



UNIVERSITY OF LEEDS

Buses and the Economy II

Task 4 Report: Bus Use Amongst the Unemployed

Daniel Johnson and Peter Mackie
Institute for Transport Studies

June 2014

ITS

TASK4: BUS USE AMONGST THE UNEMPLOYED

1 INTRODUCTION

The purpose of this research was to examine the role that buses play in helping people find work. The survey focused on the accessibility, role and perception of buses amongst the unemployed.

This work was conducted by the Institute for Transport Studies at the University of Leeds as part of the Buses and the Wider Economy II project, jointly funded by Greener Journeys and the Department for Transport. The work is a follow up to our previous study which highlighted the importance and value of buses to the economy (Mackie et al 2012). The surveying was carried out via face to face interviews by Accent Market Research.

An example survey is included in the appendix. The key themes explored through the questions were in 4 sections. The first section focused on the respondents own perceptions of their unemployment duration, job seeking activities and barriers to employment. Section 2 was related to job seeking and transport, with questions on willingness to travel for work, use of bus, the role of bus services in their job search and accessibility. A final section recorded information on personal and family backgrounds. We worked closely with the Department for Work and Pensions on the design of the interviews and to facilitate access to the Job Centre Plus offices where the interviews were conducted¹.

We interviewed 912 unemployed² individuals attending Job Centre Plus offices in June-July 2013 at Job Centres in Edinburgh, Cardiff, Norwich, Manchester and Leeds. These sites were chosen with the aim of being representative of centres serving dense urban areas outside London. The surveying was administered face to face with unemployed volunteers at these sites, with answers recorded on electronic devices.

Our sample was non-random - we could not draw randomly from the entire population of unemployed, constrained as we were to accessing a small number of job centres. No other feasible way of contacting unemployed within time or budget was available³. Access to Job Centre Plus offices was only at specific times, during which we approached as many respondents as we could, within our pre-defined quotas. The quotas used for our sample were chosen to achieve large enough cell sizes for analysis in terms of age, sex and unemployment duration. Our sample cannot be considered nationally representative, although it is large enough to facilitate comparisons between different sub groups in these dimensions. We oversampled the 18-24 respondents by 100% in order to be able to undertake further segmentations specifically within this age group, being those more dependent on public transport.

¹ We would like to thank specifically Alasdair Yeo from DWP who helped co-ordinate the access to the JCP offices. Without the co-operation and patience of the staff at the offices including (but not exclusively) Wendy Gillies (Edinburgh City), Jill Roberts (Cardiff Charles Street), Karl Steward (Norwich), Sue Soroczan (Leeds Eastgate), Sarah Thorpe and Sian Jones (Chorlton), this work would not have been possible.

² We categorised as unemployed, those not in paid work, seeking paid work and claiming benefits.

³ – Electronic records of the unemployed held by DWP are understandably not accessible and only small numbers of unemployed were available in on-line panel datasets held by market research companies.

Section 2 presents the results of our analysis, including descriptive statistics (2.1), use of transport for work (2.2), perceived barriers to employment (2.3), perceived impacts of bus service changes (2.4), vehicle access and ownership (2.5) and access to bus services (2.6). In Section 2.7 we present additional econometric analysis based on our dataset which models the duration of unemployment reported by individuals. Section 3 summarises the findings.

2 RESULTS

2.1 Descriptive Statistics

Table 2-1 reports shows the distribution of our final sample by age, gender and unemployment duration.

Table 2-1: Age, Gender and Unemployment Duration splits

Age	All	All		18-24		25-49		50 and over	
		Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months
Duration	All	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months
Male	578	302	276	148	77	125	147	29	52
Female	334	198	136	96	52	74	61	28	23
All	912	500	412	244	129	199	208	57	75

Weights were then applied to each age/gender/duration sub group to rebalance the sample to be representative of the distribution of the unemployed over these groups, as taken from official ONS data from 2012 (www.nomisweb.co.uk) and shown in Table 2-2 below.

Table 2-2: Age, Gender and Unemployment Duration splits from Labour Force Survey , 2012 (%)

Age	All	All		18-24		25-49		50 and over	
		Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months
Duration	All	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months	Up to 6 months	Over 6 months
Male	66	34	31	11	7	19	18	5	6
Female	34	18	16	5	3	10	10	3	3
All	100	53	47	16	10	29	28	8	9

We were careful not to break down our sample in more than one dimension of sociodemographic characteristics in comparisons of question responses to guard against small cell sizes.

2.2 Use of Transport for Work

We asked interviewees to select their usual means of transport for travelling to work when in work. The results shown in Table 2-3 highlight the dependence of these individuals on buses as the main mode of transport. Overall, 58% of our sample report that they use buses when in work⁴ - this figure rises to 72% for those without car availability. Our earlier study of the employed⁵ looked at National Travel Survey⁶ (NTS) respondents who use bus as their usual mode for travel to work. Focusing on those in metropolitan or dense urban areas outside

⁴ This sample included those working in London, where buses are regulated and their use is higher than elsewhere. It was also based on figures from 2010.

⁵ Buses and Economic Growth, <http://www.greenerjourneys.com/2012/07/buses-economic-growth-making-the-link-new-report/>

⁶ National Travel Survey 2010, Department for Transport, <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>.

London for 2009-10, this proportion in the NTS was 11.4%, and 38% for those without car availability.

The level of dependence on buses is higher amongst females, those with no car availability, younger and the lower skilled.

Table 2-3: Main mode of transport used for journey to work, when in work amongst the unemployed (%)

		Bus	Car ⁷	Walk/ Cycle	Train/ Tram	Other
	All	58	22	15	4	1
Gender	Male	55	21	19	5	0
	Female	65	24	8	2	1
Car Availability	No Car Available ⁸	72	4	19	5	1
	Car Available	23	70	5	3	0
Age	18-24	66	11	16	5	0
	25-49	58	23	15	4	1
	50+	46	37	13	3	1
Occupation	Professional ⁹	31	42	15	11	0
	Skilled ¹⁰	52	27	15	4	2
	Lower skilled ¹¹	65	17	15	3	0
Qualifications	NVQ 2 or higher	55	26	14	5	0
	NVQ 1 or lower ¹²	62	18	17	3	1
Duration of being unemployed	6 months or less	53	26	15	5	0
	Over 6 months	64	18	15	3	0

⁷ Car users include car drivers, passengers and motorcyclists

⁸ No Car available respondents are those who 'rarely' or 'never' have access to a car/van/motorbike for their personal use.

⁹ Professional occupations include managers or senior official (e.g. office manager, company director, sales manager) and Professionals (e.g. doctor, engineer, teacher, lawyer, social worker), which correspond to the Standard Occupational Classification major groups 1 and 2.

¹⁰ Skilled occupations include Technical (e.g. nurse, police officer, journalist, sales representative), Administrative or secretarial (e.g. account clerk, legal secretary, receptionist, administration assistant), Skilled trade (e.g. farmer, bricklayer, plasterer, joiner, plumber). These correspond to Standard Occupational Classes 3-5

¹¹ Lower skilled occupations include Personal service (e.g. dental nurse, cook, travel agent, beautician, hair dresser, caretaker, teaching assistant), Sales or customer service (e.g. sales assistant, cashier, market trader, call centre worker), Process, plant and machine operator (e.g. machinist, driver, laboratory tester) and Elementary occupation (e.g. cleaner, farm worker, labourer, porter, waiter, bar staff, postal worker). These correspond to Standard Occupational Classes 6-9

¹² NVQ level 1 or below includes no qualifications, school leavers certificate, attainment of 1-4 GCSEs or equivalent and other vocational level 1 qualifications.

Table 2-4: Have you ever used the bus for travelling to work? (%)

		Always	Mostly	Sometimes	Rarely	Never
	All	34	20	16	10	20
Age	18-24	36	21	15	6	21
	25-49	33	21	18	11	17
	50+	33	11	13	13	30
Duration of being unemployed	6 months or less	29	21	19	12	20
	more than 6 months	39	18	14	9	21

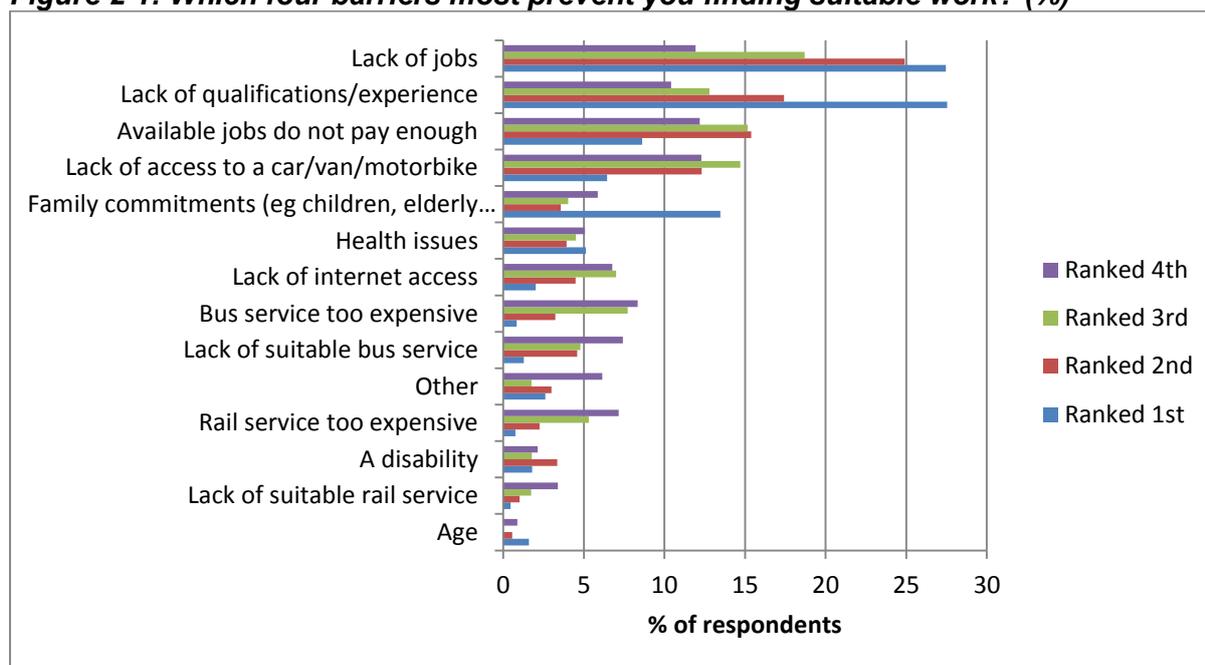
We asked interviewees in more detail about any experience of bus use for travelling to work when they were employed. As reported in *Table 2-4*, 34% of interviewees always used the bus when they worked, with usage higher amongst the 18-24 age group and those who have been unemployed for more than 6 months.

2.3 Perceived Barriers to Employment

The answers to questions reported on in sections 2.3 and 2.4 are subjective opinions of respondents reflecting their own unique experiences and perceptions so need to be treated with caution and not treated as statistical proof of the importance of particular factors.

Interviewees were asked to select FOUR barriers below which most prevent them from finding suitable work. *Figure 2-1* below shows the rankings of these barriers.

Figure 2-1: Which four barriers most prevent you finding suitable work? (%)



We calculated a composite ranking score¹³, and based on these scores the ranking of the barriers is shown in *Table 2-5*

Table 2-5: Most important barriers to employment

Barrier	Overall Ranking
Lack of jobs	1
Lack of qualifications/experience	2
Available jobs do not pay enough	3
Lack of access to a car/van/motorbike	4
Family commitments	5
Health issues	6
Lack of internet access	7
Bus service too expensive	8
Lack of suitable bus service	9
Other	10
Rail service too expensive	11
A disability	12
Lack of suitable rail service	13
Age	14

¹³ For each respondent, the fourth place ranked option was given a 'score' of 1, third place 2, second place 3, and first place 4. These scores were then totalled over all respondents to give an aggregate score which the reported rankings were based on.

Figure 2-1 and Table 2-5 show that lack of jobs and qualifications/experience emerge as the key barriers to employment with pay and access to a car/van/motorbike also in the top four barriers. Suitability of bus service and fares are ranked at 9th and 8th, below other barriers such as family commitments, health issues and lack of internet access.

Table 2-6 shows what proportion of interviewees cited the lack of suitable bus services and/or the cost of bus services as a barrier to employment when directly asked if they were a barrier (ie selected as 1 of the 4 barriers from the list shown in Table 2-5).

The figures highlight particular issues for younger job searchers -23% of unemployed 18-24 year old respondents in this survey (compared to 16% of the other age groups combined) highlight the lack of a suitable bus service as a key barrier to finding a job. An even higher proportion of this age group (25%) cited the cost of bus services as a barrier (compared to 18% of the other age groups)

Table 2-6: Respondents citing bus related factors as a barrier to employment (%)

		Lack of suitable bus service	Bus service too expensive
	All	18	20
Age	18-24	23	25
	25-49	16	17
	50+	16	21
Duration	Unemployed 6 months or less	19	19
	Unemployed more than 6 months	16	21

2.4 Perceived impacts of bus service changes

We asked our interviewees if a better bus service would make it more likely for them to find employment.

Figure 2-2: Would bus services improve chances of finding employment? (%)

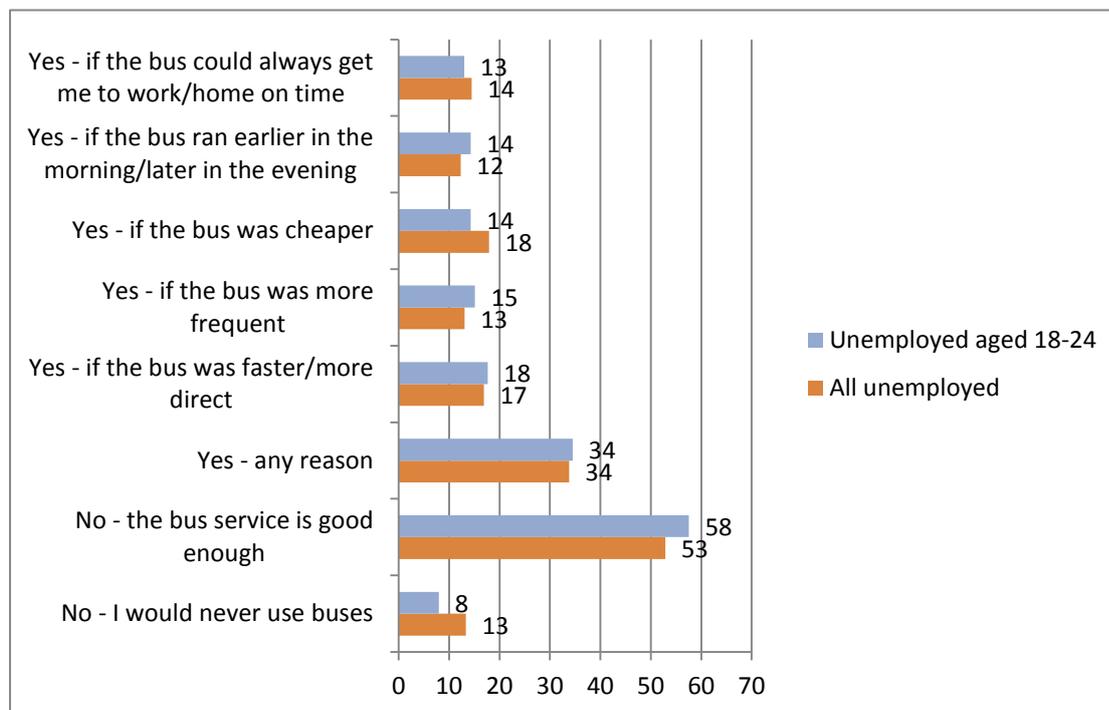


Figure 2-2 shows that over a half of respondents felt the bus service was good enough, ie any further improvements would not help them find work. This is unsurprising given only one fifth of respondents felt buses were a barrier (Figure 2-1). Over a third of respondents felt a better bus service, both overall and for the 18-24 age group, would make it more likely they could find work. Journey time and cost appear to be the main ways in which interviewees thought improved bus services could help them.

Figure 2-2 also shows one in eight of all respondents said that they would never use a bus. Table 2-7ⁱ is based on the remaining 87% of our sample who had stated they had at some time used, or would consider using, buses for travelling to work, including those that always or rarely used buses (92% of the 18-24 age group). These users or potential users were asked whether the absence of a bus service would impact on their chances of finding a job, as shown in Table 2-7ⁱⁱ (also presented as a percentage of the entire sample).

Table 2-7: Would employment chances be negatively impacted by a removal of bus services? (%)

	Bus users/ potential users	All respondents
No car available	79	70
18-24 year olds	73	67

Table 2-7 shows over 70% of bus users/potential users (or 61% of the total sample) felt they would have less chance of finding a job without a bus service. This rose to almost 4/5 of users/potential users with no car availability (or 70% of the total sample) and to 73% (67% of the total sample) for users aged 18-24.

2.5 Car and Private Vehicle Access and Ownership

Table 2-8 shows car access of respondents. The table shows that 77% of respondents do not have regular access to a car, van or motorbike (either no access or infrequent access). It is interesting to note that this percentage is even higher (83%) for those unemployed for more than 6 months, and (87%) for 18-24 year olds. For those working in the NTS in dense urban areas we found that only 11.5% of the sample had no such availability (or only “possible” availability). Not enough evidence is available to fully understand this disparity at this stage, although it suggests the currently unemployed are more dependent on bus when in work than the working population at large.

Table 2-9 shows licence holding amongst the respondents. Overall, 43% of interviewees had full vehicle licences, with lower levels amongst the younger and those unemployed for longer.

Table 2-8: Have you a car/van/motorbike available for your personal use for attending work or interviews? (%)

		Yes always	Yes almost always	Yes but only infrequently	No I never have access
	All	18	5	5	72
Age	18-24	10	3	5	82
	25-49	18	5	5	71
	50+	30	6	3	61
Duration	Unemployed 6 months or less	21	6	5	67
	Unemployed more than 6 months	14	3	4	79

Table 2-9: Full car/motorbike driving licence holders

		%
	All	43
Age	18-24	25
	25-49	45
	50+	62
Duration	Unemployed 6 months or less	48
	Unemployed more than 6 months	37

2.6 Access to Bus Services

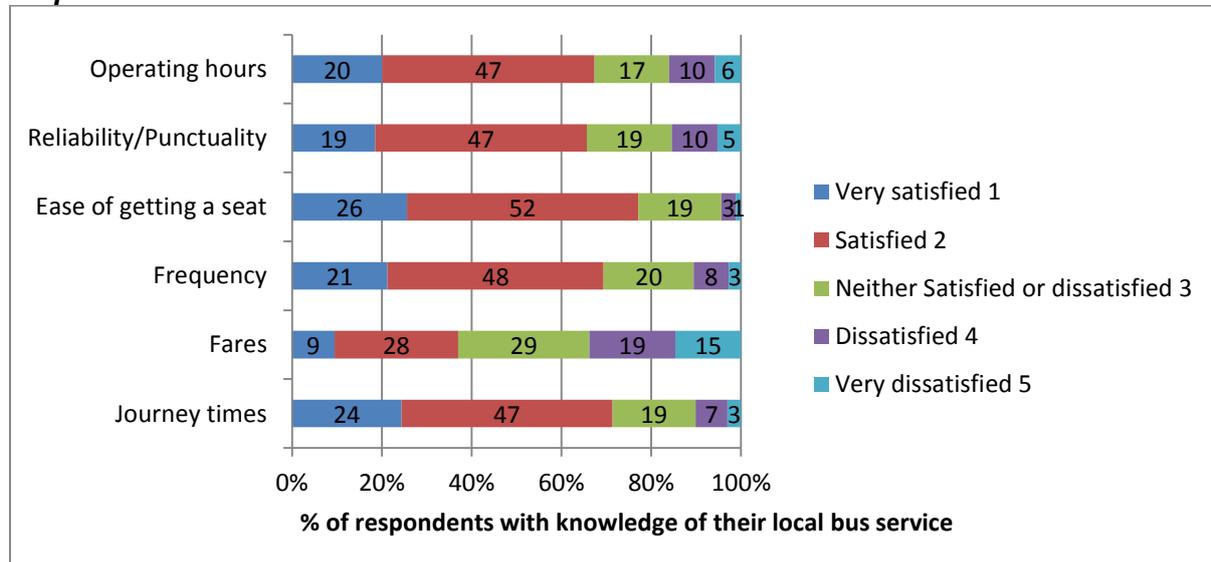
We asked interviewees how far away their nearest bus stop was. This is reported in *Table 2-10* which shows the overwhelming majority of our sample, over 70%, live within 5 minutes' walk of a bus stop. However, it is not known what the frequency of the service is or whether the route goes through/to places of suitable employment.

Table 2-10: Distance to nearest bus stop

Distance from nearest bus stop (% of respondents)	
Less than 5 minutes walk	71
Between 5 and 10 minutes walk	23
Between 10 and 15 minutes walk	4
More than 15 minutes walk	1
Don't know where my nearest bus stop is	1

We then asked respondents who knew about the services from their nearest bus stop (81% of the sample) to rate their satisfaction with their local service in terms of hours of operation, reliability/punctuality, ease of getting a seat, frequency, fares and journey times, as shown in *Figure 2-3*.

Figure 2-3: How satisfied are you with the quality of the bus service at your nearest stop?



Two thirds of the sample (who claimed knowledge of their local bus service) were very satisfied or satisfied with the various aspects of service quality, but only 37% were very satisfied or satisfied with the fares.

2.7 Modelling Unemployment Duration

2.7.1 Methodology

Our data provided (self-reported) information on the amount of time our respondents had spent unemployed over the last 12 months, referred to henceforth as 'unemployment intensity'. Whilst the duration of unemployment is the more obvious metric by which we might measure unemployment, unemployment is often characterised by short periods of unemployment punctuated by short term employment.

We adapt the approach undertaken by Matty (2013) who estimated a model which predicted the likelihood of entrants to unemployment reaching long term unemployment status as a function of their attributes (eg demographics, education/skills, perceived barriers), attitudinal data and local administrative variables. We did not collect attitudinal data and whilst we did not utilise local data, because we surveyed in 5 discrete areas we simply included a constant for each area (excepting the base). Our model attempts to predict the 'intensity' of unemployment as a function of individual attributes and the local area constant. Additional to the variables above we included information on individual's self reported proximity to a bus stop and on their access to a car to establish whether transport availability is an important factor in determining unemployment.

We estimated 2 versions of the model. The first model uses simple OLS regression to estimate unemployment intensity as a function of individual attributes (including the transport access measures) and the local area constant. The nature of the dependent variable is that it is bounded between 0 and 12 months, which the OLS model is unable to account for, meaning some predicted values from the model may fall outside this range.

The second reported model is a Poisson Model. This Poisson regression model explicitly takes into account the discrete nature of the data. The advantage of this model over simple OLS is that our predictions regarding unemployment duration are non-negative. There are some restrictive assumptions relating to the Poisson model (failure to accommodate explicitly over dispersion in the data), however we guard against this by using robust standard errors.

In order to implement this model we made a number of simplifications to the categorisation of our variables as reported in the earlier sections so that we have binary dummy variables as shown in *Table 2-11*.

Table 2-11: Variables used in analysis

Dummy Variable name	Description	
Age18 to 24	1 if aged 18-24; 0 otherwise	
Age 50+	1 if aged 50 or higher; 0 otherwise	
Area_n	1 if individual was surveyed in Area n 0 otherwise	
Male	1 if individual male; 0 otherwise	
No_qual	1 if highest qualification either “none” or “School leavers’ Certificate”; 0 otherwise	
Higher_qual	1 if highest qualification NVQ level 4-5, Degree Level or equivalent or Professional qualification; 0 otherwise	
Willingness to travel	1 if willing to travel over 45 minutes to work; 0 otherwise	
Search intensity	1 if spent 11 hours or more looking for work in last fortnight; 0 otherwise	
Unskilled occupation	1 if seeking semi or unskilled occupation; 0 otherwise	
Managerial or professional occupation	If occupation sought either Managerial or Professional occupation; 0 otherwise	
Car available -	1 if car/van always available for personal use; 0 otherwise	
No car available * bus stop within five minutes’ walk	If car/van always available coded 0 and nearest bus stop 5 minutes or less walk away; 0 otherwise	

Table 2-12: Descriptive statistics by transport availability

	All	Car available	No car available * bus stop within five minutes walk	No car available * bus stop five minutes walk or more
Unemployment intensity	6.80	5.90	7.03	7.34
Age18 to 24	0.41	0.30	0.44	0.47
Age 50+	0.14	0.21	0.14	0.08
Male	0.63	0.59	0.67	0.60
No quals	0.22	0.18	0.24	0.21
Higher_quals	0.22	0.29	0.18	0.24
Willingness to travel	0.21	0.21	0.20	0.24
Search intensity	0.41	0.47	0.41	0.33
Unskilled occupation	0.35	0.22	0.38	0.44
Managerial or professional occupation	0.11	0.17	0.09	0.07
N	912	237	486	189

2.7.2 Descriptive Statistics

Table 2-12 reports descriptive statistics for the dummy explanatory variables and the dependent variable, unemployment intensity.

On average our sample spent 6.8 months of the last 12 months unemployed.

The values are also segmented by transport availability. It is interesting to note that those with car availability have on average spent 5.9 months of the last 12 months unemployed, whilst those with no car availability have on average spent over 7 months unemployed. Amongst those with no or limited car availability, the figure is slightly higher for those who live more than 5 minutes' walk from a bus stop (7.3 as opposed to 7.0).

2.7.3 Results

Table 2-13 reports the results of our 2 models. Overall we find the results between the two models are very similar in terms of the magnitudes of the marginal effects presented. Given this and the inherent simplicity of the OLS model, the subsequent commentary is based on the OLS results.

The coefficients for each variable should be interpreted as the additional amount of unemployment associated with those individuals with that characteristic, whilst controlling for all other factors. For example, we find that males spend on average 0.84 months more unemployed than females, all else equal.

Table 2-13: Unemployment Model Results

	OLS Model		Poisson Model	
	Coefficient	T-Stat	Coefficient	T-Stat
Constant	8.21	15.21	14.35	10.60
Male	0.84	2.81	0.90	2.68
Area_1	-1.04	-2.15	-1.14	-2.04
Area_2	0.90	1.83	0.83	1.73
Area_3	-0.33	-0.65	-0.35	-0.65
Area_4	0.38	0.81	0.37	0.77
Age18 to 24	-1.48	-4.67	-1.53	-4.19
Age 50+	0.55	1.30	0.56	1.37
No_qual	-0.16	-0.43	-0.17	-0.47
Higher_qual	-2.23	-5.84	-2.66	-4.70
Managerial or professional occupation	-1.58	-3.10	-2.13	-2.88
Search intensity	-0.06	-0.19	-0.02	-0.06
Willingness to travel	-0.40	-1.11	-0.39	-1.00
Unskilled occupation	0.47	1.43	0.40	1.23
No car available * bus stop within five minutes' walk	-0.62	-1.69	-0.62	-1.73
Car available	-1.63	-3.80	-1.66	-3.52
Observations	912		912	
<i>Adjusted R-squared</i>	<i>0.150</i>		<i>0.077¹⁴</i>	

The results in *Table 2-13* show significant positive impacts at the 5% significance level on unemployment intensity for males (0.8 months), and significantly negative impacts for those aged 18-24 (-1.5 months), those with higher qualifications (-2.2 months), those seeking managerial or professional occupations (-1.6 months), and those with car availability (-1.6 months). For those without car availability, we find that having a bus stop within 5 minutes' walk has a significantly negative impact on unemployment (-0.6 months relative to those without car availability and living beyond 5 minutes' walk of a bus stop) at the 10% level.

The Area dummies are area level constants and since we cannot identify the areas in question we will not comment on these values.

We find that the unemployment rate is higher amongst 18-24 year olds, but the duration of unemployment on average are lower than the wider unemployed population. This is backed up by the figures presented in *Table 2-14*, adapted from the ONS Website (www.ons.gov.uk) based on the Labour Force Survey, which show how unemployment rates fall with age category whilst there is a higher concentration of long term unemployment in the older age categories.

Table 2-14: Unemployment Rates and Duration by Age (Source:ONS)

Oct-Dec 2013	% Rate	% Unemployed over 12 months
18-24	17.9	31.8
25-49	5.6	39.9
50+	4.2	45.0

¹⁴ This is McFadden's Pseudo R-squared statistic so is not directly comparable to the OLS based measure.

3 SUMMARY OF FINDINGS

This task examines the use, accessibility, role and perception of buses amongst a sample of unemployed taken from a number of large British cities outside of London. Several key findings emerge.

- We find that the unemployed have extremely high levels of dependence on buses for accessing employment, highlighting the vulnerability of this group to cuts in services. The levels of dependence on buses is particularly acute for females, those with no car availability, younger and the lower skilled.
- We found lack of jobs and qualifications/experience emerge as the key barriers to employment with pay and access to a car/van/motorbike also in the top four barriers. The dependence of 18-24 year olds on bus service relative to other age groups was reflected in higher proportions indicating fares and journey times were barriers to employment.
- The high dependence on buses is linked to the low levels of car ownership within this group, with 77% of our sample having no or infrequent access to a car/van or motorbike. This rose to 87% for 18-24 year olds.
- Whilst two thirds of our respondents (who had knowledge) were satisfied with their local services, fares and journey times emerged as the key dimensions where it was felt improvements could be made.
- In our modelling we found the determinants of unemployment intensity are gender, age, skills and qualifications. But in addition, access to a car has a significant effect on unemployment intensity. For those without a car, proximity to a bus stop has a small but significant effect.

4 REFERENCES

Mackie, P., Laird, J. and Johnson D., (2012), *Buses and Economic Growth Final Report*, Greener Journeys, http://www.greenerjourneys.com/wp-content/uploads/2012/06/BusesEconomicGrowth_FINAL-REPORT.pdf

Matty, Simon (2013), Predicting likelihood of long-term unemployment: the development of a UK jobseekers' classification instrument , Department for Work and Pensions Working Paper

5 APPENDIX

Job seekers Survey

Which of the following best describes your employment situation?

- Not in paid work, seeking paid work [job seekers survey]
- I am in work [employed]
- Not employed and not looking for work
(eg student, retired, sick/disabled, homemaker) [END SURVEY]

Section 1: Job Seeking Questions

Qn 1. What kind of benefits are you on? [Tick one]

- Job Seekers Allowance
- Income support
- Personal Independence Payment
- ESA Allowance

Qn 2. How long has your current spell of unemployment lasted?
(NB the amount of time since they were not on any of the benefits above)
 ____ (months)

Qn 3. In the last year how much of the time have you spent unemployed approximately? ____ (months)

Qn 4. How many job interviews have you had in the last fortnight?
 ____ (interviews)

Qn 5. How many hours would you say you have spent looking for work in the last fortnight? (Include time spent writing applications, attending interviews, looking on-line or in newspapers)

- 0-5 hours
- 6-10 hours
- 11-20 hours
- 21-40 hours
- 41 hours and over

Qn 6. Select FOUR barriers below which most prevent you from finding suitable work, (where 1= most important barrier and 4 is the least important) [Rank 4 – SHOWCARDS]

Barrier	Ranking (1-4)
Family commitments (eg children, elderly parents)	
Lack of qualifications/experience	
Available jobs do not pay enough	
Lack of access to a car/van/motorbike	
Lack of suitable bus service	
Bus service too expensive	
Lack of suitable rail service	
Rail service too expensive	
Lack of internet access	
Health issues	
A disability	
Other: Please specify	

Qn 7. What area of work are you looking for? [Tick one]

- Manager or senior official (e.g. office manager, company director, sales manager)
- Professional (e.g. doctor, engineer, teacher, lawyer, social worker)
- Technical (e.g. nurse, police officer, journalist, sales representative)
- Administrative or secretarial (e.g. account clerk, legal secretary, receptionist, administration assistant)
- Skilled trade (e.g. farmer, bricklayer, plasterer, joiner, plumber)
- Personal service (e.g. dental nurse, travel agent, beautician, hair dresser, caretaker, teaching assistant)
- Sales or customer service (e.g. sales assistant, cashier, market trader, call centre worker)
- Process, plant and machine operator (e.g. machinist, driver, laboratory tester)
- Elementary occupation (e.g. farm worker, labourer, porter, waiter, bar staff, postal worker)

Qn 8. How much pay are you looking for? [enter a number and tick one time period]

_____(£) per hour per week per month

Qn 9. How many hours per week do you want to work?

Full time (Above 30 hours) Part-time (16-30 hours) Part-time (0-15 hours)

Section 2: Job Seeking and Transport Questions

Qn 10. How long would you be willing to travel for (one way) to get to work?

[Tick one]

- 0-15 minutes
- 16-30 minutes
- 31-45 minutes
- 46-60 minutes
- 61-90 minutes
- More than 90 minutes

Qn 11. Where would you be willing to travel to get to work? [Tick all that apply]

NB This is the 1 question which is customised based on area

- Within a mile of my own house
- Edinburgh City Centre
- Edinburgh Park/South Gyle
- Granton/Leith
- Straiton
- Livingston
- Newcraighall

Qn 12. What is your usual means of transport for travelling to work? [Tick one based on longest part of journey if more than one means]

- Bus
- Car (as driver)
- Car (as passenger)
- Motorbike
- Taxi
- Walk
- Cycle
- Train
- Tram
- Other (please specify)_____

Qn 13. Have you ever used the bus for travelling to work? [Tick one]

- Always
- Mostly
- Sometimes
- Rarely
- Never (Go to **Qn 15**)

Qn 14. How do you usually pay for your bus journeys? [Tick one]

- A travelcard/pass (e.g. weekly bus pass bought in advance)
- Per trip by cash
- Per trip by some smartcard or other cashless prepayment card
- I have a concessionary bus pass entitling me to free bus travel

Qn 15. Do you think that if there was a better bus service you would be more likely to start work/get a job? [Tick all that apply]

- No - I would never use buses
- No - the bus service is good enough (Go to **Qn 17**)

- Yes - if the bus was faster/more direct (Go to **Qn 17**)
- Yes - if the bus was more frequent (Go to **Qn 17**)

- Yes - if the bus was cheaper (Go to **Qn 17**)
- Yes - if the bus ran earlier in the morning/later in the evening (Go to **Qn 17**)

- Yes - if the bus could always get me to work/home on time (Go to **Qn 17**)
- Yes - if the bus was more reliable (Go to **Qn 17**)

Qn 16. Why would you never use buses? [tick the main reason] – SHOWCARD?

- Buses are not frequent enough/ run when I need them
- Journeys take too long by bus
- It's easier/more convenient by car
- It's quicker by car
- Bus fares are too high
- It's cheaper by car
- Bus aren't reliable enough
- I have difficulty getting on and off buses /to the bus stop/station
- I don't feel safe on the buses /at bus stops/stations
- Buses are not very comfortable / clean
- Buses do not go to/ go directly to places where I want to go
- I prefer to walk/cycle
- Anti-social behaviour from other passengers
- I do not know where my local bus stop is
- Difficult to plan journey or find out timetable information
- Other (Please specify) _____

Go to Qn 19

Qn 17. Do you think that if there was NO bus service you would be less likely to get a job? [Tick the option that most applies]

- No – I could easily get to work by car or other means
- Yes – it would limit the areas I could travel to

Qn 18. Has the lack of a suitable or affordable bus service ever:

- Stopped you applying for a job? No Yes, _____ many times in the last year
- Stopped you attending a job interview? No Yes, _____ many times in the last year
- Meant you had to turn down a job offer? No Yes, _____ many times in the last year
- Meant you had to leave a job? No Yes, _____ many times in the last year

Qn 19. How far away is your nearest bus stop?

- Less than 5 minutes walk
- Between 5 and 10 minutes walk
- Between 10 and 15 minutes walk
- More than 15 minutes walk
- Don't know where my nearest bus stop is [**Go to Section 3**]

Qn 20. Do you know where services go from this bus stop?

- No [Go to **Section 3**]
- Yes

Qn 21. How satisfied are you with the quality of the bus service at this stop

[one mark on each row]

SHOWCARD?

Only asked if NOT answered No - I would never use buses to Qn 15

	Very satisfied	Satisfied	Neither Satisfied or Dissatisfied	Dissatisfied	Very dissatisfied
Journey times					
Fares					
Frequency					
Ease of getting a seat					
Reliability/ Punctuality					
Operating hours (early/late enough?)					

Section 3: Personal and Family Background Questions

Qn 22. What is your FULL (6-7 letter) postcode?

Qn 23. What best describes the accommodation you currently live in? [Tick one]

- Owned outright
- Bought with the help of a mortgage or loan
- Renting (council owned property)
- Renting (private landlord)
- Renting (housing association/co-operative)
- Other

Qn 24. Who normally lives with you? [Tick all that apply]

- Live alone (Single)
- Partner/spouse, including same-sex partner
- Dependent child/children under 18 How many? _____
- Dependent child/children over 18.
- Parent(s)
- Dependent adult (someone you are carer for)
- Other Please specify _____

Qn 25. What is your gender?

- Male
- Female

Qn 26. What is your age?

- 18-24
- 25-29
- 30-39
- 40-49
- 50-59
- 60 or older

Qn 27. To which of these ethnic groups do you consider you belong? [Tick one]

- White
- Mixed
- Asian or Asian British
- Black / African / Caribbean / Black British
- Chinese
- Other ethnic group

Qn 28. Is English your first language?

- Yes
 No

Qn 29. What is your highest educational qualification? [Tick one]

If your UK qualification is not listed, tick the box the contains its nearest equivalent

If you have qualifications gained outside the UK, tick the 'Foreign qualifications' box and the nearest UK equivalents – NB This might require simplification

- None
 School Leavers Certificate
 1-4 GCSEs (any grades) or equivalent, Entry Level, Foundation Diploma
 NVQ level 1, Foundation GNVQ, Basic Skills
 5+ GCSEs (Grades A*-C) or equivalent, 1 A level/ 2-3 AS levels/VCEs, Higher Diploma
 NVQ Level2, Intermediate GNVQ, City and Guilds, BTEC First / General Diploma, RSA Diploma
 Apprenticeship
 2+ A levels / VCEs, 4+ AS levels, Higher School Certificate, Progression / Advanced Diploma

 NVQ Level 3, Advanced GNVQ, City and Guilds Advanced, ONC, OND, BTEC National, RSA Advanced Diploma
 NVQ Level 4 - 5, HNC, HND, RSA Higher Diploma, BTEC Higher Level
 Degree level qualification, or higher
 Professional qualifications (eg teaching, nursing, accountancy)

 Other work-related or professional qualification
 Other (Please specify) _____

 Foreign Qualifications

Qn 30. Do you hold a valid full driving licence for a car or motorbike?

- No
 Yes

Qn 31. Have you a car/van or motorbike/moped available for YOUR personal use (eg for attending work or interviews) [Tick one]

- Yes always.
 Yes almost always have access to a car/van/motorbike
 Yes but only infrequently (e.g. in the evenings)
 No I never have access to the car/van/motorbike

ⁱ Those who said they would never use buses were not asked this question as it is not relevant

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