West Yorkshire Combined Authority

COVID-19 Transport Survey

Telephone Survey Wave 1

Introduction

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

Fieldwork (wave 1): 9-14 June 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.*

Executive summary (I)

Impacts on work and employment

- Compared to before lockdown, around half of those in employment have seen their working hours altered; 12% are working more hours than before, whereas 13% are working fewer hours.
- 79% of respondents commuted to the same place most days before lockdown and of these, 76% indicated that their working premises are already open or will do so in the next few days.
- 20% of respondents working in retail and 13% working in leisure and hospitality say they will use public transport for their trips to work in the coming weeks. These were the sectors more dependent on public transport before the pandemic, with a share of 30% and 38%, respectively, before lockdown.

Changes in travel behaviour

- In terms of mode share, a *significant* decrease in public transport use is anticipated by respondents in the coming weeks, alongside a *significant* increase in walking, compared to the pre-lockdown situation.
- Private vehicle is expected to remain the dominant mode choice for commuting and grocery shopping, with some avoidance of public transport; rail use shows a *significant* decline.
- Compared to before lockdown, mode choice for any other travel into city centres over the coming weeks will shift significantly from public transport (28% to 19% on bus and 20% to 10% on train) and towards car use (58% to 68%).

Executive summary (II)

Walking and cycling trends

- Overall, 39% of respondents are currently walking and running more than before lockdown (33% about the same and 22% less). However, *significantly* more respondents of BAME ethnicity reported walking and running less.
- 35% of respondents are currently cycling more than before lockdown (40% about the same and 22% less). The main reasons mentioned for increased walking, running and cycling are for leisure and exercise (53%), having more free time or to combat boredom (25%), and concerns about using public transport (5%).

Short-term trends

- 49% and 62% of respondents said they would use the bus and train less, respectively, in the coming weeks; 34% said they will walk more and 46% said they will work from home more.
- 28% of respondents anticipate to travel by private car less, with 52% and 20% expecting to use the car the same or more than before lockdown, respectively. Notably, a greater proportion of public transport users said they will travel by car more in the coming weeks than before lockdown (27%, compared to 15% for non-users).
- A significantly greater proportion of respondents said they will work from home and shop online more, rather than less, compared to pre-lockdown.

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Executive summary (III)

Short-term trends (cont.)

- Of the public transport users who said they would travel by bus or rail less, 59% said they would stay at home more and 31% said they would use other modes instead.
- 39% of respondents reported being very concerned about COVID-19 in general and 29% said they would be very concerned about using public transport over the coming weeks (vs. 24% who were not concerned at all). Respondents who declared their intention 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 or non-users.
- The majority of public transport users with an opinion think the bus network is being managed well (32% reporting either very well or quite well).

Home working

- 47% of respondents have worked from home during lockdown, and a *significantly* higher proportion of public transport users (57%) compared to non-users (40%).
- Of those who were working from home, two thirds of respondents found it to be a positive experience.
- A *significantly* greater proportion of respondents (64%) said that, in the long term, they are likely to work from home more often than before lockdown, compared to 22% who saw it as unlikely.

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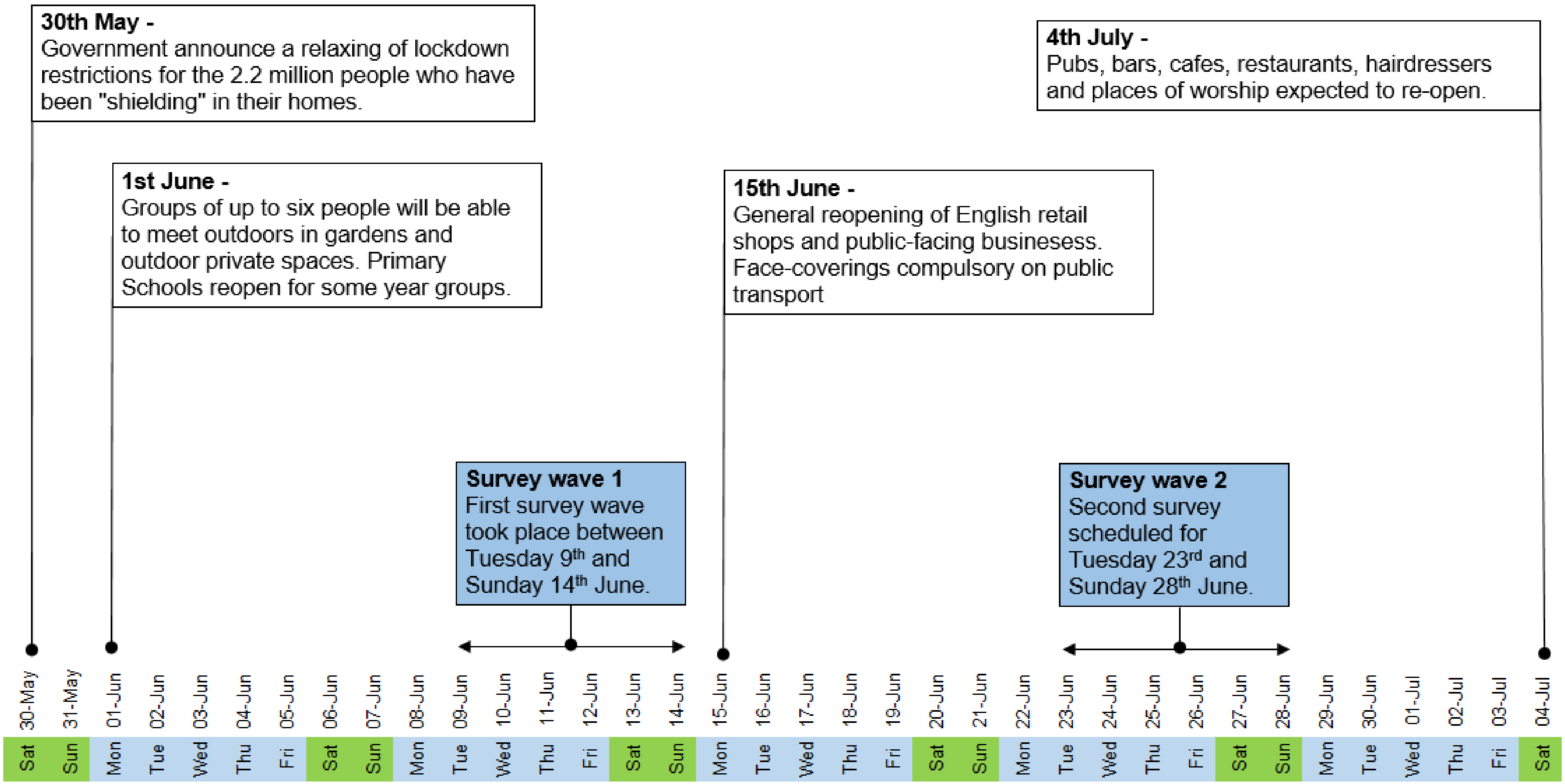
Survey timing



The timeline above is for context when interpreting the results. Importantly, the first wave was conducted before re-opening of non-essential retail on the 15th June . The second wave started on the 23rd June and will capture perceptions of those who will have returned to work recently, but before wider re-opening of bars, cafes etc. on the 4th July.

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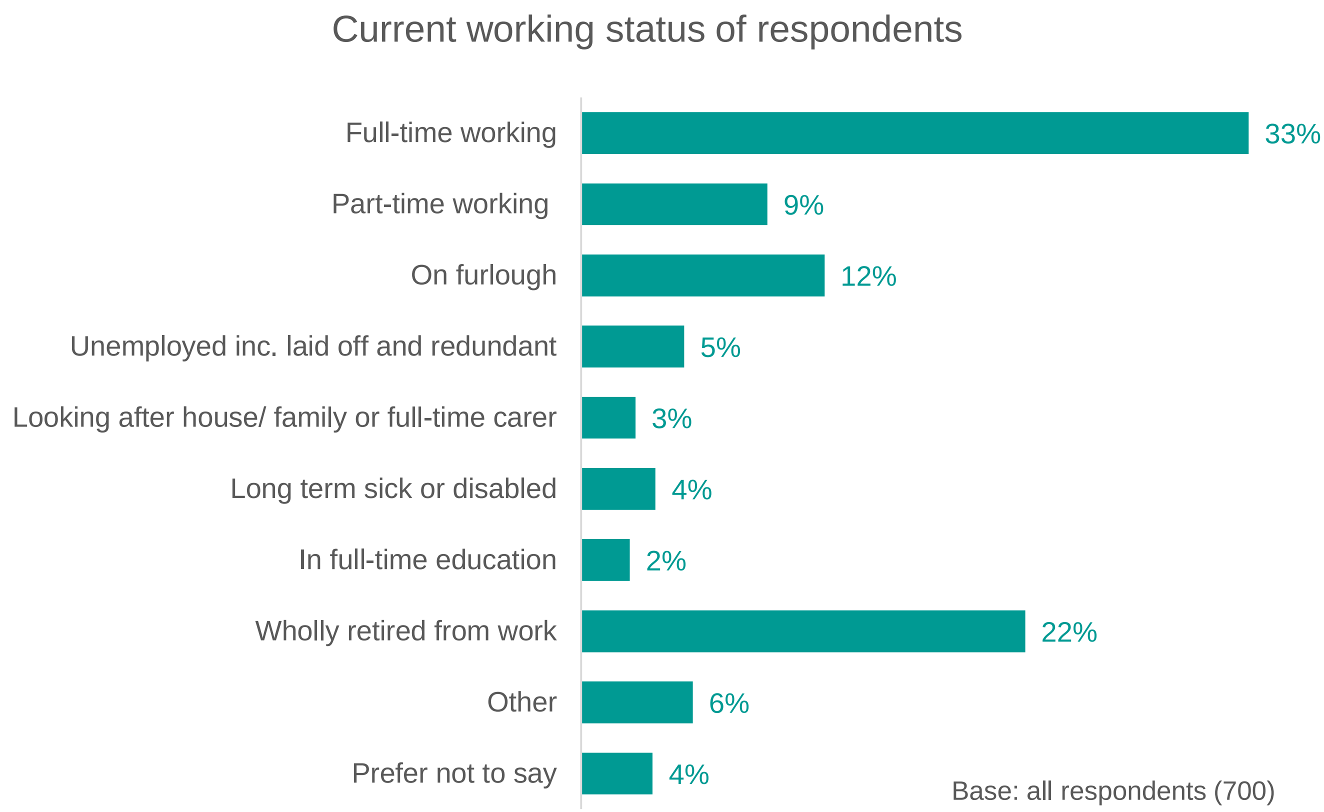
Impact on work and employment

Current working status

Of the 55% of respondents in employment, 12% are currently on furlough. Individuals in the sample are less likely to be in full-time employment or self-employed than the general English population, and more likely to be retired.



Q: Which of the following best describes your current working situation? On Furlough | 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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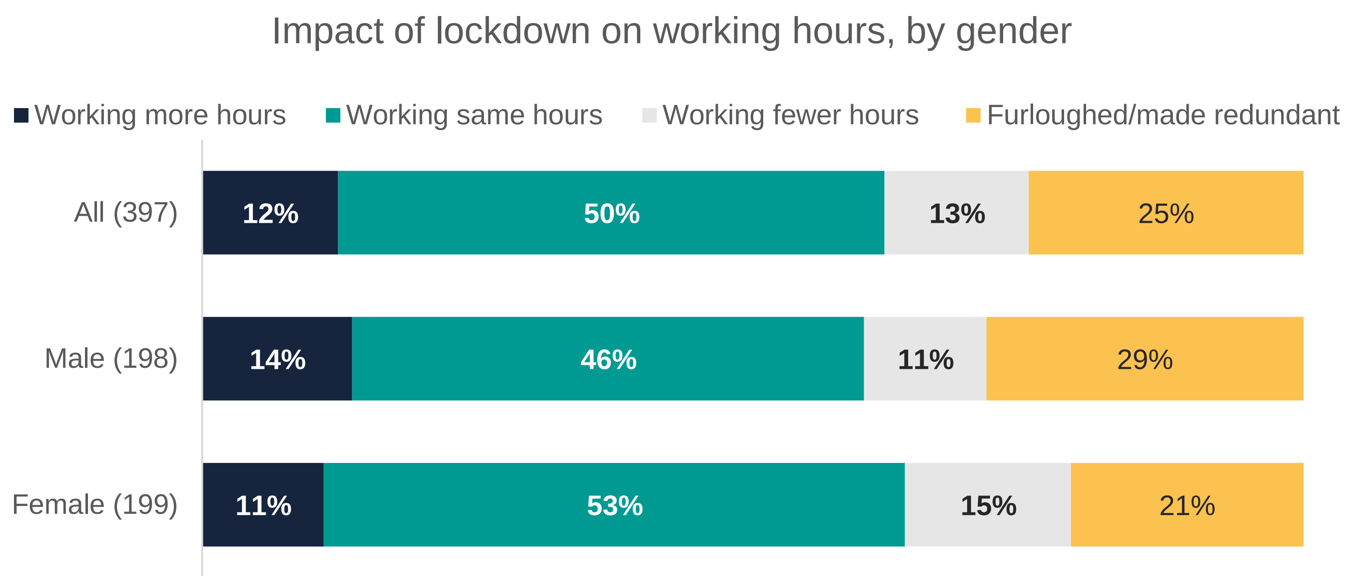
COVID-19 impacts on working hours, by gender

Around half of those in employment have seen their working hours altered compared to before lockdown. 12% have worked more hours than before the lockdown, whereas 13% have seen their working hours reduced. There are no statistically significant differences by gender.

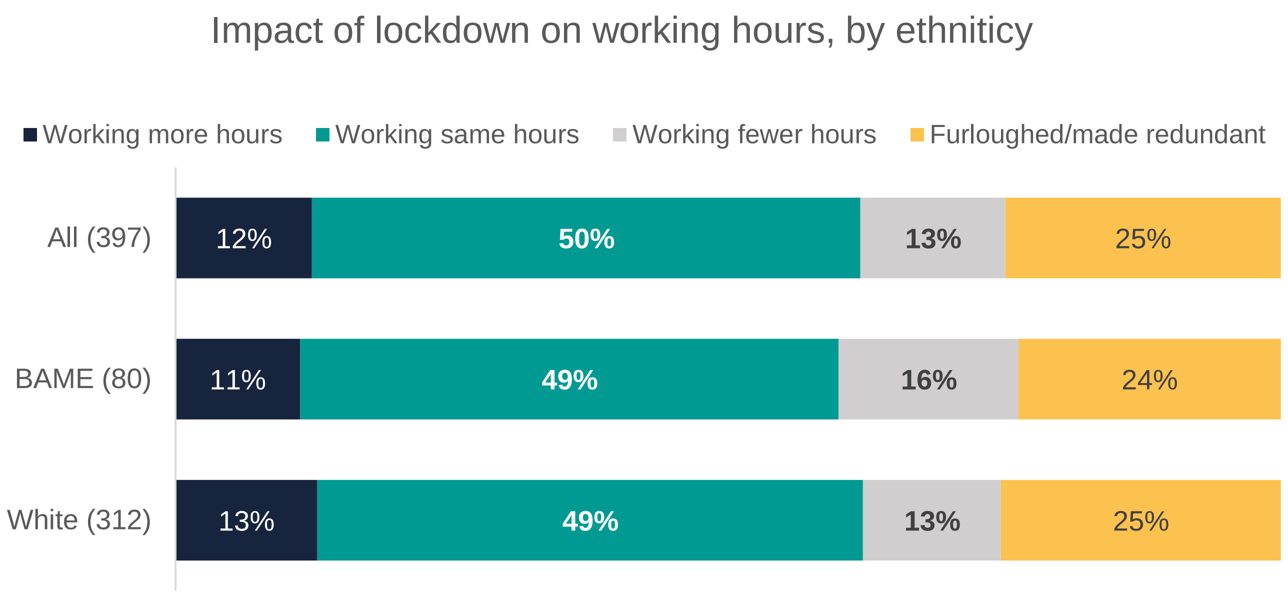


Base: all in employment or furloughed (excl. those not working before the lockdown), plus those laid off because of the lockdown who disclosed gender

Q: Are you …? Working more hours than before lockdown | Working fewer hours than before lockdown | Working the same number of hours | Not working before lockdown

COVID-19 impacts on working hours, by ethnicity

There are no statistically significant differences in the change in working hours experienced by respondents of BAME or white ethnic backgrounds.

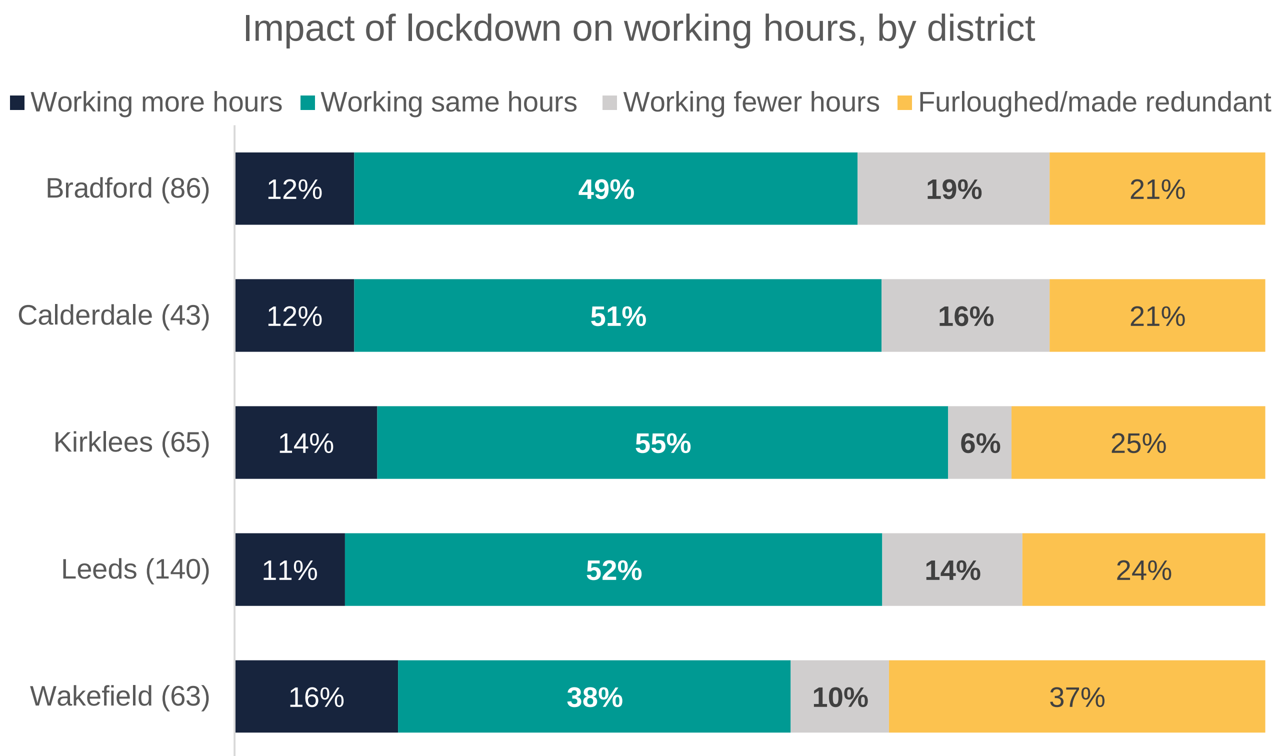


Base: all in employment or furloughed (excl. those not working before the lockdown), plus those laid off because of the lockdown who disclosed ethnicity

Q: Are you …? Working more hours than before lockdown | Working fewer hours than before lockdown | Working the same number of hours | Not working before lockdown

COVID-19 impacts on working hours, by district

A greater proportion of Wakefield respondents have been laid off or furloughed following the lockdown (37%) compared to response from other districts; however this difference is not statistically significant.



Base: all in employment or furloughed (excl. those not working before the lockdown), plus those laid off before the lockdown who disclosed district of residence (400)

Q: Are you …? Working more hours than before lockdown | Working fewer hours than before lockdown | Working the same number of hours | Not working before lockdown

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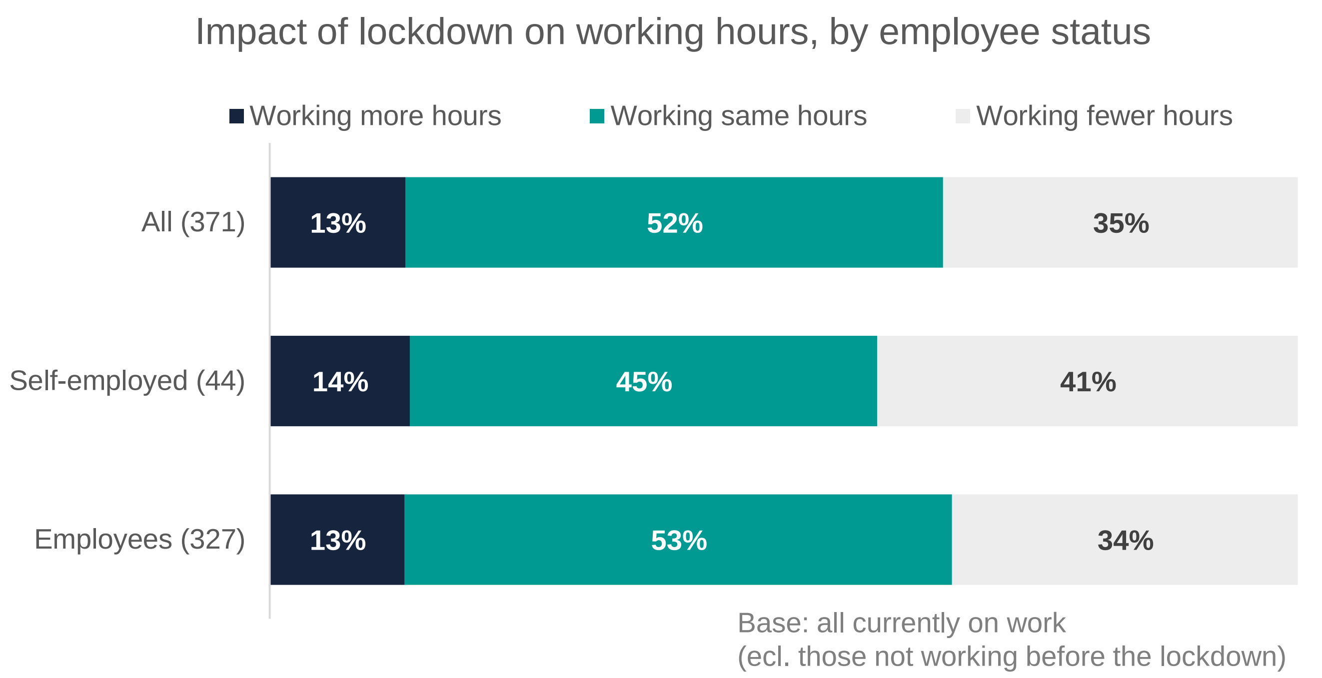
COVID-19 impacts on working hours, by employee status

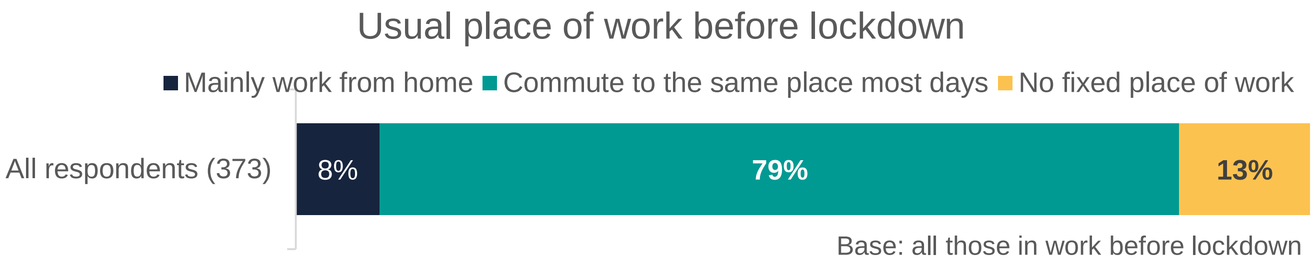
More self-employed respondents than employees reported working fewer hours than before the lockdown; however, this difference is not statistically *significant*.

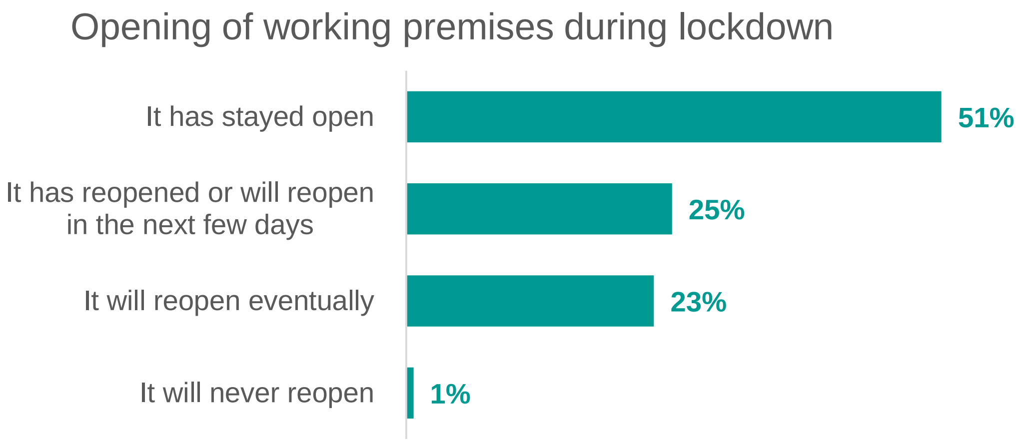


Q: Are you …? Working more hours than before lockdown | Working fewer hours than before lockdown | Working the same number of hours | Not working before lockdown
Q: Are you…? Self-employed | An employee | Prefer not to say

Impact of lockdown on working premises

79% of respondents commuted to the same place most days before lockdown; of these, 76% indicated that their working premises are already open or will do so in the next few days (maybe with restrictions in the number of people allowed in); 23% expect their working premises to open in the longer term, and just 1% of respondents say their work place will not reopen.





Base: all respondents currently working (excl. those not working before lockdown), furloughed or laid off because of the lockdown (290)

Q: Thinking about that place, which of the following are true or false? It has stayed open during the lockdown | It has reopened | I expect it will reopen in the next few days | I think it will reopen eventually | I think it will never reopen

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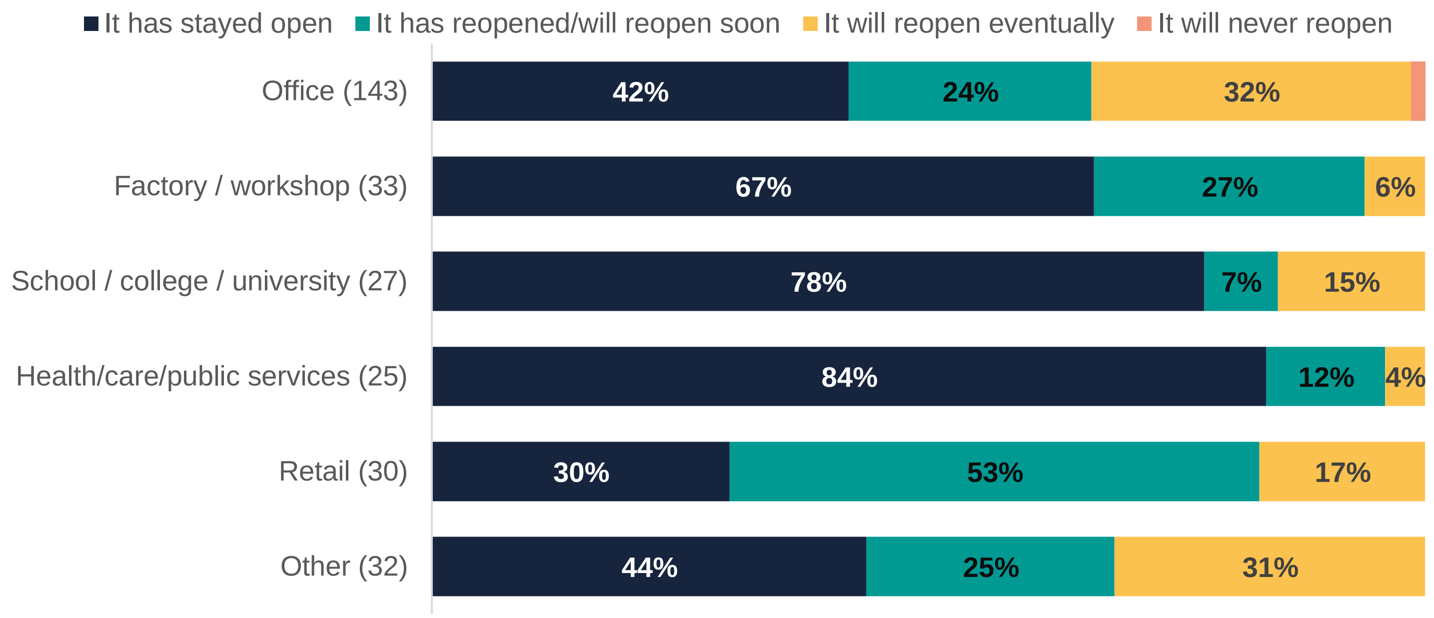
Impact of lockdown on working premises by sector

94% of respondents in the industry sector and 85% in the education sector state their workplace is already open or will be soon. Those working in retail seem to have also experienced a substantial return to activity, with 83% stating their premises stayed open, have reopened or will reopen soon. Those working in office environments anticipate a slower return to their usual workplace, with 32% not expecting to see their usual workplace open in the short term.

Opening or working premises, by respondents' usual place of work



Base: all respondents currently working (excl. those not working before lockdown), furloughed or laid off because of the lockdown (290)

Q: What was your main commuting destination before lockdown? Office | Factory/workshop | School/college/university | Care home | Warehouse | Hospital/health centre | Retail | Trade | Construction site | Station or depot | Leisure facilities | Worked from home | No fixed place of work | Other. Q: Thinking about that place, which of the following are true or false? It has stayed open during the lockdown | It has reopened | I expect it will reopen in the next few days | I think it will reopen eventually | I think it will never reopen

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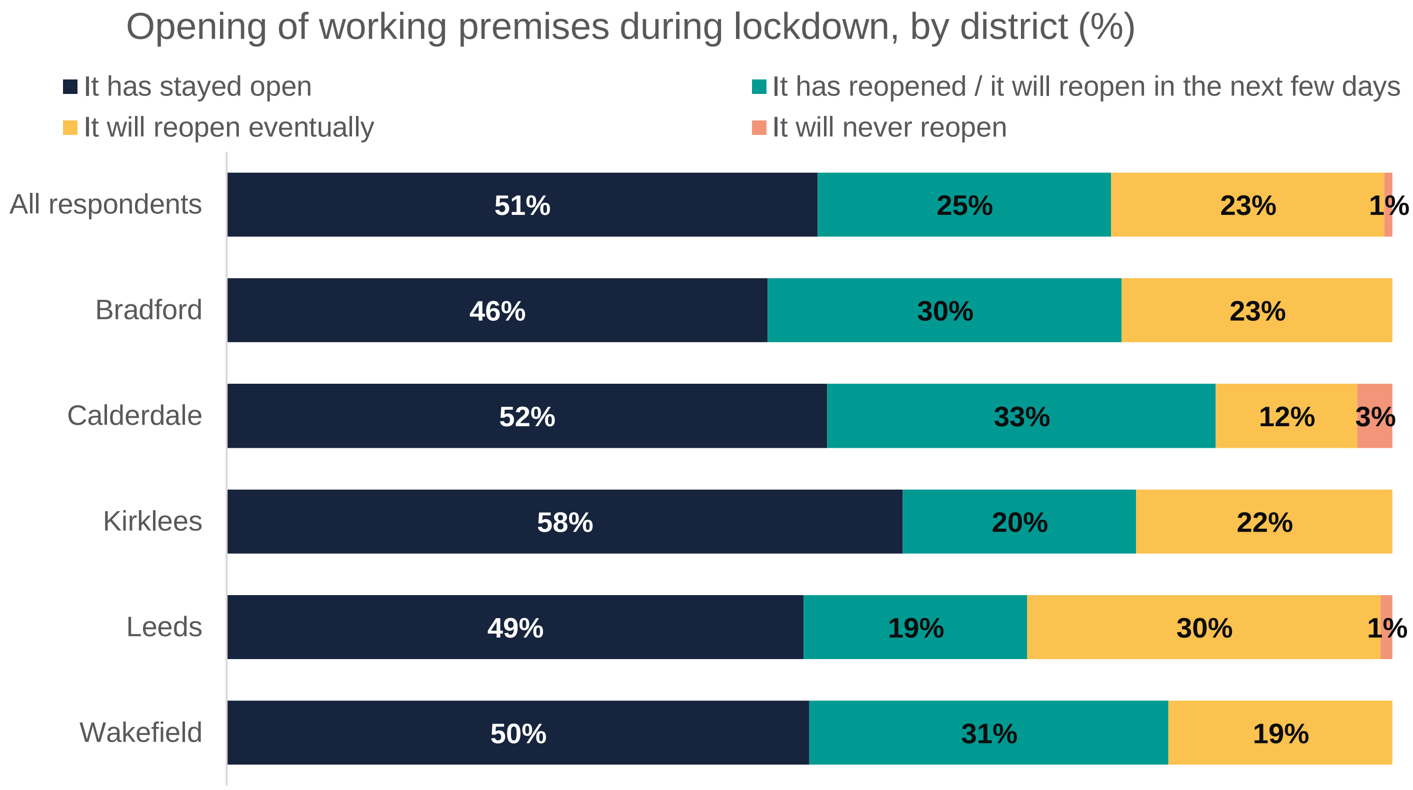
Impact of lockdown on working premises by district

A greater proportion of Kirklees respondents say their workplace has remained open during the lockdown (58%); however, this difference is not statistically significant.

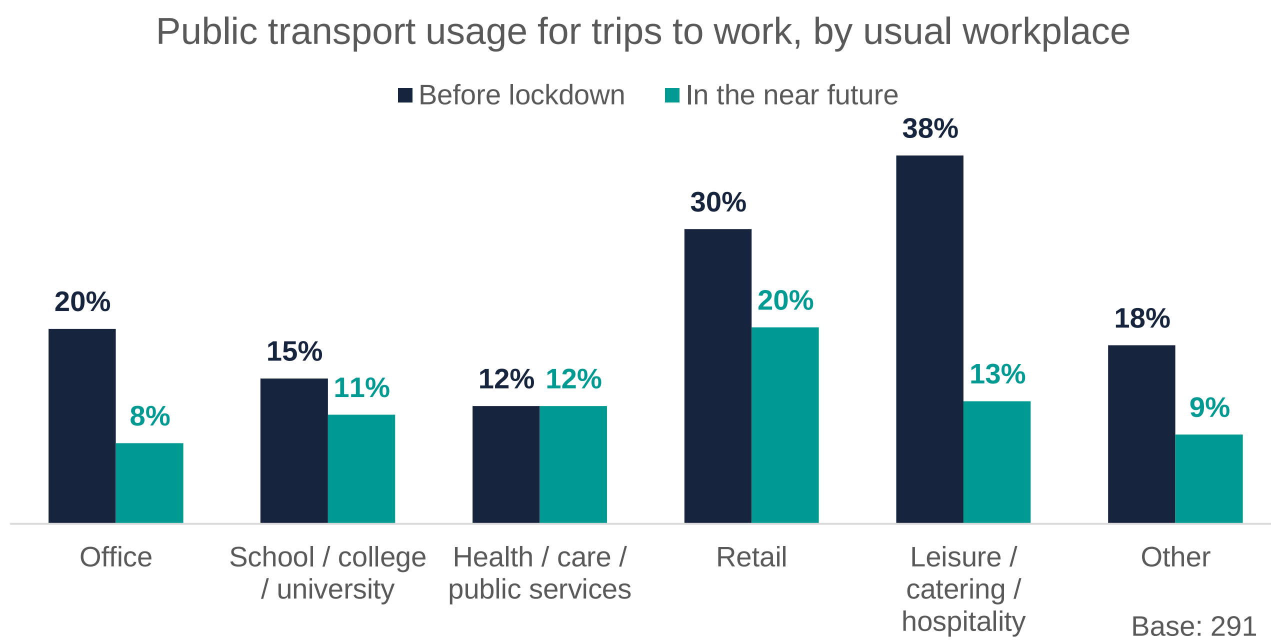


Base: all respondents currently working (exc. those not working before the lockdown), furloughed or laid off because of the lockdown who disclosed district of residence (290)

Q: What was your main commuting destination before lockdown? Office | Factory/workshop | School/college/university | Care home | Warehouse | Hospital/health centre | Retail | Trade | Construction site | Station or depot | Leisure facilities | Worked from home | No fixed place of work | Other. Q: Thinking about that place, which of the following are true or false? It has stayed open during the lockdown | It has reopened | I expect it will reopen in the next few days | I think it will reopen eventually | I think it will never reopen

Impact on trips to work by public transport

20% of respondents working in retail and 13% working in leisure and hospitality who used public transport for their commute before the lockdown say they will continue to use public transport for their trips to work in the coming weeks (compared with 30% and 38%, respectively, before the lockdown). These were the sectors more dependent on public transport before the pandemic, so it is to be seen whether this is linked to the lower levels of activity in these sectors at the moment or it may be indicating a longer-term change in demand.



Q: What was your main commuting destination before lockdown? Office | Factory/workshop | School/college/university | Care home | Warehouse | Hospital/health centre | Retail | Trade | Construction site | Station or depot | Leisure facilities | Worked from home | No fixed place of work | Other

Q: Before lockdown what was the main type of transport you used when making journeys for the following reasons? (Work)

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)

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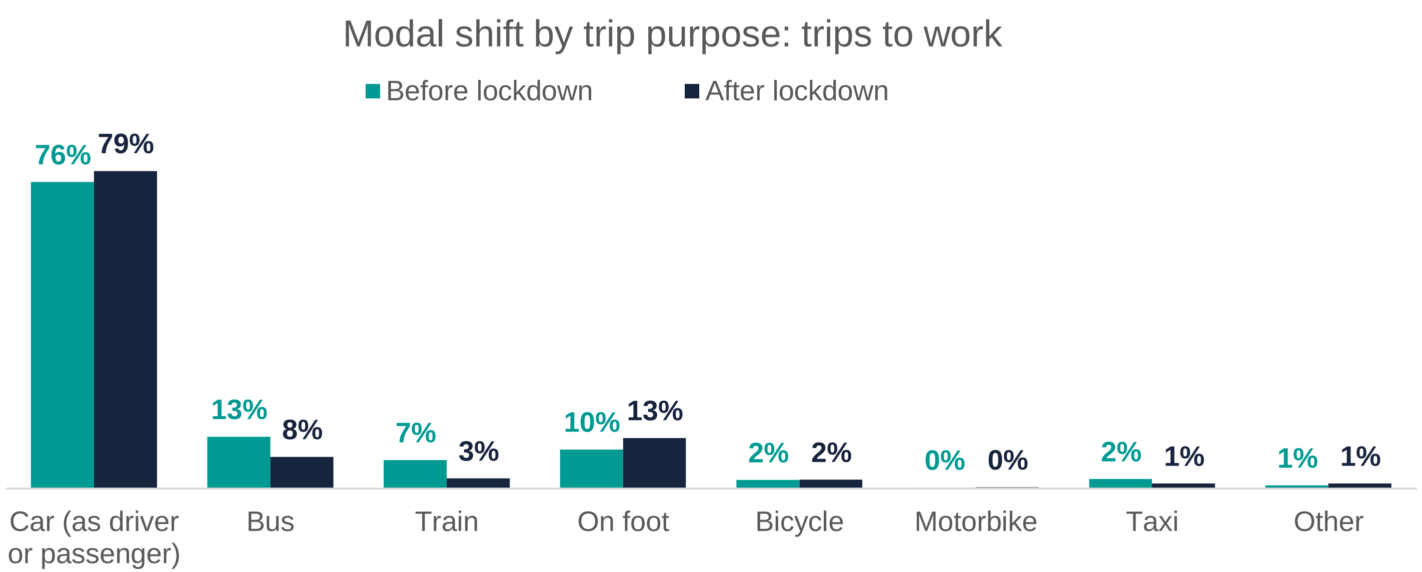
Impacts on travel behaviour

Mode shift by purpose: work

Comparison of mode choice from before lockdown to intentions over the coming weeks suggests some avoidance of public transport, with rail usage showing a *significant* decline. Both car use and walking appear to become the preferred options in the coming weeks, although this is not a *significant* change.

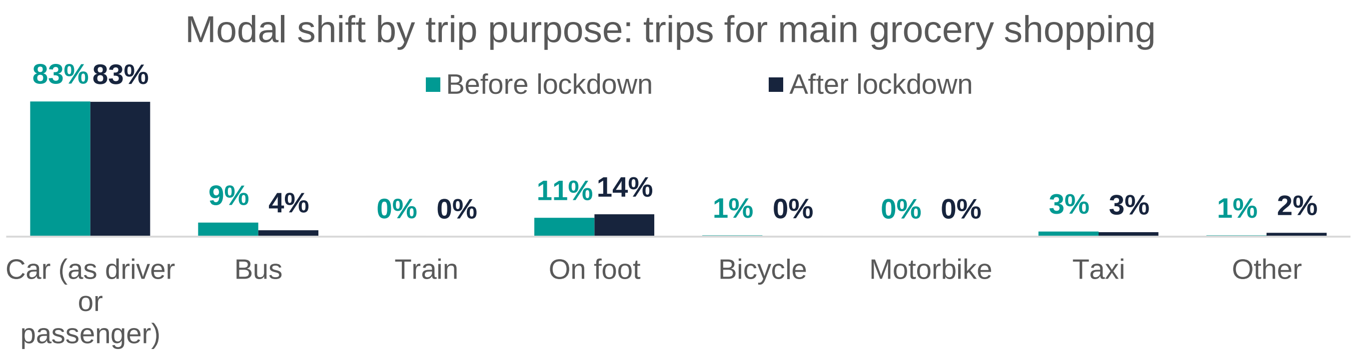


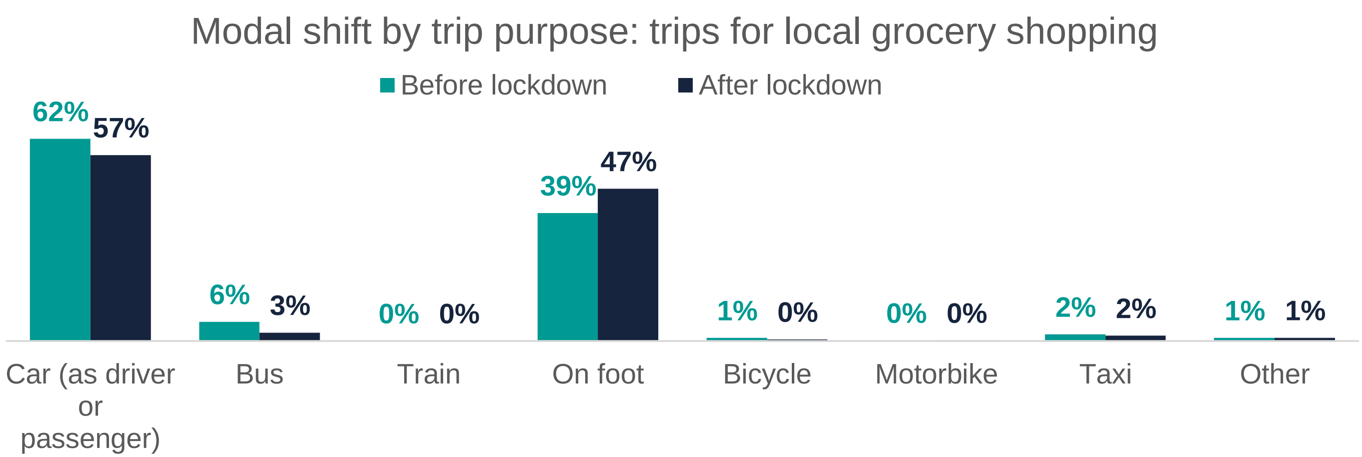
Q: Before 'lockdown' what was the main type of transport you used when making journeys for the following reasons: work (382)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: work (319)

Mode shift by purpose: grocery shopping

Intentions for mode of travel for main grocery shopping over the coming weeks move *significantly* away from bus use, with a similar level of car usage and an increase in walking.

For local grocery shopping, intentions move away from car and (*significantly*) from bus with a non-*significant* increase in walking.





Q: Before 'lockdown' what was the main type of transport you used when making journeys for the following reasons: main/local grocery shopping (635 main / 642 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 (609 main / 616 local)

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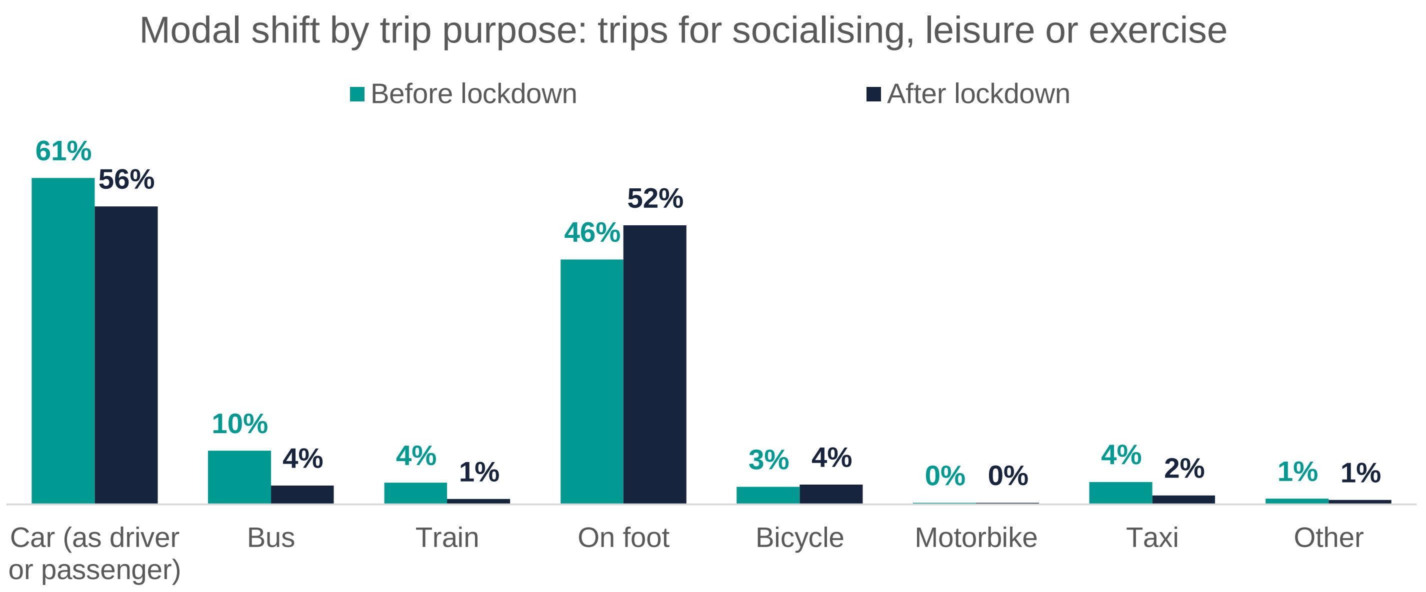
Mode shift by purpose: socialising, leisure or exercise

Intentions for mode of travel for socialising, leisure or exercise over the coming weeks move *significantly* away from public transport and non-*significantly* from car, towards active modes.



Q: Before 'lockdown' what was the main type of transport you used when making journeys for the following reasons: For socialising, leisure, or exercise (637)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: For socialising, leisure, or exercise (590)

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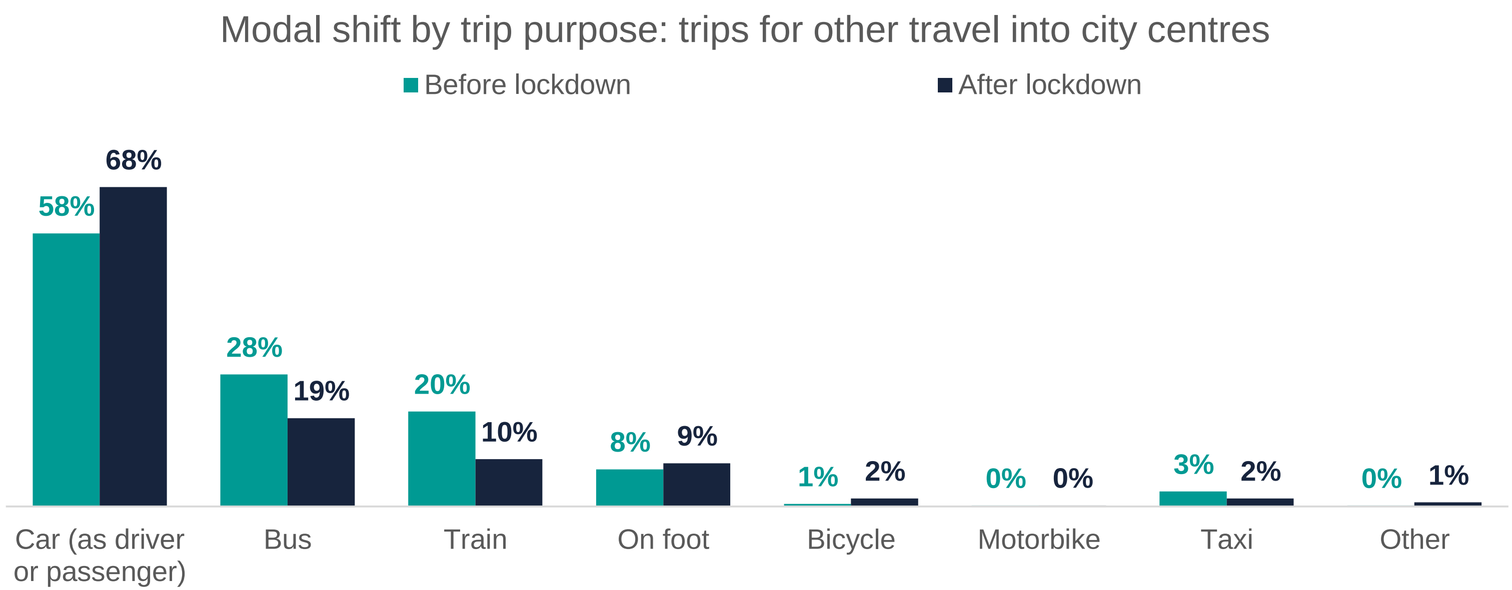
Mode shift by purpose: travel into city centres

Modal choice for other travel into city centres over the coming weeks shifts towards car and *significantly* moves away from public transport.



Q: Before 'lockdown' what was the main type of transport you used when making journeys for the following reasons: Other travel into city centres (571)

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 (469)

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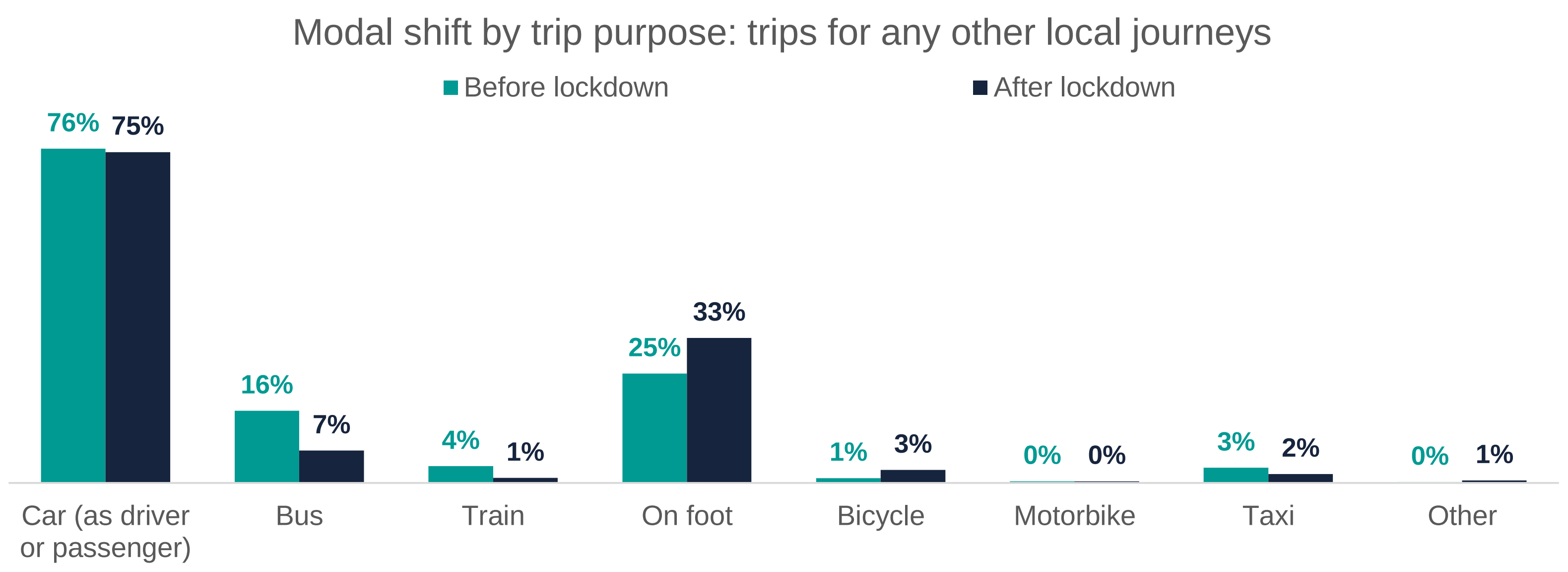
Mode shift by purpose: other local journeys

For other local journeys, intentions move *significantly* away from public transport with a similar level of car use and a *significant* increase in walking.



Q: Before 'lockdown' what was the main type of transport you used when making journeys for the following reasons: Any other local journeys (554)
Q: Over the coming weeks what is the main type of transport you think you will use when making journeys for the following reasons: Any other local journeys (545)

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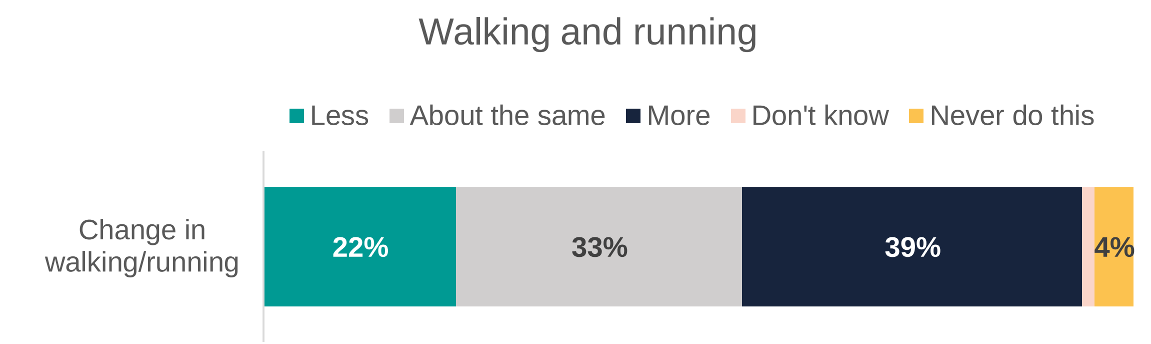
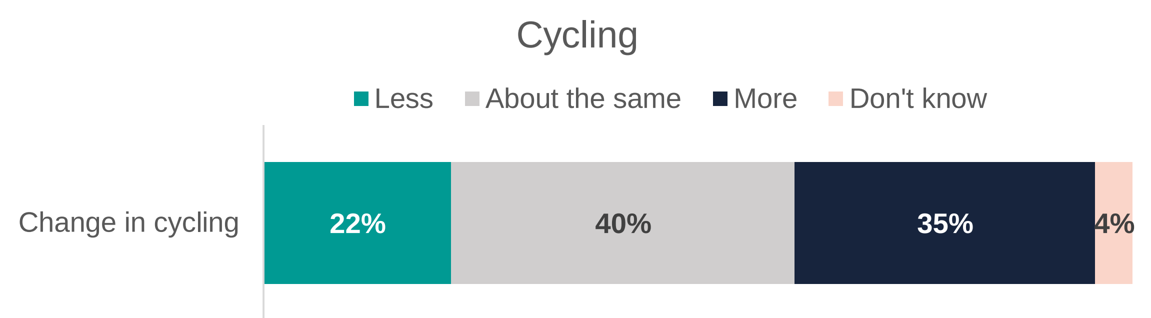
Walking and cycling

Change in walking/running and cycling

39% of respondents are walking/running more than before lockdown, and 35% cycling more. This represents a net increase of 17% in walking/running and 13% in cycling, compared to the pre-lockdown situation.

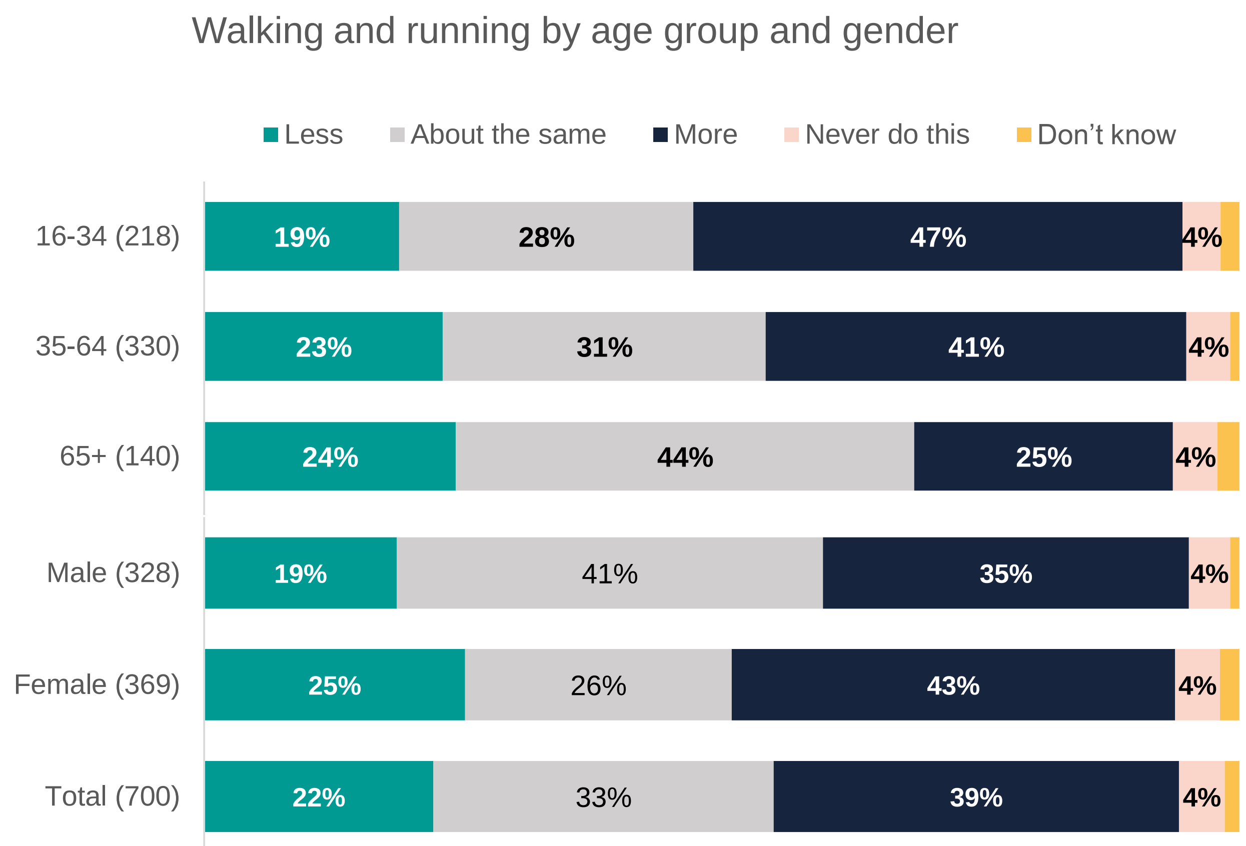




Q: Are you walking/running any more or any less than you did before the lockdown? (700)
Q: Are you cycling any more or any less than you did before the lockdown? (162)

Change in walking/running

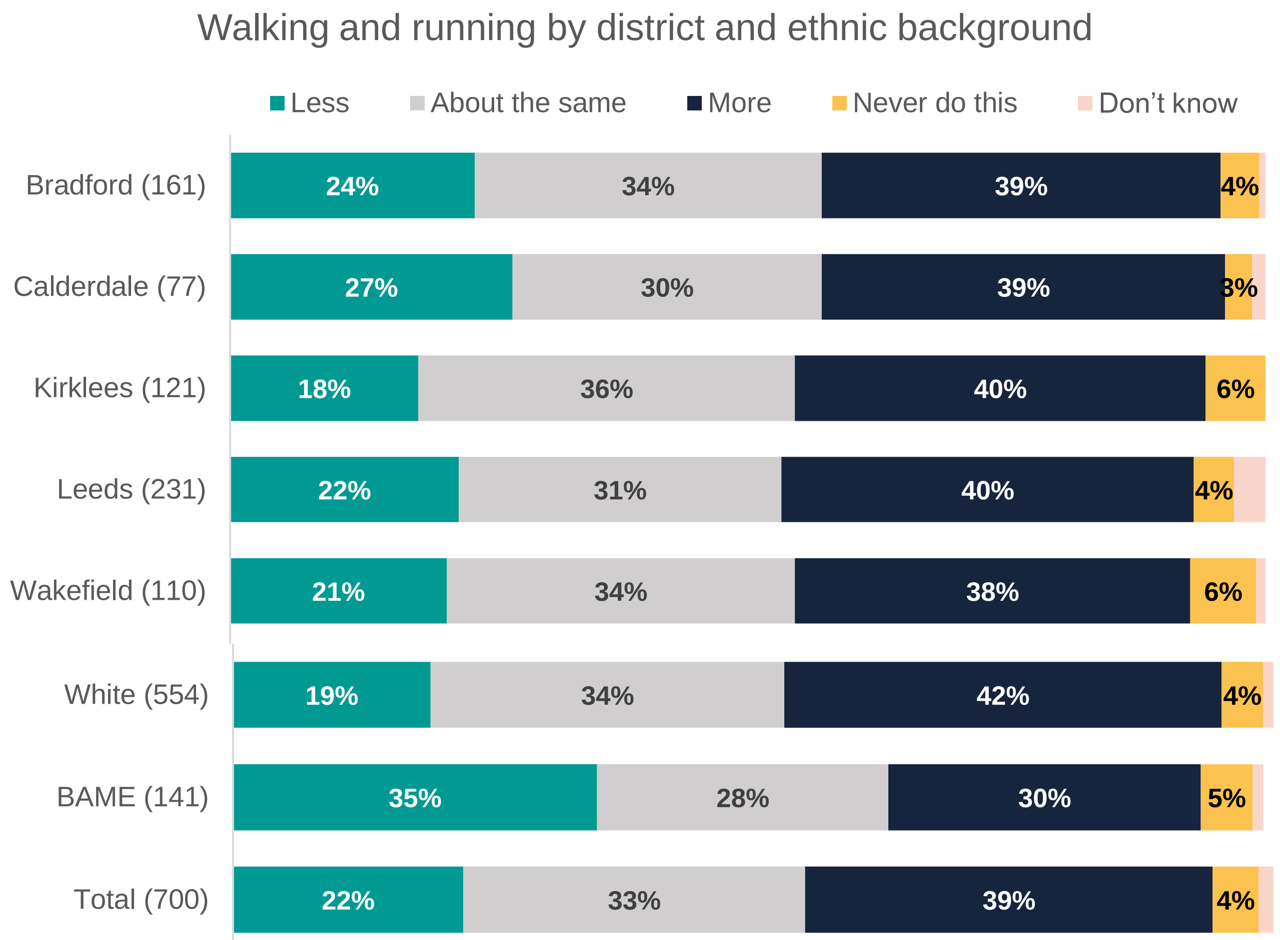
Significantly fewer 65+ respondents indicated that they were walking or running more. *Significantly* more male respondents indicated that they were walking or running about the same amount. Female respondents were more likely than men to be walking or running more (not statistically *significant*)



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

Change in walking/running

Significantly more respondents in the BAME group reported walking and running less. There is no *significant* difference in the amount of walking and running between districts.



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

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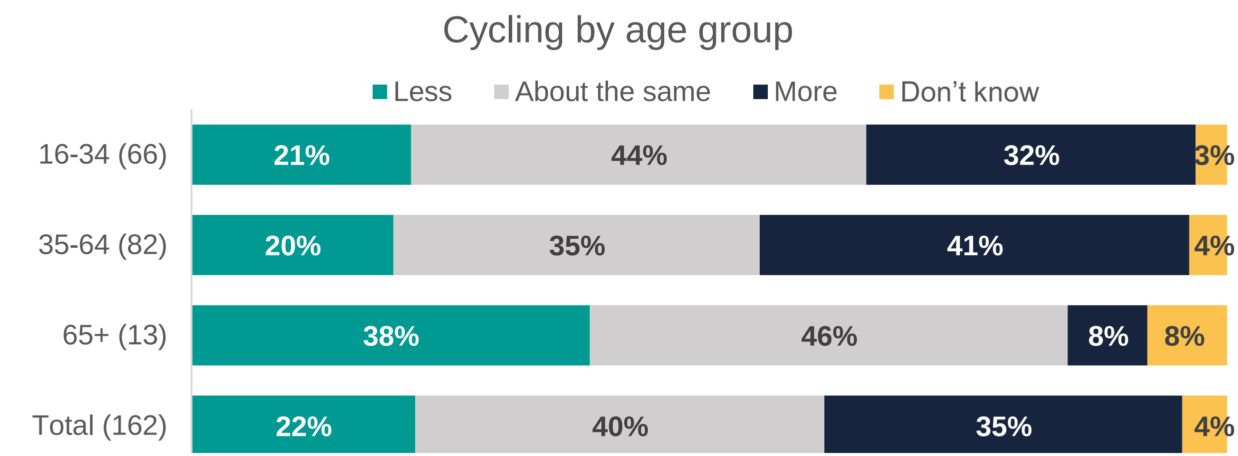
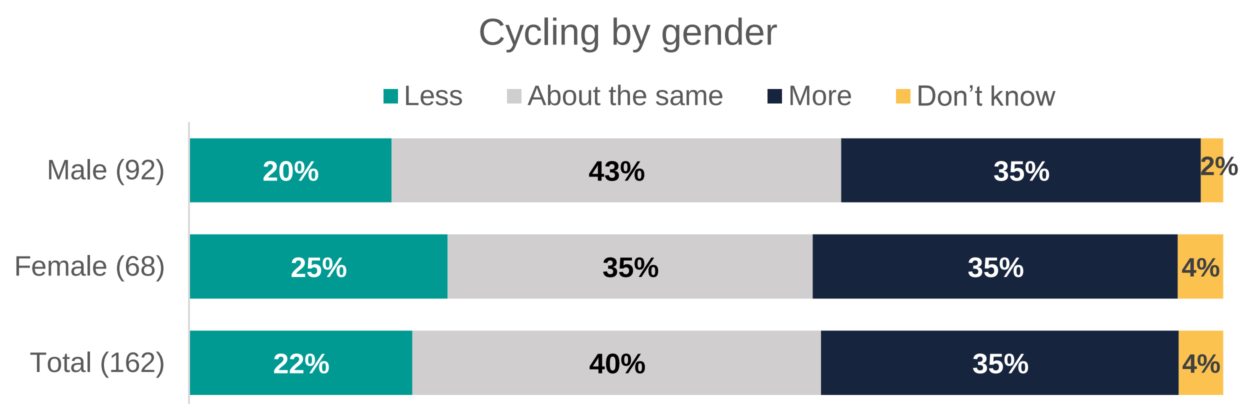
Change in cycling

A higher proportion of female respondents report cycling less than before the lockdown. Likewise, the lockdown seems to have affected the levels of physical activity of the 65+ more than other groups. However, no significant differences between groups can be reported due to the relatively small size of the subgroups.

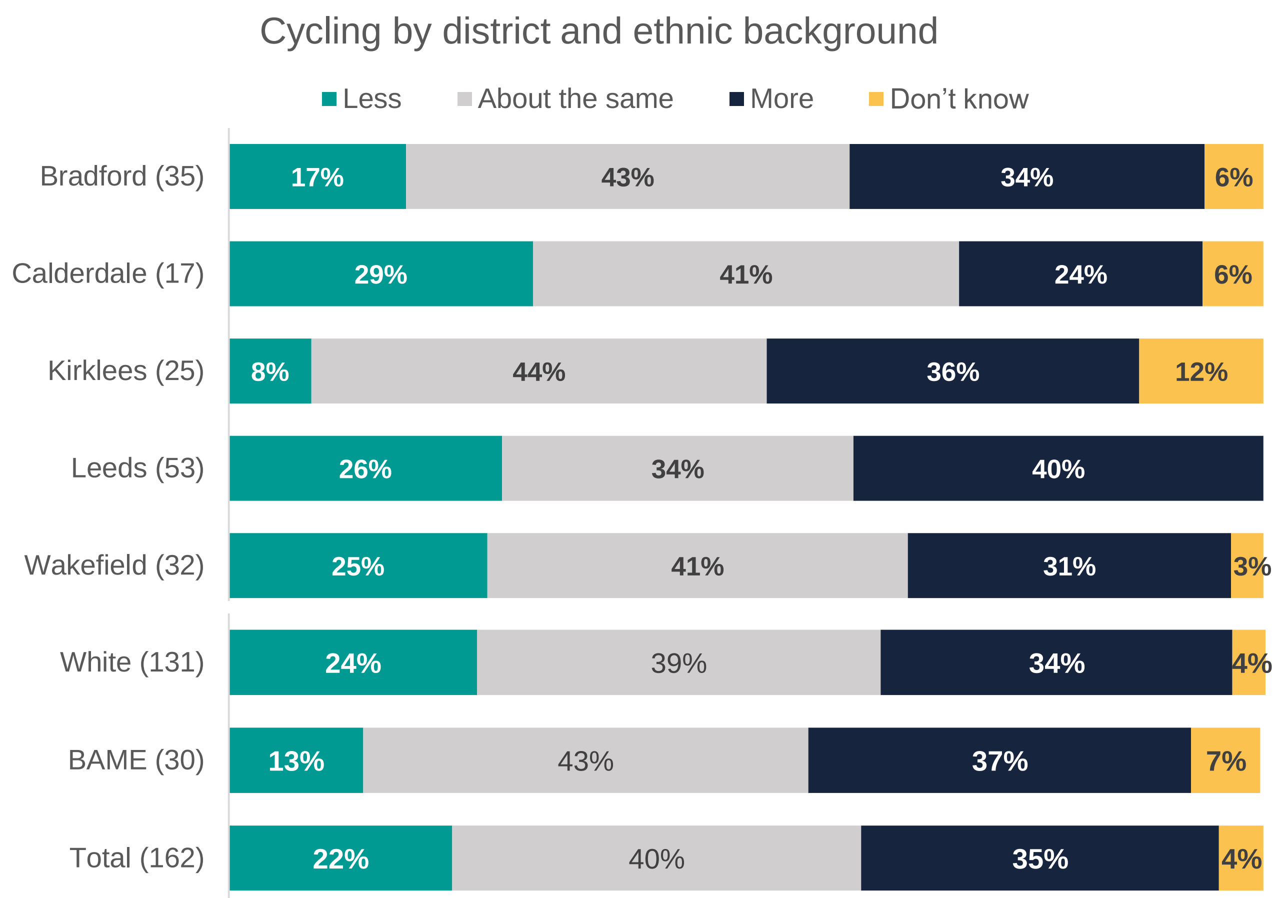




Q: Are you cycling any more or any less than you did before the lockdown? (162)

Change in cycling

Overall, a higher proportion of respondents report cycling more, rather than less, than before the lockdown, across districts and ethnic backgrounds; no significant differences between groups can be reported, due to the relatively small size of the samples.



Q: Are you cycling any more or any less than you did before the lockdown? (162)

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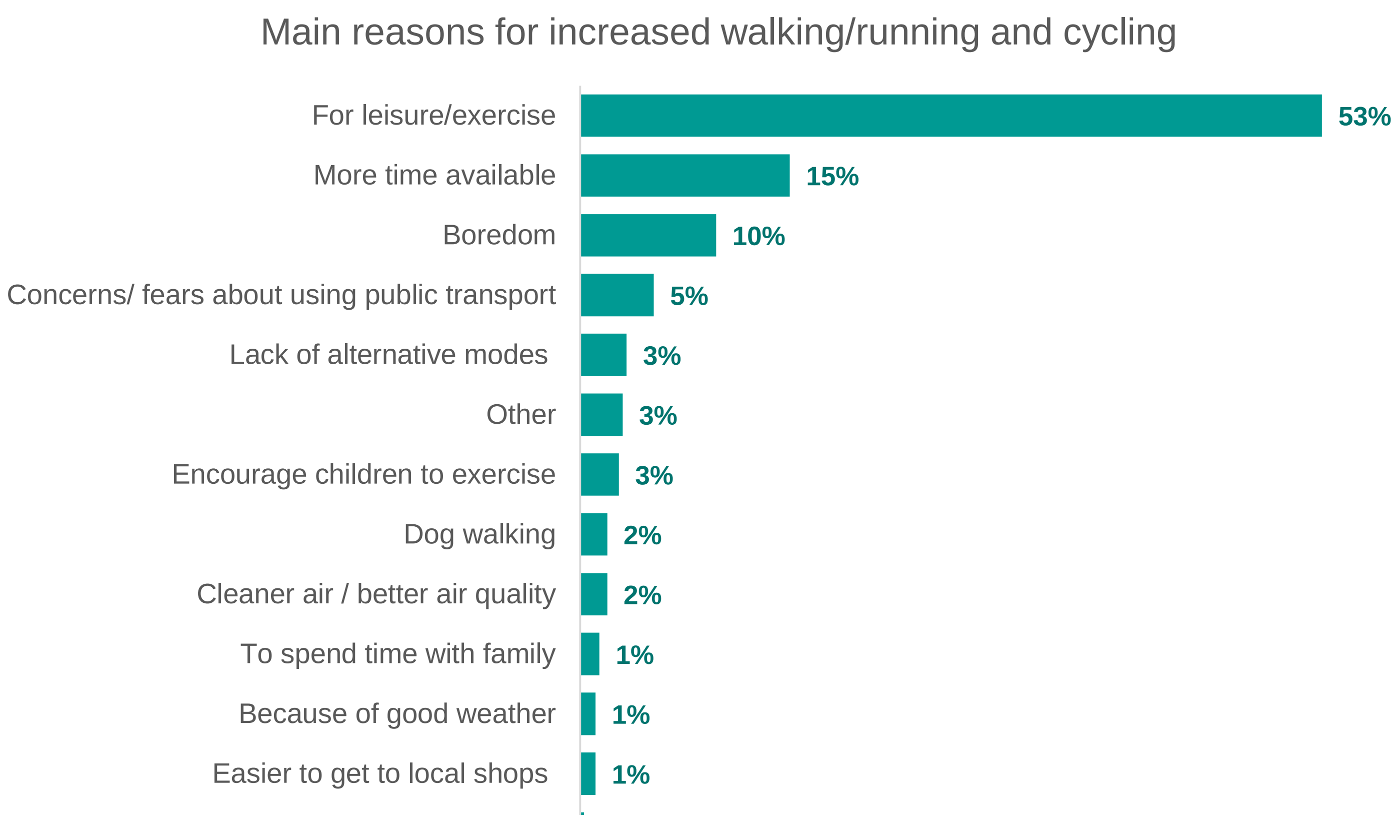
Main reasons for increased walking/running and cycling

The main reasons mentioned for increased walking, running and cycling are for leisure and exercise (53%), having more free time (15%) or to combat boredom (10%); 5% mention concerns about using public transport and 3% do not have other alternative available.



Q: What would you say are the main reasons that you are walking / cycling more? (297)

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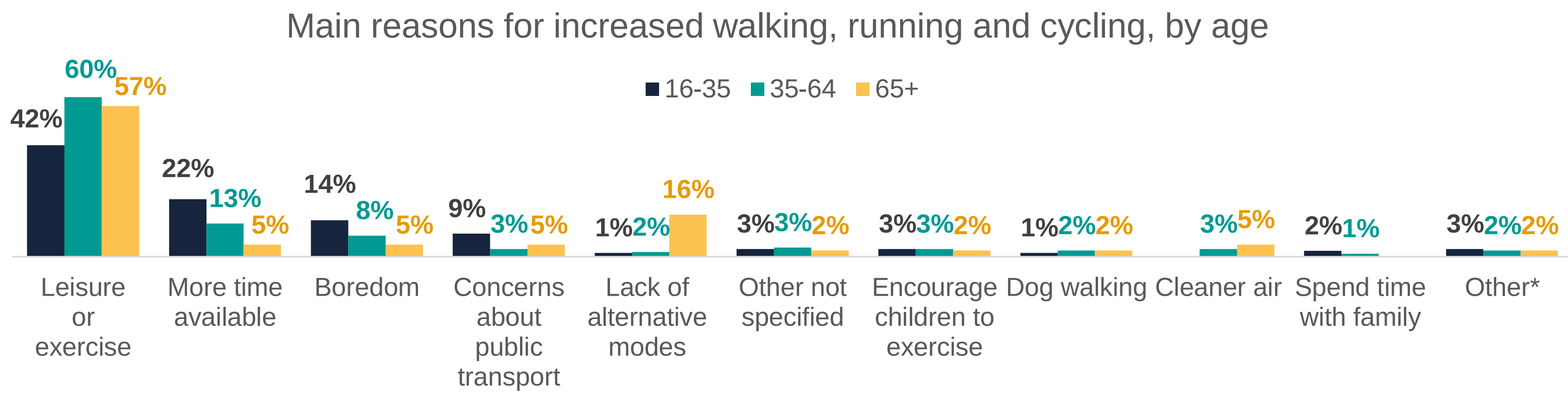
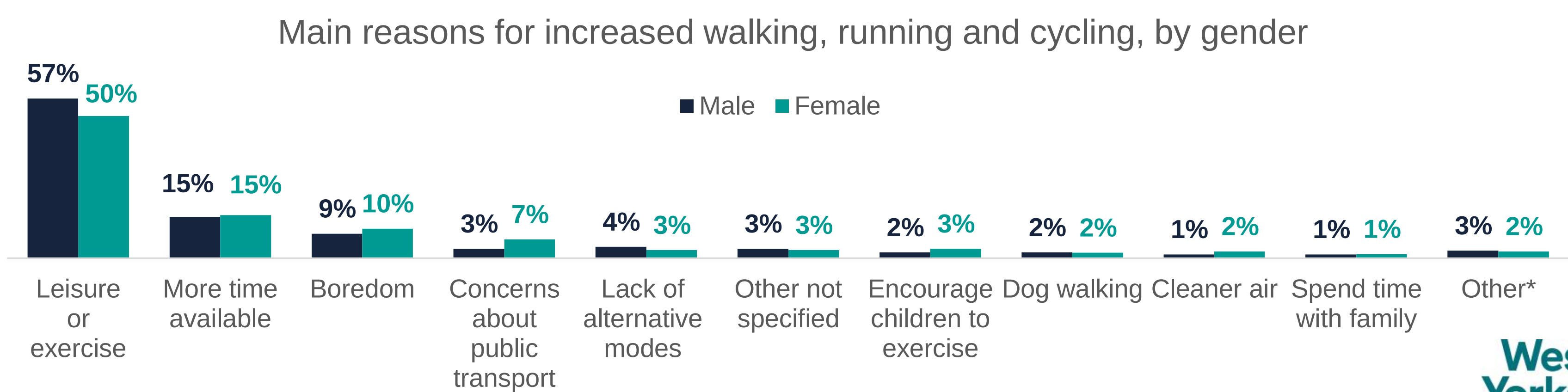
Main reasons for increased active travel by age group and gender

The main reason for increased active travel across all age groups was leisure/exercise. More respondents in the 16-35 group reported having more time available and boredom as main motivations. For more male than female respondents, this was leisure or exercise.



* Includes good weather (mentioned by 1% of the 16-34 and 1% of the 35-64; easier to get to local shops (mentioned by 1% of the 16-35, 1% of 35-64 and 2% of the 65+ and safer roads, mentioned by 1% of the 16-35.



* Includes good weather (mentioned by 1% males and 1% of females), and ease to get to local shops (mentioned by 1% of males and 1% of females)

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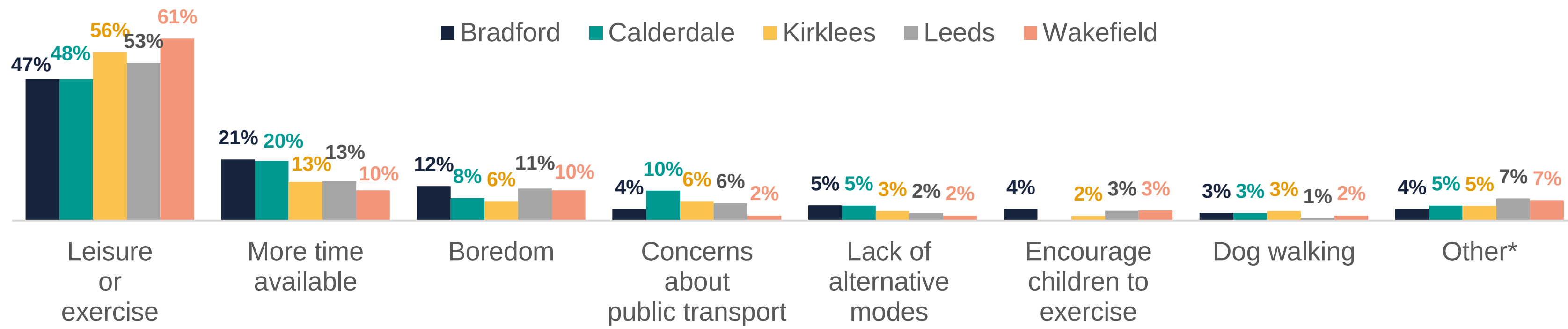
Main reasons for increased active travel by district and ethnic background

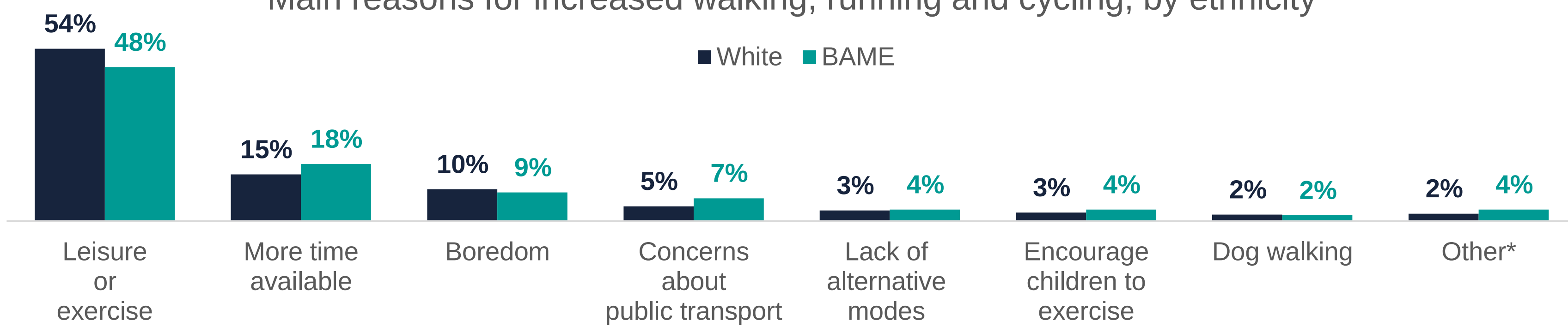
Fewer Bradford respondents mentioned leisure/exercise as the main motivation for increased active travel, and more Calderdale respondents mentioned concerns about public transport. More respondents with a white ethnic background cited leisure/exercise as a driver.

Main reasons for increased walking, running and cycling, by district



* Includes: cleaner air (B: 1%; K: 2%; L: 4%); spend time with family (B: 1%; C: 3%; K: 2%; L: 1%; W: 2%); good weather (K: 2%; L: 1%, W: 3%); easier to get to local shops (B: 1%; C: 3%; L: 1%; W: 2%); safer roads/less traffic (L: 1%)

Main reasons for increased walking, running and cycling, by ethnicity



* Includes: cleaner air (white: 2%; BAME: 0%); spend time with family (white: 1%; BAME: 2%); good weather (white: 1%; BAME: 2%); easier to get to local shops (white: 1%; BAME: 2%);

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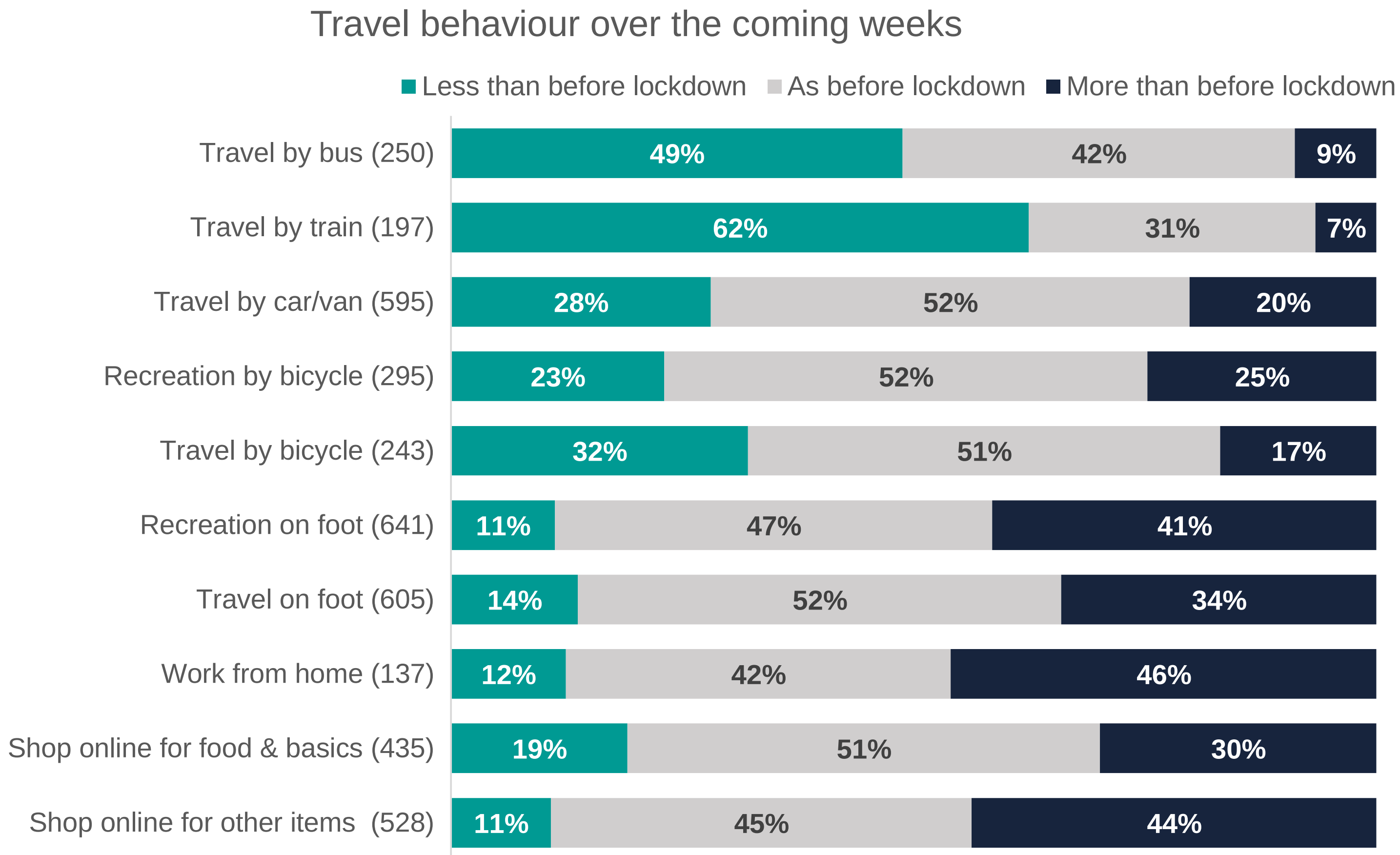
Future habits

Changes in travel activity

49% of respondents state they will travel by bus less than before lockdown, and 62% will travel by train less; 34% will walk more for utility purposes, and 41% will also walk more for recreation. Almost half of respondents (46%) say they will work from home more in the near future than before the lockdown.



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

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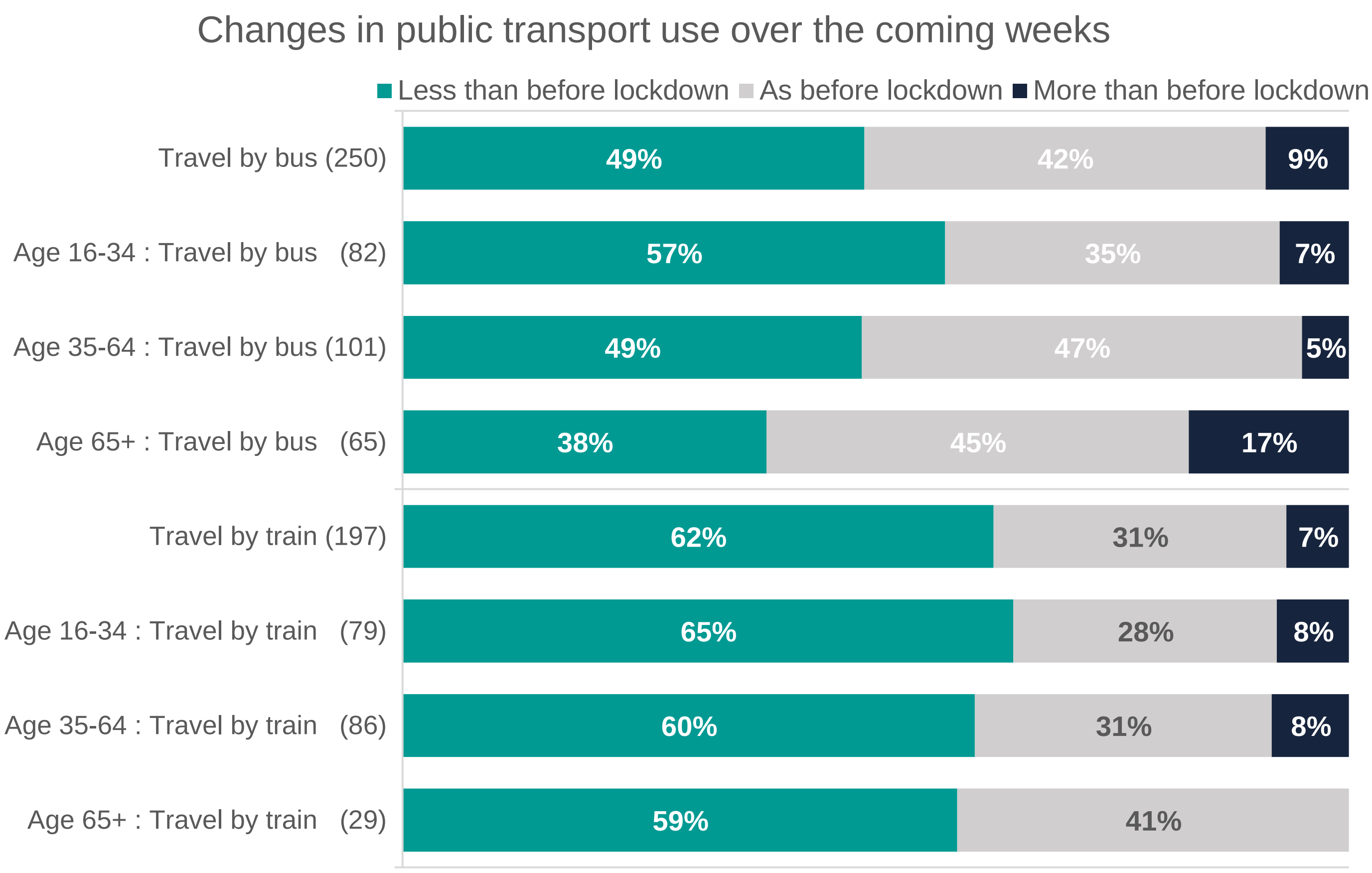
Changes in travel activity - public transport use

A *significantly* greater proportion of respondents say they will travel by bus and train less than before lockdown, compared with people who say they will use them more. Although this appears true for both modes and all ages the difference for bus use by people aged 65+ 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 the lockdown started?
Base (in brackets): Public transport user at least once a month before lockdown, excluding 'not applicable' responses for the specific mode.

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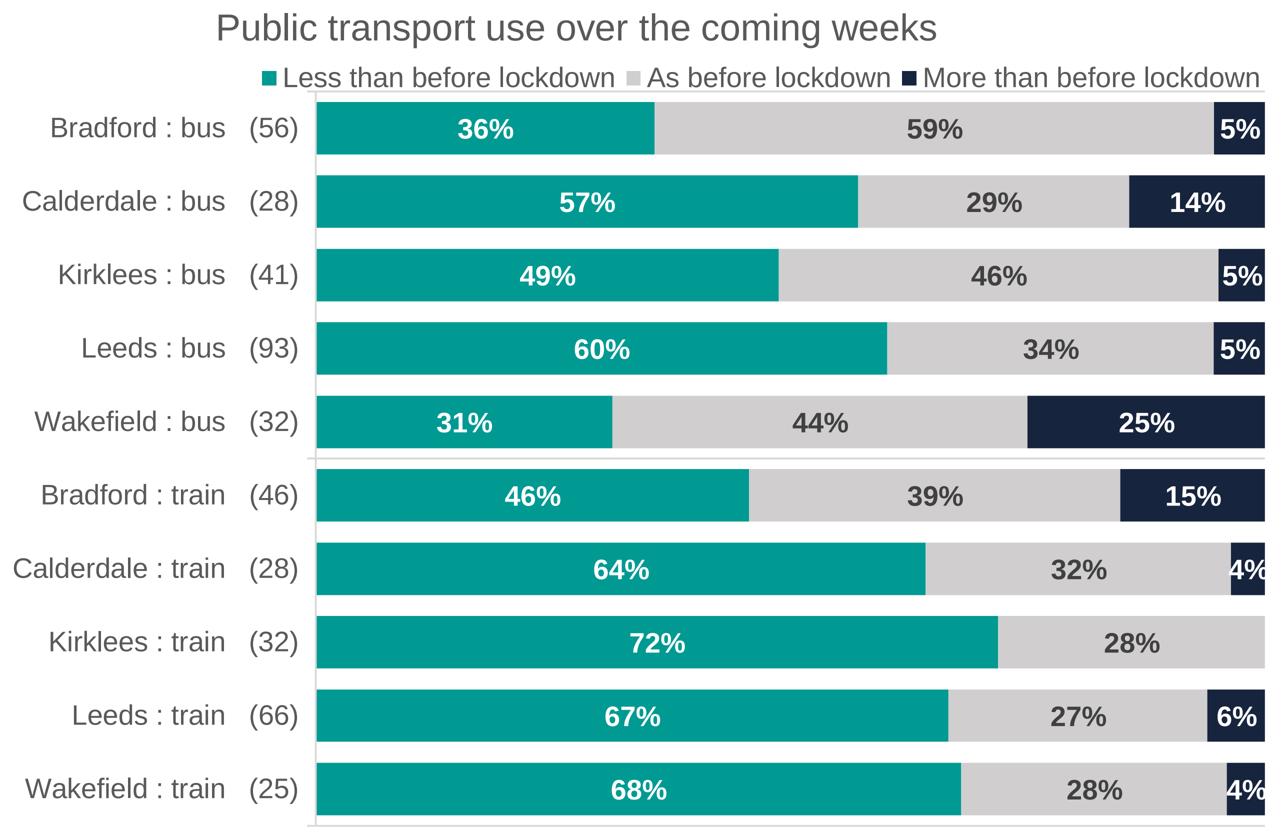
Changes in travel activity - public transport use

By district, the largest change in intention to use public transport is for bus use in Leeds, where 60% of respondents say they will use it less in the coming weeks, compared to 5% who say they will use it more. In terms of rail usage, the greatest change is observed in Calderdale, where 64% of respondents say they will this mode less, compared to 4% who will use it more. Even though the sample was small this difference was *significant.*



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

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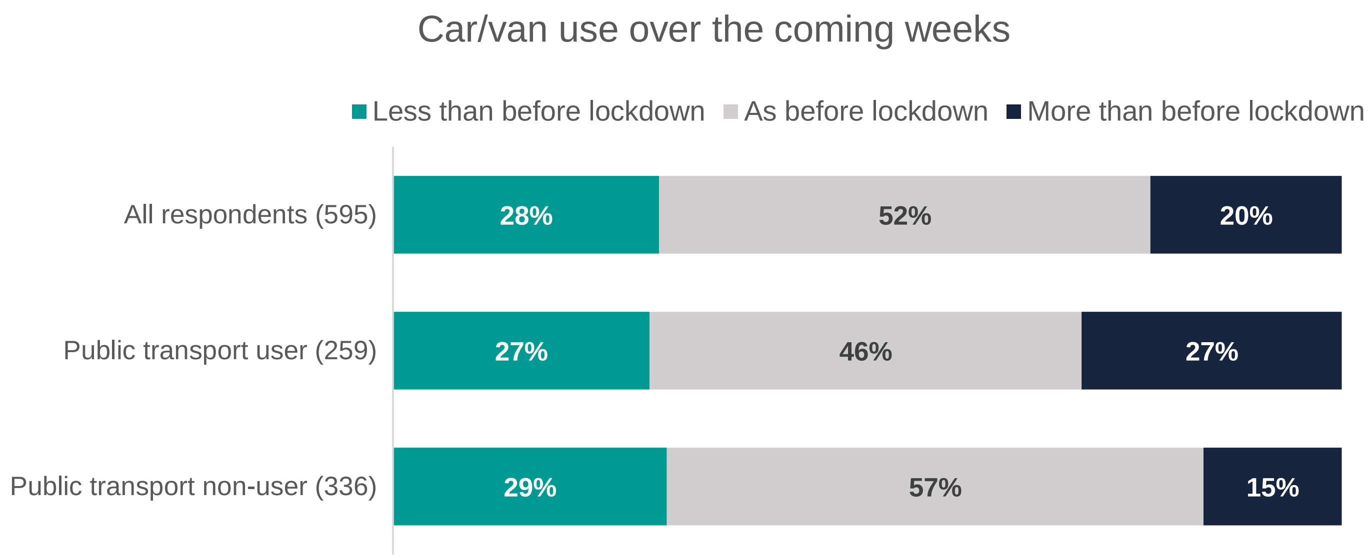
Changes in travel activity - private car / van

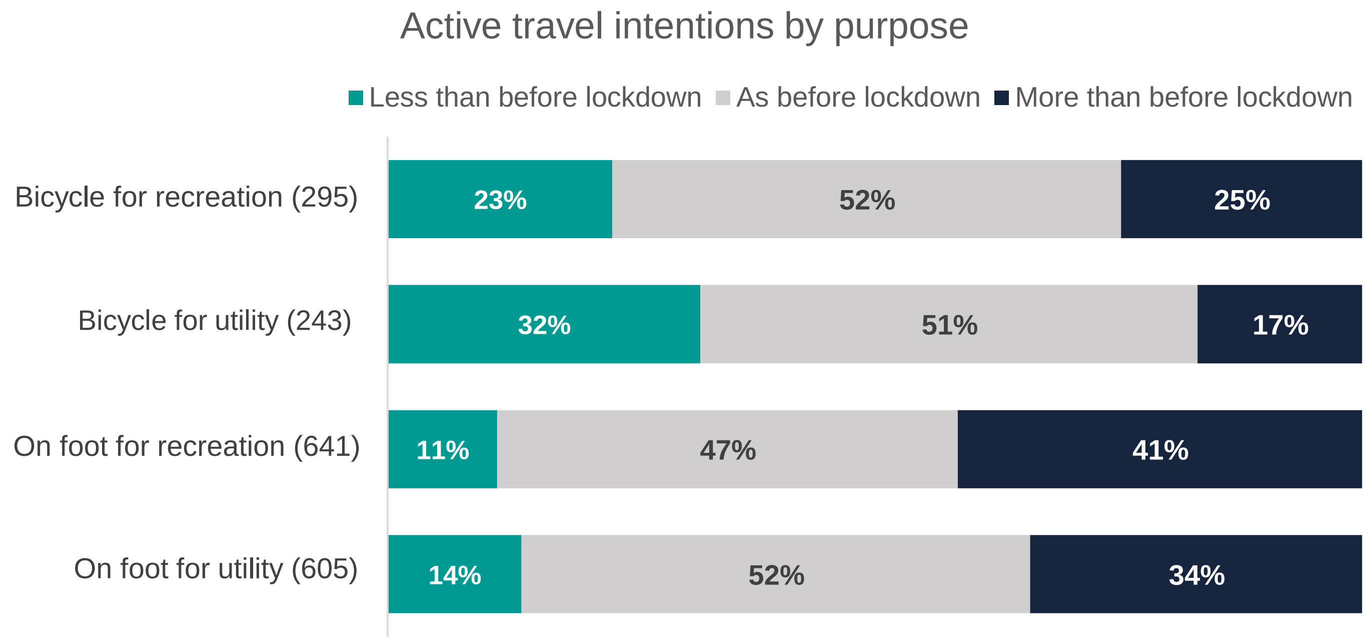
28% of respondents expect to travel by private car less in the coming weeks than they used to before lockdown, irrespectively of whether they are public transport users or non-users. However, more public transport users say they will travel by car more in the near future than before lockdown.



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

Changes in travel activity - active travel

A *significantly* greater proportion of respondents say they will cycle less for utility purposes than before lockdown (32%, compared with 17% who say they will do so more). On the other hand, a *significantly* greater number of respondents say they will travel on foot more than before lockdown, both for utility purposes and recreation.



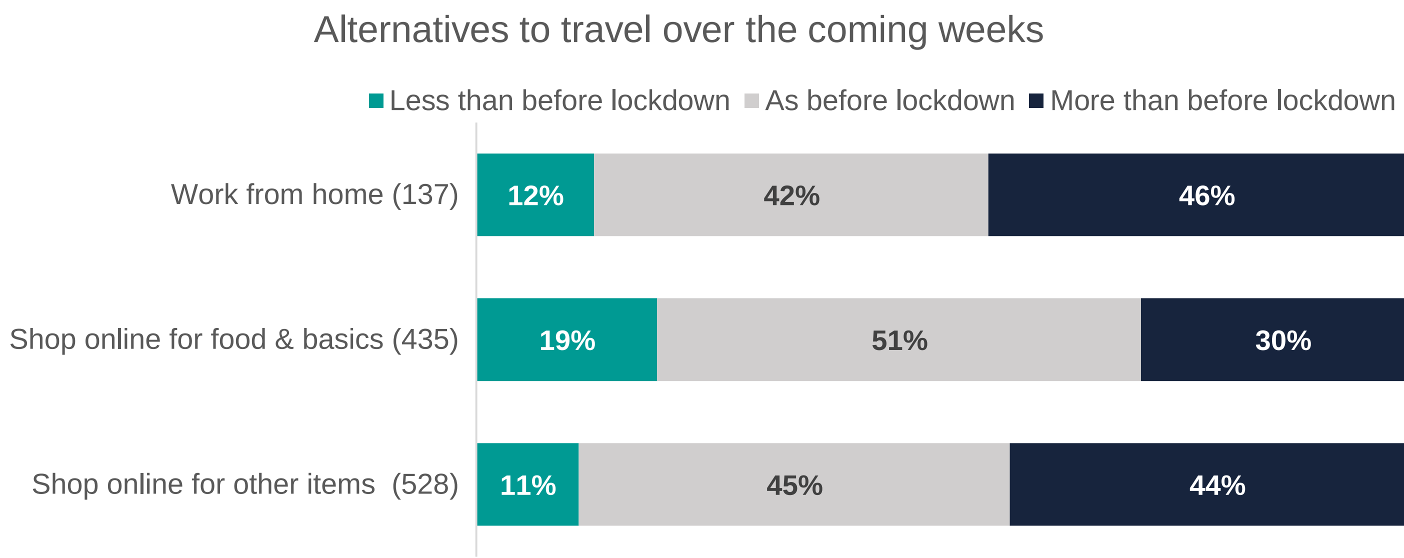
Q: Over the coming weeks do you think you will do each of the following more, less, or the same as before the lockdown started?
Bicycle | Walk / run | Leisure/exercise | To get somewhere

Changes in activity – alternatives to travel

A *significantly* higher proportion of respondents will work from home or shop online more, rather than less, compared to pre-lockdown.

No *significant* differences have been identified between different demographics of people who answered questions about working from home.

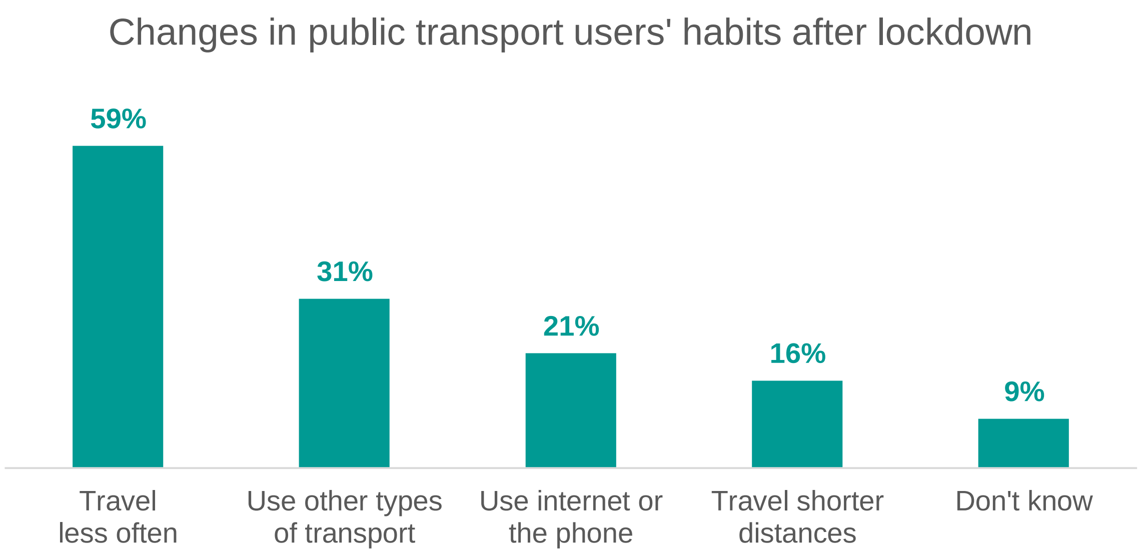
No *significant* differences were found between public transport users and other respondents.



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

Alternatives to public transport

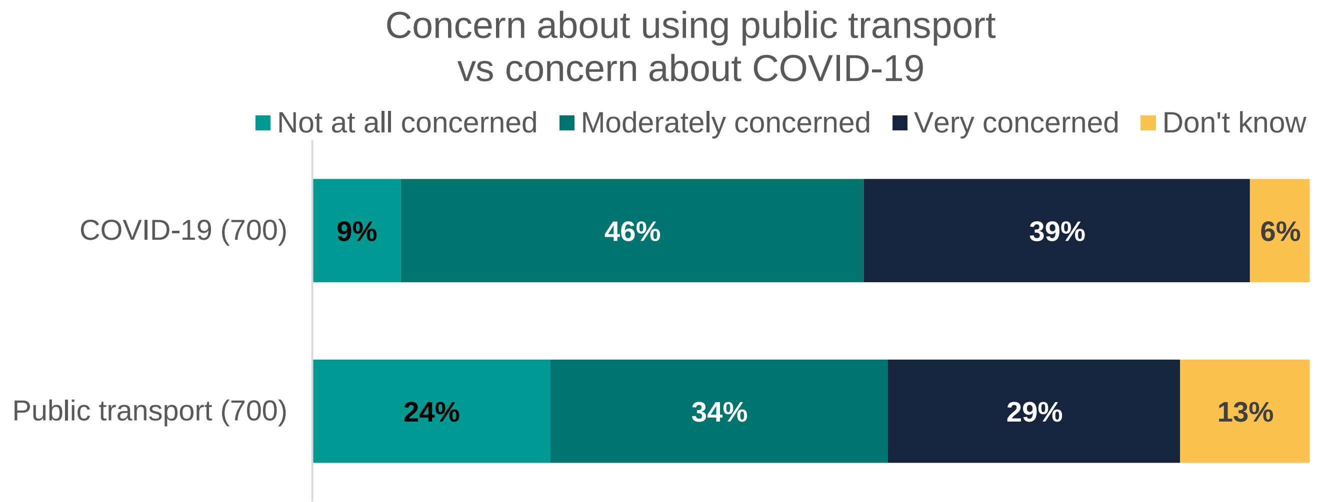
A *significantly* higher proportion (59%) of public transport users who said they would travel by bus or rail less in the coming weeks state they will stay at home more instead. Likewise, a *significantly* higher proportion of respondents in this group (31%) say they will shift to other modes, rather than travel shorter distances (16%).



Q: You have said that you intend to use public transport less, which of these do you intend to do instead? (Multiple options)
Base = 160

Concerns about COVID-19 vs public transport use

Across all respondents, a *significantly* higher proportion is very concerned about COVID-19 than are very concerned about using public transport in the coming weeks (39% against 29%), and *significantly* fewer not at all concerned about COVID-19 than not at all concerned about using public transport.



Q: How concerned are you about COVID-19?
Q: Would you be concerned about using public transport over the coming weeks?
Q: How frequently did you travel by public transport before lockdown?
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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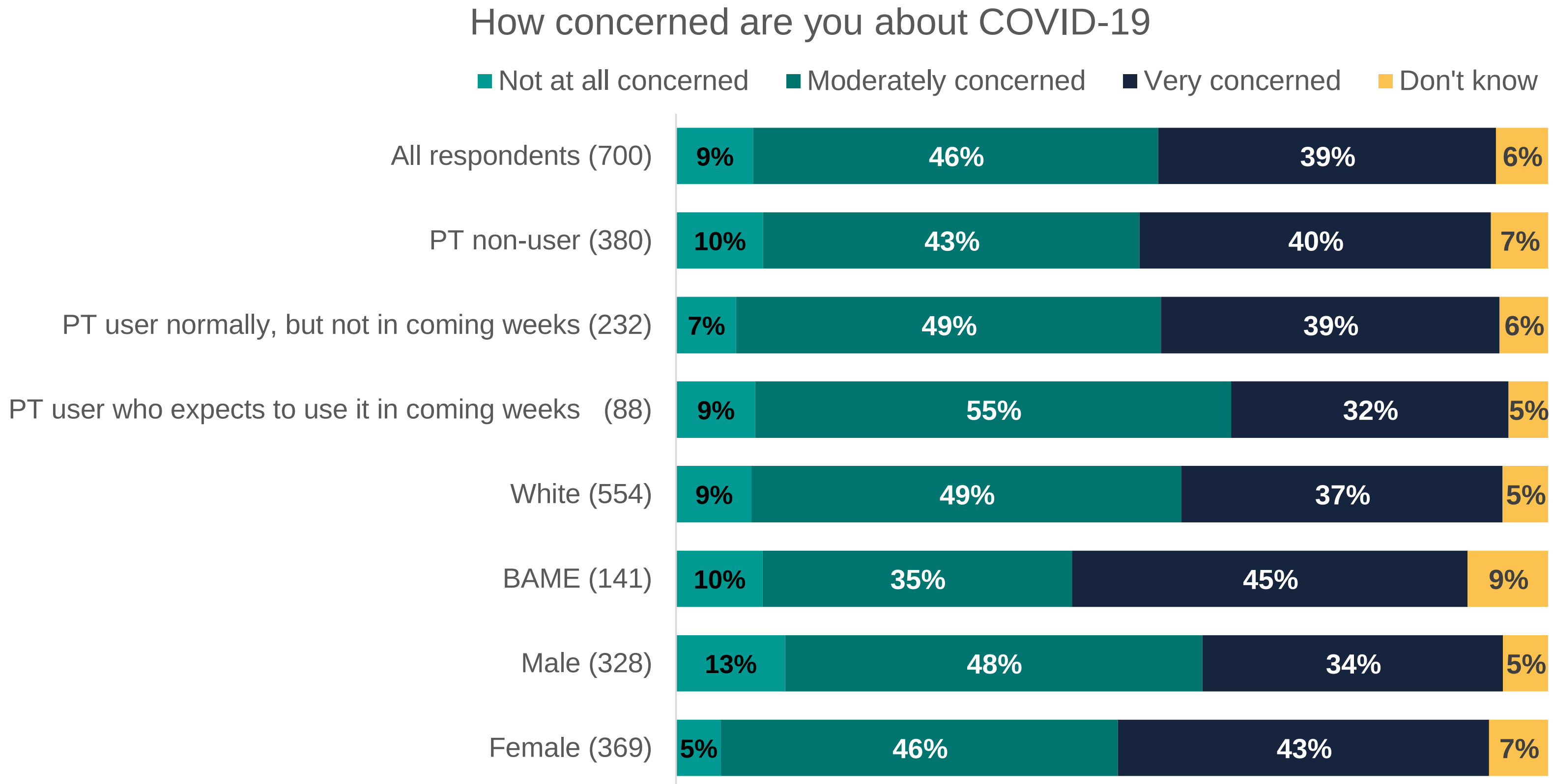
Concerns about COVID-19

When asked about concerns about COVID-19, the most common response was 'moderately concerned', whereas BAME respondents were more likely to be ‘very concerned’; however this difference is not statistically significant.

Only 5% of female respondents said they were ‘not at all concerned’, compared with 13% of males.



Q: How concerned are you about COVID-19?
Q: How frequently did you travel by public transport before lockdown?
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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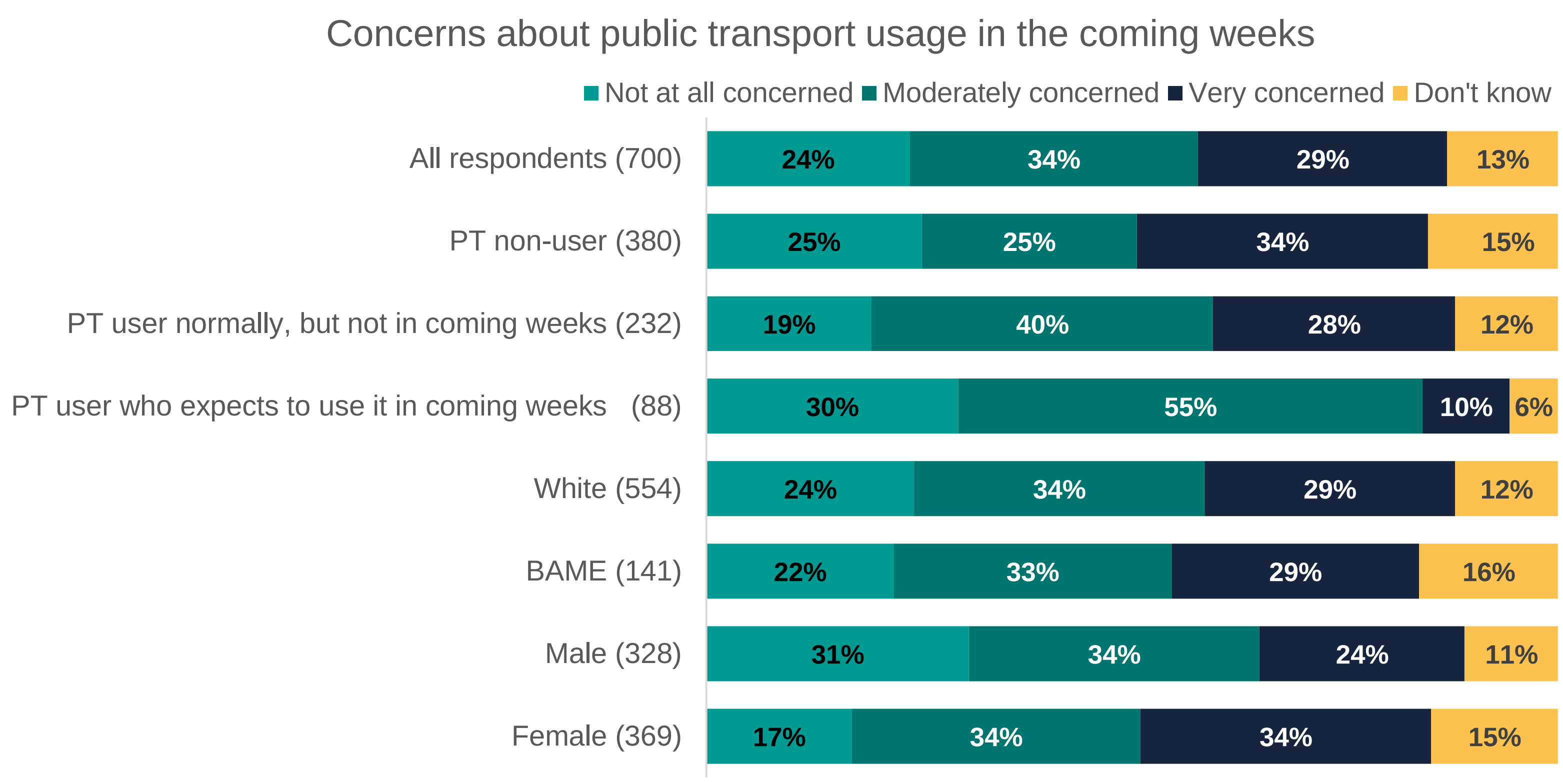
Concerns about public transport usage

Respondents who declared their intention 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 or non-users.

No *significant* differences were found between white and BAME respondents, but women are *significantly* more concerned about public transport usage, with more females stating they are ‘very concerned’ and also fewer females being ‘not at all concerned’ than men.



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

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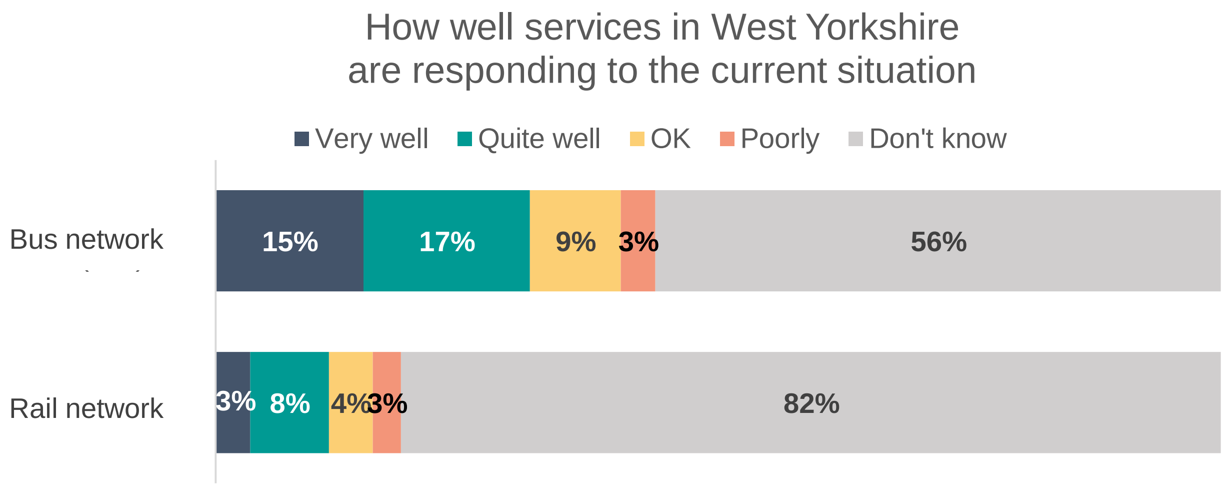
Opinions on public transport management

The majority of public transport users interviewed do not have an opinion on how the bus and rail networks are being managed in the current situation. The majority of public transport users with an opinion think the bus network is being managed well (32% reporting either very or quite well), and in contrast, just 3% believe the management was poor.



Q: How well or poorly do you think these services in West Yorkshire are responding to the current situation?
Base: Public transport users (320)

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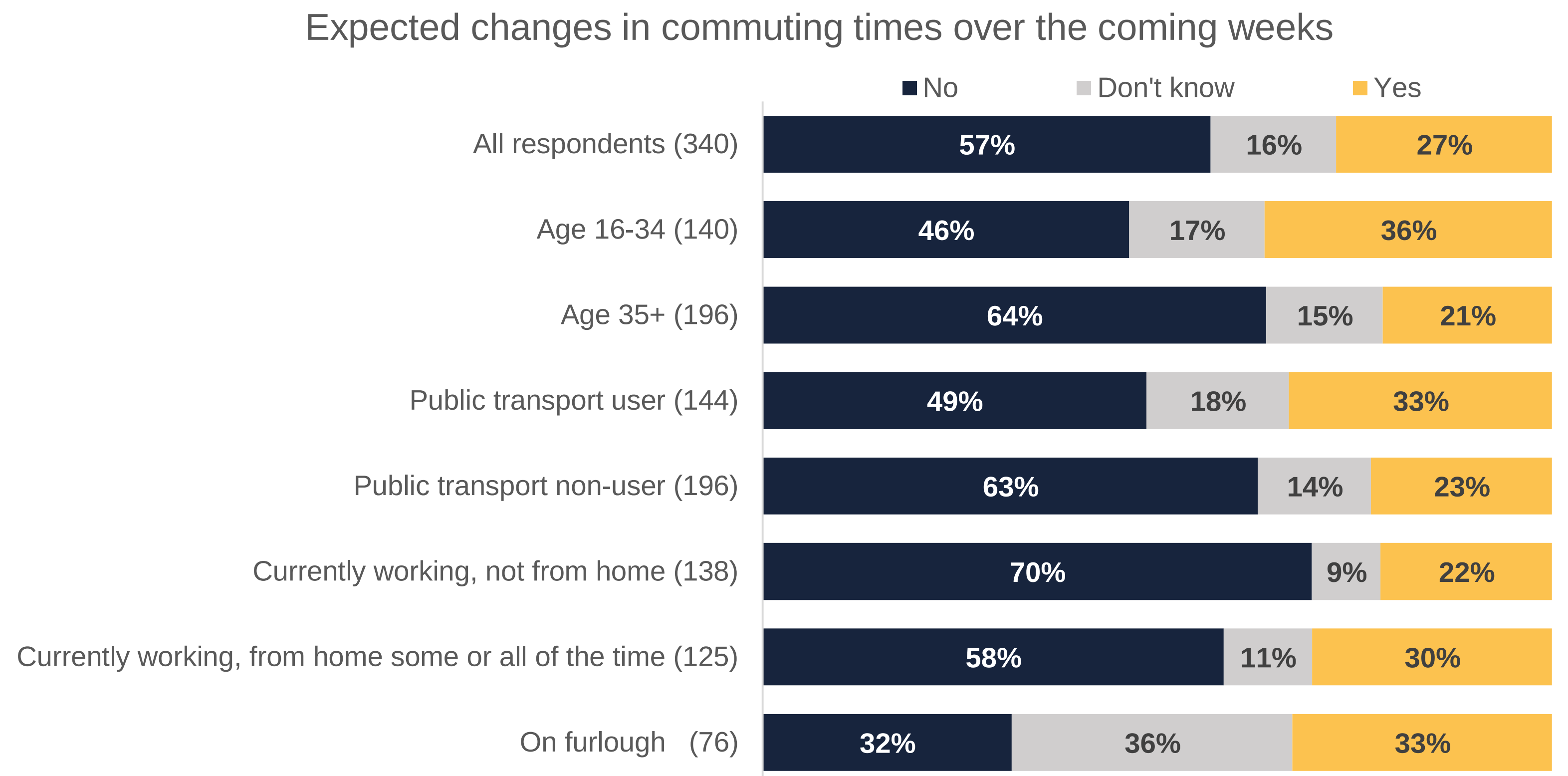
Change in commuting times

Most respondents are unlikely to change their commuting times. Those aged 16-34 are *significantly* more likely to change their commuting times than those aged 35 or over. Public transport users also appear more inclined to change their times than other commuters, although the difference was *not significant*. There appears to be some difference between respondents currently working from home and those who do not. Maybe not surprisingly, those on furlough were *significantly* more uncertain about their future commute behaviour.



Q: Over the coming weeks do you think you will you travel to work at different times than you used to before the lockdown? Base 340 (Includes those currently working and those currently on furlough)

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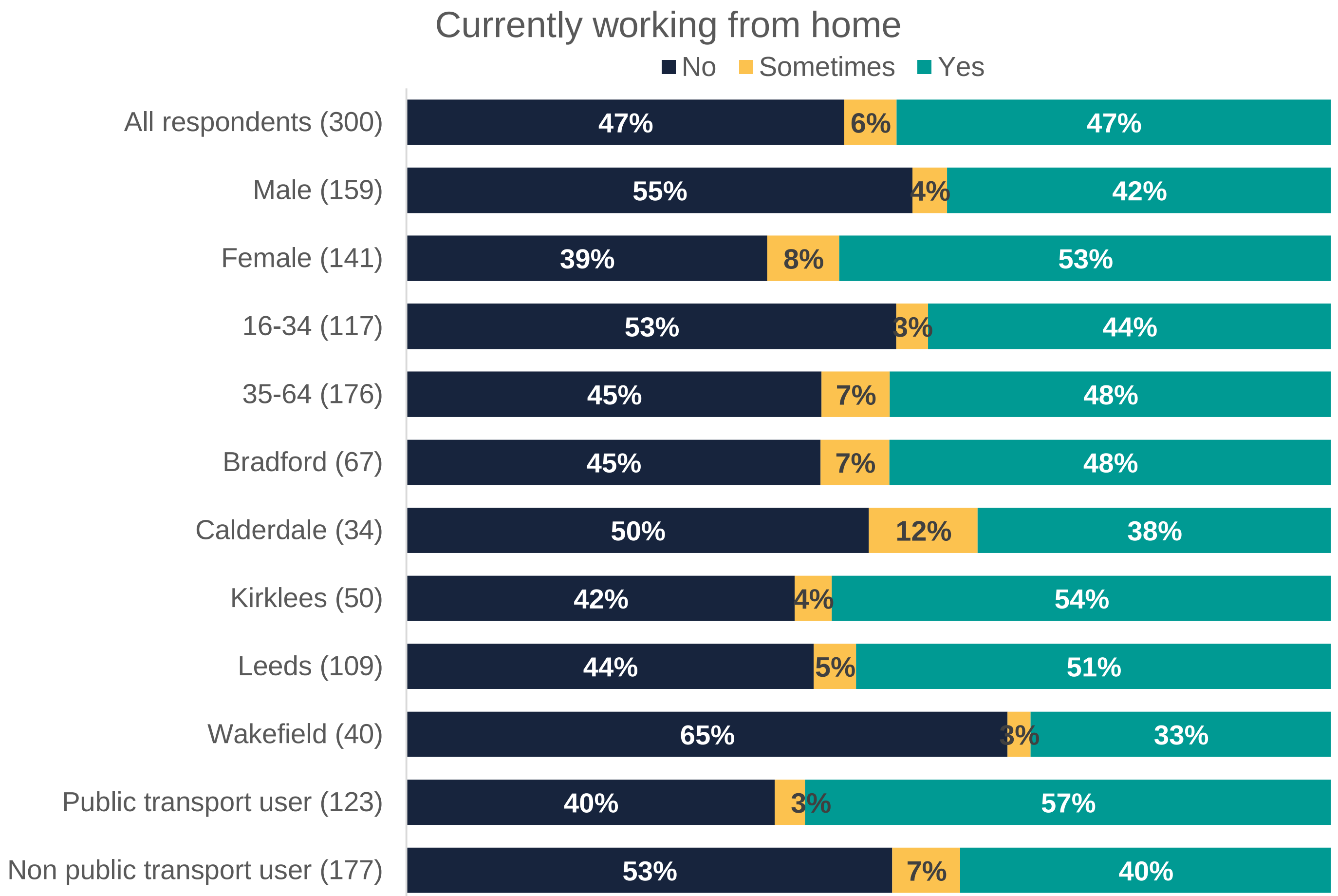
Home working

Working from home during lockdown

47% of respondents have been working at home during lockdown with no *significant* differences between gender, age and district. Interestingly, a *significantly* greater proportion of regular public transport users said they have been working at home during lockdown (57%), compared to non-users (40%).



Q. In the current situation are you working from home? Base = 300

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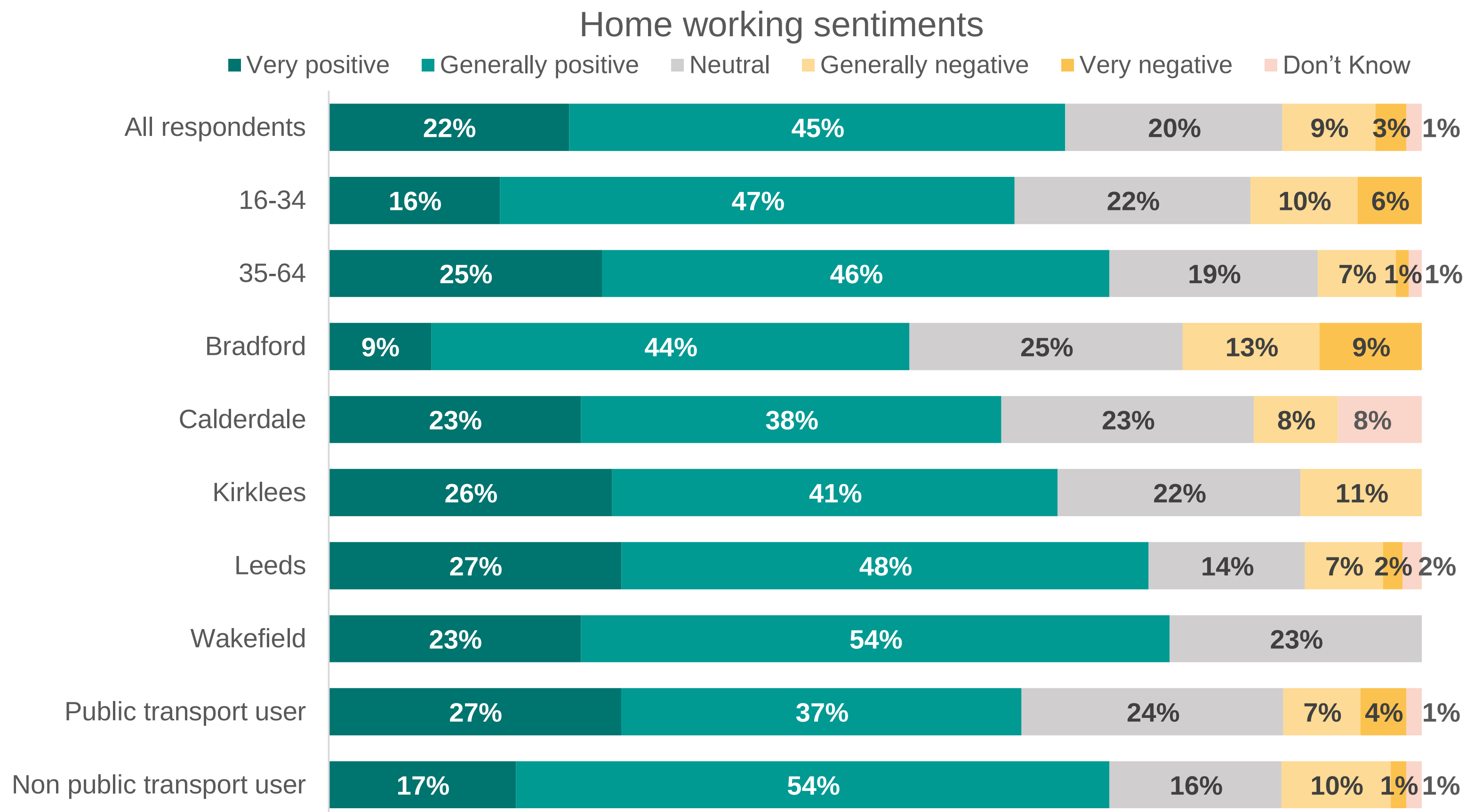
Working from home sentiments

Overall, a *significantly* greater proportion of respondents found home working to be a positive experience (67%) compared to only 11% who thought this was a negative experience. Although there is some variation by age and district, the results are not *significantly* different. There is also little difference in perceptions between respondents with dependent children and those with no children at home.



Q. How do you feel about working from home at the moment? Base = 141

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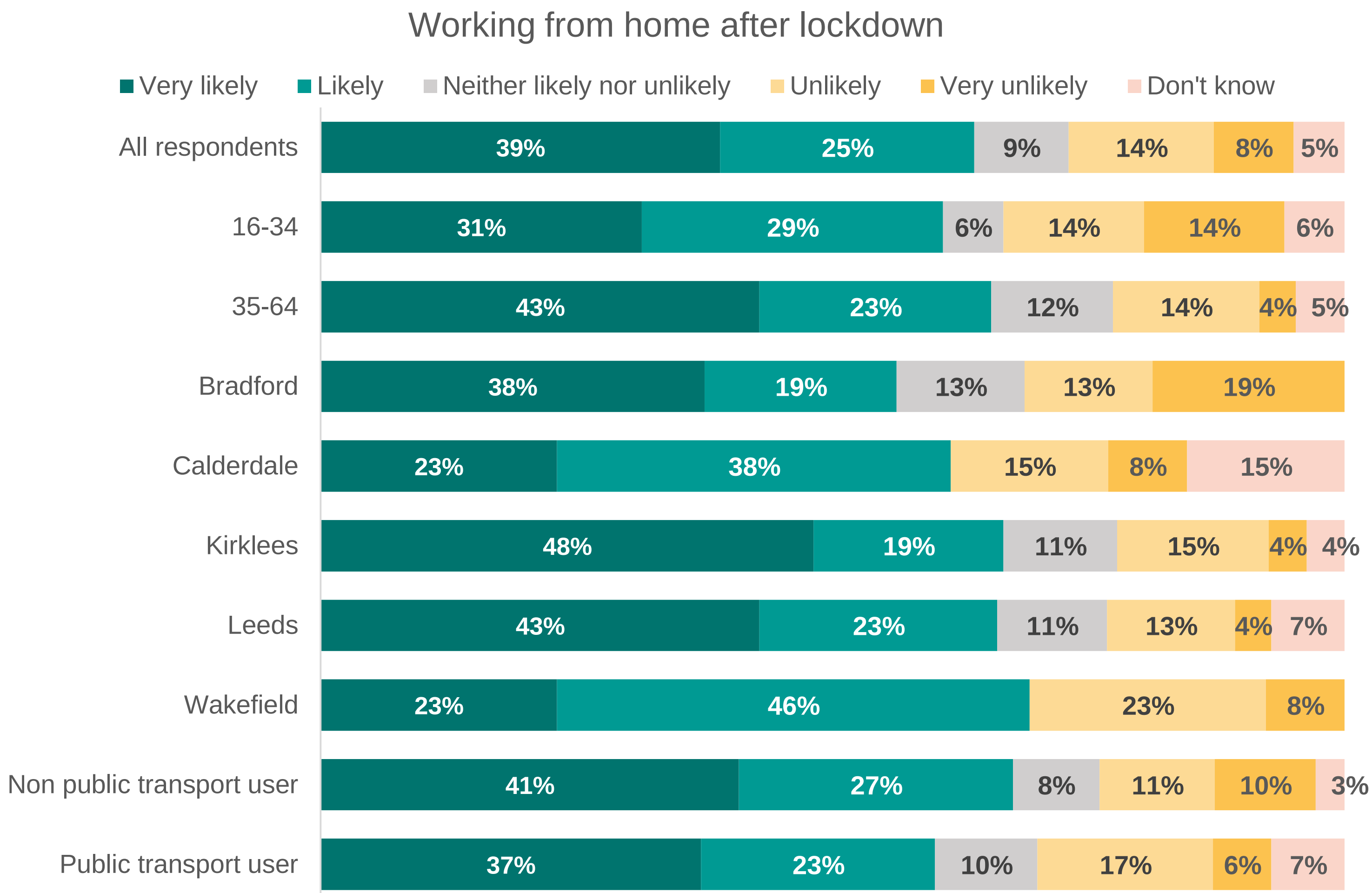
Working from home in the long term

A *significantly* greater proportion of respondents (64%), said that, in the long term, they are likely to work from home more often than before lockdown, compared to 22% who said that would be unlikely. There is some variation by district (but this is not statistically *significant*).



Q. In the long term, how likely are you to work from home more often than you did before the lockdown? Base = 141

Respondents’ demographic profile

Survey respondent demographics (I)

Age	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
16-34	218	31.1	32.4
35-64	330	47.1	46.8
65+	140	20.0	20.8
Prefer not to say	12	1.7	-
Total	**700**	**100.0**	**100.0**

ONS 2018 mid-year population estimates

Sex	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Male	328	46.9	49.2
Female	369	52.7	50.8
Other	1	0.1	-
Prefer not to say	2	0.3	-
Total	**700**	**100.0**	**100**

ONS 2018 mid-year population estimates

District	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Bradford	161	23.0	22.2
Calderdale	77	11.0	9.2
Kirklees	121	17.3	18.9
Leeds	231	33.0	34.5
Wakefield	110	15.7	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 survey sample is representative of the West Yorkshire population.

Ethnic background	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
White (British and Other)	554	79.1	81.8
Black, Asian Minority Ethnic (BAME)	141	20.1	17.3
Other ethnic group	-	-	0.9
Prefer not to say	5	0.7	-
Total	**700**	**100.0**	**100.0**

ONS 2011 Census

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Survey respondent demographics (II)

Working situation	Survey responses (count)	Survey responses (%)
On Furlough	86	12.3
Currently working	300	42.9
Neither	295	42.1
Prefer not to say	19	2.7
Total	**700**	**100.0**

Full/part time	Survey responses (count)	Survey responses (%)
Full Time (30+ hours per week)	289	74.9
Part Time (under 30 hours per week)	94	24.4
Prefer not to say	3	0.8
Total	**700**	**100.0**

Self-employed/ employee	Survey responses (count)	Survey responses (%)
Self-employed	53	13.7
An employee	330	85.5
Prefer not to say	3	0.8
Total	**386**	**100.0**

Employment and education status	Survey responses (count)	Survey responses (%)
Part time working or furloughed	88	12.6
Full-time working or furloughed	280	40.0
Wholly retired from work	155	22.1
Unemployed including laid off and redundant	36	5.1
Long term sick or disabled	26	3.7
Looking after house and family / full time carer	19	2.7
In full time education	17	2.4
In full time education and working	18	2.6
Other	36	5.1
Prefer not to say	25	3.6
Total	**700**	**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

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