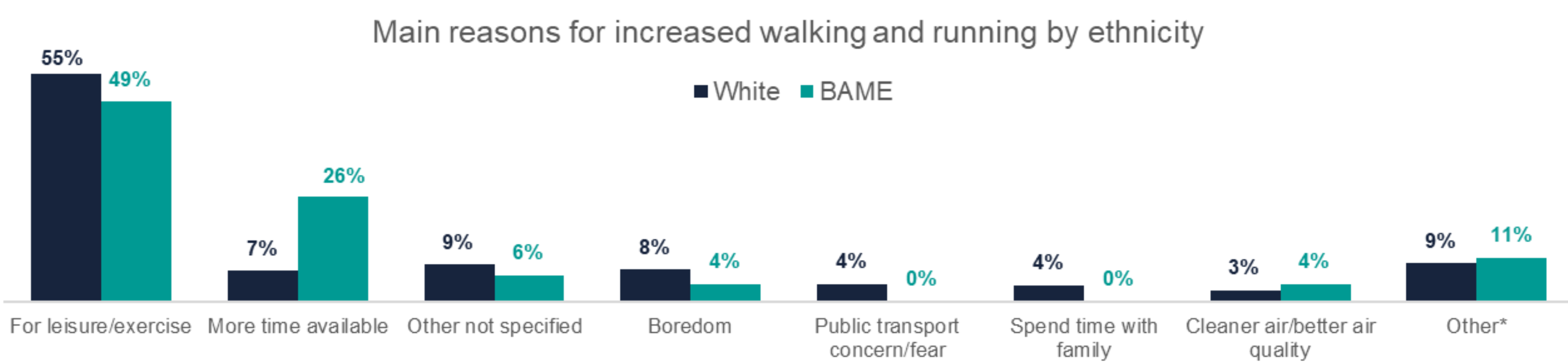
Main reasons for increased walking and running by district and ethnic background

Fewer Bradford respondents mentioned leisure/exercise as the main motivaiton for increased walking/running. BAME respondents mentioned leisure/exercise less often than white respondents, but were more likely than the latter to refer to more time available as a reason for increased activity. Results for cycling are not reported due to the small sample size obtained (54 respondents).



* Includes: easier to get to local shops (B: 2%; C: 4%; K: 3%; L: 3%); lack of alternative modes (B: 8%; K: 2%; W: 2%); dog walking (K: 3%; L: 3%); encourage children to exercise (B: 2%; K: 2%; L: 1%; W: 4%); roads are safer/less traffic (B: 2%; L: 1%); good weather (B: 2%; L: 1%).

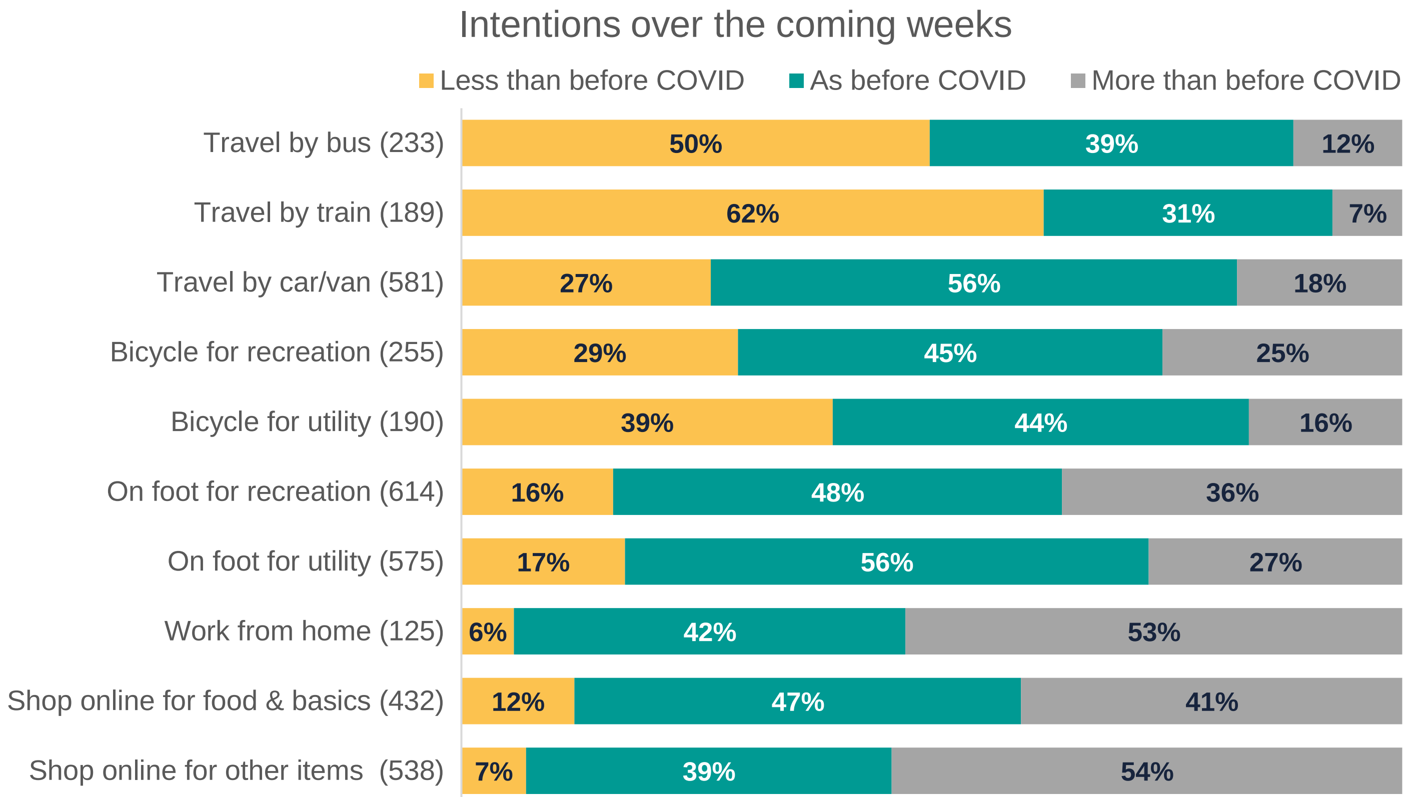


* Includes: easier to get to local shops (White: 3%; BAME: 2%); lack of alternative modes (White: 2%; BAME: 4%); dog walking (White: 2%; BAME: 2%); encourage children to exercise (White: 2%; BAME: 2%); roads are safer/less traffic (White: 1%); good weather (White: 1%).

Future trends

Changes in travel activity

50% of respondents state they will travel by bus less in the coming weeks than before COVID, and 62% will travel by train less; 27% will walk more for utility purposes, and 36% will walk more for recreation in the near future. The relative change in the frequency of undertaking these activities (i.e., the difference between the increase and reduction) is *significant* in all cases except bicycle for recreation.

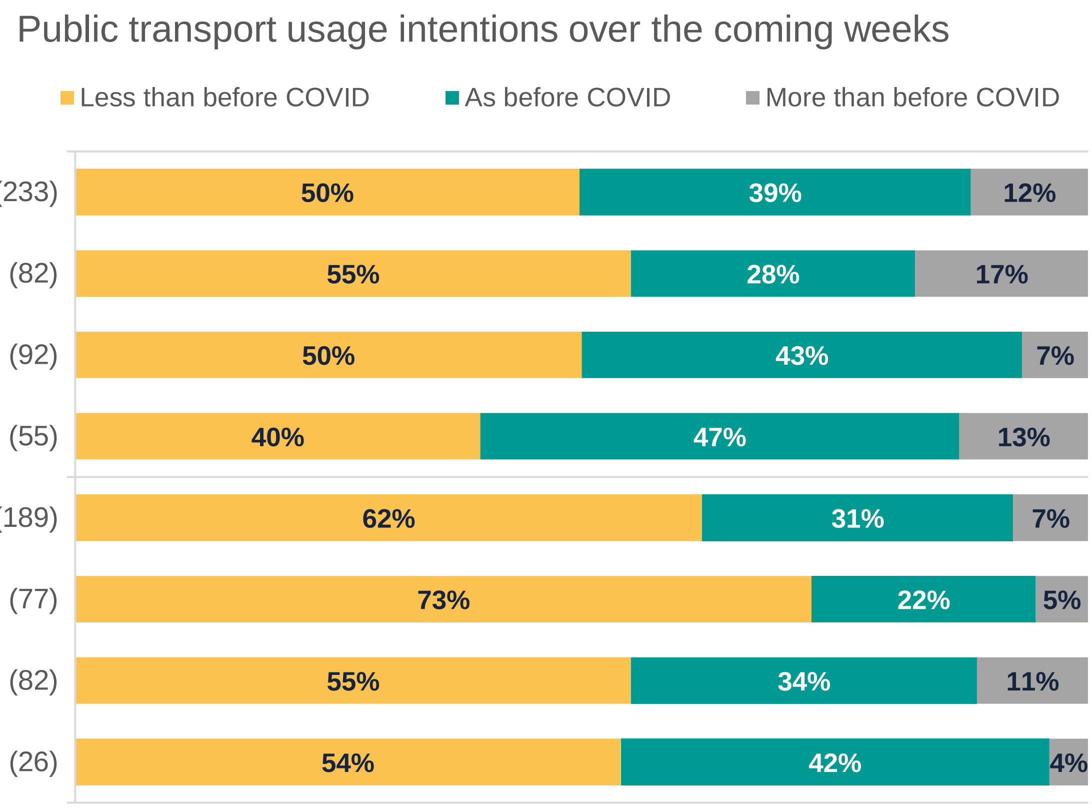


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Base (in brackets): People who were routed to answer the question, excluding 'not applicable' responses.

West Yorkshire Combined Authority

Public transport usage intentions by age

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 all ages (as it was in wave 3). Respondents aged 65+ are the most likely to continue using public transport as much as before COVID, although the difference is *not significant*.

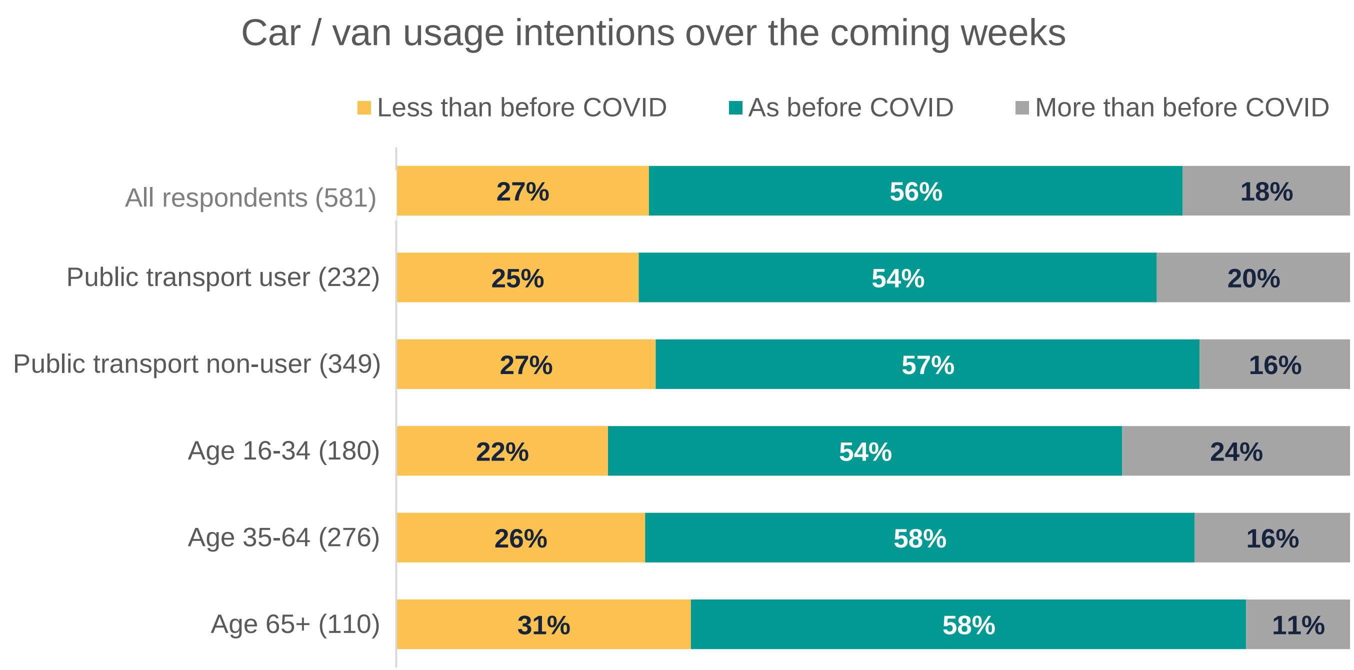


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Base (in brackets): Public transport user at least once a month before lockdown, excluding ‘not applicable’ responses for the specific mode.

West Yorkshire Combined Authority

Private car/van usage intentions

27% of respondents expect to travel by private car less in the coming weeks, compared to pre-COVID, and 18% say they will do so more. Compared to wave 3, car usage by public transport users remains roughly the same, whereas non-users show greater intention to use private cars or vans. The increase in frequency of travel by car or van is mainly among respondents of working age, with 24% of those aged 16-34 and 16% of those aged 35-64 intending to use a car or van more in the coming weeks, compared to pre-COVID (an increase of 6 percent points and 7 percent points, respectively, with respect the previous wave of the survey.

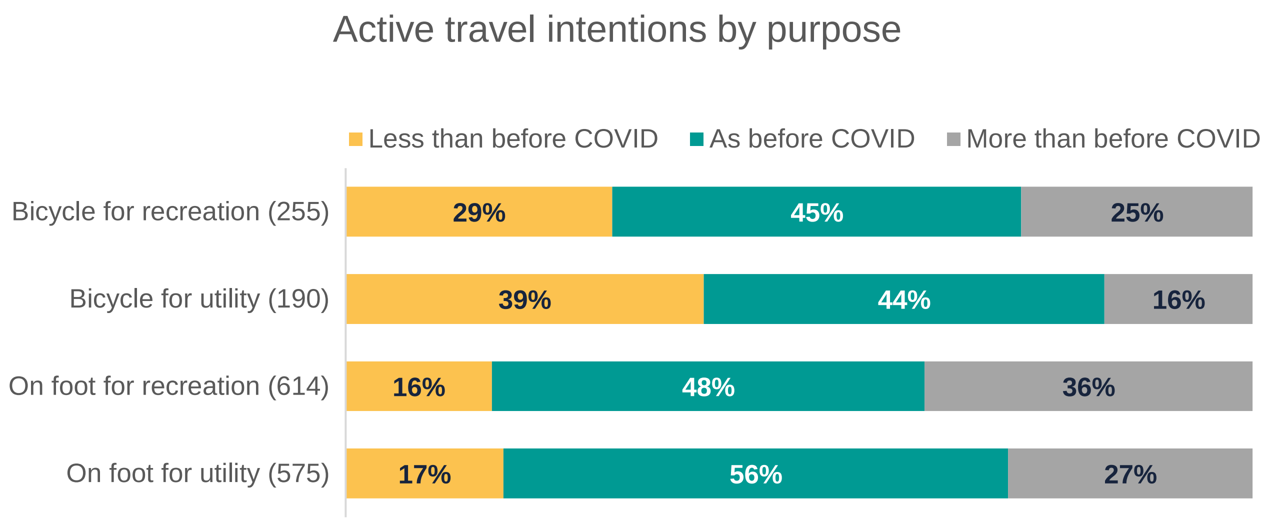


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Base (in brackets)

West Yorkshire Combined Authority

Active travel intentions

Comparing intentions over the coming weeks with before COVID, overall results suggest similar levels of cycling for recreation and a decrease in utility cycling, i.e. any net increases in cycling will be due to recreational cycling. In contrast, the survey predicts increased walking, both for utility and recreation.

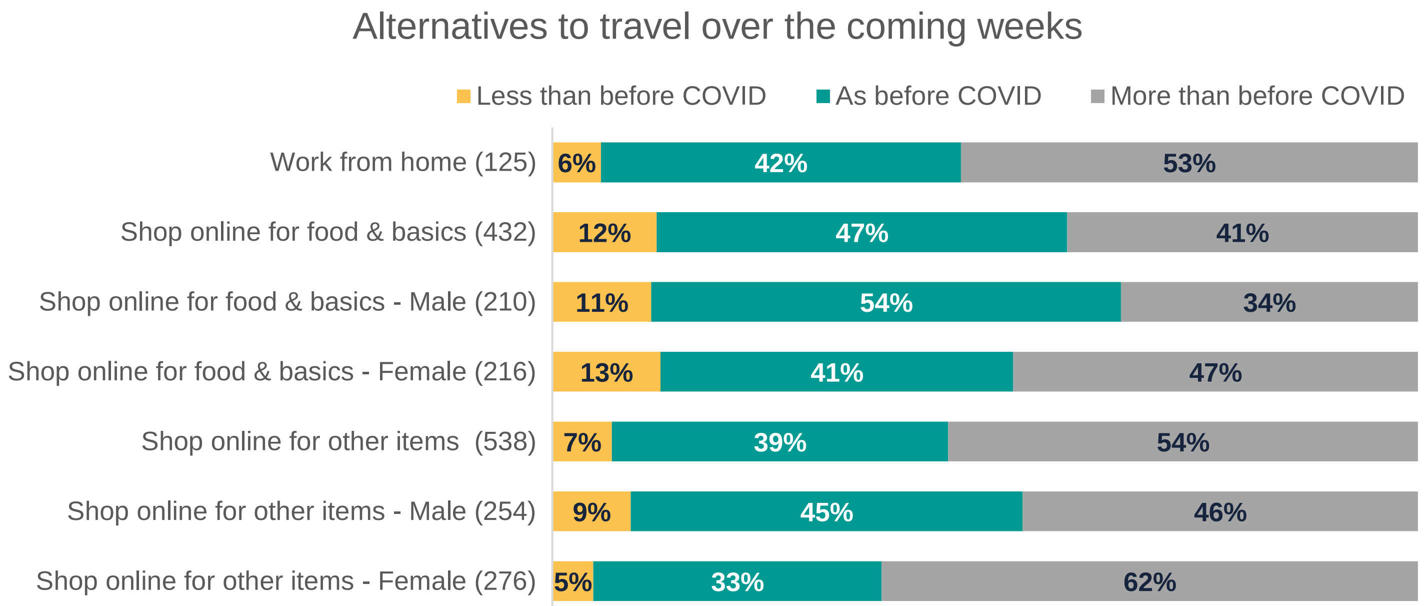


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?
Bicycle | Walk / run | Leisure/exercise | To get somewhere

West Yorkshire Combined Authority

Alternatives to travel

- Compared to pre-COVID-19, a *significantly* higher proportion of respondents will work from home more (53%), rather than less (6%), and the former has increased slightly each wave.
- A *significantly* higher proportion of respondents will also shop online more, rather than less, compared to pre-COVID-19. The proportion who expect to shop online was higher in wave 4 than wave 1 of the survey, after the drop observed in wave 3.
- Female respondents were *significantly* more likely to increase their online shopping *for other items* than males, with 62% saying they will do this more, in contrast with 46% among men. A similar, but not significant difference was found for food and basics.

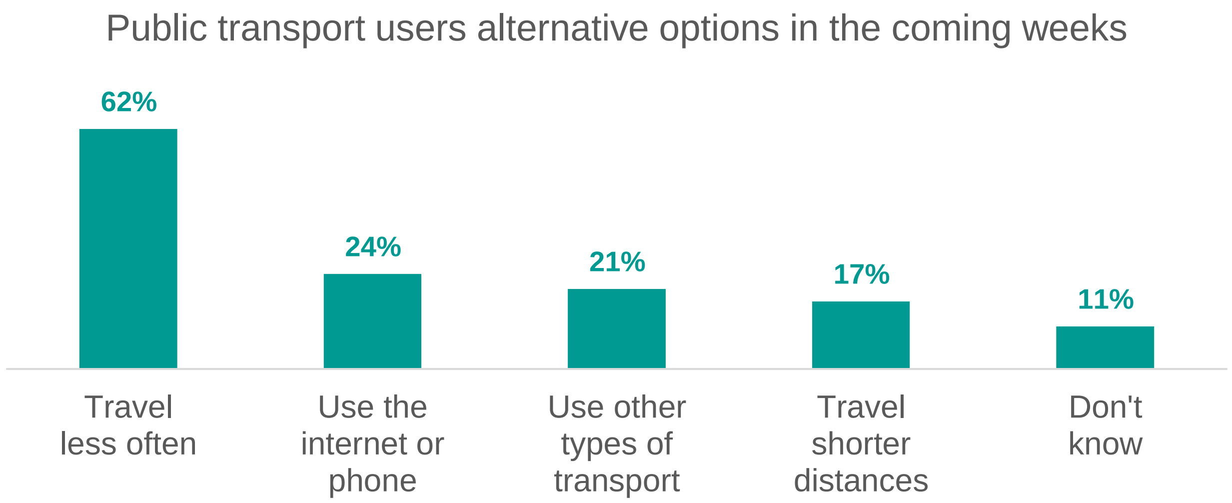


Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before COVID?

West Yorkshire Combined Authority

Alternatives to public transport

A *significantly* higher proportion (62%) of public transport users who said they would travel by bus or rail less in the coming weeks state they will stay at home more instead. As in wave 3 there is no *significant* difference between the three other alternative options.

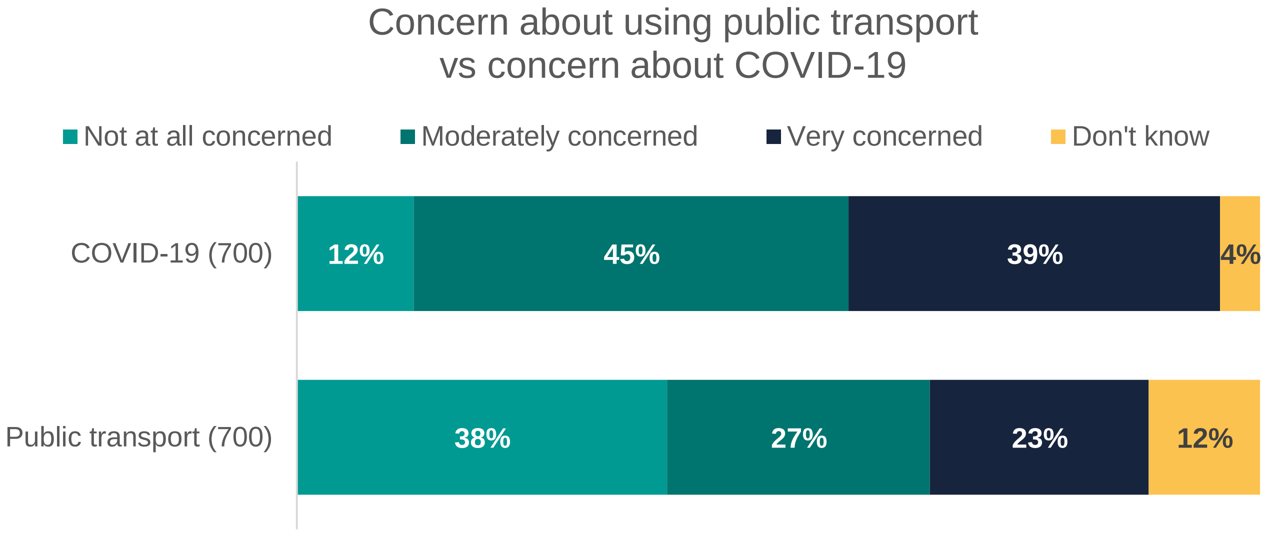


Q: You have said that you intend to use public transport less, which of these do you intend to do instead? (Multiple options)
Base = 156

West Yorkshire Combined Authority

Concerns about COVID-19 vs public transport use

When respondents were asked how concerned they are about COVID-19, the most common response was *moderately concerned;* however, 39% still reported being *very concerned*. Interestingly, when respondents were asked the same question in relation to public transport, *significantly* more people reported being *not at all concerned*, and this percentage has grown with every survey wave, indicating increased confidence in using public transport. Further detail is explored in the following slides.



Q: How concerned are you about COVID-19?
Q: Would you be concerned about using public transport over the coming weeks?

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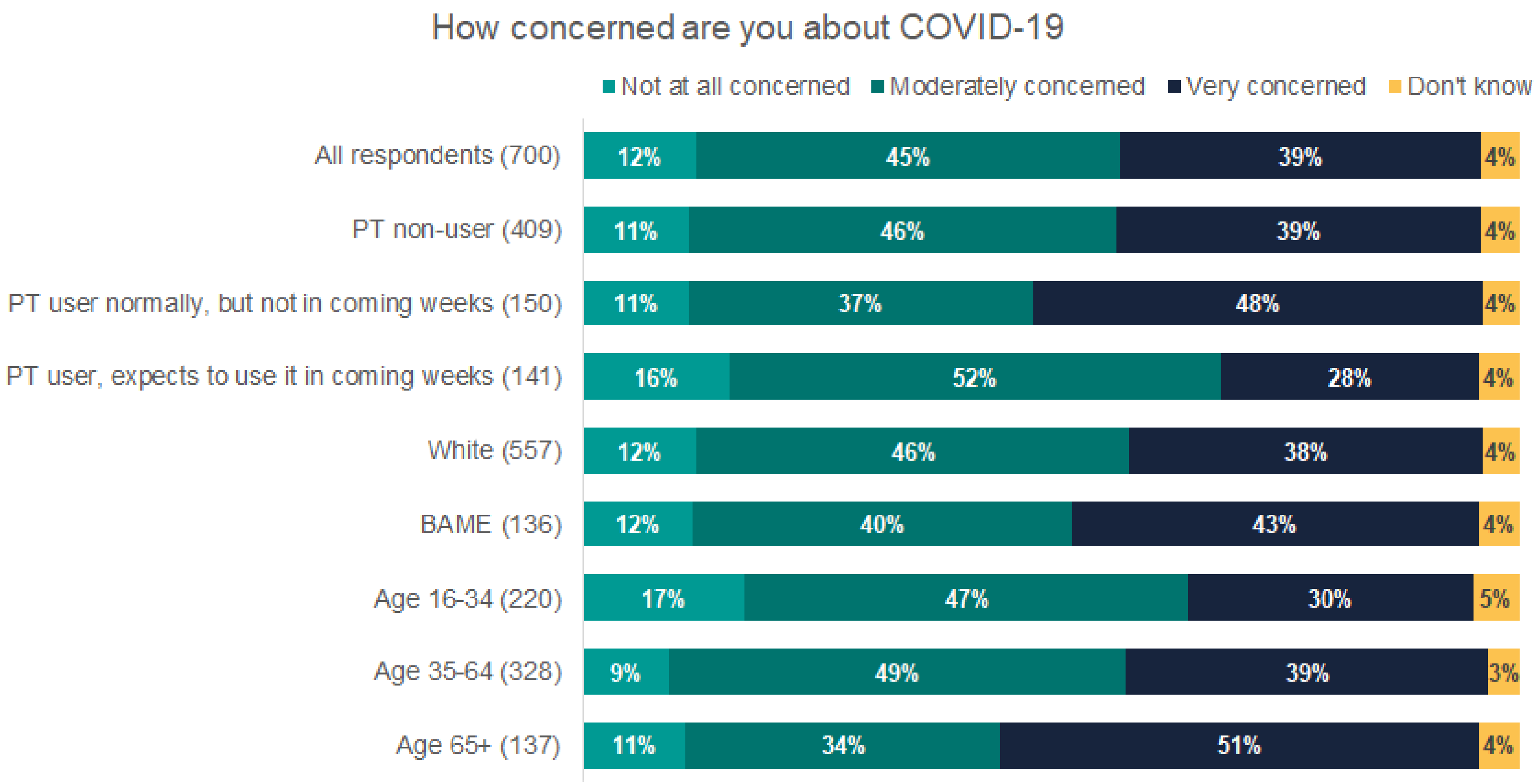
Concerns about COVID-19

Significantly more respondents in the 65+ group reported being very concerned about COVID-19, compared to those aged 16-34 (51% and 30% respectively). This represents an increase of 15 and 14 percentage points, respectively, from the lowest level observed for this indicator (obtained in wave 2).



Q: How concerned are you about COVID-19?
Q: How frequently did you travel by public transport before COVID?
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons …?

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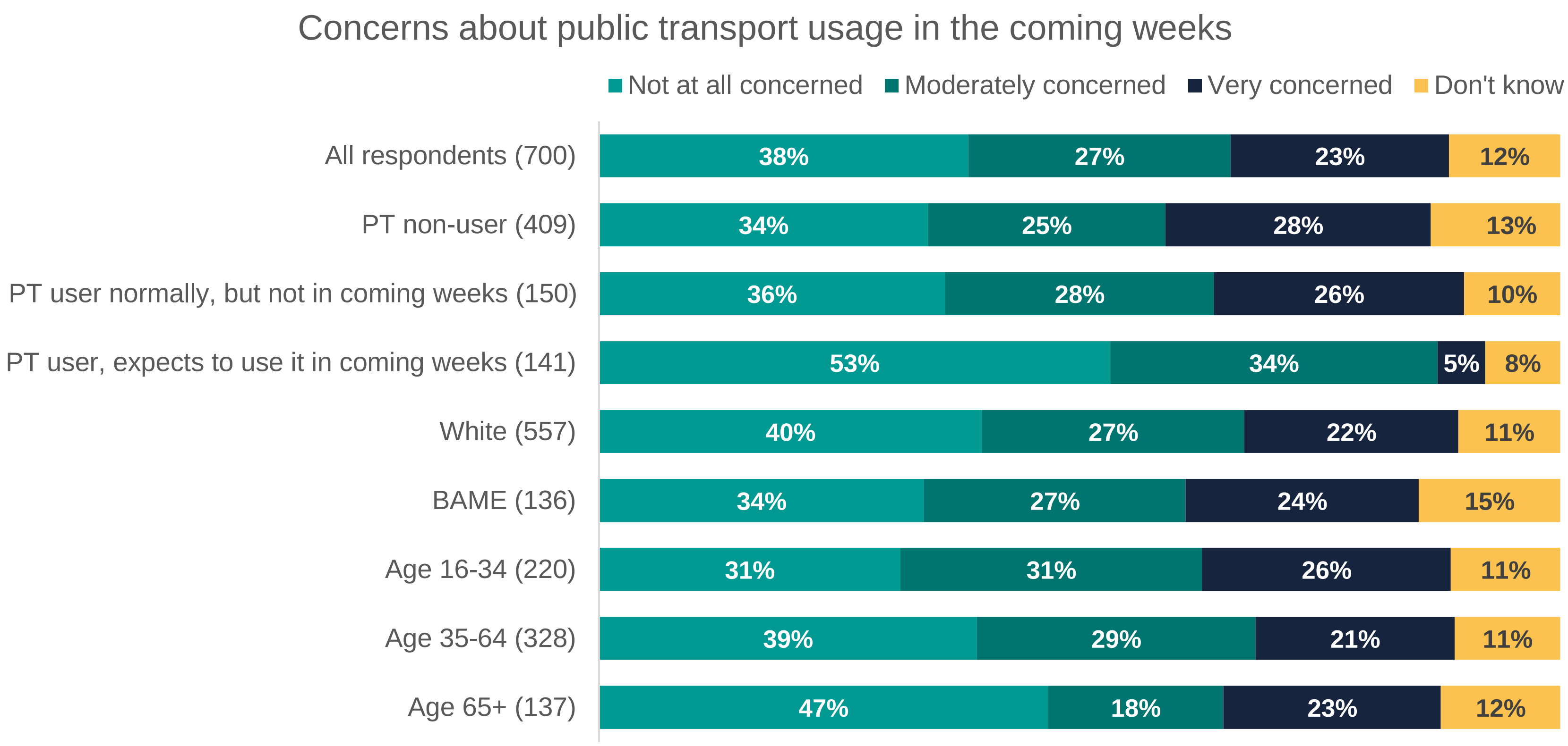
Concerns about public transport usage

Public transport users expecting to use public transport in the coming weeks are *significantly* less concerned about it than other respondents. Interestingly, the proportion of respondents in the 6+ group that are not at all concerned with using public transport in the coming weeks is significantly higher than amongst the aged 16-34, even if the former were overall more concerned about COVID than the latter.

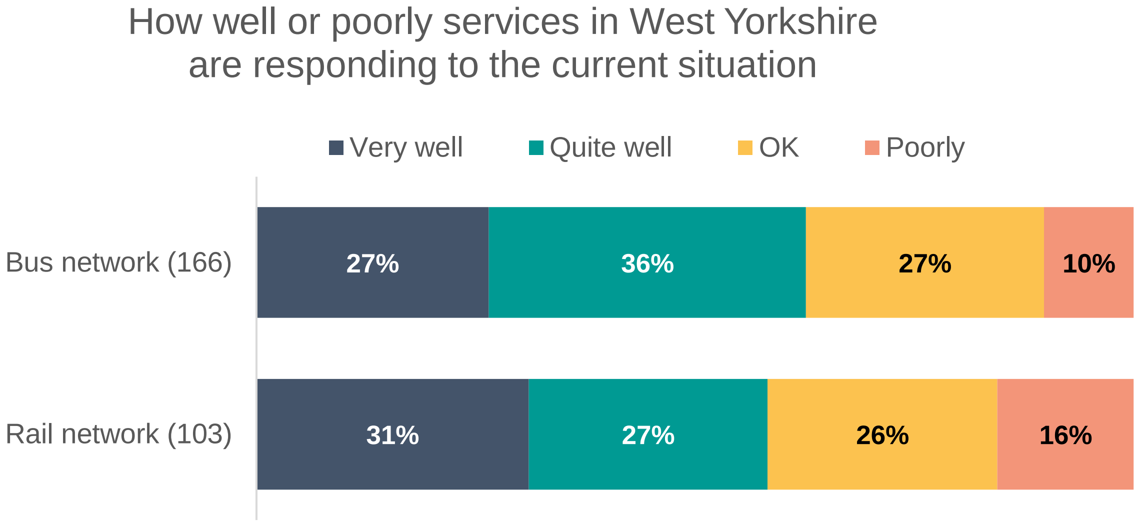


Q: Would you be concerned about using public transport over the coming weeks? Q: How frequently did you travel by public transport before COVID? Q: Over the coming weeks, what is the main type of transport you will use when making journeys for the following reasons …?

West Yorkshire Combined Authority

Users' opinions on public transport management

Many **public transport users** interviewed do not have an opinion on how the bus and rail networks are being managed in the current situation. Of those who had an opinion, 63% said the bus network was being managed very well or quite well, and 58% said the rail network was being managed very well or quite well.

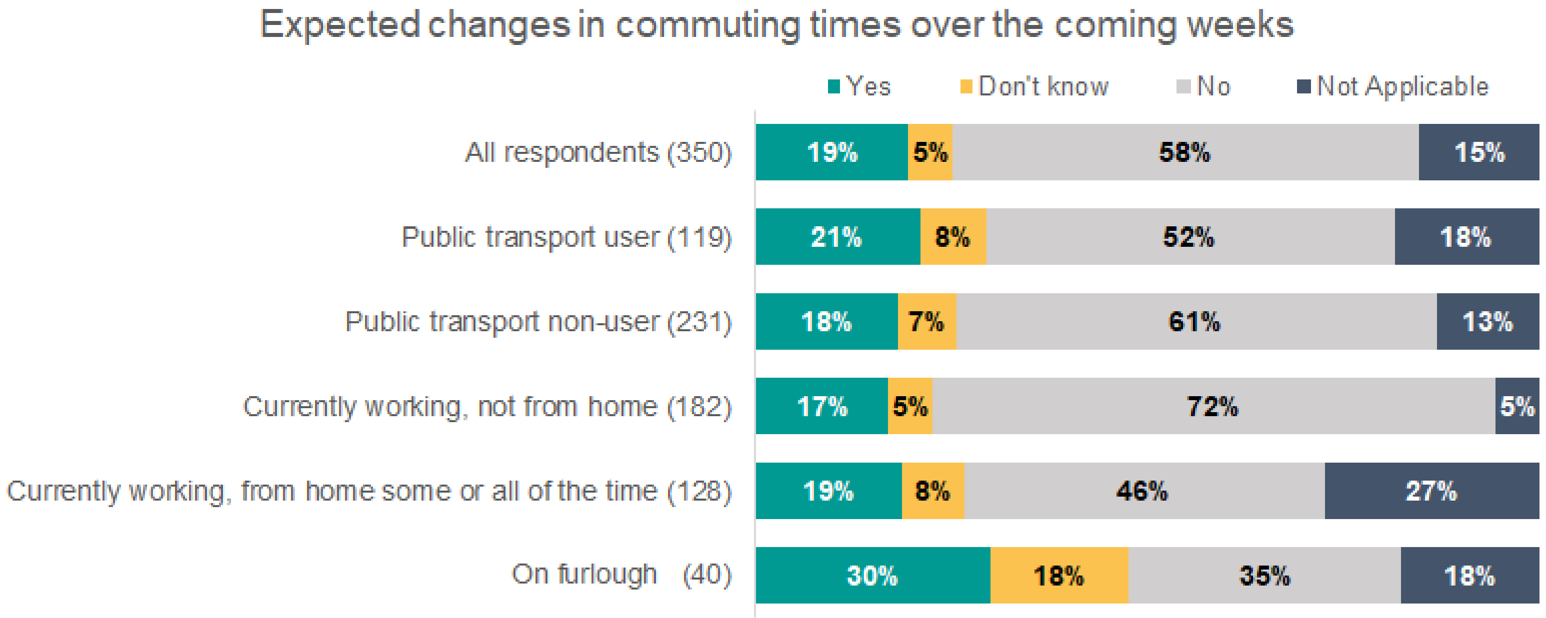


Q: How well or poorly do you think these services in West Yorkshire are responding to the current situation?

West Yorkshire Combined Authority

Change in commuting times

A *significant* majority of respondents are unlikely to change their commuting times, with public transport users being marginally more inclined to change their times than other commuters. Not surprisingly, *significantly* more respondents who are currently working from home (for some or all of the time) said the question was not applicable, which fits with government advice not to travel to work in the coming weeks if working from home is possible. Although respondents on furlough appear more flexible and less certain than other workers, the sample is too small for the result to be statistically significant.



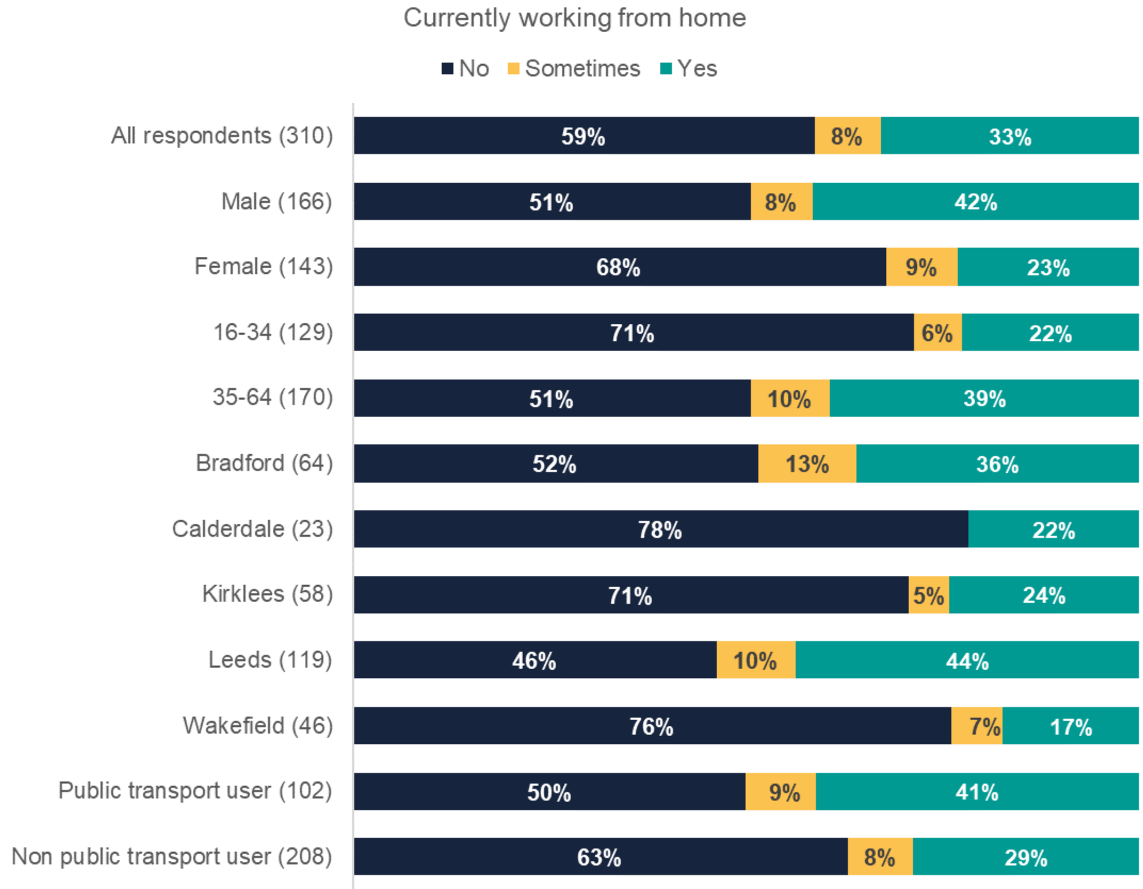
Q: Over the coming weeks do you think you will you travel to work at different times than you used to before COVID?
Base 350 (Includes those currently working and those currently on furlough)

West Yorkshire Combined Authority

Home working

Currently working from home

At the time of the survey, 33% of respondents were working at home, a *significant* decrease from waves 1 and 2, when 47% and 44%, respectively, were doing this. Notably, a *significantly* smaller proportion of women are now working at home (23%, compared with and 42% among men), which represents a decrease since wave 1. Also, fewer respondents aged 16-34 are working at home compared to waves 1 and 2.

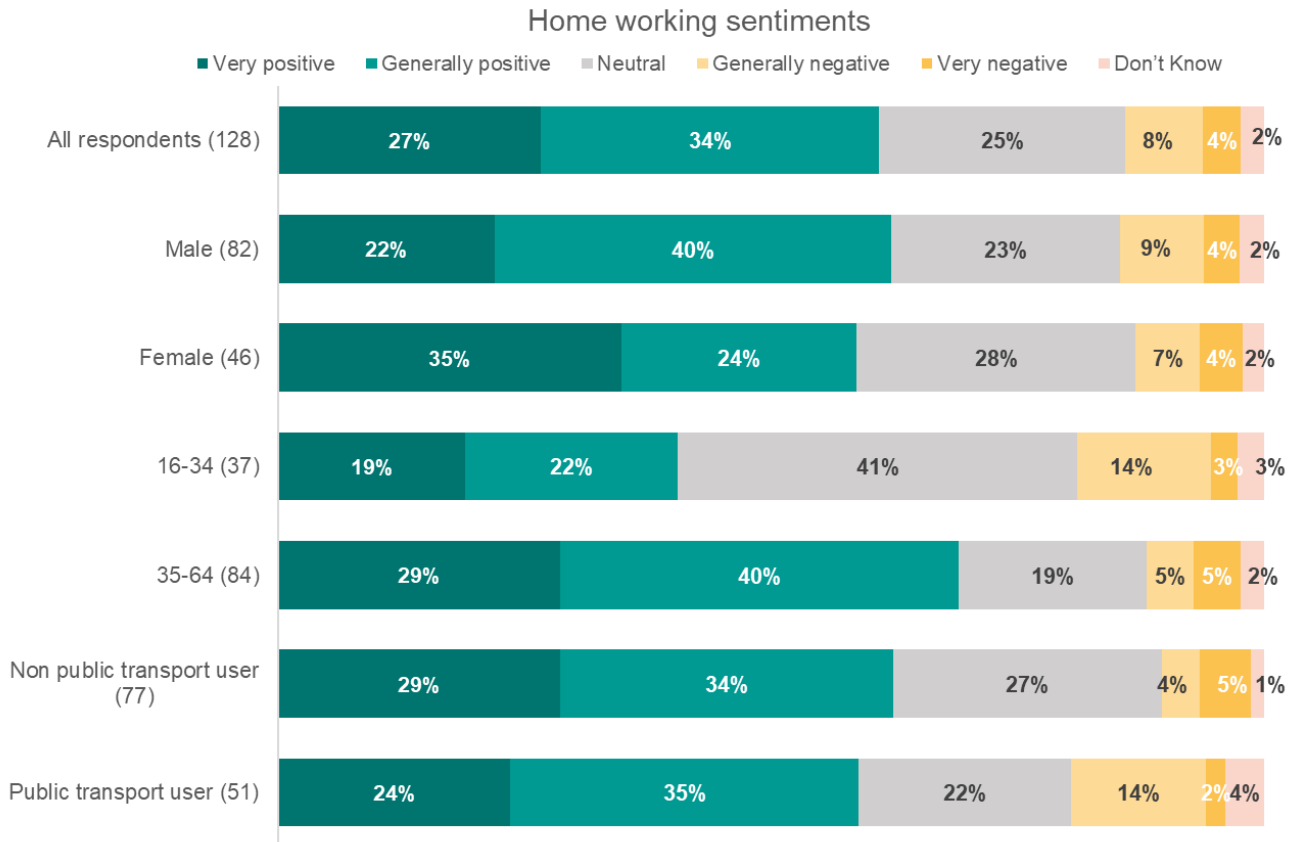


Q. In the current situation are you working from home? Base = 310. Note % on charts are rounded.

West Yorkshire Combined Authority

Working from home sentiments

Overall, a *significantly* greater proportion of respondents finds home working to be a positive experience (61%, compared to only 12% who thought this was a negative experience). Interestingly, a *significantly* smaller proportion of respondents in the youngest group see home working positively (45% compared to 69% among those aged 35-64)



Q. How do you feel about working from home at the moment? Base = 128. Note % on charts are rounded.

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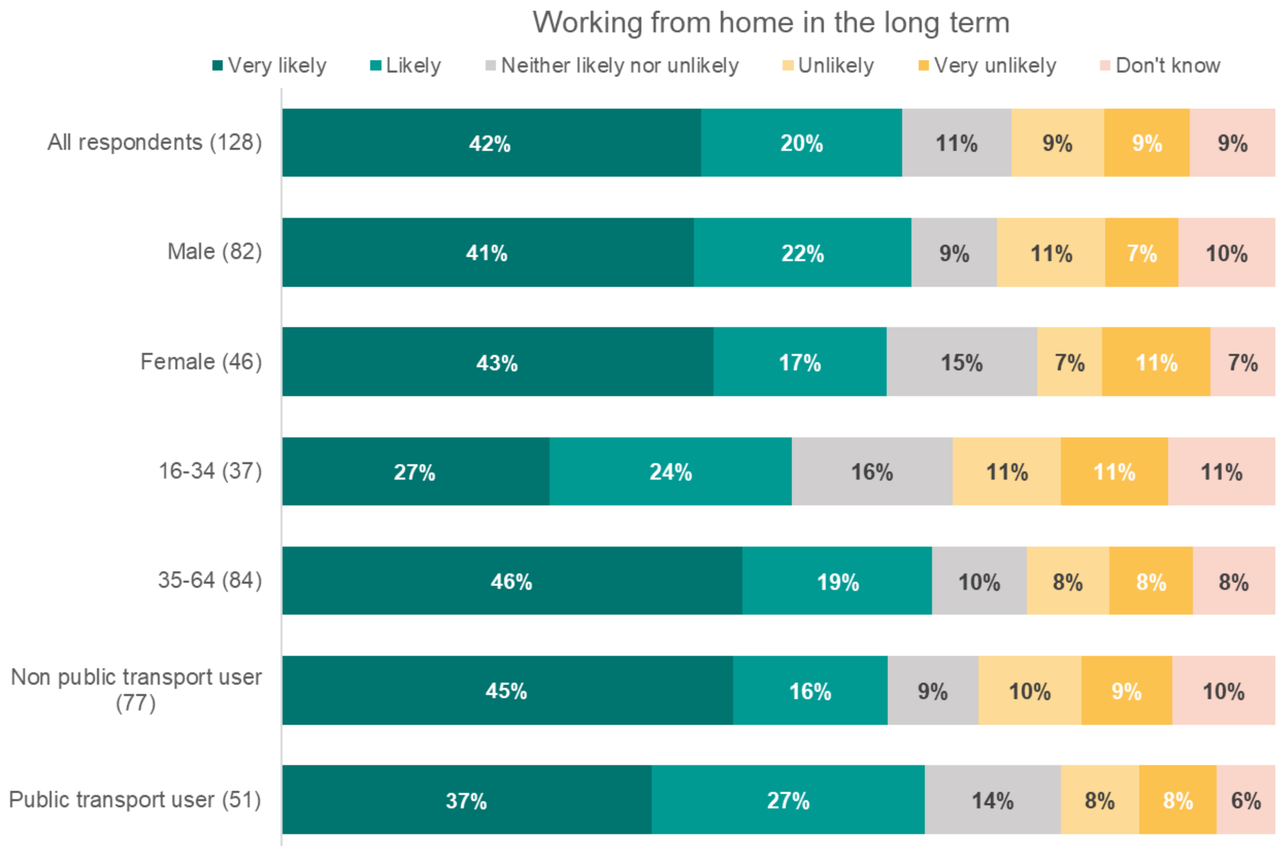
Working from home in the long term

A *significantly* greater proportion of respondents (62%) said that, in the long term, they are likely to work from home more often than before COVID, compared to 18% who said that would be unlikely. The results further support a sustained preference for more home working in the long term compared to pre-COVID.



Q. In the long term, how likely are you to work from home more often than you did before COVID? Base = 128
Note % on charts are rounded.

West Yorkshire Combined Authority

Respondents’ demographic profile

Survey respondent demographics (I)

Age	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
16-34	220	31.4	32.4
35-64	328	46.9	46.8
65+	137	19.6	20.8
Prefer not to say	15	2.1	-
Total	**700**	**100.0**	**100.0**

ONS 2018 mid-year population estimates

Sex	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Male	338	48.3	49.2
Female	353	50.4	50.8
Other	2	0.3	-
Prefer not to say	7	1.0	-
Total	**700**	**100.0**	**100**

ONS 2018 mid-year population estimates

District	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Bradford	154	22.0	22.2
Calderdale	64	9.1	9.2
Kirklees	133	19.0	18.9
Leeds	245	35.0	34.5
Wakefield	104	14.9	15.1
Total	**700**	**100.0**	**100.0**

ONS 2018 mid-year population estimates

The tables here allow comparison of the demographic profile of survey respondents with 2018 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 (British and Other)	557	79.6	81.8
Black, Asian Minority Ethnic	134	19.1	17.3
Other ethnic	2	0.3	0.9
Prefer not to say	7	1.0	-
Total	**700**	**100.0**	**100.0**

ONS 2011 Census

Survey respondent demographics (II)

Working situation	Survey responses (count)	Survey responses (%)
On Furlough	40	5.7
Currently working	310	44.3
Neither	323	46.1
Prefer not to say	27	3.9
Total	**700**	**100.0**

Full/part time	Survey responses (count)	Survey responses (%)
Full Time (30+ hours per week)	263	75.1
Part Time (under 30 hours per week)	85	24.3
Prefer not to say	2	0.6
Total	**350**	**100.0**

Self-employed/ employee	Survey responses (count)	Survey responses (%)
Self-employed	51	14.6
An employee	293	83.7
Prefer not to say	6	1.7
Total	**350**	**100.0**

Employment and education status	Survey responses (count)	Survey responses (%)
Part time working or furloughed	75	10.7
Full-time working or furloughed	258	36.9
Wholly retired from work	197	28.1
Unemployed including laid off and redundant	20	2.9
Long term sick or disabled	24	3.4
Looking after house and family / full time carer	31	4.4
In full time education	23	3.3
In full time education and working	17	2.4
Other	21	3.0
Prefer not to say	34	4.9
Total	**700**	**100.0**

Produced by the Research and Intelligence Team at the West Yorkshire Combined Authority.

For enquiries about the survey please email: Research@westyorks-ca.gov.uk