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Working Paper 153

August 1981

PRELIMINARY RESULTS FROM A SURVEY
OF PRESENT AND PAST RAIL COMMUTERS
IN THE HERTFORDSHIRE AREA

by

I. Johnson and C. A. Nash

Working Papers are intended to provide information and encourage discussion on a topic in advance of formal publication. They represent only the views of the authors and do not necessarily reflect the view or approval of the sponsors.

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ABSTRACT

JOHNSON, I. and C.A. NASH (1981) Preliminary results from a survey of present and past rail commuters in the Hertfordshire area. Inst. Transp. Stud., WP 153. University of Leeds.

This note describes and provides initial results from a survey of existing and past rail commuters from the Hertfordshire area to London undertaken as part of an SSRC financed project on Location and Commuting. It discusses the coverage and characteristics of respondents, availability of travel and housing assistance, reasons why people cease to be season-ticket holders, home and job mobility and the degree of railheading. It is concluded that the principal reason why people cease to commute by rail is that they obtain jobs outside Greater London, although a small but significant minority commute to London by car. Railheading is rare within this sample.

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1. INTRODUCTION

This paper describes and provides initial results from a postal survey of existing and past rail commuters from the Hertfordshire area to Central London, undertaken as part of an SSRC financed project on Location and Commuting. The main aims of the survey were to provide evidence on a number of important factors not adequately covered by existing data sources (such as the rate of change of job or home for different types of London commuter, the location of previous home or workplace, the extent of assistance with travel or housing cost) and to provide a frame from which to select a sample for in-depth interviewing. This note deals only with the postal questionnaire. In the next section, the coverage and administration of the survey is described. Then we discuss in turn the characteristics of respondents, their mode of travel (including that of former rail season ticket holders) and travel and housing assistance. There follows some further analysis of lapsed season ticket holders, a comparison of the two lines involved in the survey and an examination of railheading. Lapsed season ticket holders are defined as people who once held a season ticket valid for one month or more, but no longer do so. They may still be rail commuters, however, using weekly season tickets or short duration tickets.

2. THE SURVEY

With the co-operation of BR Eastern Region, Transmark - who undertook the survey work on our behalf - identified a sample of existing and lapsed season ticket holders from the season-ticket records of the stations covered. These were sent a copy of the questionnaire (Appendix A), with a pre-paid envelope. Weekly season ticket holders, for whom no records are kept, were obtained by distribution of a questionnaire as they renewed their ticket during a specific week. Questionnaires were distributed over the week from Friday 12th December 1980 to weekly season ticket holders and postal questionnaires from 29th December 1980 to 6th January.

The stations selected for the survey are shown in Table 1. Letchworth was used as a pilot, whilst the stations in the main survey were divided equally between the recently-electrified Great Northern line to Kings Cross/Moorgate and the Great Eastern line to Liverpool

Street, which was electrified in the early 1960's and thus has rather older, less attractive rolling stock with no recent significant improvements in service.

TABLE 1 - Stations surveyed

	Miles from Kings Cross/Liv. St.	Fastest Peak Journey Time (mins)		Peak Frequency	
		1975/6	1979/80	1975/6	1979/80
<u>Great Northern</u>					
Potters Bar	12.75	22	22*	7	9
Welwyn Garden City	20.25	30	23	6	9
Hitchin	32	38	34	6	7
Letchworth	34.5	47	39	4	6
<u>Great Eastern</u>					
Theobald's Grove	13.5	21	22	5	5
Broxbourne	17	25	24	8	9
Bishops Stortford	30.25	38	37	8	8

Source : B.R. Timetables.

Peak departures are taken as those between 7.30 and 8.30 a.m.

* To Moorgate (13.75 miles).

TABLE 2 - Questionnaire issues and responses

Station	Number Issued			Number Returned (% in brackets)	
	Current	Lapsed	Weekly	Current + Lapsed	Weekly
Theobalds Grove	330	99	193	215 (50.1)	47 (24.4)
Bishop Stortford	395	124	164	292 (56.3)	41 (25.0)
Broxbourne	386	115	180	258 (51.5)	39 (21.7)
Welwyn	342	225	110	372 (65.6)	32 (29.1)
Hitchin	319	217	62	284 (53.0)	15 (24.2)
Potters Bar	283	109	155	219 (55.9)	23 (14.8)
TOTAL	2055	889	864	1640 (55.7)	197 (22.8)

Table 2 shows the number of questionnaires distributed and returned from the sample at each station.

An attempt was made to draw approximately a third of the long period season tickets sample from lapsed ticket holders and to issue questionnaires to all weekly season ticket purchases over a weekend period. Coverage of the weekly season ticket sales was 100% at all stations except Theobalds Grove and Bishop Stortford where issues were 89.4% and 76.6% of purchases respectively.

Initial response to the postal survey was 35.5% overall, but this figure was subsequently increased to 55.7% by distributing reminders to non-respondents. The higher response rate in the postal survey is due in part to the issue of reminders and perhaps also to the increased motivation of long duration ticket holders to answer questionnaires they feel may influence the level of service offered by British Rail.

TABLE 3 - Age and Sex of Respondents
(Row percentages in brackets)

	<u>Current</u>	<u>Weekly</u>	<u>Lapsed</u>
<u>Male</u>			
10 - 16	3 (50)	2 (33)	1 (17)
17 - 21	48 (63)	13 (17)	15 (20)
22 - 35	290 (74)	39 (10)	62 (16)
36 - 65	387 (77)	64 (13)	50 (10)
66+	1	1	2
TOTAL	<u>729</u>	<u>119</u>	<u>130</u>
<u>Female</u>			
10 - 16	1 (17)	4 (67)	1 (17)
17 - 21	121 (65)	22 (12)	43 (23)
22 - 35	161 (67)	33 (14)	46 (19)
36 - 65	75 (77)	12 (12)	10 (10)
66+	0	0	0
TOTAL	<u>358</u>	<u>71</u>	<u>100</u>

3. CHARACTERISTICS OF RESPONDENTS

Table 3 reports the age and sex of respondents. Twice as many current male commuters as female completed the questionnaire. Female respondents tend to be younger than male and, perhaps because of this, more likely to hold weekly than longer period tickets. (The same tendency is apparent amongst younger males). It is also clear that lapsed season ticket holders are more heavily concentrated amongst the under-35's, and - again perhaps for this reason - amongst women.

One might have expected from this that lapsed season ticket holders would be concentrated in the clerical and secretarial occupation, but Table 4 lends no support to this hypothesis. Comparison of this table with Table 5 confirms that rail commuters in Hertfordshire tend to come from higher-status occupational groups both than the population of Great Britain as a whole and than other rail commuters; moreover, comparison with the 1978 BR survey suggests that our sample is heavily biassed in this direction. This needs to be borne in mind in interpreting our results. Table 6 illustrates how heavily our sample is dominated by owner-occupiers, and there is no real evidence that lapsed season ticket holders are more likely to have rented. Similarly, Table 7 shows household car availability to be generally high in all three groups.

Table 8 shows the length of time respondents have lived at their current address. About half of the current commuters have lived at their current address for less than 5 years. Lapsed season ticket holders only appear marginally more likely to have moved home recently, but it must be remembered that we would be less likely to obtain a response from those who have. Similarly, variations across occupational groups are relatively small (Table 9), although clerical and secretarial workers appear the least mobile in terms of home and technical the most.

Length of stay at the current job is generally far shorter (Table 10): over half the current commuters interviewed had been in their current job for less than 3 years. There is a clear tendency for weekly and lapsed season ticket holders to have changed jobs in the last year. However, nearly a third of those presently using weekly tickets usually use a longer period ticket, and presumably were merely adjusting their ticket to suit their demand for travel before Christmas. Amongst occupations (Table 11) clerical and secretarial workers, and to a lesser extent technical workers, appear far more mobile in terms of jobs than managerial and professional.

TABLE 4 - Occupation
(Column % in brackets)

	Current	Weekly	Lapsed
Managerial	254 (23)	44 (23)	45 (19)
Other Professional	379 (34)	49 (25)	81 (35)
Clerical + Secretarial	308 (28)	44 (23)	42 (18)
Manual	14 (1)	12 (6)	3 (1)
Technical	101 (9)	31 (16)	28 (12)
Other	55 (5)	13 (7)	35 (15)
Total	1111	193	234

TABLE 5 - SEG of Users of LSE Rail Services (%)

	Population GB 1971 ¹	All Rail Com- muters 1975/6 ²	Southern Region 1978 ³	Hertfordshire 1978 ³
Employers and Managers	) ) 21	17	) ) 31	) ) 31
Professional	)	8))
Skilled ^{Non-} Manual	) 21	49	60	46
Skilled Manual	28	15	6	16
Semiskilled	21	8	) ) 3	) ) 7
Unskilled	8	3))

Sources

1. Census
2. NTS 1975/6
3. B.R. surveys.

TABLE 6 - Tenure

(Column % in brackets)

	Current	Weekly	Lapsed
Owner Occupied	908 (84)	156 (83)	181 (79)
Rented	141 (13)	24 (13)	36 (16)
Other	29 (3)	8 (4)	11 (5)
Total	1078	188	228

TABLE 7 - Cars available to the household

(Column % in brackets)

	Current	Weekly	Lapsed
No car	103 (9)	14 (7)	14 (6)
One car	635 (58)	112 (58)	121 (52)
Two or more cars	356 (33)	67 (35)	96 (42)
Total	1094	193	231

TABLE 8 - Length of stay in current home

(Column % in brackets)

	Current	Weekly	Lapsed
Under 1 yr.	132 (12)	17 (9)	40 (17)
1 but under 2	115 (11)	18 (9)	28 (12)
2 but under 3	90 (8)	17 (9)	20 (9)
3 but under 4	107 (10)	18 (9)	31 (13)
4 but under 5	74 (7)	11 (6)	8 (3)
5 but under 6	78 (7)	5 (3)	17 (7)
6 but under 7	54 (5)	4 (2)	7 (3)
7 but under 8	32 (3)	3 (2)	5 (2)
8 but under 9	23 (2)	4 (2)	2 (1)
9 but under 10	27 (3)	5 (3)	6 (3)
10 or more	35 (33)	90 (47)	68 (29)
Total	1097	192	232

TABLE 9 - Proportion moving home in last 5 years by occupation

	Current	Weekly	Lapsed
Managerial	49	34	60
Professional	51	42	55
Clerical + Secretarial	41	39	54
Technical	61	52	57
(Other occupations not computed because of small sample sizes)			

TABLE 10 - Length of stay in current workplace

(Column % in brackets).

	Current	Weekly	Lapsed
Under 1 yr.	245 (22)	70 (38)	84 (37)
1 but under 2.	196 (18)	27 (15)	52 (23)
2 but under 3.	129 (12)	16 (9)	27 (12)
3 but under 4.	108 (10)	11 (6)	23 (10)
4 but under 5.	56 (5)	11 (6)	3 (1)
5 but under 6.	63 (6)	6 (3)	8 (4)
6 but under 7.	46 (4)	6 (3)	5 (2)
7 but under 8.	46 (4)	6 (3)	3 (1)
8 but under 9.	26 (2)	7 (4)	1 (0)
9 but under 10.	23 (2)	5 (3)	2 (1)
10 or more	166 (15)	20 (11)	17 (8)
	1104	185	225

TABLE 11 - Proportion changing job in last 2 years by occupation

	Current	Weekly	Lapsed
Managerial	34	45	44
Professional	32	47	53
Clerical + Secretarial	52	61	83
Technical	41	46	63

4. MODE OF TRAVEL AND TRAVEL ASSISTANCE

Table 12 presents data on the main mode of transport (by journey time). For current and weekly ticket holders this is usually B.R., but there is a small number of commuters from these stations spending longer on the Underground than on B.R. From our sample of stations, only 2 current season ticket holders were found who spent longer on road than on rail (1 by car and 1 by motor cycle); however, rail heading would be expected to occur more at inner stations not covered by our survey.

Of more interest is the main mode of transport of lapsed season ticket holders. 24% of these still use rail; further analysis will be needed to see whether these have simply switched stations, have moved home or job, or have taken to buying daily or weekly tickets. Of the remainder, by far the majority (56% of the total) have switched to car, although further analysis will be needed to see to what extent this change was associated with a change of home or workplace, rail-heading to an inner London station or driving to Central London.

Table 13 shows details of assistance with travel expenses. Nearly half of current holders of season tickets of one-month or more receive a subsidised loan towards the cost, whilst, weekly season ticket holders rarely receive this. Lapsed season ticket holders are less likely to receive assistance with season tickets and more likely to receive company car and/or free parking, but it should be remembered that some of these will no longer be working in Central London.

We see from Table 14 that there is relatively little variation in the availability of subsidised season ticket loans by occupation. Company cars are, of course, heavily concentrated in the managerial, professional, and to a lesser extent technical categories.

It is also relevant to look at assistance with housing, since this may influence home location. Table 15 shows that the most common form of assistance is a subsidised mortgage; some 15% of current season ticket holders receive this, and 24% in the managerial occupation. (Table 16).

TABLE 12 - Main mode of transport to work.

(Column % in brackets)

	Current	Weekly	Lapsed
British Rail	1042 (93)	178 (92)	54 (24)
Bus	6 (1)	0	12 (5)
Underground	68 (6)	16 (8)	12 (5)
Car Driver	1 (0)	0	106 (47)
Car Passenger	0 (0)	0	21 (9)
Motor Cycle	1 (0)	0	1 (0)
Bicycle	0 (0)	0	7 (3)
Walk	0 (0)	0	15 (7)
	1118	194	228

TABLE 13 - Assistance with travel expenses

(Column % in brackets)

	Current	Weekly	Lapsed
Free Public Transport	22 (2)	10 (5)	7 (3)
Subsidised public transport	2 (0)	1 (0)	0 (0)
Subsidised car loans	6 (0)	2 (1)	3 (1)
Subsidised season ticket loan	493 (45)	16 (8)	12 (5)
Company car	52 (5)	9 (5)	30 (13)
Free car parking	16 (1)	6 (3)	37 (16)
Subsidised car parking	3 (0)	0 (0)	0 (0)
Other	60 (5)	6 (3)	17 (7)
None	504 (46)	147 (78)	138 (61)
No. of respondents	1102	189	228

N.B. Some respondents receive more than one form of assistance.

TABLE 14 - % of respondents receiving a subsidised season ticket loan by occupation.

	Current	Weekly	Lapsed
Managerial	52	9	6
Professional	41	8	6
Clerical + Secretarial	50	9	10
Technical	41	7	0

TABLE 15 - Housing assistance

	Current	Weekly	Lapsed
Free Dwelling	1	1	3
Subsidised mortgage	159	8	9
Rent Allowance	7	3	2
Other	21	2	4
None	892	175	200
No. of respondents	1080	189	217

TABLE 16 - % of current ticket holders receiving a subsidised mortgage

Managerial	24
Professional	14
Clerical + Secretarial	13
Technical	9

5. Further analysis of lapsed season ticket holders

Table 17 provides further evidence on why commuters cease to hold season tickets. 23% of respondents still use rail, mainly from the same station, but more than half of these no longer work in the GLC area. Of the remaining 77% almost three quarters had diverted to car or motorcycle, but only a quarter of these still worked in London; the majority of commuters changing to car did this together with a change of workplace to a location outside London. Those changing to other modes also predominantly did so on ceasing to work in Central London. Only 1 person took to railheading in the sense of using car as the main mode but changing to B.R., and 1 person did this on the Underground.

Overall, we may conclude that the principle reason why persons cease to be rail commuters is that they cease to work in London, although a small but significant number start travelling to London by car. Of the 30 lapsed season ticket holders to do so, 3 travel as passengers, whilst 11 of the drivers have company cars. The in-depth interviews will provide further evidence on the reasons for ceasing to use rail.

TABLE 17 - Workplace location and mode of lapsed season-ticket holders

(% of total in brackets)

Main mode	Greater London	Elsewhere	Total
Rail from same station	19 (8)	26 (11)	45 (20)
Rail from another station	5 (2)	2 (1)	7 (3)
Not rail	37 (16)	138 (61)	175 (77)
<u>of which</u>			
Car driver, car passenger, motorcycle	30 (13)	97 (43)	127 (56)
Bus	1 (0)	6 (3)	7 (3)
Underground	2 (1)	4 (2)	6 (3)
Other	4 (2)	31 (14)	35 (15)
Total	61 (27)	166 (73)	227 (100)

6. A comparison of mobility between the two lines

We commented in Section 2 on the fact that the stations on the Great Northern line (to Moorgate and Kings Cross) had recently experienced an improved service, whereas those on the Great Eastern line (to Liverpool St.) had not. This might have encouraged additional commuting from the former stations, not just by diverting commuters between stations or modes, but also by modifying job or home locations. As a first test of this, we consider in this section whether Great Northern commuters have - on average - changed homes or jobs more recently than Great Eastern ones. Before doing this, however, we compare the occupations of respondents on the two lines. Table 18 shows that they are not too dissimilar, although the Great Northern line tends to have rather more professional workers and rather fewer clerical and secretarial than the Great Eastern. This would lead us to expect somewhat greater home mobility but lower job mobility on the former line.

In fact, as Tables 19 and 20 show, holders of current or lapsed season tickets on the Great Northern line are slightly more likely to have changed both home and job in the last year than on the Great Eastern. No such result pertains to weekly season ticket holders; in fact, in the case of job the reverse is true. Overall, it will be seen from Table 21 that a third of the current holders on the Great Northern line have changed job and/or home in the past year and a quarter of those on the Great Eastern. The corresponding figure for weekly or lapsed is 40 - 45% in each case.

TABLE 18 - Occupation by Line

(Column % in brackets)

	Great Northern	Great Eastern
Managerial	176 (22)	171 (23)
Professional	305 (38)	208 (28)
Clerical + Secretarial	168 (21)	231 (31)
Manual	7 (1)	22 (3)
Technical	89 (11)	71 (10)
Other	65 (8)	43 (6)
Total	810	746

TABLE 19 - Length of stay at current home by line

(Column % in brackets)

	<u>Gt. Northern</u>			<u>Gt. Eastern</u>		
	Monthly	Weekly	Lapsed	Monthly	Weekly	Lapsed
Under 1 yr.	91 (15)	8 (11)	24 (18)	41 (8)	9 (8)	17 (17)
1 - 2	63 (11)	22 (16)	7 (9)	52 (10)	7 (7)	11 (9)
2 - 3	51 (9)	10 (7)	8 (11)	39 (8)	10 (10)	9 (8)
3 - 4	50 (8)	21 (15)	5 (7)	58 (11)	12 (12)	14 (12)
4 - 5	30 (5)	5 (4)	4 (5)	45 (9)	3 (3)	7 (6)
5 - 6	30 (5)	8 (6)	1 (1)	49 (10)	9 (9)	4 (3)
6 - 7	23 (4)	3 (2)	2 (3)	31 (6)	4 (4)	2 (2)
7 - 8	19 (3)	3 (2)	2 (3)	13 (3)	2 (2)	1 (1)
8 - 9	14 (2)	2 (2)	1 (1)	10 (2)	0 (0)	3 (3)
9 - 10	19 (3)	2 (2)	4 (5)	8 (2)	4 (4)	1 (1)
10 - 11	21 (4)	1 (1)	4 (5)	13 (3)	4 (4)	8 (7)
Over 11	182 (31)	36 (26)	30 (40)	154 (30)	30 (30)	48 (41)

TABLE 20 - Length of stay in current job by line
(Column % in brackets)

	<u>Gt. Northern</u>			<u>Gt. Eastern</u>		
	Current	Weekly	Lapsed	Current	Weekly	Lapsed
Under 1 yr.	147 (25)	24 (33)	50 (37)	100 (19)	46 (41)	34 (34)
1 - 2	109 (18)	13 (18)	35 (26)	89 (17)	14 (12)	17 (17)
2 - 3	67 (11)	8 (11)	12 (9)	63 (12)	8 (7)	15 (15)
3 - 4	64 (11)	3 (4)	10 (8)	44 (9)	8 (7)	13 (13)
4 - 5	29 (5)	5 (7)	3 (2)	27 (5)	6 (5)	0 (0)
5 - 6	30 (5)	2 (3)	2 (2)	33 (6)	4 (4)	6 (6)
6 - 7	24 (4)	3 (4)	2 (2)	22 (4)	3 (3)	3 (3)
7 - 8	28 (5)	3 (4)	1 (1)	19 (4)	3 (3)	2 (2)
8 - 9	16 (3)	4 (6)	1 (1)	10 (2)	3 (3)	0 (0)
9 - 10	9 (2)	1 (1)	2 (2)	14 (3)	4 (4)	0 (0)
10 - 11	21 (4)	0 (0)	1 (1)	15 (3)	3 (3)	1 (1)
Over 11	51 (9)	6 (8)	15 (11)	83 (16)	11 (10)	8 (8)

TABLE 21 - Respondents changing home and/or job in the last year by line
(Column % in brackets)

	<u>Gt. Northern</u>			<u>Gt. Eastern</u>		
	Current	Weekly	Lapsed	Current	Weekly	Lapsed
Home only	58 (10)	5 (7)	10 (8)	32 (6)	3 (3)	9 (9)
Job only	114 (19)	21 (29)	37 (28)	89 (17)	39 (35)	26 (26)
Both	31 (5)	3 (4)	13 (10)	9 (2)	6 (5)	8 (8)
Neither	385 (66)	43 (60)	72 (55)	382 (75)	64 (57)	56 (57)
Total	588	72	132	512	112	99

7. Railheading

Comment has already been passed that relatively few rail users have a main mode other than rail. As a further check on the extent of railheading, a comparison was made between the nearest station and the first station used on a journey (Table 22). In 148 cases, the nearest station was not used, but usually the station used was only 1 or 2 stops away, and this was probably simply more convenient or had a better train service. A few individuals drove to Great Northern line stations from the St. Albans - Harpenden - Luton area, notably 9 at Welwyn Garden City and 4 at Potters Bar. Single individuals railheaded from Stevenage and Hitchin to Potters Bar, from Baldock to Hatfield and from Welwyn Garden City to Finsbury Park. But generally the conclusion stands that the level of railheading found in this survey is very low.

TABLE 22 - Railheading

Railheading by 1 station	73
2	23
3	10
4	5
5	4
6	1
7	2
More than 7	1
Change of Line	22
Change of Branch	7
Total	148

8. Conclusion

The respondents to our survey contain a high proportion of males (65%), owner occupiers (83%) and managerial and professional workers (57%). Evidence from other sources suggests that these proportions are higher than for the rail commuter market as a whole, and this needs to be borne in mind when interpreting results.

Hertfordshire commuters show a relatively high level of mobility, around a third of them having changed home or job in the past year. Job mobility is particularly high, around 40% of current season ticket holders having changed jobs in the last 2 years, and over 50% in the case of clerical and secretarial staff. A bigger proportion of Great Northern than Great Eastern commuters have recently changed homes and/or jobs.

The only common form of travel assistance amongst London commuters is the availability of a subsidised loan to buy a season-ticket, nearly half of the holders of monthly or longer period tickets have this available. Only 5% receive company cars; although the figure is much higher (13%) amongst lapsed season ticket holders, this is probably related to their having obtained jobs outside London. 15% of current season-ticket holders receive a subsidised mortgage, with the figure rising to 24% for the managerial occupation group.

The analysis of lapsed season ticket holders suggests that the main reason for ceasing to commute by rail is the obtaining of a job not in London. A relatively small proportion have diverted to car for the journey to a job location within Greater London, and railheading - in this sample at least - is very rare.

Appendix A.

Institute for Transport Studies,
University of Leeds,
Leeds
LS2 9JT

Dear Sir or Madam,

Location and Commuting Project

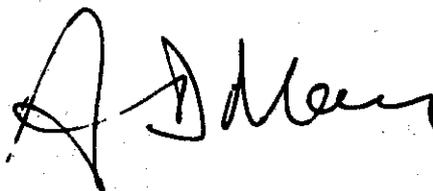
The Institute for Transport Studies is carrying out a major research project into the effects that the cost of travelling has on where people choose to live and work.

In this project, we are conducting a survey of people who live and work in South East England to discover how they travel to work and to obtain information about their workplace and residential locations. Your completion of this questionnaire would help to increase understanding of these effects. A reply-paid envelope is provided for the return of the questionnaire.

We are anxious to get a reply from each person we send a questionnaire to, so that a cross section of responses can be obtained. Please note that it is your answers we require: so do not ask anyone else to complete the form for you as we would not then have a true cross section.

We should be grateful for your help.

Yours faithfully

A handwritten signature in black ink, appearing to read 'A.D. May', written in a cursive style.

A.D. May

Director and Professor of
Transport Engineering

Employment Information

1. What is the address of the building in which you work? _____

Postcode: _____
2. How long have you worked at this address? _____ Years _____ Months
3. Were you in paid employment immediately prior to working at this address? (please tick)
 Yes, I worked else where for my present employer.
 Yes, I worked for another employer.
 No, not employed.
- 4a. If your answer to question 3 was YES, what was your previous work address? _____

Postcode: _____
- b. How long did you work there? _____ Years _____ Months
5. How many times have you changed jobs in the last 10 years? _____ times.
6. Which of the following best describes your occupation? (Please tick)
- | | |
|--|---|
| <input type="checkbox"/> Managerial | <input type="checkbox"/> Clerical and Secretarial |
| <input type="checkbox"/> Other professional and administrative | <input type="checkbox"/> Manual |
| <input type="checkbox"/> Other (Write in) _____ | <input type="checkbox"/> Technical |

Residential Information

7. What is your present home address? _____

Postcode: _____
8. How long have you lived there? _____ Years _____ Months
- 9a. What was your previous home address? _____

Postcode: _____
- b. How long did you live there? _____ Years _____ Months
10. How many times have you moved home in the last 10 years? _____ times.
11. Which of the following applies to your home? (please tick)
- | | |
|--|--|
| <input type="checkbox"/> Owner occupied | <input type="checkbox"/> Rented furnished |
| <input type="checkbox"/> Rented from a council or new-town corporation | <input type="checkbox"/> A free residence with job |
| <input type="checkbox"/> Rented unfurnished from a private landlord or company | <input type="checkbox"/> Held in some other way (write in) _____ |

12. Please complete the following table for yourself and each member of your household. (By household we mean those who live in the same home and usually eat meals together).

Relationship to you	Age	Sex M/F	Employment status Please tick the appropriate column		
			Full time	Part time	Not employed
1. Yourself					
2.					
3.					
4.					
5.					
6.					

13. How many cars and vans are normally available to you or members of your household for private use?

14. What is the nearest railway station to your home? _____

15. Are you and/or any other members of your household planning to move home within the next 12 months?
(Please tick)
- Yes, me and others
 Yes, but not me
 Yes, only me
 No

Journey to Work Information

- 16a. What time do you normally leave home for work? _____

- b. What time do you normally arrive at work? _____

- 17a. Please could you show in the table below the methods of transport you typically use to get to work. Select from this list: BUS/BRITISH RAIL/UNDERGROUND/CAR DRIVER/CAR PASSENGER/TAXI/MOTOR CYCLE/BICYCLE/WALK/OTHER. (Please specify)

Please include the name of any stations used. If you have no typical journey, show today's.

Stage	Method of transport	From	To
1.		Home	
2.			
3.			
4.			
5.			
6.			

- b. If you could not give a typical journey to work, could you please state briefly why not?

- 18a. If the major part of your typical journey to work is on public transport what type of ticket do you use? (Please tick)

- Annual season
 Monthly season
 Other (write in) _____
- Quarterly season
 Weekly season

- b. When was your current ticket valid from? _____

The allowances mentioned in questions 19 and 20 do not refer to London Weightings which are included in some salaries

19. What assistance do you receive from your employer with the cost of the journey to work?
(Please tick appropriate boxes)

- None
- Free public transport
- Reduced price public transport
- Subsidised loan for car purchase
- Subsidised loan for season ticket
- Company car
- Free car parking
- Assistance with parking costs
- Other (write in) _____

20. What assistance do you and other members of your household receive from your employers with the cost of housing? (Please tick appropriate answers)

Assistance received	Yourself	Others
None		
Free dwelling		
Subsidised loan for mortgage		
Rent allowance		
Other (write in)		

21. Date of completion of this questionnaire _____

22a. Would you be willing to talk to a member of our staff in more detail about your location and journey to work decisions?
(Please tick) Yes No

b. If your answer is YES could you please tell us your name and telephone number if any.
Name BLOCK CAPITALS
Home Tel. _____
Work Tel. _____

23. Do you have any comments on this study or any related aspect of your journey to work?

Thankyou for completing this questionnaire.

MAP 1 POST CODE AREAS AROUND RAIL SURVEY STATIONS



KEY

- L = LETCEWORTH
- H = HITCHIN
- W = WELWYN GARDEN CITY
- P = POTTERS BAR
- K = KINGS CROSS
- M = MOORGATE
- BS = BISHOPS STOETFORD
- B = BROXBOURNE
- T = THEOBALDS GROVE
- LS = LIVERPOOL STREET.

