



Research Report



South Staffordshire Rural Transport Study

**Prepared for: South Staffordshire
Council**

South Staffordshire Rural Transport Study

Prepared for: South Staffordshire Council

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1 Introduction

1.1 Background

In autumn 2009, South Staffordshire Council commissioned BMG Research to conduct a postal survey with residents of South Staffordshire about local transportation issues. South Staffordshire Council is working with other local agencies such as the County Council, the health service, local businesses, local housing associations and the local voluntary sector to look at ways that they can help improve access to transport in the district – and in particular, access to and from rural areas.

The results of this survey will help to establish what transportation problems local people face and will help to inform the future use of the budget allocated for meeting rural transport needs in the district. More specifically, this survey aimed to achieve the following:

- Identify any particular gaps in transport provision, particularly by Locality;
- Record usage of the existing Council supported token scheme; and
- Assess interest in possible new transport services.

This survey forms part of a wider consultation including focus groups already conducted by South Staffordshire Council per Locality. The results of this quantitative survey should be reviewed alongside the qualitative research.

1.2 Survey Method

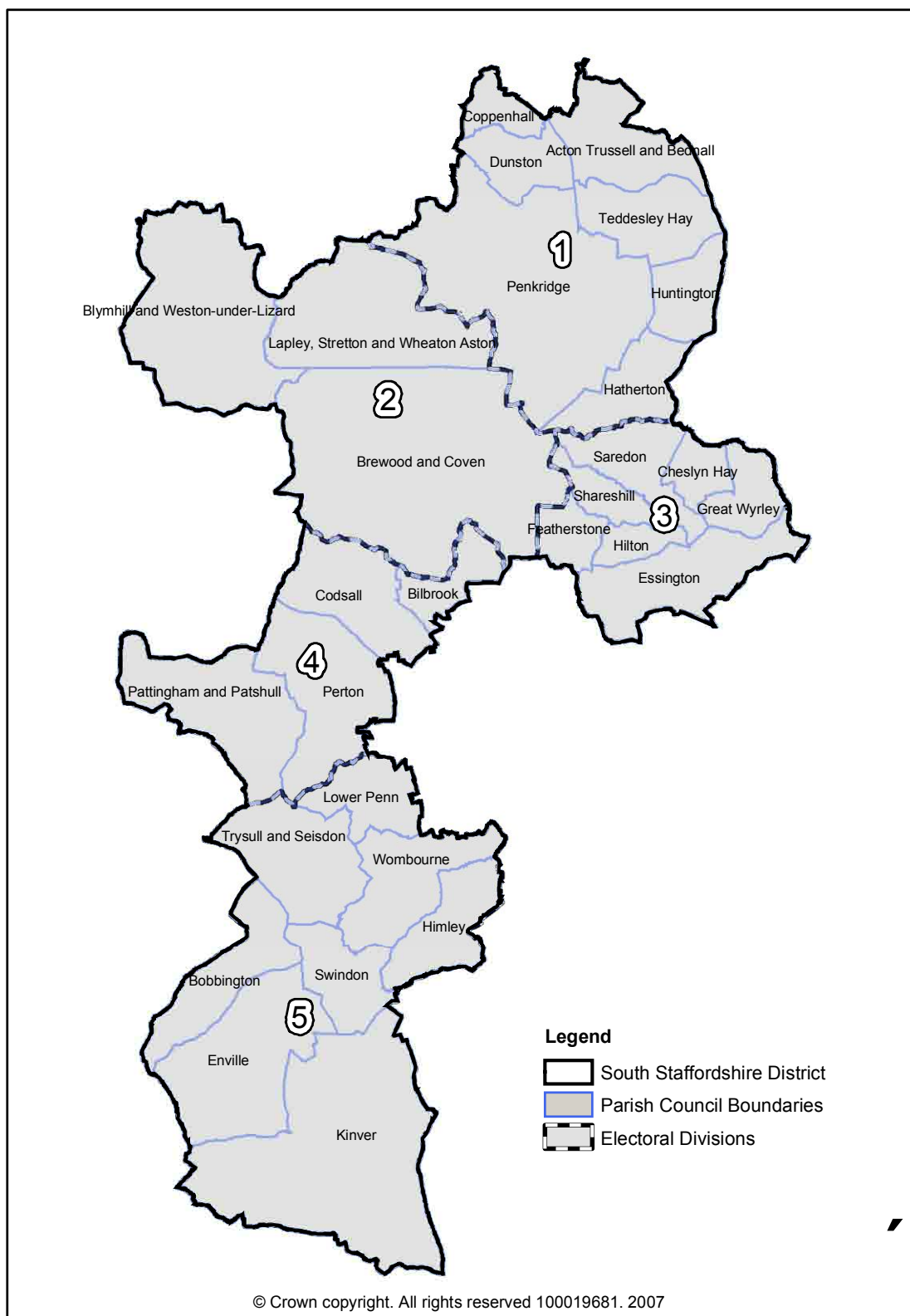
The target population for the survey was the adult population (18+) of South Staffordshire, drawn from the Royal Mail's Postcode Address File (PAF). The survey was conducted via postal self-completion questionnaires. A sample of 2,500 households was drawn randomly (500 per Locality) and questionnaires were sent to these households at the beginning of November 2009.

Following the first mailing, those respondents that had not returned a completed questionnaire were re-mailed in order to maximise response rates. The second re-mailing took place on 1st December 2009.

In total, all 2,500 respondents were mailed the survey to which 1,212 responded. This was a response rate of 48%.

A sample of 1,212 is robust and is subject to a maximum standard error of $\pm 2.8\%$ at the 95% confidence level on an observed statistic of 50%. This means that if the total number of residents in South Staffordshire had conducted the survey and a statistic of 50% was observed, we can be 95% confident that the response lies between 47.2% and 52.8%.

Figure 1: Map of South Staffordshire showing localities.



Produced by Information Technology Services, South Staffordshire Council, April 2007.

The following table presents the number of responses per Locality and the statistical validity of figure in each area.

Table 1: Sample size and confidence interval per Locality (All respondents)

Locality	Sample base	Confidence interval on observed statistic of 50%
LOCALITY 1	245	+/- 6.3
LOCALITY 2	237	+/- 6.4
LOCALITY 3	237	+/- 6.4
LOCALITY 4	235	+/- 6.4
LOCALITY 5	258	+/- 6.1

Figures and tables are used throughout the report to assist explanation and analysis. Although occasional anomalies appear due to 'rounding' differences, these are never more than +/-1%. These occur where rating scales have been added to calculate proportions of respondents who are satisfied at all (i.e. either very or fairly satisfied).

All the data included in this report have been weighted by ward, age, gender and economic activity in order to provide a sample that is representative of the South Staffordshire area.

1.3 Data reporting

All completed questionnaires were returned directly to BMG Research via the pre-paid envelope provided. On receipt of each completed questionnaire, BMG coded the verbatim (open-ended) questions, input and then analysed the data. Throughout this report there is analysis at both a total and sub sample level, e.g. gender, age, ethnicity, and Locality.

For more detailed analysis, refer to the separate cross tabulated data report. This separate data report contains cross-tabulations by nine factors, as follows:

- Locality;
- Gender;
- Age;
- Access to car in the household;
- Economic Activity;
- Limiting Disability;
- Use of Council travel tokens;
- Bus pass users; and,
- Awareness of local community transport schemes.

2 Summary – key findings

2.1 General transport use

2.1.1 Modes of transport

All respondents were asked how often they use the train, bus or cycle. Of these three transport types, the bus is used most frequently. A fifth (19%) of respondents use the bus at least once a week. In comparison, less than one in ten (7%) cycle or use the train (5%) at least once a week.

2.1.2 Access to a car

Respondents were asked whether they have regular access to a car (i.e. their own car or one owned by another member of the household). Nine tenths (90%) of respondents have access to a car whereas 8% do not. The remainder 2% did not provide a response

Among these 90% of households that have access to a car; two fifths (40%) have one car, approaching half (46%) have two cars and one in eleven (9%) have three cars. Just 4% have four or more cars.

2.1.3 Non car users

Respondents who do not have access to a car were asked where they most regularly travel to. The place that non car users are most likely to travel to is a nearby village, selected by approaching a fifth (17%), followed by Cannock (15%) and Wolverhampton (12%). Two in five (41%) did not provide a response.

2.2 Main form of transport

Respondents were then asked what form of transport they take for three particular journey types. These were; commuting to work and back, shopping and visiting family and friends. Respondents are more likely to use a car for commuting to and from work (56%), shopping (77%) and visiting family and friends (81%).

2.2.1 Bus passes

Just over three quarters (76%) of respondents do not have a current bus pass. However, approaching a fifth (18%) of respondents have a free bus pass because they are over 60 years old. This rises to almost half (49%) amongst those aged 60 – 64 years and 55% among those aged 65+. A very small proportion of respondents (1%) pay for a bus pass or are given one due to being registered disabled/a carer.

2.3 Access to health Services

When asked how they normally reach their local GP, almost three fifths (59%) of all respondents use their car when visiting their local GP whereas approaching three tenths (28%) walk.

When asked about hospital visits, more than two fifths (45%) of respondents travel by car. This is likely to reflect the distance that has to be travelled to these facilities.

2.4 Barriers to reaching health appointments

All respondents were asked if there is anything that prevents them from travelling to a health appointment by public transport. The most common reason given was that they would rather travel by car, which was selected by almost two fifths (39%) of respondents. This is followed by 14% who say that bus times don't correspond with appointments and one tenth (10%) who say the reliability of bus services is a problem.

2.5 Supporting transport alternatives

One in eight (12%) respondents have/use travel tokens whereas 85% do not. Given that much of the population do not qualify, older respondents are more likely to have/use tokens, with just over a third (34%) of those aged 60-64 and 36% of those aged 65+ having tokens compared with just 1% of those aged 45 – 59 years.

Of those respondents that receive tokens, approaching three fifths (57%) use the taxi to travel locally whilst half (50%) use the taxi to travel longer distances. Just over a third (34%) of respondents use the tokens to travel by bus.

Around four fifths (81%) of these respondents always use all of these tokens whereas 17% do not. The remainder did not provide a response.

2.6 Transport alternatives

When considering these alternatives, approaching half (48%) of respondents would not use dial-a-ride if it were available whereas 15% of respondents would. Around three tenths (31%) do not know.

Just over a fifth (21%) of respondents say they would be likely to use a flexi-bus service if it was available whereas just over two fifths (43%) would not. Again, nearly a third (31%) of respondents are unsure.

2.6.1 Alternative transport usage

Respondents who say they would be likely to use either a dial-a-ride or flexi-bus service were asked how regularly they think they would use the service. Just over half (55%) of these respondents say they would use the service at least once a week including a quarter (25%) who would use it 2-3 days a week.

A further one in seven (14%) respondents think they would use the service once a fortnight whereas almost a quarter (24%) would use it less than once a month.

Respondents who say they would be likely to use the dial-a-ride or flexi-bus service are most likely to use the service to travel to a nearby village (e.g. shopping or visiting a friend/relative) (36%). A fifth (20%) of respondents would use the service to travel to a nearby town outside South Staffordshire.

2.6.2 Fares

All respondents who would be likely to use a flexi-bus service or dial-a-ride were also asked if they would be willing to pay a higher fare for the convenience of a door-to-door service than a normal bus/taxi fare. Just over a third (34%) of these respondents say they would pay this, whereas almost two fifths (39%) would not. More than a fifth (22%) of respondents answered 'don't know'. This would indicate that residents would

require further information such as how much more they would be required to pay in order for them to make an informed decision.

2.7 Awareness of community/voluntary transport scheme

Nearly a fifth (18%) of respondents are aware of existing community or voluntary transport schemes in their local area whereas approaching three fifths (57%) of respondents are not aware of any. Almost a quarter (23%) are unsure whilst a further 2% did not provide a response.

2.8 Users of community/voluntary schemes

Respondents who are aware of community/voluntary transport schemes in their local area were then asked if they have used any of the schemes in the past 12 months. Only 6% of these have used the schemes whilst the vast majority (93%) have not. Just 1% of respondents did not provide a response.

All of the respondents who have used one of the schemes in the past 12 months rate the overall service as good (100%, 26 respondents), including 90% (23 respondents) who rate it as very good. While encouraging, the low sample base means this finding is indicative rather than statistically robust.

2.9 Non-users of community/voluntary schemes

Those respondents who have not used a community/voluntary scheme in the last 12 months were asked if they would consider using one if it were available to them locally. Around a quarter (26%) say they would use this scheme whereas a third (34%) would not. However, approaching two fifths (36%) are unsure perhaps indicating a lack of awareness on how the scheme operates in detail.

2.10 After school activities

All respondents were asked if they have children who are currently at school. Just over a quarter (26%) say they do, whereas seven tenths (70%) do not. A further 4% did not provide a response.

Respondents who have a child or children were then asked if their child(ren) take part in after school activities. Almost two thirds (65%) of respondents say their children do whereas as nearly a third (32%) do not. A further 2% did not give a response.

2.10.1 After school transport

Respondents who said they have child(ren) that attend after school activities were then asked if their child(ren) would benefit from later school transport. Almost three tenths (29%) of respondents say their child(ren) would benefit whereas approaching two thirds (64%) of respondents do not think they would. A further 7% are not sure. Therefore there is only a minority support for enhanced after school transport.

Respondents who said that their children would benefit from later school transport due to after school activities were asked which time period would be most beneficial. Just over a third (35%) of respondents say an hour after school is sufficient time to benefit their child(ren). However, almost three fifths (59%) of respondents think a 1 – 2 hours after school time period would be most beneficial. Only 1% of respondents think that a

longer time period of 2-3 hours is needed and none think that more than 3 hours is necessary.

2.11 Transport for young persons

All respondents were asked if there is someone in the household aged 16-19 years who is currently in higher/further education, seeking learning/training opportunities or looking for work. Only a small proportion of respondents have a young person who is seeking learning/training opportunities (1%) or looking for work (3%) in their household. Less than one in ten (9%) households with young people who are currently in higher/further education.

Respondents who have a young person in the household who is currently in higher/further education, seeking learning/training opportunities or looking for work were then asked if six forms of transport support would benefit that young person. The most commonly highlighted transport support which respondents think would benefit their young person is driving lessons, selected by almost half (49%) of respondents. This is followed by approaching three tenths (27%) of respondent who selected flexi-bus services and 26% who selected dial-a-ride. Respondents are least likely to select car hire as beneficial (8%) to these young people.

3 General transport use

3.1 Introduction

This section reports the responses given in relation to general transport use including car ownership, use of public transport and the modes of transport used for various types of journey.

3.2 Modes of transport

All respondents were asked how often they use the train, bus or cycle. Of these three transport types, the bus is used most frequently. A fifth (19%) of respondents use the bus at least once a week. In comparison, less than one in ten (7%) cycle or use the train (5%) at least once a week.

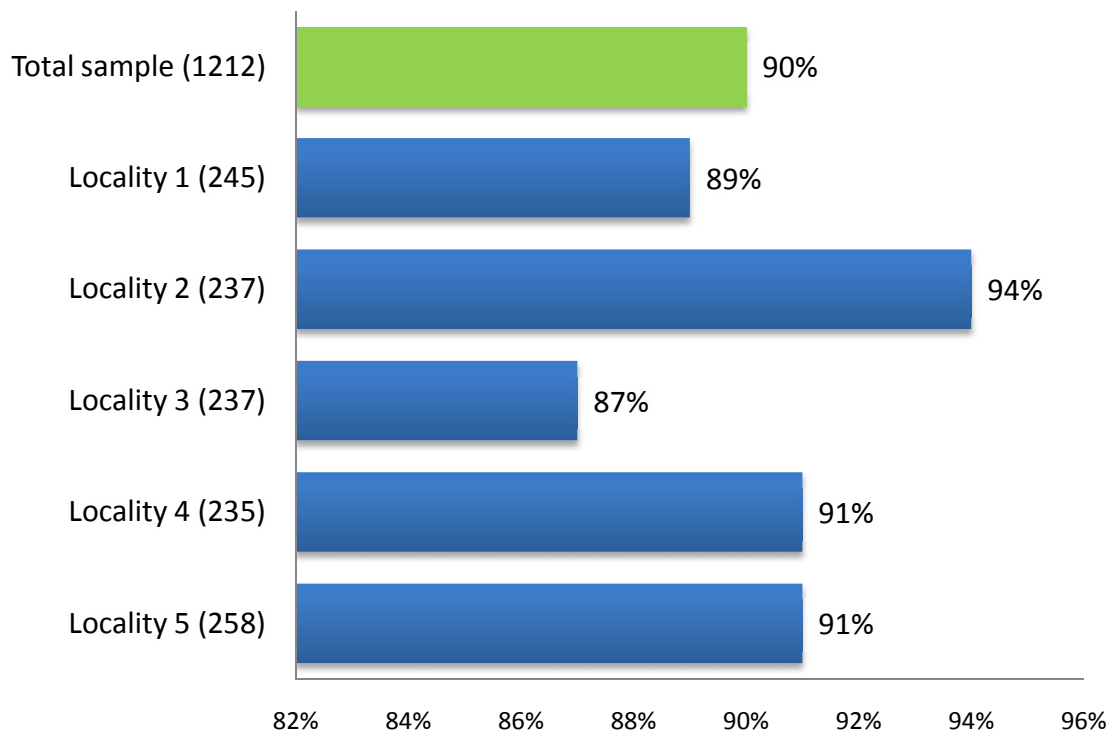
Table 2: On average, how often do you use the following modes of transport? (All responses) Q1

	Train	Bus	Cycle
Everyday	2%	4%	1%
2 – 3 times a week	1%	10%	3%
Once a week	2%	5%	3%
Once a fortnight	1%	3%	2%
Once a month	8%	6%	3%
Very rarely	50%	41%	27%
Other	2%	1%	1%
Never	16%	22%	37%
Not provided	18%	8%	23%
Summary – at least once a week	5%	19%	7%
Unweighted base = 1,212			

3.3 Access to a car

Respondents were asked whether they have regular access to a car (i.e. their own car or one owned by another member of the household). Nine tenths (90%) of respondents have access to a car whereas 8% do not. The remainder 2% did not provide a response. Variations in car access are shown in the figure below.

Figure 2: Do you have regular access to a car (All responses) % yes by locality Q2



Unweighted base = 1,212

Further analysis shows that significant differences exist with the following groups less likely to have access to a car:

- Females (87% c.f. males 94%);
- Respondents age 65+ years (83%) compared with all other age groups;
- Respondents who have a disability (82% c.f. 93% of respondents who do not have a disability); and,
- Those who are not economically active (82% c.f. 95% who are economically active).

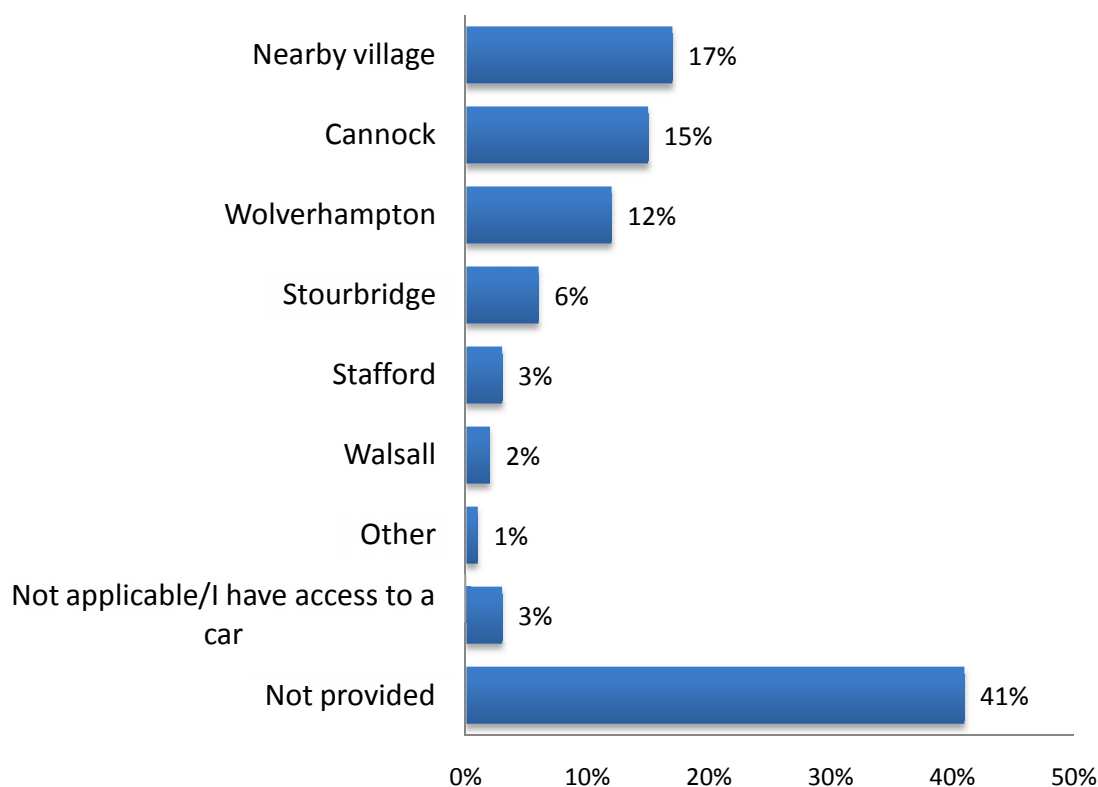
3.3.1 Number of cars

Among these 90% of households that have access to a car; two fifths (40%) have one car, approaching half (46%) have two cars and one in eleven (9%) have three cars. Just 4% have four or more cars.

3.3.2 Non car users

Respondents who do not have access to a car were asked where they most regularly travel to. The place that non car users are most likely to travel to is a nearby village, selected by approaching a fifth (17%), followed by Cannock (15%) and Wolverhampton (12%). Two in five (41%) did not provide a response.

Figure 3: If you do not have access to a car (i.e. use other transport), where do you most regularly travel to? (All respondents – where do not have access to car) Q5



Unweighted base = 119

3.4 Main form of transport

Respondents were then asked what form of transport they take for three particular journey types. These were; commuting to work and back, shopping and visiting family and friends. Respondents are more likely to use a car for commuting to and from work (56%), shopping and visiting family and friends. However, it is for the latter reason that the car is most often used (81%). A high proportion of respondents do not provide a response with regard to commuting to work and back and as these tend to be older people (65+) it can be assumed that the question is not applicable to them.

Respondents age 25 – 44 years and 45 – 54 years are most likely to use the car for commuting to work (72% and 73% respectively) compared with those age 60 – 64 years (48%) and those age 65+ (9%).

When looking at shopping journeys, again, younger respondents are more likely to use the car. Respondents age 25 – 44 years (82%) and 45 – 59 years (84%) are more

likely to use a car compared with those aged 60 – 64 years (77%) and 65+ years (64%).

There is a significant difference between genders with males more likely to use the car visit friends and family (85%) compared with females (77%).

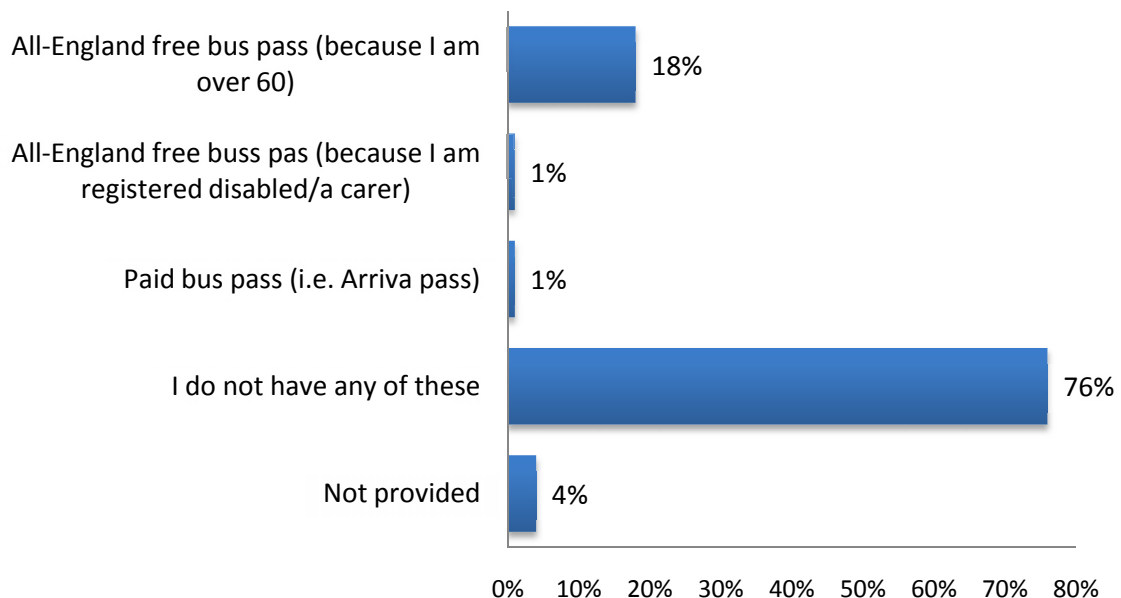
Table 3: What is the main form of transport when you take the following journeys? (All responses) Q4

	Car	Walking	Bus	Train	Bicycle	Lifts from a friend/ family member	Not provided
Communicating to work and back	56%	3%	5%	2%	1%	1%	32%
Shopping	77%	5%	7%	<0.5%	<0.5%	2%	9%
Visiting family and friends	81%	4%	5%	<0.5%	<0.5%	3%	7%

3.5 Bus passes

Just over three quarters (76%) of respondents do not have a current bus pass. However, approaching a fifth (18%) of respondents have a free bus pass because they are over 60 years old. This rises to almost half (49%) amongst those aged 60 – 64 years and 55% among those aged 65+. A very small proportion of respondents (1%) pay for a bus pass or are given one due to being registered disabled/a carer.

Figure 4: Do you currently have/use any of following? (All respondents) Q9



Unweighted base = 1,212

Of those that do not have access to a car, more than a third (36%) do not have a bus pass compared to 16% of those with access to a car.

4 Access to health services

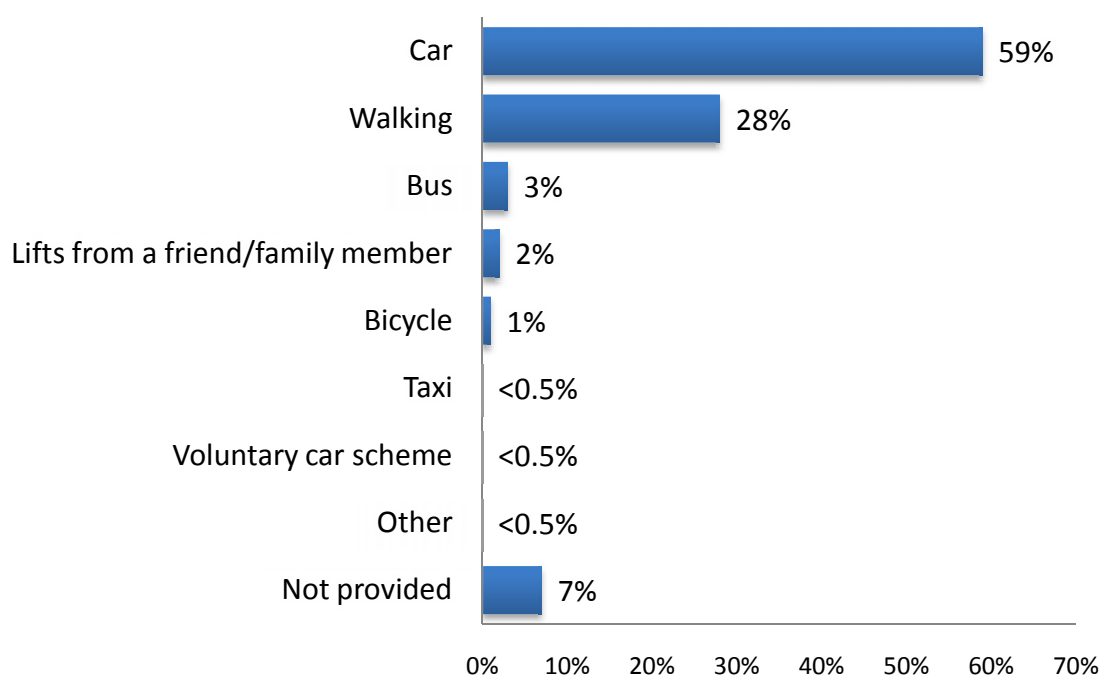
4.1 Introduction

Access to health services can be a problem for respondents in rural areas where transport may not be easily accessible. Given that no hospitals are located within the district, this issue was given particular focus in the survey questionnaire. Residents were asked a number of questions in order to establish if there are barriers to accessing health services due to finding suitable transport.

4.2 GP visits

When asked how they normally reach their local GP, almost three fifths (59%) of all respondents use their car when visiting their local GP whereas approaching three tenths (28%) walk.

Figure 5: What form of transport do you normally take to visit your local GP? (All responses) Q10



Unweighted base = 1,212

Car is the most common transportation used for this purpose in all Localities, however:

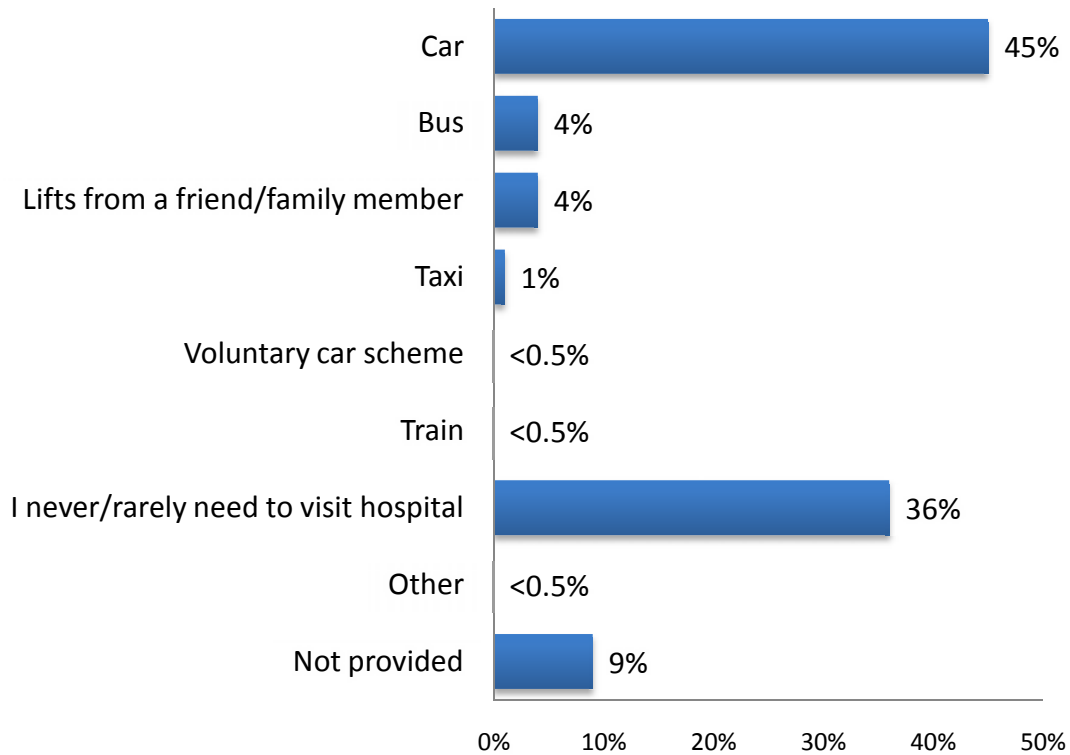
- It is highest in Localities 1 and 5 (both 66%);
- Walking to a GP surgery is significantly more likely amongst respondents in Localities 2 and 3 (both 33%) and 4 (34%);

Among those with no car access, almost half (48%) walk to GP, 16% use bus and 12% use lifts from friends and family.

4.3 Hospital visits

When asked about hospital visits, more than two fifths (45%) of respondents travel by car. This is likely to reflect the distance that has to be travelled to these facilities.

Figure 6: If you have regular hospital appointment, how do you normally get there? (All responses) Q12



Unweighted base = 1,212

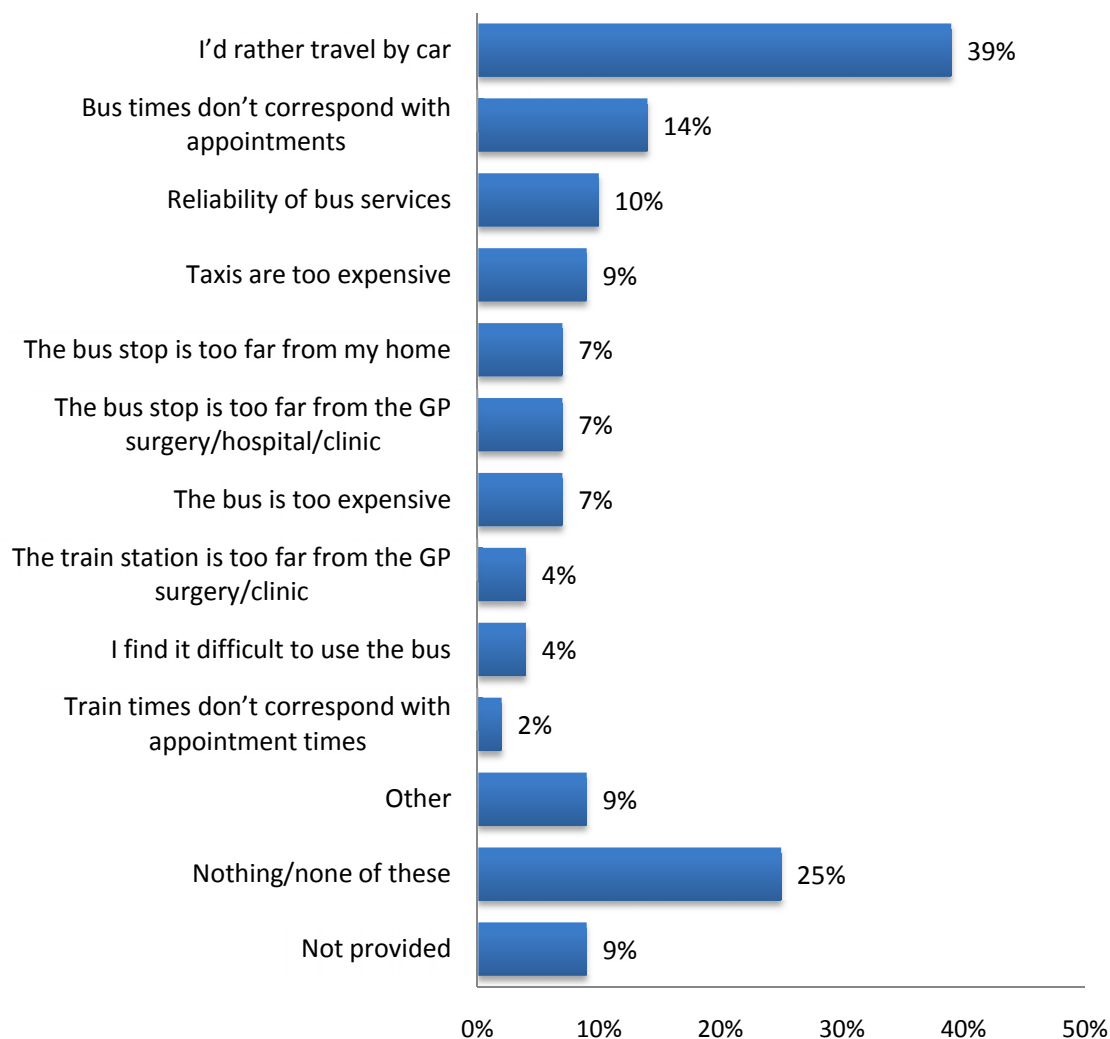
Again, car is the most common transportation used for this purpose in all Localities although it is highest in Locality 2 (52%).

Among those without access to a car, almost a third (32%) travel by bus whilst 16% rely on lifts from friends/family members. This will suggest that it is crucial that hospital appointment times are given to correspond with bus timetables or vice versa.

4.4 Barriers to reaching health appointments

All respondents were asked if there is anything that prevents them from travelling to a health appointment by public transport. The most common reason given was that they would rather travel by car, which was selected by almost two fifths (39%) of respondents. This is followed by 14% who say that bus times don't correspond with appointments and one tenth (10%) who say the reliability of bus services is a problem.

Figure 7: Is there anything that prevents you from travelling to a health appointment by public transport? (All responses) Q11



Unweighted base = 1,212

Bus times not corresponding with appointments is most commonly mentioned by those in Locality 2 (21%).

Among those without car access the most commonly mentioned barriers are:

- Bus times don't correspond with appointment times (21%); and
- Taxis are too expensive (15%).

However, it should be noted that just over two fifths (41%) of those without a car said there were no barriers to them reaching hospital appointments.

5 Supporting transport alternatives

5.1 Introduction

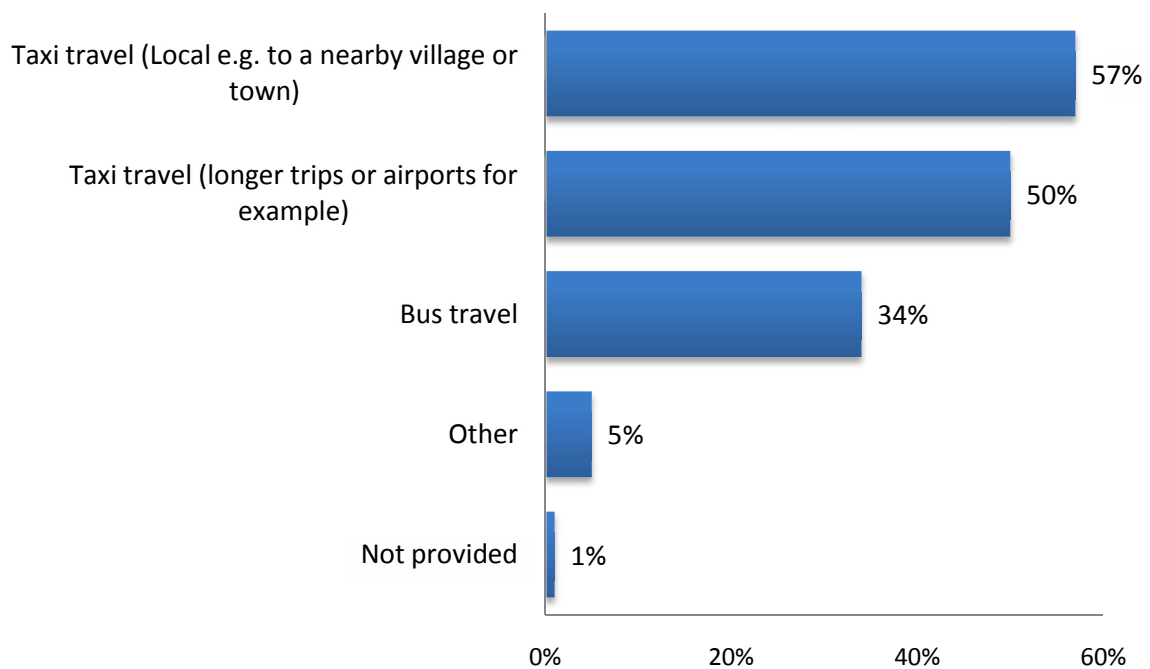
Travel tokens are offered to older and disabled persons living in South Staffordshire. As an alternative to a bus pass, applicants can choose to have our own plastic tokens. Tokens are accepted on all buses and taxi operators running within the District.

5.2 Travel tokens

One in eight (12%) respondents have/use travel tokens whereas 85% do not. Given that much of the population do not qualify, analysis looks at the proportions amongst respondents aged 65+ years. As would be expected, older respondents are more likely to have/use tokens, with just over a third (34%) of those aged 60-64 and 36% of those aged 65+ having tokens compared with just 1% of those aged 45 – 59 years.

Of those respondents that receive tokens, approaching three fifths (57%) use the taxi to travel locally whilst half (50%) use the taxi to travel longer distances. Just over a third (34%) of respondents use the tokens to travel by bus.

Figure 8: What forms of travel do you use your tokens for? (All token users) Q8



Unweighted base = 247

Around four fifths (81%) of these respondents always use all of these tokens whereas 17% do not. The remainder did not provide a response.

5.3 Transport alternatives

Respondents were given information about transport alternatives which could become available in South Staffordshire.

'Dial-a-ride' – this is also known by some as 'ring-and-ride'. This is often a door to door service where residents would ring and pre-book a journey.

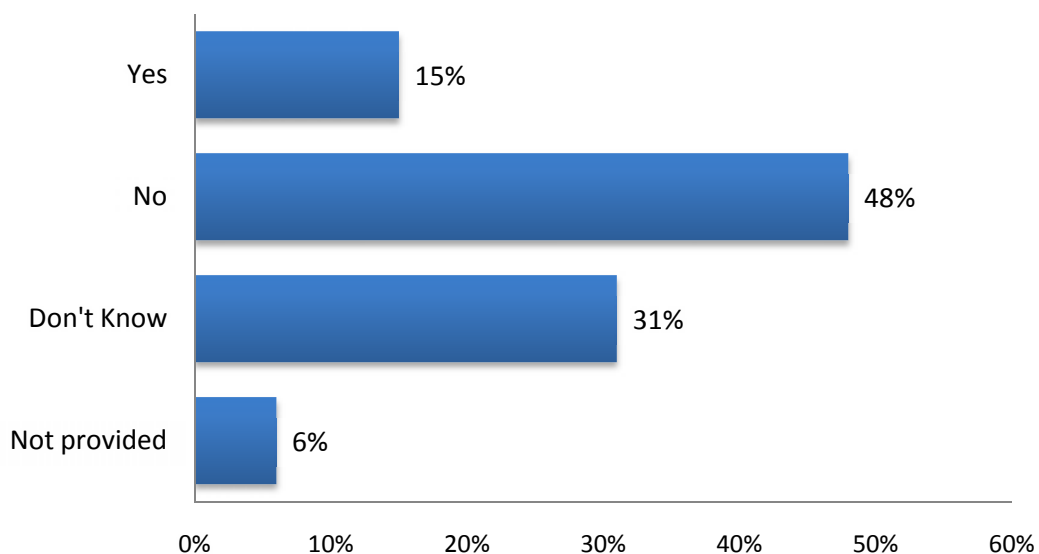
Flexi-bus – often a small bus which is better suited to rural areas and goes to places which aren't served by existing bus routes and which are often on smaller, more rural routes.

Community/voluntary transport – non-commercial, usually operated by local community groups. It could, for example be done through car sharing or more often through small vehicles such as taxi-buses or minibuses.

5.3.1 Dial-a-ride

When considering these alternatives, approaching half (48%) of respondents would not use dial-a-ride if it were available whereas 15% of respondents would. Around three tenths (31%) do not know.

Figure 9: If a dial-a-ride service was available would you be likely to use? (All responses) Q13

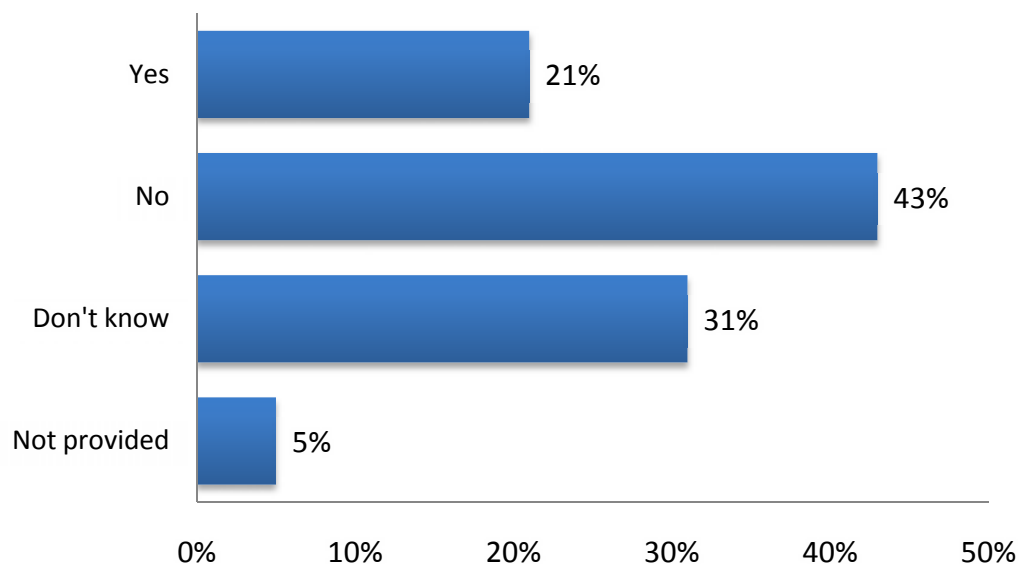


Unweighted base = 1,212

The proportion who say they would use this service rises to a third (33%) among those respondents without access to a car compared to 13% among those who do have a car.

Just over a fifth (21%) of respondents say they would be likely to use a flexi bus service if it was available whereas just over two fifths (43%) would not. Again, nearly a third (31%) of respondents are unsure.

Figure 10: If a flexi-bus service was available would you be likely to use it (All responses) Q14



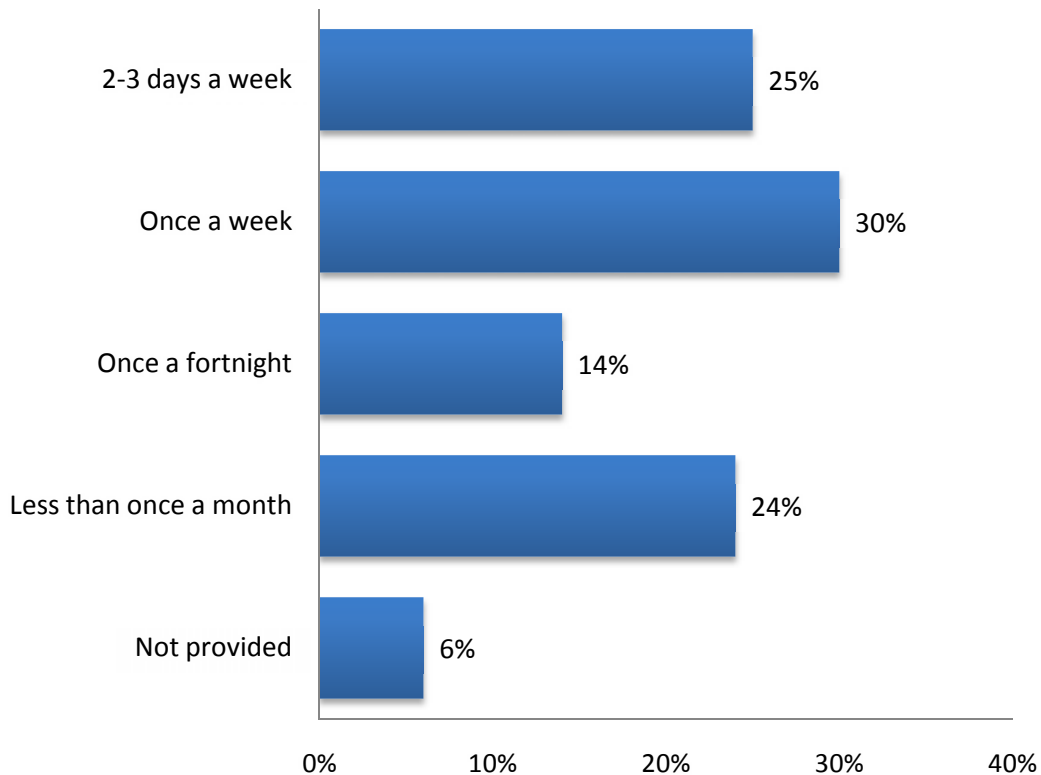
Unweighted base = 1,212

The proportion saying 'yes' rises to 44% among those without access to a car compared to almost a fifth (19%) of respondents with a car. Where respondents currently have a free bus pass, more than a third (35%) of respondents would be likely to use this service compared to just 17% of those who do not have a bus pass.

Respondents who say they would be likely to use either a dial-a-ride or flexi-bus service were asked how regularly they think they would use the service. Just over half (55%) of these respondents say they would use the service at least once a week including a quarter (25%) who would use it 2-3 days a week.

A further one in seven (14%) respondents think they would use the service once a fortnight whereas almost a quarter (24%) would use it less than once a month.

Figure 11: How regularly do you think you would use a dial-a-ride or flexi-bus service (All most interested in using service) Q16



Unweighted base = 331

There are no significant differences between groups.

5.3.2 Alternative transport usage

Respondents who say they would be likely to use the dial-a-ride or flexi-bus service are most likely to use the service to travel to a nearby village (e.g. shopping or visiting a friend/relative) (36%). A fifth (20%) of respondents would use the service to travel to a nearby town outside South Staffordshire.

Just over a fifth (22%) would use to travel to health appointment although this increases to almost two fifths (39%) for respondents aged 65+ years. Residents of Locality 2 are significantly more likely to indicate they would use the service to travel to a nearby village (49%).

It is worth noting that amongst those respondents with access to a car, almost two fifths (39%) of respondents would use this alternative transport to travel to a nearby

village compared to just over a fifth (22%) of respondents without a car. This could help toward cutting car usage for households in the area.

5.3.3 Fares

All respondents who would be likely to use a flexi-bus service or dial-a-ride were also asked if they would be willing to pay a higher fare for the convenience of a door-to-door service than a normal bus/taxi fare. Just over a third (34%) of these respondents say they would pay this, whereas almost two fifths (39%) would not. More than a fifth (22%) of respondents answered 'don't know'. This would indicate that residents would require further information such as how much more they would be required to pay in order for them to make an informed decision.

Figure 12: Would you be willing to pay a higher fare for the convenience of a door-to-door service than a normal bus/taxi fare? (All respondents) Q17



Unweighted sample base=331

There are no significant differences between demographic groups or by Locality.

6 Awareness of community/voluntary transport scheme

6.1 Introduction

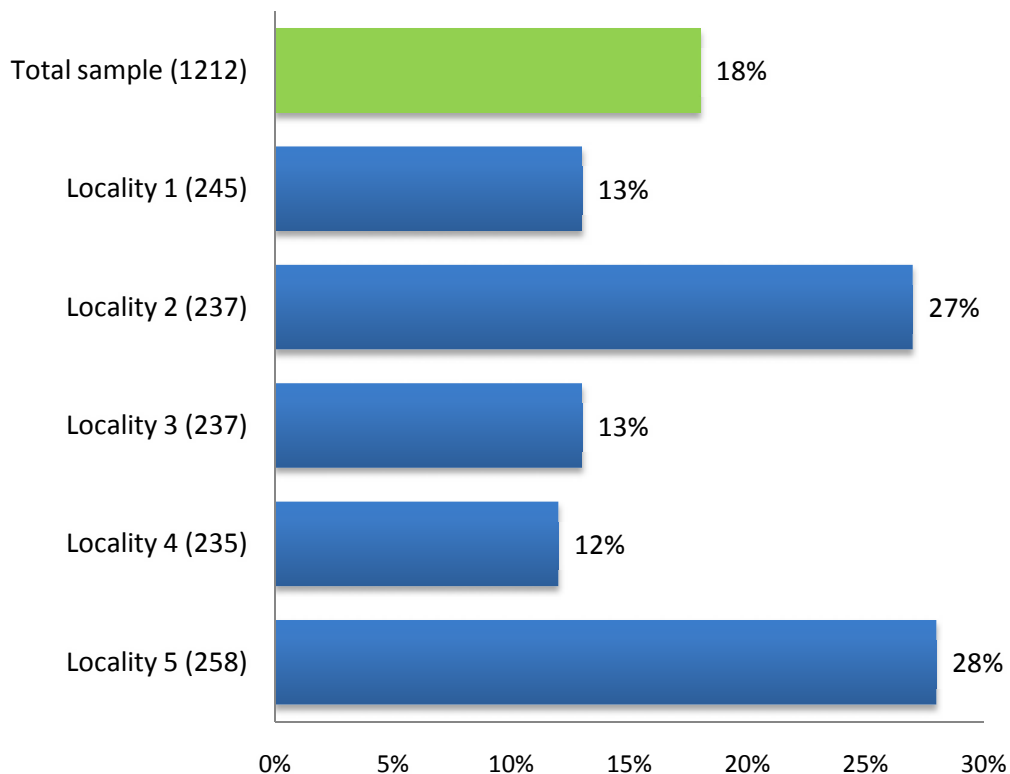
This section looks at awareness of community/voluntary transport schemes and usage of this form of transport.

6.2 Awareness

Nearly a fifth (18%) of respondents are aware of existing community or voluntary transport schemes in their local area whereas approaching three fifths (57%) of respondents are not aware of any. Almost a quarter (23%) are unsure whilst a further 2% did not provide a response.

The figure below shows that awareness of community/voluntary transport schemes is highest in Locality 5 (28%) and Locality 2 (27%) and lowest in Locality 4 (12%). Whether this is due to variations in service provision or due to differing levels of communication per locality should be reviewed.

Figure 13: Are you aware of any community/voluntary transport schemes in your local area? % yes by Locality (All responses) Q25



Unweighted base = 1,212

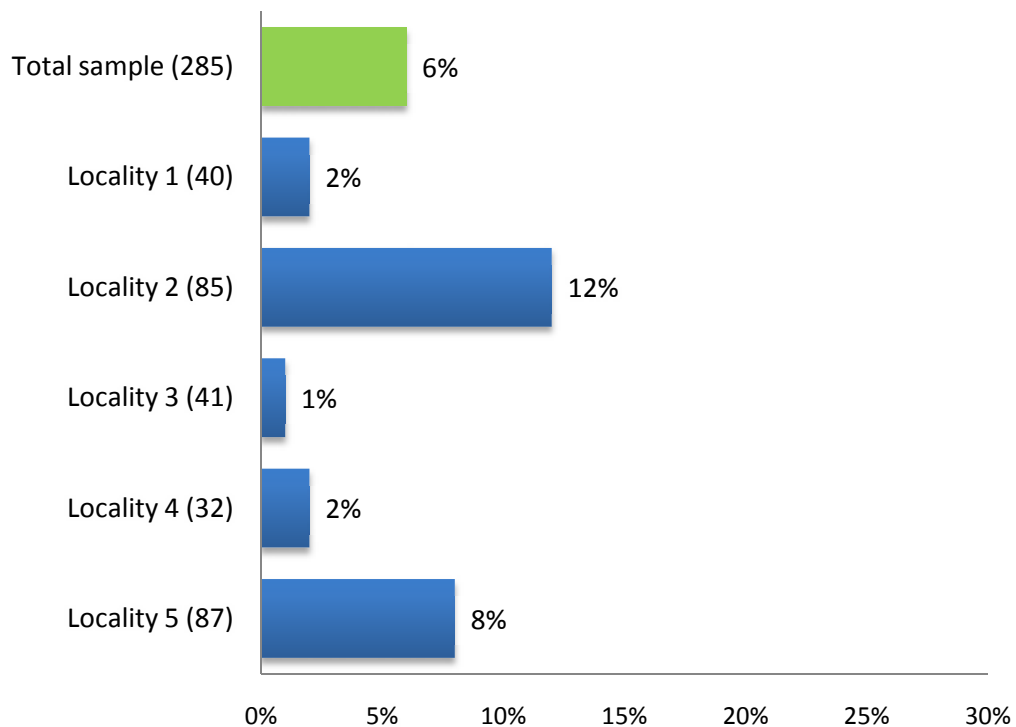
Awareness of transport schemes increases among older age groups. Awareness amongst those aged 65+ years is over a third (35%) compared to those aged 25 – 44 years (10%), 45 – 59 years (16%) and 60 – 64 years (20%).

6.3 Use of community/voluntary schemes

Respondents who are aware of community/voluntary transport schemes in their local area were then asked if they have used any of the schemes in the past 12 months. Only 6% of these have used the schemes whilst the vast majority (93%) have not. Just 1% of respondents did not provide a response.

The figure below shows that generally where awareness for the transport schemes is higher, usage is also higher. Usage of the scheme is highest amongst residents of Locality 2 (12%) and lowest amongst residents of Locality 3 (1%).

Figure 14: Have you used any community/voluntary transport schemes within the past 12 months by Locality % yes (All aware) Q26



Unweighted base = 285

In terms of age, no respondents under 60 have used any community/voluntary transport schemes in the past 12 months. Less than one in ten (8%) respondents aged 60 – 64 years and 12% of those aged 65+ have used the scheme.

Furthermore, those respondents who do not have access to a car are significantly more likely to have use community/voluntary transport (29%) compared to those that do have car access (3%).

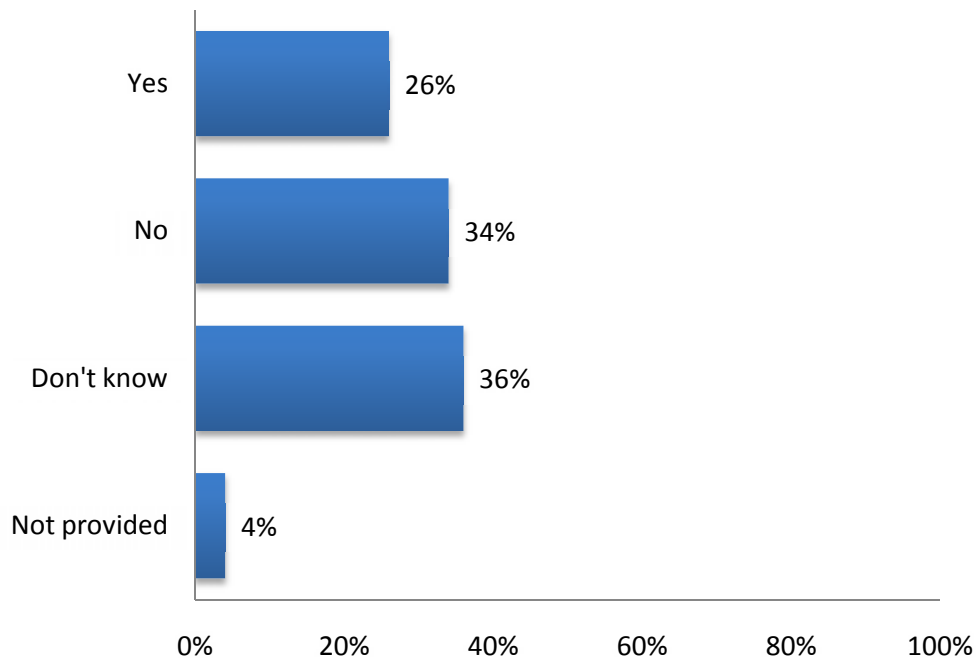
6.4 Overall satisfaction with community/voluntary transport schemes

All of the respondents who have used one of the schemes in the past 12 months rate the overall service as good (100%, 26 respondents), including 90% (23 respondents) who rate it as very good. While encouraging, the low sample base means this finding is indicative rather than statistically robust.

6.5 Non users of community/voluntary transport schemes

Those respondents who have not used a community/voluntary scheme in the last 12 months were asked if they would consider using one if it were available to them locally. Around a quarter (26%) say they would use this scheme whereas a third (34%) would not. However, approaching two fifths (36%) are unsure perhaps indicating a lack of awareness on how the scheme operates in detail.

Figure 15: If you haven't used a community/voluntary transport scheme in the past, would you consider using one if they were available to you locally (All non-users) Q28



Unweighted base = 1,186

There are no differences in terms of Locality however; interest rises to just over two fifths (42%) among those with no access to a car compared to a quarter (25%) among those who do have car access.

7 Education related transport

7.1 Introduction

Like older people, young people are also very reliant on public transport for both school and leisure. This section looks closely at transport provided for after school activities.

7.2 Children at school

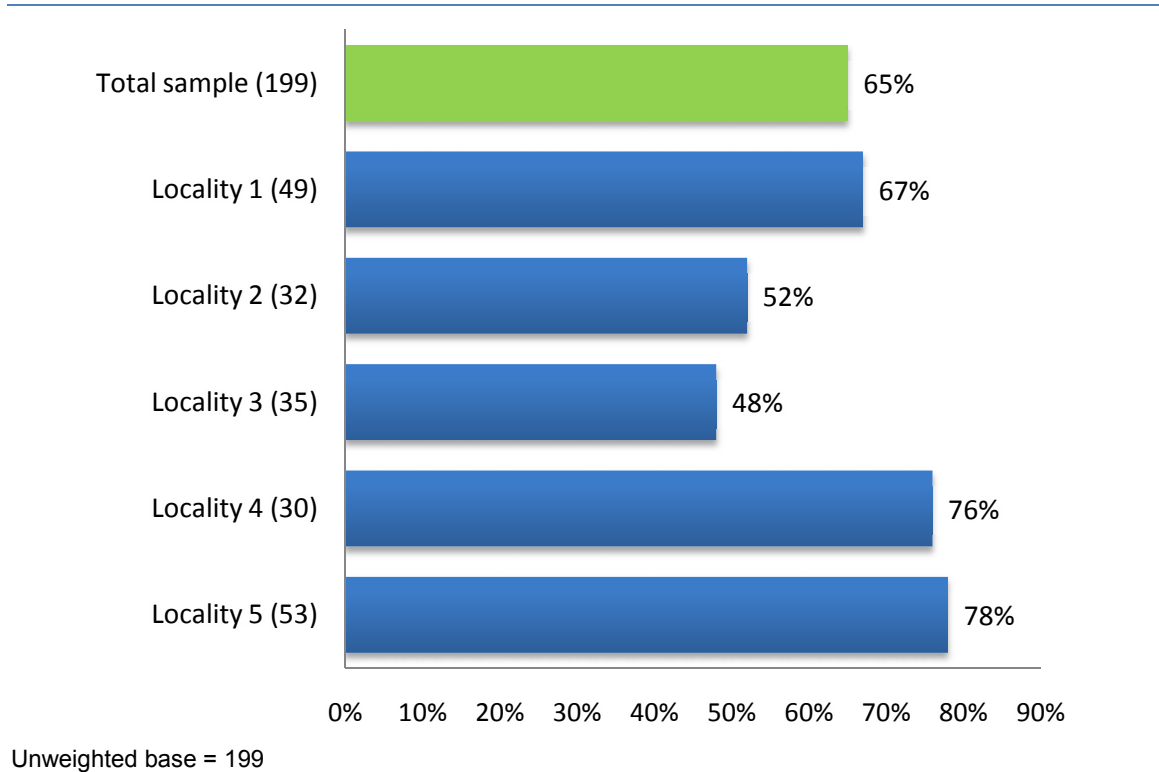
All respondents were asked if they have children who are currently at school. Just over a quarter (26%) say they do, whereas seven tenths (70%) do not. A further 4% did not provide a response.

7.3 After school activities

Respondents who have a child or children were then asked if their child(ren) take part in after school activities. Almost two thirds (65%) of respondents say their children do whereas as nearly a third (32%) do not. A further 2% did not give a response.

Residents in Locality 5 (78%) and 4 (76%) are most likely to have children who partake in after school activities. Those in Locality 3 are least likely to have children to attend these types of activities.

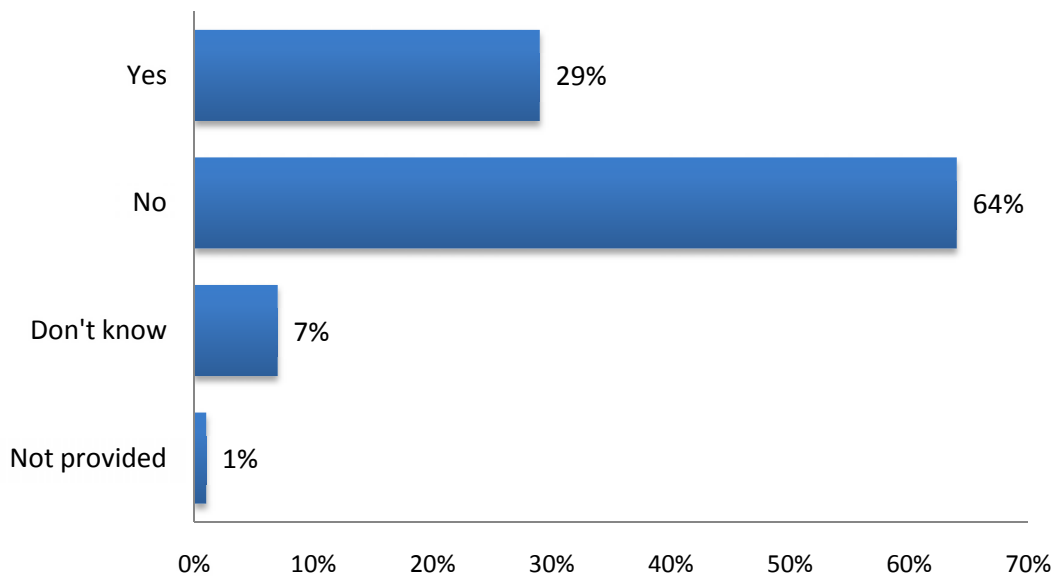
Figure 16: Proportion of children taking part in after school activities (All those with child(ren) in the household) Q20



7.4 After school transport

Respondents who said they have child(ren) that attend after school activities were then asked if their child(ren) would benefit from later school transport. Almost three tenths (29%) of respondents say their child(ren) would benefit whereas approaching two thirds (64%) of respondents do not think they would. A further 7% are not sure. Therefore there is only a minority support for enhanced after school transport.

Figure 17: Would you and your child(ren) benefit from later school transport? (All those with children in the household) Q21



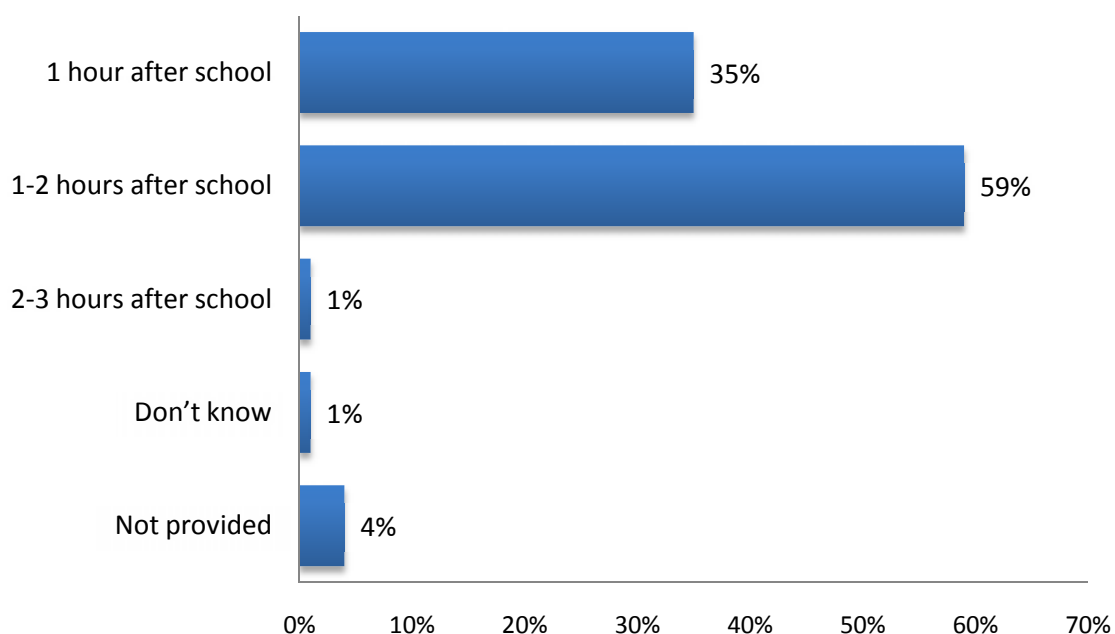
Unweighted base = 130

No significant variations are evident by Locality or demographic groups.

7.4.1 Suitable times for transport

Respondents who said that their children would benefit from later school transport due to after school activities were asked which time period would be most beneficial. Just over a third (35%) of respondents say an hour after school is sufficient time to benefit their child(ren). However, almost three fifths (59%) of respondents think a 1 – 2 hours after school time period would be most beneficial. Only 1% of respondents think that a longer time period of 2-3 hours is needed and none think that more than 3 hours is necessary.

Figure 18: Time periods that would most benefit those interested in later school transport (Those who attend after school activities who would benefit from later school transport) Q22

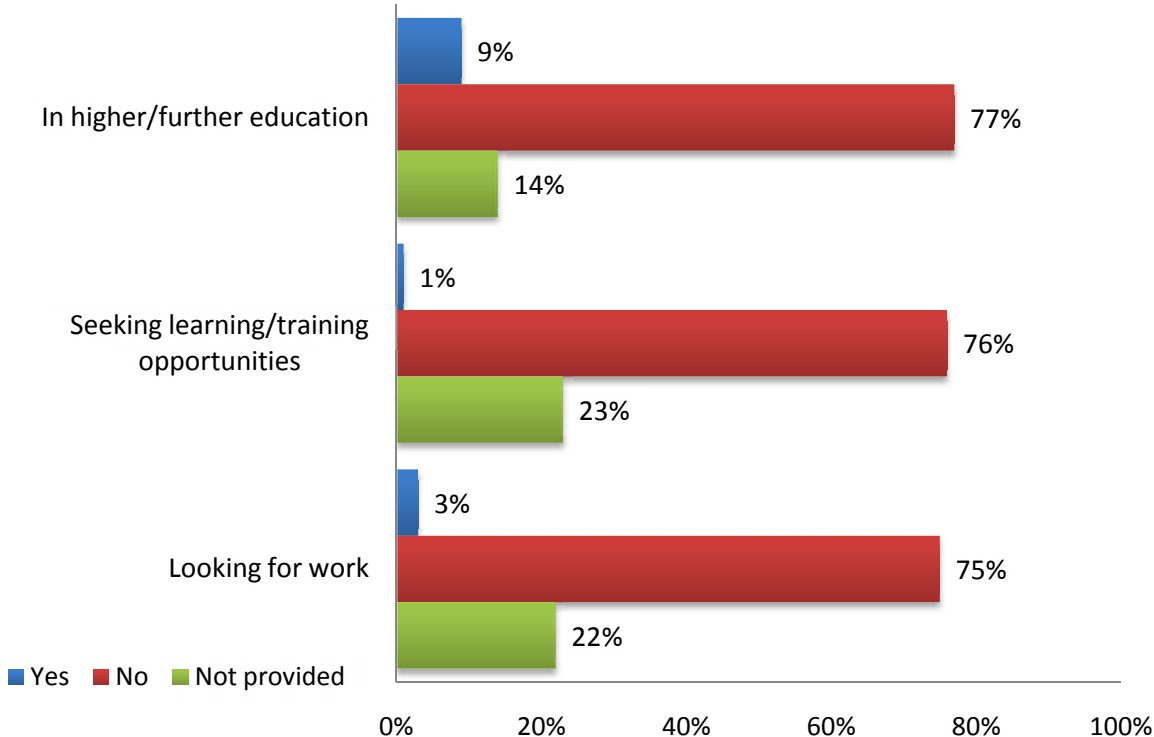


Unweighted base = 46

7.5 Young person in household

All respondents were asked if there is someone in the household aged 16-19 years who is currently in higher/further education, seeking learning/training opportunities or looking for work. Only a small proportion of respondents have a young person who is seeking learning/training opportunities (1%) or looking for work (3%) in their household. Less than one in ten (9%) households with young people who are currently in higher/further education.

Figure 19: Is there someone aged 16-19 years in your household who is currently...? Q23



Unweighted base = 1,212

7.6 Access to transport for young people

Respondents who have a young person in the household who is currently in higher/further education, seeking learning/training opportunities or looking for work were then asked if six forms of transport support would benefit that young person. The most commonly highlighted support which respondents think would benefit their young person is driving lessons, selected by almost half (49%) of respondents. This is followed by approaching three tenths (27%) of respondent who selected flexi-bus services and 26% who selected dial-a-ride. Respondents are least likely to select car hire as beneficial (8%) to young people who are in education, seeking training or work.

Table 4: Would the person(s) aged 16 – 19 in your household benefit from being able to access any of the following modes of transport? (All those with 16-19 years old in the household) Q24

Mode of transport	Yes	No	Don't know	Not provided
Moped hire	11%	50%	5%	35%
Driving lessons	49%	34%	3%	15%
Car hire	8%	51%	6%	34%
Car loan	11%	45%	12%	33%
Dial-a-ride service	26%	35%	12%	27%
Flexi-bus service	27%	35%	12%	26%
Unweighted base = 101				

No significant differences are evident between demographic groups or localities.

8 Respondent profile

The following table summarises the unweighted profile of the sample, by the total sample and broken down by area.

Table 5: Respondent profile

GENDER	%	Total (1,212)
Male	44%	535
Female	56%	677
AGE		
16-24	3%	32
25-44	41%	493
45-59	23%	279
60-64	14%	168
65+	20%	240
DISABILITY		
Yes, someone in the household has a long-standing illness, disability or infirmity	23%	285
No, no-one in the household has a long-standing illness, disability or infirmity	76%	916
Not Provided	1%	11
EMPLOYMENT STATUS		
Employed Full Time	40%	482
Employed Part Time	15%	180
Self Employed	8%	93
Full Time Education	1%	11
Unemployed and available for work	2%	21
Long Term Sick / Disabled	4%	47
Retired	23%	278
Looking After Home Or Family	6%	72
Something Else	2%	28

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